

Chelmsford Local Plan

Preferred Options

Tracked Change Version

May 2024

**THIS IS NOT THE
CONSULTATION
DOCUMENT**

Background Document Only

Purpose of this Document

This document is a tracked change version of the Local Plan Preferred Options Consultation Document. It is a **background document for information only** to show the changes proposed to the adopted Local Plan. It can be used as an aid to understand the changes being proposed.

This is not the main consultation document. The consultation document is available at:

www.chelmsford.gov.uk/lp-review

New and amended wording is shown as underlined text and strikethrough text is proposed for deletion. There are some new figures, diagrams and tables and therefore the referencing has been updated accordingly. The paragraph numbering in this document should correlate to the Preferred Options Consultation Document.

This document does not show changes to the Policies Map or development trajectories as it is not possible to show these as tracked changes. These parts of the document can be seen in full in the main Preferred Options Consultation Document.

It should be noted that the Preferred Options Consultation Document overrides this tracked change version in the event of any discrepancies.

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Foreword

Guiding Chelmsford's growth to be a greener, fairer, more-connected community

The City Council is reviewing its Local Plan to meet key aims: act on the climate and ecological emergency; tackle the housing affordability crisis; strengthen communities and the economy.

The Government says we must also review whether we have the right targets for creating new homes and jobs and they require us to do this every five years. As we adopted the current Local Plan in 2020, this review ensures that we can consult and involve the public properly before the five year ends in 2025. The Council consulted on the main issues and options for this review in 2022. The consultation responses, alongside collected evidence and national policy, have been used to develop this Preferred Options document for further consultation.

The plan period extends to 2041 to ensure we plan for our community's needs well into the future. We are not fundamentally changing the general approach in the adopted Local Plan; we want to improve it to address our major challenges and take on board updated information.

Climate action

As Chelmsford continues to develop, it is vital that we take this time to tackle the consequences of climate change and reduce our impact on the planet. The City Council declared a climate and ecological emergency in 2019 and is working to net zero its own carbon emissions by 2030, and provide leadership for us all to do the same as soon as possible.

The Preferred Options focuses on:

- integrating measures to enable these actions to happen, including the requirement for zero carbon developments
- boosting opportunities for active and sustainable travel
- requiring new tree planting, expanding natural habitats and biodiversity, and
- improving water efficiency.

Affordable homes and pride in Chelmsford's places

We also have an ambition to tackle the challenges that face our economy, society and environment. We seek to deliver a plan that meets the needs of the community in terms of housing, employment and infrastructure.

Allocating land for housing and employment is key. However, it is also vital that we provide the infrastructure which supports that – schools, health facilities, shops, transport and more.

The Council places high importance on:

- maximising the delivery of affordable housing
- creating places which are easily accessible
- promoting walking, cycling and public transport
- securing developer contributions for infrastructure, and
- providing jobs for local residents.

This Preferred Options document sets out how to do more for our economy and job creation by proposing significant new land for employment and supporting local people to access the new jobs.

More-connected community

In parallel, our proposed changes to the Local Plan will give opportunities for making better provision for our communities and building stronger, more-connected neighbourhoods. Such measures will further develop a sense of pride and deliver local facilities and services to support our communities.

The plan also goes further to enhance health and wellbeing and tackle health inequalities by

- promoting active lifestyles
- providing new spaces for play, recreation and sports, and
- creating a network of great places and spaces which promote social cohesion.

Listening to your views

This is the second of three stages of consultation on the review of the plan. We are actively encouraging residents, businesses, developers and others to get involved and have a say on its content.

Help us guide Chelmsford's growth to be a greener, fairer, more-connected community.



Stephen Robinson

Leader of the Council



Ian Fuller

Cabinet Member for a Growing Chelmsford

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I- Introduction

About this document

1.1 Chelmsford City Council has been at the forefront of plan-making in recent years and much of our planned development is either complete or well underway. To continue this success, it is important that we keep our plans up-to-date to ensure that Chelmsford remains a vibrant and attractive place to live, work and socialise. The Council's Review of the Local Plan will update provides a new our planning framework to meet local development needs for the period ~~2022-13-~~ 2041-36 and will consists of a Written Statement (this document) and a Policies Map.

1.2 As ~~England's newest city and~~ the County Town of Essex, with a strong economy, good transport connections, high quality of life and attractive environment, it is already a major draw for employment, shopping, leisure and one of the best places to live in the United Kingdom¹. Over the coming decades, Chelmsford is forecast to be the major growth location for new homes and jobs in Essex.

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

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

1.5 The Local Plan outlines the strategic priorities and long-term vision for Chelmsford and identifies locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development. It contains a Spatial Strategy to deliver this vision. The Local Plan sets out the amount and location of new development, and how places will change and be shaped throughout the Local Plan period and beyond. The Local Plan together with the adopted Minerals and Waste Local Plan, South East (Inshore) Marine Plan (~~once adopted~~) and any made (adopted) Neighbourhood Plans form the statutory Development Plan for the area. Planning applications will be determined against the Development Plan, unless material considerations deem otherwise. The Development Plan policies should be read as a whole and alongside the National Planning Policy Framework (NPPF).

~~**1.6** The Local Plan was examined by an independent Inspector whose role was to assess whether the Local Plan had been prepared in accordance with the Duty to Cooperate, legal requirements and consistent with national policy and whether the plan is 'sound'.~~

¹ Annual National Halifax Quality of Life Surveys 2012-2014 The Sunday Times, 2019

1.71.6 This Local Plan will run from when it is adopted until 2041~~36~~. Having no growth is not an option, so we have the Local Plan to make sure development is properly planned. The aim is to get the right type of development in the right places to meet the growing needs of local people and businesses whilst protecting our environment.

1.81.7 Once adopted this Local Plan will supersede the previously adopted Local Plan (2013-2036) Development Plan Documents and its Policies. A schedule of these superseded policies is included at Appendix A of this document.

1.91.8 This consultation document identifies the number and locations for houses, employment and businesses we are planning for, along with all the other things needed to support growth, such as where children will go to school, where people will work, and how they will get around. The Local Plan includes site allocation policies for future development including Strategic Growth Sites and Growth Sites. All site allocation policies within the Local Plan are also classified as Strategic Policies.

1.101.9 The format of this document is set out below:

Section 1 - introduces the Local Plan, its purpose, the Local Plan period, the ~~Sustainability Appraisal~~ **Integrated Impact Assessment** and community-led planning.

Section 2 - sets out the ambitions for growth across Essex² as a whole and within the sub-areas of Northern and Central Essex. It describes how Chelmsford will continue to be a major focus for new growth within the County over the next 20 years and beyond, and how the Council will work with neighbouring authorities to plan positively for this. It also sets out information on the geography, demography and population of Chelmsford and identifies a series of challenges and opportunities that the Local Plan will address.

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

Section 4 – sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2041~~36~~ and beyond.

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

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

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

² The reference to Essex in this document includes the Unitary Council areas of Southend-on-Sea and Thurrock often referred to as Greater Essex

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

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

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

Section 11 – the Draft Policies Map and inset maps, identify the spatial proposals of the Local Plan including site allocations and areas for protection. It also identifies sites in the Minerals- and Waste Local Plans and Mineral Consultation and Safeguarding Areas.

What stage are we at?

1.10 This document is the Review of the Adopted Local Plan - Preferred Options Consultation Document. It has been prepared following the Issues and Options public consultation in 2022.

1.11 That Issues and Options consultation was the first stage towards updating the adopted Local Plan and provided a starting point for engagement with our communities. The main purpose of the document was to ensure that we covered the right issues and that all suitable options for accommodating change were considered. The main areas we consulted on were:

- Updated draft Strategic Priorities
- New draft Vision
- The approach to calculating future development requirements, including homes and employment
- The approach to reviewing our planning policies
- Different spatial approaches for accommodating the additional development growth needed to 2041.

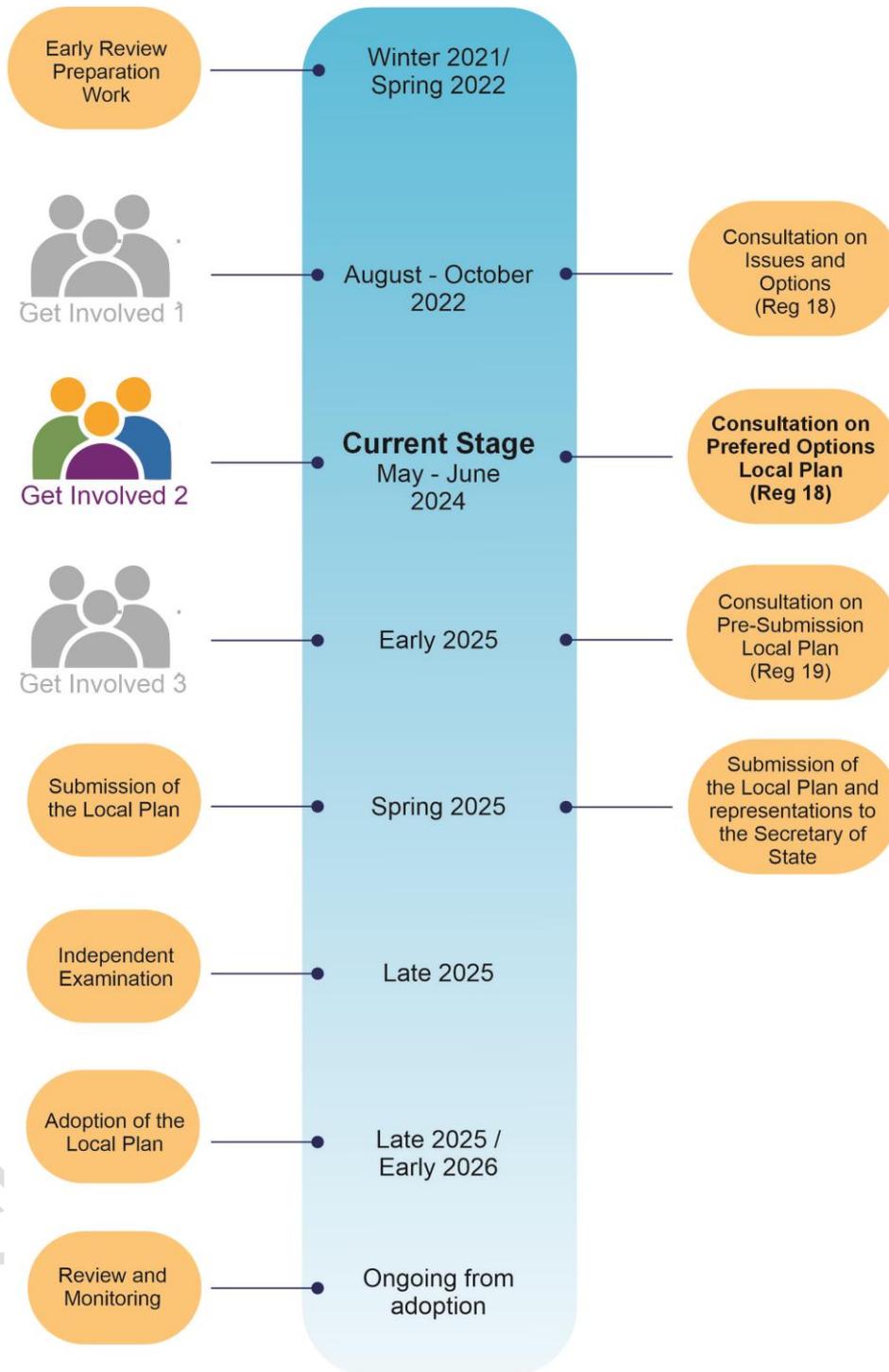
1.12 All the comments received have been considered as part of drafting this Review of the Adopted Local Plan - Preferred Options Consultation Document. More information on how these comments have been used can be found in the Issues and Options 'You Said, We Did' feedback report which have been published on our website at: www.chelmsford.gov.uk/lp-review

What is the timetable for the Local Plan review?

1.13 There are a lot more stages to go through until the Local Plan can be adopted. This is the second of three rounds of public consultation on draft versions of the plan prior to its submission for examination by an independent Planning Inspector. The diagram below shows where we are now, and the work we still have to do. The detailed timetable is set out within our Local Development Scheme, which is available to view online at:

<https://www.chelmsford.gov.uk/media/ew4mbrsr/chelmsford-local-development-scheme-2023-2028.pdf>

Figure 1: Local Plan Timetable



How can I have my say?

1.14 This is the second of three public consultations towards the review of the adopted Local Plan. It is your opportunity to feed into the review process and help to shape the plan and the future of your area.

Consultation on the Review of the Adopted Local Plan – Preferred Options will run for a period of six weeks from 10am on 8 May 2024 to 4pm on 19 June 2024.

Our preferred means of receiving comments is through our consultation portal at www.chelmsford.gov.uk/planningpolicyconsult. This ensures that your comments are recorded accurately and are processed quickly. This system also allows you to download the consultation documents and sign up for alerts to future consultation events.

Alternatively, you can submit your comments by: Email to planning.policy@chelmsford.gov.uk Post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CMI 1JE.

You can comment on as much or as little as you wish but please ensure you clearly mark which paragraph/figure/table/policy your comments relate to.

Please note we are unable to accept anonymous representations and any comments received after the closing date cannot be accepted.

Full details of how to make comments can be found in the Consultation Statement available at www.chelmsford.gov.uk/lp-review.

1.15 Alongside this Preferred Options consultation, we are consulting on an Integrated Impact Assessment (IIA). This encompasses the sustainability appraisal, strategic environmental assessment, habitats regulations assessment, health impact and equality assessment of the review of the adopted Local Plan, and you can read and comment on it using the details above.

1.16 There will also be opportunities to meet with planning staff face-to-face at a public drop-in exhibition during the consultation period. Please visit our website for details at www.chelmsford.gov.uk/lp-review.

1.17 To find out more about how to use the consultation portal, please read our user guide: www.chelmsford.gov.uk/lp-portal-guide.

1.18 If you are experiencing problems, you can contact us (<https://forms.chelmsford.gov.uk/contactus-planning/>) or call our helpline on 01245 606330.

What happens next?

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

1.20 Comments received to this consultation will be published on the Council's consultation portal in accordance with the Data Protection Act. The comments, together with evidence base studies, will inform the preparation of the next stage of the review of the adopted Local Plan. There will be further consultation and engagement on the later stages.

1.21 A feedback report summarising the main issues raised in the consultation responses will be published on our website.

What has been considered?

National Planning Policy

~~1.11.22~~ Local Plans must be consistent with national planning policy to ensure the delivery of sustainable development. This is set out in the National Planning Policy Framework (NPPF). Consistency with the NPPF is one of the tests of soundness considered at the Independent Examination of Local Plans. Alongside the NPPF, the national Planning Practice Guidance (PPG) provides more practical guidance for the implementation of national planning policy. The Local Plan takes full account of, ~~and is consistent with,~~ the provisions of national planning policy and guidance.

How we have assessed environmental impacts

~~1.12.23~~ An Integrated Impact Assessment (IIA) Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA) ~~was has been~~ undertaken by specialist consultants on behalf of the Council, ~~and played a key role in helping to shape the Local Plan.~~

~~1.13.24~~ The IASA/SEA assesses the site options and policies set out in this Preferred Options Local Plan against a range of social, environmental, ~~and~~ economic, health and equality indicators and helps to identify all the likely significant effects. The IASA/SEA ~~advises~~ on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. The Council is seeking views on the Preferred Options IIA as part of this consultation. ~~As the SA/SEA was undertaken in parallel to the Local Plan preparation, it has ensured that the policies, plans and allocations in the Local Plan are promoting sustainable development.~~

~~1.14.25~~ A Habitats Regulations Assessment (HRA) ~~and Appropriate Assessment~~ also accompanies the Preferred Options Local Plan. These ~~assesses~~ whether the new Local Plan would adversely affect a European habitat site. These include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, for example, the Crouch and Roach Estuaries in South Woodham Ferrers. The HRA ~~and Appropriate Assessment~~ ~~advises~~ whether there are any likely significant effects on European habitat sites and sets out appropriate mitigation strategies where adverse effects are identified.

1.26 The Council ~~will~~has taken into account the findings of the ~~SA/SEA/IIA~~ and HRA assessments when ~~preparing~~updating the Local Plan, alongside national policy and guidance, our evidence base and formal consultation responses.

1.15.27 The IIA and HRA are available to view on our website at ~~XXXX~~

How we have engaged with other Councils and partners

1.16.28 The Council is committed to co-operate with other councils and key organisations on strategic planning issues under the Duty to Co-operate. The Council has complied with the 'Duty to Co-operate'. This has made sure that issues such as providing land for new homes, ~~employment~~, infrastructure, and managing flood risk are properly co-ordinated. The Council has led discussions with a number of key partners including other local planning authorities, Essex County Council ~~and National Highways. England utility companies and higher education providers.~~ Further joint working will continue.

1.17.29 The Council's approach to this positive engagement has been detailed throughout the plan making process in the Duty to Co-operate Strategy and Duty to Co-operate ~~Position Compliance~~ Statement, which details who we have engaged with, when and what methods were used. The Council will continue to have regard to other authorities' plans. This includes neighbouring authorities' Local Plans, Essex County Council's Minerals and Waste Plans, and strategies of any other relevant bodies.

What evidence have we used?

1.18.30 As well as working with partners and stakeholders, the Council has undertaken a significant amount of research to help inform the proposals and policies within this document. This is called the Evidence Base, and includes background information, the Council's existing strategies and current planning policy, and specially commissioned studies on particular topics where more information was helpful. These include environment, heritage, population, homes, transport, economy, and infrastructure.

Topic Papers

1.31 We have produced a range of Topic Papers to set out how the review of the Local Plan has been developed. These have been refreshed and updated to support the preferred options consultation with the latest information/position. Topic Papers provide background information and further explanation, but they do not contain any policies, proposals, or site allocations. The Topic Papers are on the Spatial Strategy and Integrated Impact Assessment, Climate Change, Housing, Employment, Health and Wellbeing, Natural Environment, Historic Environment, Infrastructure and Transport can be viewed on the evidence base page of the Council's Local Plan website.

1.19.32 All key Evidence Base documents prepared to support ~~this~~ Preferred Options Local Plan can be viewed on our website.

Essex Minerals Local Plan 2014

1.20.33 Essex County Council is the Minerals Planning Authority for the City, and is responsible for preparing planning policies and assessing applications for mineral development. The

Essex Minerals Local Plan (MLP) (2014) forms part of the statutory Development Plan and should be read alongside the Chelmsford Local Plan. The role of the MLP Minerals Local Plan is to ensure a steady and adequate supply of mineral resources to facilitate development over the Local Plan period and beyond and is currently being reviewed.

1.21.1.34 There are active quarry sites in Chelmsford as well as currently unworked sand and gravel deposits which are subject to a Minerals Safeguarding policy within the Essex Minerals Local Plan MLP. The safeguarding policy requires that the Minerals Planning Authority - Essex County Council - be consulted on development proposals covering 5 hectares or more within the sand and gravel Minerals Safeguarding Area.

1.35 The requirements of the Minerals Local Plan MLP need to be considered where a development falls within a Minerals Safeguarding Area. Essex County Council must be consulted on all non-mineral related development proposed within these Safeguarded Areas. The Policies Map in Section 11 identifies the relevant Minerals Safeguarding Areas-

1.22.1.36 The Minerals Local Plan MLP also designates Mineral Consultation Areas at a distance of 250m around active quarries, mineral infrastructure and mineral deposits permitted for extraction. Essex County Council must be consulted on all non-mineral related development proposed within these Consultation Areas. The Policies Map in Section 11 - The latest Minerals Local Plan, which can be found at <https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/minerals-and-waste-planning-policy/existing> identifies existing and allocated Minerals sites and their relevant Consultation Areas within the Council's area.

Essex and Southend-on-Sea Waste Local Plan

1.23.1.37 Essex County Council is also the Waste Planning Authority for the City, and is responsible for preparing planning policies, and also for assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (WLP) was adopted in July 2017 forming part of the statutory Development Plan and should be read alongside the Chelmsford Local Plan. The WLP covers the period from 2017 to 2032. It sets out where and how waste management developments can occur, and contains the policies against which waste management planning applications are assessed.

1.24.1.38 The WLP proposes new waste development in Chelmsford at two locations: Sandon Quarry and Blackley Quarry, Great Leighs.

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

1.26.1.40 The WLP also designates Waste Consultation Areas at a distance of 250m around permitted and allocated waste management facilities. Essex County Council must be consulted on all non-waste related development within these areas to ensure that the proposed development would

not adversely impact on their existing or future operation. The latest Waste Local Plan, which can be found at <https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/minerals-and-waste-planning-policy/waste-local>, Policies Map in Section 11 identifies existing Waste sites and their relevant Consultation Areas within the Council's area.

South East (Inshore) Marine Plan

1.271.41 The Marine Plan's jurisdiction ~~will overlap~~s with the Local Planning Authority's responsibilities (which extend to mean low water) and due regard must be paid to the Marine Plan. The Marine Plan will at a local level be implemented in accordance with the national Marine Policy Statements. ~~Once adopted,~~ ~~the~~ South East (Inshore) Marine Plan, will be considered alongside the Local Plan, to provide a consistent approach for planning on land, and within the inter-tidal and marine environment.

Planning Validation Requirements

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

1.291.43 The supporting documents which the Council can require to validate an application include a Design and Access Statement, Health Impact Assessment, Biodiversity Survey and Report, Heritage Statement, ~~Land Compliance Studies~~, Agricultural Land Classification Survey, Transport Assessment and Travel Plan, and ~~Education Land Compliance Contamination~~ Assessments.

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

1.301.44 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.

1.311.45 These community groups can prepare the following:

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

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

1.47 Neighbourhood Plans have been ‘made’ (adopted) for South Woodham Ferrers, Writtle, Sandon and Little Baddow. The areas covered by these plans are shown on the Policies Map.

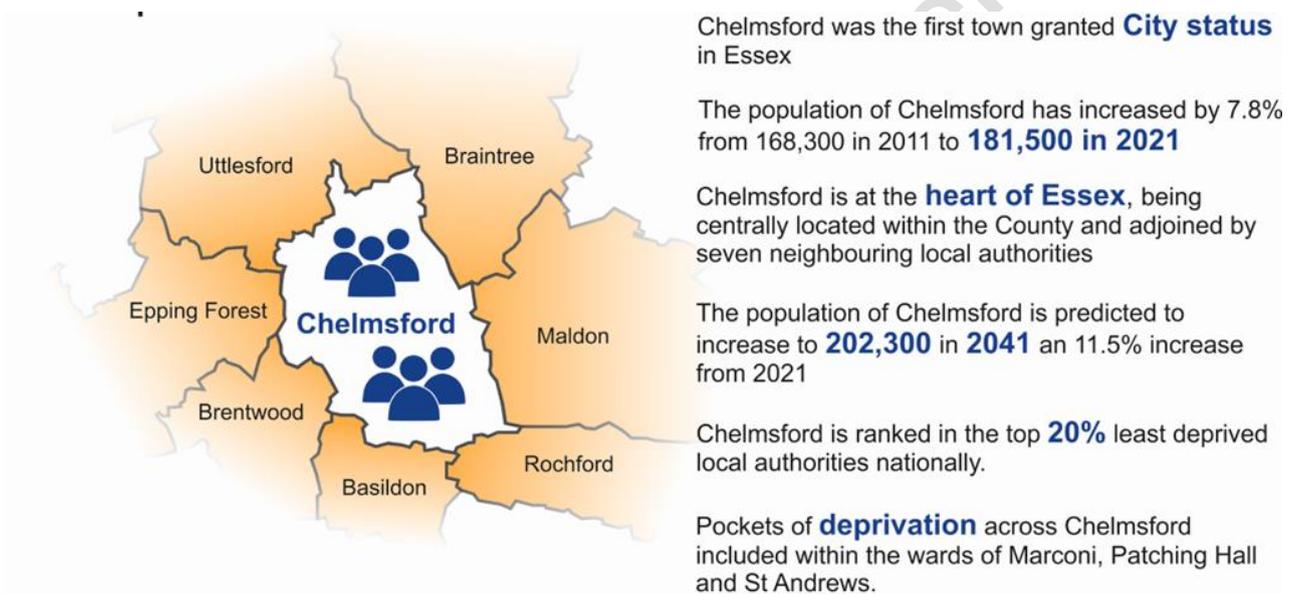
2- About Chelmsford

2.1 To help us to plan for the future, we need-must have a good understanding of the characteristics of Chelmsford today, and the issues and opportunities that these present. These are set out in the Evidence Base documents supporting the Local Plan and summarised below. More detailed information is set out within the Sustainability Appraisal/Strategic Environmental Integrated Impact Assessments.

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

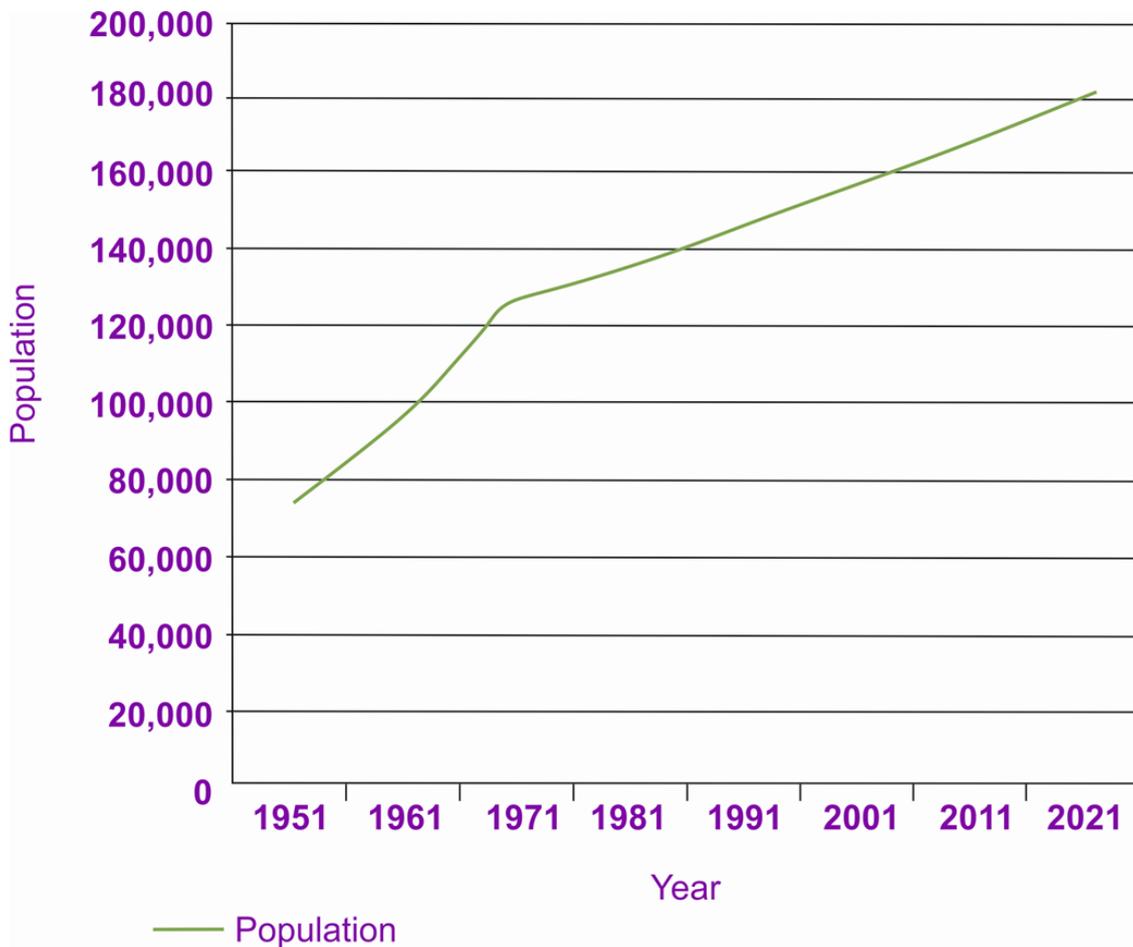
Population

Figure 2: Population



2.3 Chelmsford's population is continuing to grow and is predicted to increase by 26,989 ~~20,800~~ – from 171,633 ~~181,500~~ in 2014 ~~2021~~ to 198,622 ~~202,300~~ by 2041 ~~37~~ (ONS 2014 Sub-National Population Projections ONS Census 2021). Over the same a similar period, the number of households is expected to increase by 631 a year from around 76,000 in 2022 to around 88,000 in 2041 (Strategic Housing Needs Assessment 2023) 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 3 ~~1~~.

Figure 3 : Historic population growth



2.5 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 Local Plan period. Between 2022 and 2041 the population of Chelmsford is projected to increase by 34,700 people. The highest increase is predicted within the 16-64 age group, with a change in population of around 17,500. In proportionate terms the highest growth is predicted in the over 65 age group which could have around a 35% increase in terms of change in population between 2022 and 2041 (ONS Demographic Projections). Demographic changes will shape the type and size of accommodation necessary over the Local Plan period.

Deprivation

2.52.6 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

2.62.7 Chelmsford is located in the heart of the county. Essex, including Southend and Thurrock, is a thriving and prosperous area, home to over 1.86 million people and nearly 980,000 businesses (ONS Census 2021). Essex has seen significant growth in new homes and jobs in recent years and this trend is forecast to continue.

2.72.8 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 £3644.7bn Gross Value Added (GVA) (ONS Regional GVA, 20142021). Essex also benefits from international links through its airports (Stansted and Southend) and ports (Harwich, London Gateway and the Port of Tilbury). Much of the Essex economy is focused along four key corridors, following major transport routes:

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

2.82.9 The Essex economy currently supports ~~nearly 820,000~~ around 756,000 jobs (BRES 2023) and is predicted to need around 79100,000 new jobs by 20362041, representing growth of 110% (Cambridge Econometrics, EEFM, 20162019). 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

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

2.11 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 for the period 2013 to 2036 are set out in Table 1. This uses the 2012 NPPF methodology for calculating housing need which will need to be reviewed in light of the Government's standard methodology at key plan-making points in the future.~~

~~**Table 1 : North and Central 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

~~**2.142.13** Braintree, Colchester and Tendring Councils have are preparing a shared strategic plan. This will forms a joint Part I 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 I shared strategic plan have been included within objectives, policies and allocations of Chelmsford's Local Plan.~~

~~**2.152.14** Past under-investment in transport infrastructure and increased demand for road and rail use has placed significant strain on the transport network. Future planned growth provides the opportunity to address these infrastructure needs as well as to ensure that sustainable travel modes~~

are promoted, although significant challenges in funding will need to be addressed. Further evidence on future infrastructure requirements is provided in the Infrastructure Delivery Plan (IDP).

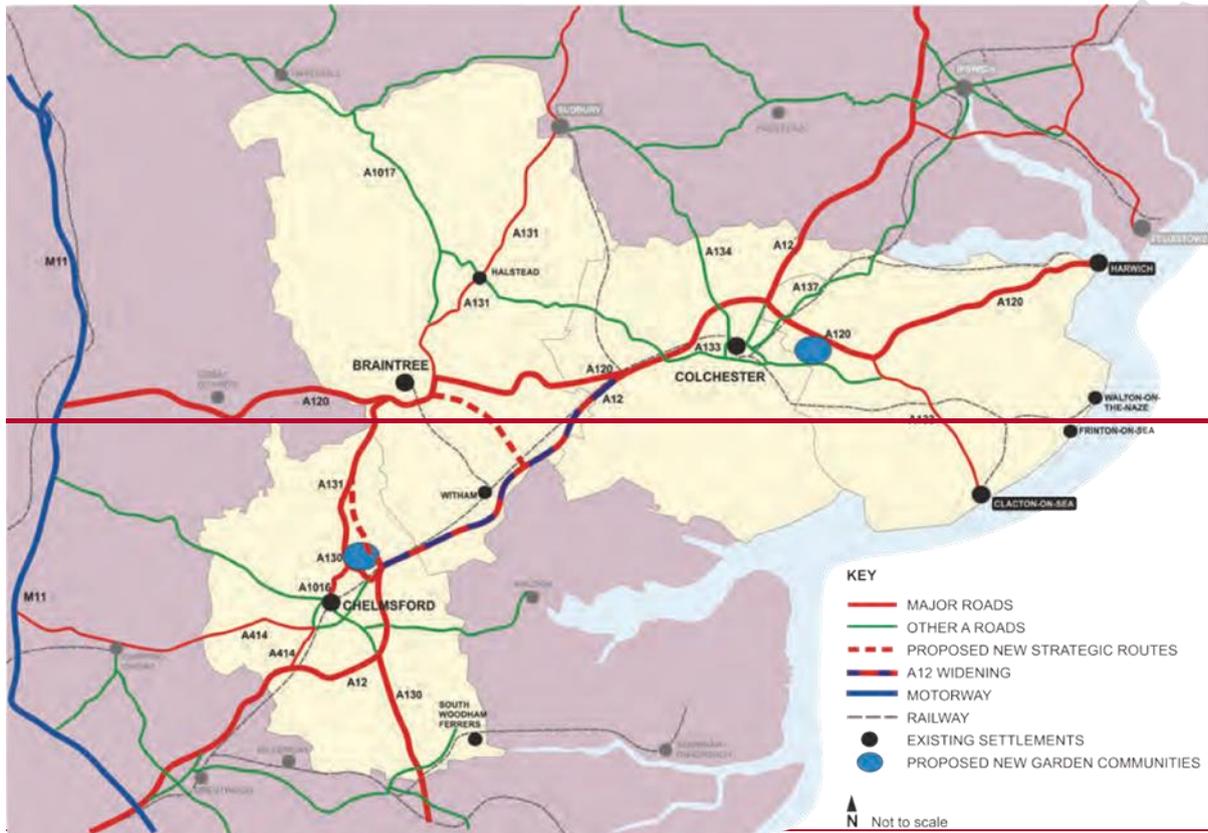
2.15 Against this background, the key strategic objectives the ~~HMA~~ authorities will address collaboratively are:

- **Providing New and Improved Transport and Communication Infrastructure** - To make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted to support new and existing communities. in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure to support new development, ensuring that this is delivered in a phased and timely way to minimise the impact of new development. to ensure this is provided alongside the development. To ensure that enabled communication is provided as part of new developments as enabled communication is essential for modern living and broadband infrastructure and related services will be essential for business ~~To enable provision of upgraded broadband infrastructure and services~~
- **Providing Sufficient New Homes** - To provide for a level and quality of new homes to meet the needs of a growing and ageing population in North Essex; to achieve this by ensuring the availability of developable land in appropriate locations and that the market delivers delivery ~~of~~ a suitable mix of housing types and tenures.
- **Fostering Economic Growth** - To strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- **Addressing Education and Healthcare Needs** – To provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the NHS Mid and South Essex Integrated Care Board, Public Health and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities, ~~and~~
- **Ensuring High-Quality Outcomes** – To promote greater ambition in planning and delivering high-quality sustainable new communities, ~~including through new shoulder-communities and strategic growth areas.~~ Overall, new development must secure high standards of urban design and green infrastructure and built design which creates attractive and sustainable places where people want to live and spend time. ~~work and visit.~~ New development needs to be informed by an understanding of the historic environment resource gained through the preparation of Historic Impact Assessments (Historic Statements in Chelmsford), and to conserve and enhance the significance of heritage assets including any contribution made to their significance by their settings.

2.16 The authorities and Essex County Council, are working together to promote sustainable growth with the necessary supporting infrastructure and to address the strategic priorities across the wider geographical area. A 'Memorandum of Co-operation: Collaboration on Strategic Priorities in North and Central Essex' (MOU) is also in place between the authorities. ~~has been signed by North Essex Districts (Braintree, Colchester and Tendring), Essex County Council and~~

Chelmsford City Council to explore the proposed new garden communities across the area and other strategic cross-boundary matters. As a result of the Inspector's Post-Hearing Advice letter relating to the North Essex Authorities' Section 1 Local Plan, the proposed locations for these are shown in Figure 2.

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



Local context

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

Jobs, Business and Economy

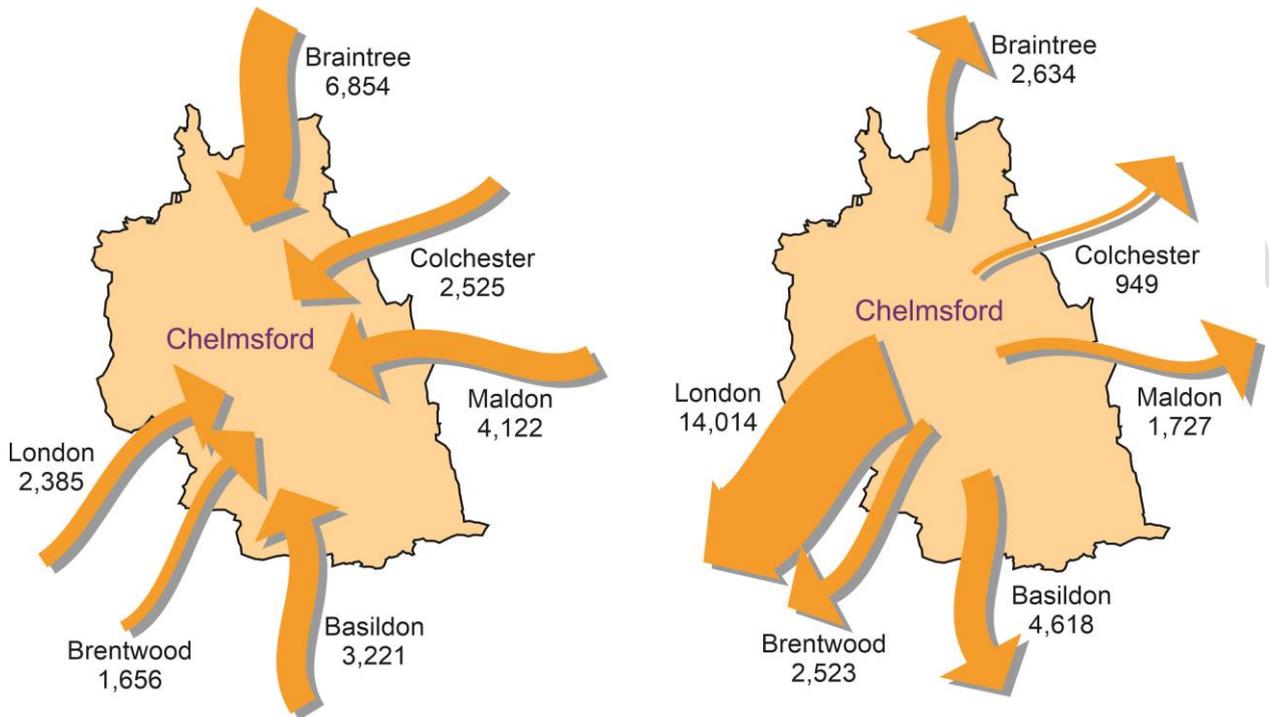
Figure 4: Jobs, Business and Economy



2.18 Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 87,000 jobs, the second highest of any local authority area in Essex, and there are around **98,000** businesses.

2.19 Over 50% of Chelmsford's working population both live and work in Chelmsford. Around 20% of workers commute to London. Other popular destinations for Chelmsford residents to work are Basildon, Maldon, Brentwood and Braintree, where some 16% commute to work. Around 36% of Chelmsford's workforce lives outside the area with significant commuting across North Essex, with over 13,000 people commuting from Braintree, Colchester and Maldon each day to work in Chelmsford. This reflects the functional economic geography which Chelmsford shares with Braintree, Maldon and Colchester districts. Inward and outward commuting flows are shown in Figure [53](#), [using the non-covid affected data from 2011](#).

Figure 3.5 : Main commuting flows into and out of Chelmsford



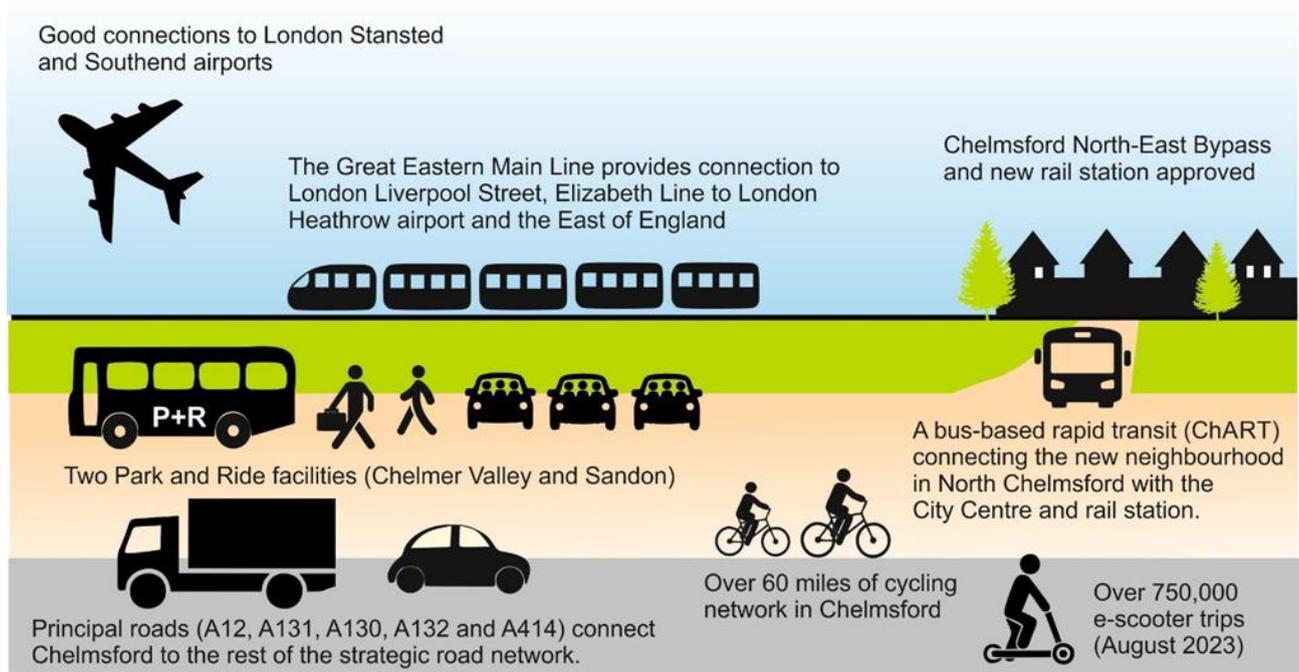
Source: ONS (2011)

Source: ONS (2011)

2.20 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 (Chelmsford Economic Strategy, 2017). Between 2022 and 2041 forecasts indicate that the number of jobs in office, industrial and distribution based sectors across Chelmsford will increase by around 2,800; this would represent a growth of 8.9% when measured against the number employed in those sectors in 2022. Across all economic sectors the growth in jobs is expected to amount to around 12,400 which would be an increase in new jobs of 12.5%. In overall terms construction, residential and social care, food and beverage and health care are expected to be the sectors with the highest growth in the Local Plan period (Cambridge Econometrics 2022).~~

Transport

Figure 6: Transport



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

2.22 Chelmsford has a wide influence on its surrounding area. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, A131, A130, A132 and A414. These roads together with the rail network are heavily used, particularly given the proximity to and connectivity with London. The transport modelling evidence base reveals that all the principal roads and many local roads through Chelmsford are at, or near to, capacity during peak periods. The first phase of the Chelmsford North East Bypass (CNEB) is programmed for delivery in 2026. The CNEB has a safeguarded corridor and will provide when fully complete a new 4.6km single carriageway bypass from the A12 in the south to the A131 in the north.

2.23 Chelmsford is well served by a range of urban and inter urban bus services between key centres in Essex. Chelmsford also has two Park and Ride facilities (Chelmer Valley and Sandon) with frequent connections to the City Centre for commuters and shoppers. North Chelmsford is also served by a bus-based rapid transit (ChART) connecting the new neighbourhood with the City Centre and rail station.

2.24 The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Chelmsford. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to the rest of the UK. The Elizabeth Line (Crossrail) ~~is expected to start operating in the first part of the Local Plan period~~ with provides services commencing just south of Chelmsford in Shenfield ~~providing~~ The opportunities that the Elizabeth Line will bring in terms of additional capacity and quicker journeys

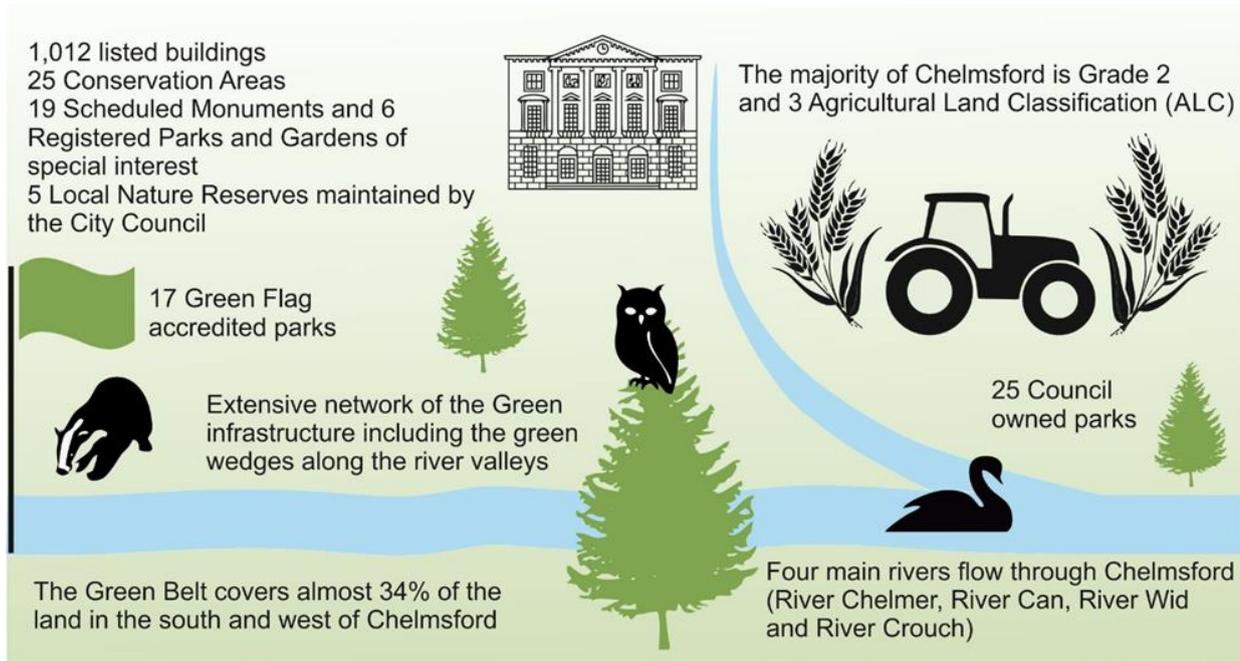
to a wider choice of destinations. Beaulieu Park Rail Station will provide Chelmsford with an additional railway station and access with regular connections to London, with services taking around 40 minutes. The new station is programmed to be operational from the end of 2025. The Elizabeth Line and the new main line rail station at Beaulieu Park in north east Chelmsford will contribute ~~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 4.7.

Figure 4.7 : Chelmsford's Connectivity



Environment

Figure 8: Environment



2.25 Chelmsford enjoys a very high-quality environment with 700 hectares of recreational space, including 174 Green Flag accredited parks³, complemented by an extensive network of the Green Wedge, gardens and nature reserves. The Green Wedge covers 3% of the land in the whole of the Chelmsford area. Many major cities in the UK have an area of open land around their built-up area which is designated as Green Belt. This is designed to prevent the unrestricted sprawl of these cities. The Green Belt in Chelmsford is part of London's Green Belt often referred to as the Metropolitan Green Belt. There are ~~three~~ four main rivers that flow through Chelmsford and a range of habitats and high levels of biodiversity including sites of local, national and European importance. The Green Belt covers almost 34% of the land in the south and west of Chelmsford, shown in Figure 59.

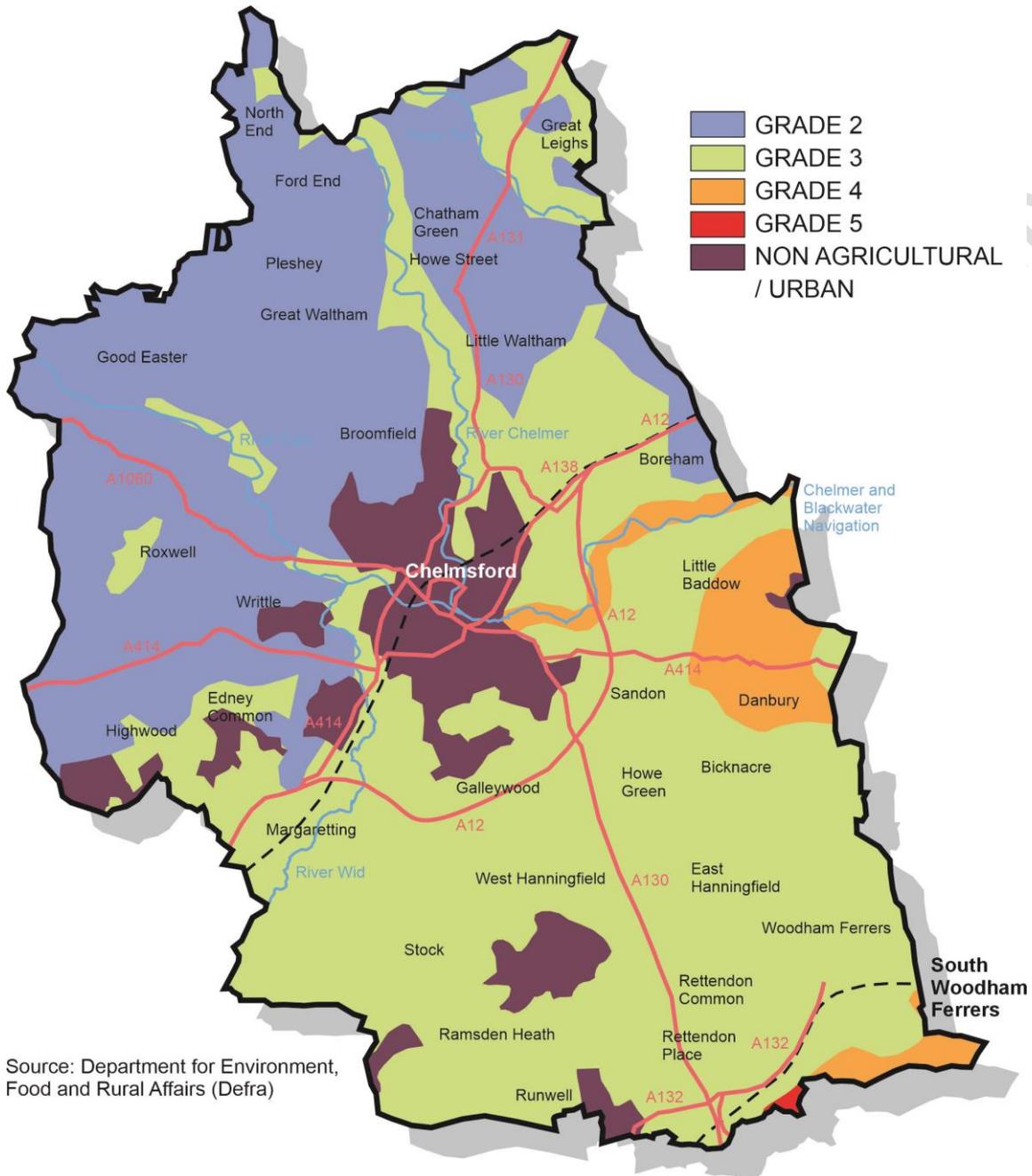
³ [Love Your Chelmsford 2022 Green Flag Award Winners List](#)

Figure 5.9: London's Green Belt



2.26 There are large areas of agricultural land in Chelmsford which provides an important natural resource. Land quality varies from place to place and the Agricultural Land Classification (ALC) provides a method for assessing the quality of agricultural land. Figure 6.9, showing Natural England's Agricultural Land Classification of Chelmsford, sets out that most of this is classified as agricultural Grades 2 and 3 (incorporating 3a and 3b) (very good and good-to-moderate quality). The remainder is Grade 4 or 5 (poor quality). There is no land classified as Grade 1 (excellent) with the majority of Grade 2 land in the north and west of Chelmsford. The Best and Most Versatile Land is defined as Grade 1, 2 and 3a. Figure 6.10 represents a generalised pattern of agricultural land classification grades and does not show the subdivisions of Grade 3 which are normally mapped in more detail.

Figure 6.10: Agricultural Land Classification

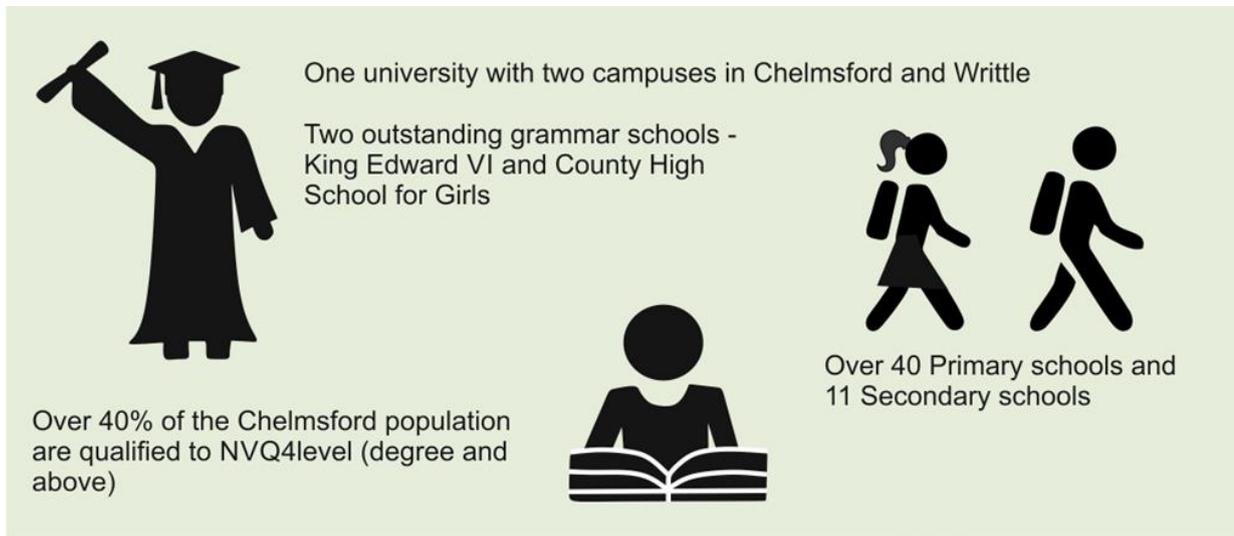


2.27 Chelmsford has some areas which are at risk from flooding. These are largely around the rivers and river valleys, as well as low lying land and coastal areas to the south eastern corner of Chelmsford.

2.28 Chelmsford is also rich in history, with over 1,000 listed buildings, 25 Conservation Areas, 19 Scheduled Monuments and 6 Registered Parks and Gardens of Special Interest. Its historic landscape contains many archaeological sites dating back to pre-historic times.

Education and Skills

Figure 11: Education and Skills



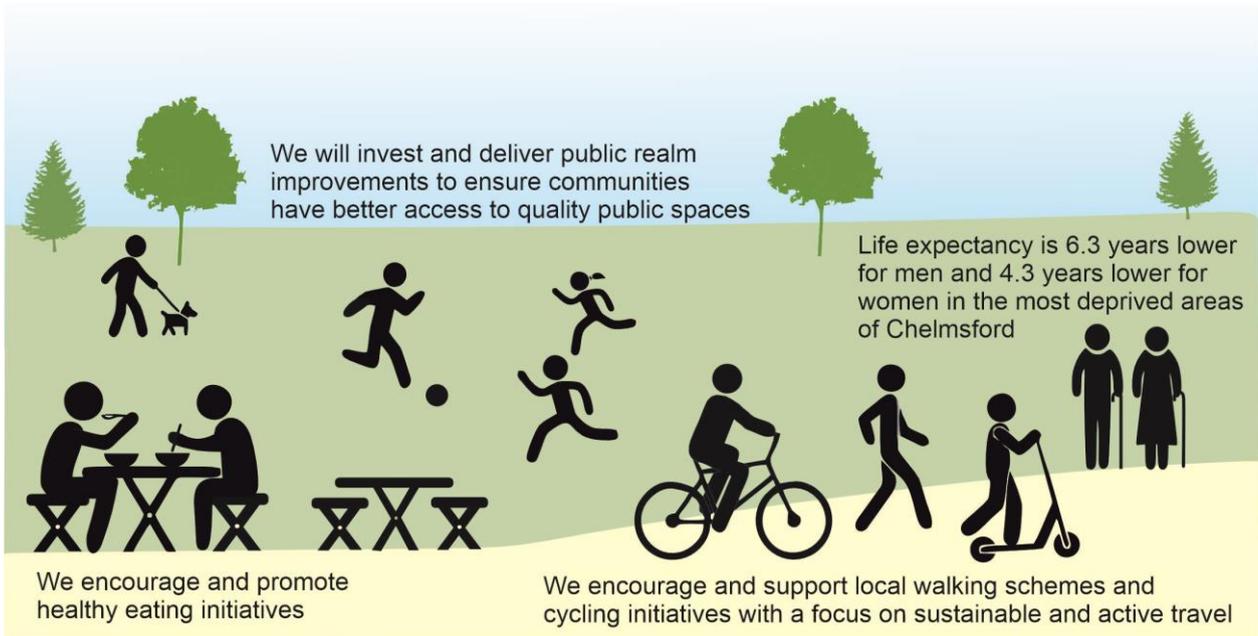
2.29 Chelmsford has a well-educated and highly skilled workforce. Over one third of the workforce hold a NVQ4 level (degree and above). Chelmsford has a significantly lower percentage of people leaving education without any qualification compared to regional and national averages. There are a wide range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

2.30 Anglia Ruskin University is one of the largest and fastest growing universities in the UK. ~~It has campuses in Chelmsford and Writtle following its merger with Writtle University College in 2024. which includes a new School of Medicine which opened in 2018. Writtle University College is one of the oldest land-based institutions in the UK now specialising in design and sport courses. Both~~ The University provides a range of research and consultancy services to businesses, working in partnership to add value to their business and ~~is are~~ therefore an important drivers of the local economy. In addition, Chelmsford College ~~is developing its~~ has specialisms in engineering, science and technology working in partnership with the Universityies.

Community Facilities and Services

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

Figure 12: Health and Social Wellbeing



2.32 The health of Chelmsford's population is generally good with life expectancy for both men and women higher than the average for England. Despite an overall positive picture of health, some inequalities in health do exist. For example, life expectancy is 6.3 years lower for men and 4.3 years lower for women in the most deprived areas of Chelmsford than in the least deprived areas.

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

Current and future role of Chelmsford

Chelmsford's Evolution

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

2.35 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.

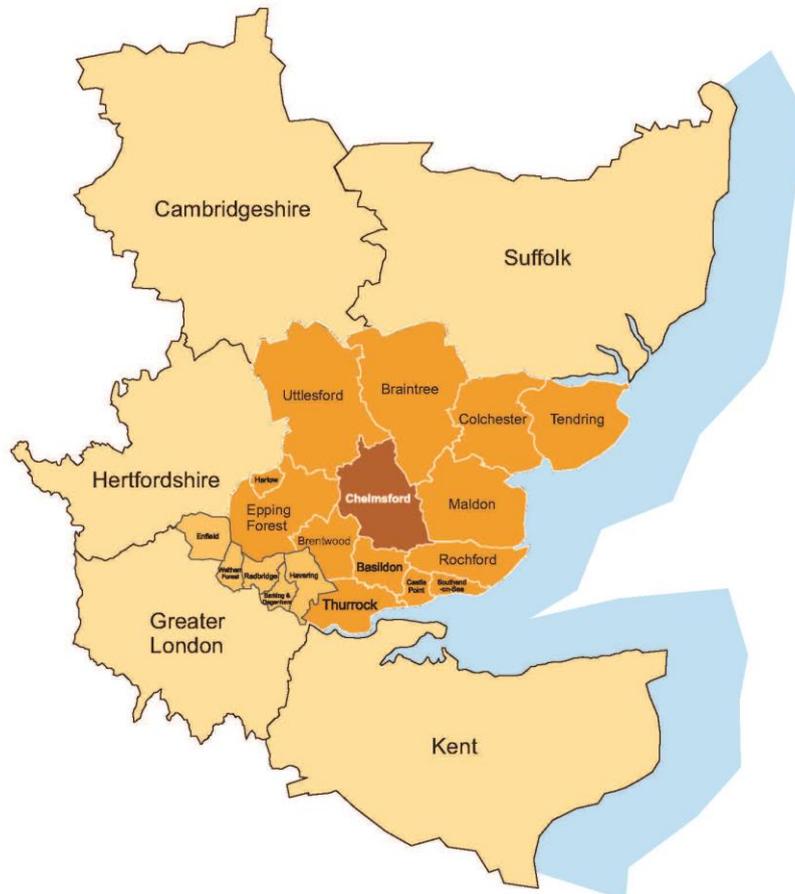
2.36 The strategy of the Council's previously adopted Local Plan (~~the Local Development Framework~~) was to focus development on previously developed sites in Chelmsford City Centre, sustainable urban extensions around Chelmsford and South Woodham Ferrers, and development around Key Service Settlements outside the Green Belt. ~~and to extend the City to the north east of the built-up area for major development on greenfield sites at Beaulieu and Channels in north-east Chelmsford.~~ The previously developed sites included the development of the former ~~St John's Hospital~~ Royal Mail premises in Victoria Road and the Car Park to the West of County Hotel, ~~Rainsford Road site, former University Central Campus site and former Marconi Works,~~ all both of which are now built.

2.37 Chelmsford is already an attractive place, comprising the City of Chelmsford, the town of South Woodham Ferrers, numerous villages and a rich and diverse natural and historic environment. In many respects, the growth that has taken place, particularly during the past ~~250~~ years, has helped shape Chelmsford to be the successful place it is now. Vital new infrastructure has been delivered alongside new homes, jobs, shops and leisure opportunities. Chelmsford's economy has been transformed from one being dominated by manufacturing industry to one with strengths across many sectors, but especially finance, health and education.

Chelmsford – Present Day to ~~2041~~36

2.38 Chelmsford is at the very heart of Essex, being centrally located within the County and adjoined by seven neighbouring local authorities (Figure ~~713~~). The Green Belt covers almost 34% of the land in the south and west of Chelmsford.

Figure 7.13 : Map of Planning Authorities that surround Chelmsford



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

2.40 The Council is working, and will continue to work, with its many partners in both the public and private sectors to deliver positive change for its communities. The Local Plan through its Strategic Priorities, Spatial Principles, policies and proposals provides the key planning framework to guide such change until 2036-2041. It provides an exciting opportunity to ensure that Chelmsford continues to be at the forefront of creating sustainable new communities, contributing to its future success.

Chelmsford 2041-36 – 2050

2.41 The Council wants to ensure that development plans post-2036-2041 can build on the success of previous Plans and the area's strengths to ensure that Chelmsford can further develop as an attractive and accessible place in which to live, work and socialise.

2.42 Chelmsford's success means that it is inevitable that it will remain a focus for growth and change in the County well into the 21st Century. Our growth agenda beyond 2041~~36~~ to the period to 2050 ~~is likely to at least~~could replicate the housing and job-employment numbers in the Local Plan period to ~~2036~~2041. Planning for the long-term increases certainty and provides a strategic framework to maximise the potential for infrastructure funding.

2.43 The need to deliver more housing, job-employment, improved active and sustainable travel-transport, new and improved infrastructure, tackle climate change, improve health and wellbeing and protection of the environment, will continue to remain fundamental objectives of the Council and future development plans. ~~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 and central Essex authorities~~ that will be addressed through the Local Plan. In particular, it looks at what Chelmsford is like today, how things are changing, what issues need to be addressed and what opportunities will be created. This will ensure that the Local Plan recognises Chelmsford's spatial characteristics in planning for its future development.

Strategic Priority 1 – Addressing the Climate and Ecological Emergency

3.2 There is a need to address climate change globally and locally to anticipate, mitigate and adapt to climate change, reduce carbon emissions and minimise flood risk.

3.3 There is scope within the Local Plan to contribute to achieving these ~~aims~~ priorities through the location of development and the design of buildings and places within new and existing development. Key aims of the Council's Climate and Ecological Emergency Action Plan include reducing carbon emissions, lowering energy consumption, reducing waste and pollution, improving air quality, greening Chelmsford, increasing biodiversity and encouraging sustainable and active travel.

3.4 All development needs to contribute towards addressing these priorities, whilst also improving the environment around us. To achieve this the Local Plan requires development to deliver net-zero carbon emissions and provide other measures which meet the key aims, such as integrated and stand-alone renewable generation, and energy and water efficiency. Future climate risks will be considered when allocating development sites to ensure risks and vulnerabilities are understood over the development's lifetime.

3.5 Flood risk management will need to keep pace with projections of climate change. The Local Plan has been subject to a Strategic Flood Risk Assessment (SFRA). Some sites in areas of existing flood risk have also been subject to a more detailed assessment, including sequential and exception tests. SuDS will form a key part of mitigation, to provide a dual role in water storage and delivering multi-functional benefits for the built, natural and historic environment. The Council has made a commitment to a 10 year tree planting campaign which aims to plant one tree for every resident and at least three for every new home built, with a target of 175,000 new trees including for woodland expansion. Street trees are also encouraged in new developments to help met this target.

Strategic Priority 2 – Promoting smart, active travel and sustainable transport

3.6 The Local Plan seeks to bring about a significant change in how people make their journeys towards more sustainable and active travel choices. A number of recent initiatives will contribute towards achieving this aim, and these have informed policy.

3.7 There continues to be a need for development to provide mitigation measures on the local road network, and the need for more sustainable modes of travel is required to assist in adapting to climate change, as well as ensuring development is able to accommodate the latest transport technologies.

3.8 Consideration will also be given to development layouts within major new developments which contribute to creating walkable neighbourhoods, where everyday facilities such as schools, shops, workplaces, community and sports facilities, and open spaces are easily accessible by foot or cycle in 15-20 minutes. This initiative is already being rolled out in Chelmsford Garden Community.

3.9 Collectively, such measures should improve the way people move around with an emphasis on sustainable modes of transport and reducing current reliance on fossil fuelled vehicles.

3.10 Support will be given to the provision of strategic transport infrastructure to enable a future for efficient alternatives to fossil fuelled vehicles. Development layouts should be future proofed to accommodate future bus infrastructure and dedicated bus routes, and emerging new technologies such as autonomous vehicles, mobility hubs and on-demand transport. This includes a requirement for electric charging points for all new employment development.

3.11 Securing local transport infrastructure is key to creating the conditions for active and sustainable travel locally, such as electric charging points for all new houses, accessible cycle and footpaths, multi-functional greenways, secure cycle parking, and provision of or subscription to car clubs.

Strategic Priority 7.3 - Protecting and enhancing the Natural and Historic Environment, and ~~the Green Belts~~ support an increase in biodiversity and ecological networks

3.12 Chelmsford has a wide range of national and local planning and environmental designations such as ~~Green Belt and other national environmental designations such as~~ SSSI's, local wildlife habitats and woodlands providing biodiversity and ecological benefits. Chelmsford's historic environment is also important with a range of Scheduled Monuments, Listed Buildings, Conservation Areas ~~and~~, Registered Parks and Gardens and non-designated heritage assets. All of these contribute towards the local distinctiveness of the area and need to be protected and enhanced at the same time as achieving the growth required.

3.13 The Local Plan policies will seek to achieve a net gain for biodiversity by providing new ~~green~~ spaces including high quality green/blue infrastructure built into the designs and masterplans of new development.

3.14 The river valleys are an important local asset which not only offer natural flood protection but contribute significantly to the local landscape and character of the area and have a role in accommodating active travel corridors. In addition, the water quality of the rivers is an important factor in maintaining diverse natural habitats.

3.15 The Local Plan will also protect and enhance local distinctiveness and plan positively for the creation, protection, ~~and~~ enhancement and management of multi-functional green/blue

infrastructure networks and habitats to ensure a net gain for biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategic Plan.

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

3.17 High quality green infrastructure will be used to protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost. In line with the Spatial Principles (Policy S1), the Local Plan will also maximise the use of suitable previously developed land (brownfield land), provided that it is not of high environmental value and represents a sustainable location.

~~**3.18** 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 ~~1-4~~ - Ensuring sustainable patterns of development and protecting the Green Belt

~~**3.193.18** National planning policy includes a presumption in favour of sustainable development requiring Local Plans to plan positively to meet objectively-assessed-local development needs. In line with national policy and the Evidence Base, the policies and allocations in the Local Plan will ensure that new development takes place in a sustainable way by balancing the key economic, social and environmental dimensions.~~

~~**3.203.19** The Local Plan will follow the national planning policy approach of sustainable development to ensure that appropriate development can be approved without delay. Sustainable development has three key dimensions; economic, social and environmental. A sustainable development should meet the needs of the present, without comprising the ability of future generations to meet their own needs. A balance needs to be struck between the need for, and positive benefits of, development against its impacts. This is tested through separate Sustainability Appraisals.~~

~~**3.213.20** This includes ensuring that Chelmsford can accommodate its future growth requirements and minimise the effect on the environment for example by promoting development of previously developed land in Chelmsford's Urban Area and elsewhere, and accommodating some of the housing requirement on smaller sites of 1ha or less in sustainable locations.~~

~~**3.223.21** The Green Belt is a national designation which restricts the types of new buildings, extensions and land uses in the area it covers. The Green Belt covers around 34% of the Council's area. Development allocations will be focused at settlements outside the Green Belt, informed by a Settlement Hierarchy to select sustainable locations. Other policies will provide continued protection to prevent the encroachment of growth into undeveloped areas and the coalescence of existing built-up areas.~~

3.233.22 Appropriate waste management and the supply of minerals is provided for within Essex County Council's Waste and Minerals Plans. These plans, alongside ~~partnership close-working~~ with the County Council, have informed the Local Plan process and will ensure that there is appropriate management of waste and that any mineral reserves are not sterilised by future development. The Local Plan will also be consistent with the requirements of the South-East Inshore Marine Plan.

Strategic Priority 2-5 - Meeting the needs for new homes

3.243.23 Chelmsford is a largely affluent area where average house prices and rents are high, sustained by high demand. As with much of the South East of England, this creates an affordability issue as the cheapest homes are less affordable to those on lower incomes.

3.253.24 There is significant demand for affordable housing or ~~starter first~~ homes for first time buyers or those on lower incomes. There is also demand for ~~supported housingspecialist residential accommodation and independent living accommodation for older people (55+) and adults with disabilities~~. The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet ~~objectively assessed local~~ housing needs ~~(OAHN)~~ and the requirements of ~~the identified through the~~ Gypsy and Traveller Accommodation Assessment (GTAA) and for Travelling Showpeople plots and Gypsy and Traveller pitches. The ageing population also means that the Local Plan needs to provide the right type of homes, including independent living accommodation for older people (55+), supported housing for adults with learning or other disabilities and appropriate support services as well as sufficient healthcare facilities to support both older residents and the population as a whole in the period to ~~2036~~2041.

Strategic Priority 3-6 - Fostering growth and investment and providing new jobs

3.263.25 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity and quality of life of local residents. The Local Plan needs to ensure that Chelmsford's businesses thrive, continue to innovate and can be even more productive and resilient; and that Chelmsford fosters new economic growth and new jobs to meet forecast local needs generated by the growing population. This will be through the provision of flexible local employment space to meet the employment and economic needs of Chelmsford. The Local Plan will need to ensure that Chelmsford fosters new economic growth and new jobs to meet forecast local needs.

3.273.26 Unemployment is low in Chelmsford, ~~which~~. ~~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.

3.283.27 The Local Plan will seek to ensure a flexible rolling supply of employment land over the Local Plan period. Where appropriate, it will support the retention of existing designated employment areas to maintain supply and choice of employment floorspace and rural employment development opportunities, and support the growing green economy and creative sector.

3.293.28 The Council will also continue to support local businesses outside the Local Plan process through its business support services and by delivering the Chelmsford Economic Strategy, to encourage a circular economy.

Strategic Priority 8-7 - Creating well designed and attractive places, and promoting healthy the health and social wellbeing of communities

3.303.29 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 including high quality green infrastructure and access to the countryside, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of walking and cycling sustainable and active travel routes.

3.313.30 New development will need to ensure that the integrity of communities is maintained and social cohesion is promoted. New development can also help to provide new primary health services where they are most needed.

3.323.31 The Local Plan will also seek to ensure that all new development meets the highest standards of design. The high-quality design of new development is essential to making places more attractive, sustainable, safe and accessible. Good design can also help mitigate the impacts of climate change and air pollution, promote healthier lifestyles and build a sense of civic pride. This includes public realm improvements to create attractive places where people want to live, work and visit.

3.333.32 ~~The Local Plan policies will seek to achieve a net gain for biodiversity by providing new green spaces including high quality green infrastructure built into the designs and masterplans of new development.~~ The Local Plan will further require the use of masterplans for allocated sites and encourage design codes where appropriate for strategic scale developments.

3.33 Large scale developments involve long term project development and management which should involve the new community. Community involvement is key to the success of new communities and could include management of community facilities, creation of gardens or orchards, and land trusts, as has been successfully demonstrated at Chelmsford Garden Community. Provision and management of well-supported community facilities will assist in ensuring sustainable and energy efficient development which is fit for the future.

Strategic Priority 5-8 - Delivering new and improved strategic and local infrastructure

3.34 The continued growth and popularity of Chelmsford is placing pressure on existing strategic infrastructure. This includes pressure on transport infrastructure, the potential for increased flood risk and greater pressure on resources such as water and waste services.

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

3.36 The Local Plan will seek to ensure that necessary new or upgraded strategic and local infrastructure is provided alongside the development of new residential communities including

education, ~~emergency and primary and~~ healthcare provision, ~~recycling facilities and appropriate drainage~~, 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.

3.37 The Strategic Growth Site policies within the Local Plan ~~will~~ set out the local infrastructure required to support the identified growth. To support this the Infrastructure Delivery Plan (IDP) identifies the infrastructure needed to support the planned development and contains details regarding its phasing and costing.

3.38 One of the most challenging strategic infrastructure requirements is ensuring the transport network is sufficient to accommodate future growth. Many of the existing roads ~~in the City Centre~~ are at, or near to, capacity. Much existing transport infrastructure therefore has little spare capacity to cope with population growth and new housing and employment development. However, capacity to transport people exists on sustainable ~~and active travel~~ networks such as bus, walking and cycling. Subsequently, capacity in certain areas may come about from promoting a change in behaviour, for example in how people choose to travel.

3.39 ~~Independent e~~Consultants, Ringway Jacobs, through Essex County Council has undertaken transport modelling to help support the proposals in the Local Plan. The Local Plan evidence base comprises a series of traffic modelling reports including a specific report on ~~the this Pre-Submission review of the~~ Local Plan. The ~~Pre-Submission~~ traffic modelling report follows on from earlier assessments of the ~~adopted~~ Local Plan ~~iterations and this current review~~. The modelling outputs indicate that the patterns and severity of congestion across Chelmsford would remain broadly consistent regardless of differences in Local Plan development allocations and the mitigation measures identified. Further work ~~has been is being~~ undertaken to consider the likely traffic impact on local junctions most affected by the ~~development allocation~~ sites and the mitigation measures to help to improve the performance at the junctions. The results of this additional modelling work ~~has will~~ informed the ~~review of the~~ Local Plan.

~~3.40~~—The Local Plan has been subject to a Strategic Flood Risk Assessment (SFRA). Some sites in areas of existing flood risk have also been subject to a more detailed assessment, including sequential and exception tests.

~~3.41~~**3.40** The City Council has worked alongside Essex and Suffolk Water and Anglian Water to produce a Water Cycle Study to ensure there is sufficient capacity for water supply and waste water management, and identify any gaps in capacity.

~~3.42~~**3.41** Some parts of Chelmsford are also without access to high-speed broadband. Throughout the Local Plan period the Council will work with stakeholders to help promote ~~upgraded gigabit~~ broadband communications in all new developments, where it is viable to do so.

~~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, maximise the efficient use of existing infrastructure capacities and explore opportunities for new sustainable infrastructure.~~

~~3.43~~**3.42** The Council will use Community Infrastructure Levy (CIL) (and/or its successor) receipts and planning conditions or legal agreements to ensure the provision of infrastructure. The

Council will also work with infrastructure providers to facilitate the timely provision of infrastructure needed to support development. Where necessary this will involve suitable phasing of development and forward funding of its supporting infrastructure. Working in partnership with other Councils in ~~north and central~~ Essex ~~with which are promoting~~ strategic levels of growth, there are opportunities to maximise future investment for strategic infrastructure funding.

Strategic Priority 4.9 – ~~Protecting and enhancing~~ Encouraging resilience in retail, leisure, and commercial, and cultural development

~~3.443.43~~ Jobs in retail are focused in Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres. Chelmsford City Centre attracts shoppers and visitors from well beyond the Council's area boundary. ~~It continues to grow in choice and popularity and is now ranked within the top 100 of all shopping centres across the country.~~

~~3.453.44~~ Chelmsford City Centre is by far the largest centre within the Local Plan area, and as such provides a range of functions, services and facilities. Chelmsford City Centre has recently seen a significant expansion through the development of the Bond Street centre on former car parks to the east of the High Street comprising 27,900sqm of new retail and leisure floorspace.

~~3.463.45~~ Developments such as the new Bond Street development, Bus Station, former Marconi Site, ~~former~~ Anglia Ruskin University Central Campus, and the Cricket Club have assisted the City Centre in being a vibrant place both during the day and in the evening. As well as a wide range of residential development in the City Centre there is a focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. The Council will continue to encourage investment in major new infrastructure, retail, office, arts, leisure and cultural facilities to build upon ~~past success, and to reinforce Chelmsford's regional role as 'Capital of Essex'.~~

~~3.473.46~~ ~~There is a wide range of~~ Comprehensive leisure services are provided by the City Council and through the private sector. These include a wide range of sports and recreation facilities, including two cinemas, Chelmsford City Racecourse, ~~multiple and wide ranging a large variety of~~ sports facilities and extensive improvements to the flagship Riverside Ice and Leisure Centre, ~~completed in 2019~~

~~3.483.47~~ ~~Conversely, T~~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.

~~3.493.48~~ The Council will continue to support new and enhanced retail, leisure and commercial development through protecting existing assets and supporting appropriate growth in these sectors.

~~3.503.49~~ The Council is keen to ensure that all parts of the City area are vibrant and successful with continued new facilities and by encouraging investment in Chelmsford's arts and culture. To this end the Council has also developed a vision to promote integrated enhancement of the West End quarter of Chelmsford City Centre. This area has a diverse mix of uses, acts as an important transport interchange and includes important civic functions, yet parts of the area have a rundown appearance and feel severed from the City Centre. The vision for the West End makes

recommendations for enhancements in the future to provide an attractive and distinctive quarter. ~~A Cultural~~ Chelmsford, Development Trust an independent charity, has also been established to work in partnership with the Council to strengthen Chelmsford's cultural identity. Through close engagement with the public and stakeholders, the mutual objective is to inspire participation in the arts and culture, to build awareness of the City's historic heritage and to ignite interest in developing creative and cultural legacies for the future. The Trust ~~will contribute to the ideas for~~ has led on developing a shared ~~Cultural Vision "Towards 2040"~~ Cultural Strategy to implement a 10-year vision for the whole of the Council's area, ~~and participate in encouraging investment in the City's museums and theatres.~~

~~3.5-3.50~~ Work is also continuing on implementation of the Plan for Improving Rivers and Waterways in and around Chelmsford, to improve the appearance, attractiveness and recreational use of Chelmsford's rivers and waterways, and some of its ambitions have been translated into policy.

4- Our Vision and Spatial Principles

4.1 Taking into account the Strategic Priorities, this Section sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2036-2041 and beyond.

Vision for Chelmsford

4.2 Our Vision for Chelmsford sets out the kind of place we want to be in 2036-2041:

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

~~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 cultural, 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 public transport, by bike, on foot and in private vehicles and making the most of the area's assets and opportunities such as its river valleys, and improving the built, natural and historic environment.~~

By 2036-2041, Chelmsford will continue to:

- be an area for significant growth, achieving sustainable housing and employment development and providing new homes and jobs to meet a range of needs

- support a strong and expanding economy including supporting the growth of the construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences and health and care, and professional and support sectors ~~creative industries, financial services and research and development sectors~~
- have a City Centre which continues to be a leading shopping and leisure destination, with an enhanced mix of vibrant and successful cultural, retail, leisure and residential use ~~key retail, business and service centre for Essex and beyond, supported by an excellent complementary offer and outstanding public realm~~
- revitalise South Woodham Ferrers Town Centre by enhancing its retail, cultural and leisure offer
- be a place with an improving transport system offering enhanced connectivity for all through 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 ~~sustainable and active travel leading to modal shift~~
- supporting sustainable new development including a the new Beaulieu Park Railway sStation in North Chelmsford, further expanded Park and Ride sites, capacity improvements to the Army and Navy Junction and strategic highway improvements
- move towards a low-net zero carbon future for Chelmsford seeking to mitigate and adapt to climate change and to promote the sustainable use of natural resources
- maximise opportunities for sustainable transport by providing increased opportunities for sustainable and active travel including walking, cycling and public transport
- provide new and expanded infrastructure, services and facilities to support new development, including the provision of new education, healthcare facilities and green/blue infrastructure
- have residents benefiting from healthier, more inclusive and active lifestyles, and accessing excellent cultural and leisure activities in healthy living environments which reduce health inequalities
- deliver developments that respect the character and local distinctiveness of the area and that are well designed
- protect and enhance the rich and diverse built, historic and natural environment including the coast
- maximise the conservation value and enjoyment of Chelmsford's unique Green Wedge, riverbanks, canals and waterways including Sandford Mill
- be a centre of excellence for education and skills development with high-performing schools, ~~two~~ Universities and a ~~new~~ School of Medicine
- achieve the urban renewal and regeneration of Chelmsford's Urban Area and City Centre
- support the rural economy with vibrant and sustainable rural areas
- build on success and facilitate the sustainable growth of the area
- facilitate the provision of high-speed gigabit broadband; ~~and~~
- be vibrant, attractive and a desirable place to live, work, ~~and~~ visit, and study in.

Spatial Principles

4.3 The following Spatial Principles will guide how the Strategic Priorities and Vision will be achieved. They will underpin spatial planning decisions and ensure that the Local Plan focuses growth in the most sustainable locations. In particular, they will also contribute to delivering the Council's response to the declared climate and ecological emergency, focus on health and wellbeing, and secure the enhancement and extension of the City's Green Infrastructure Resource.

STRATEGIC POLICY SI – SPATIAL PRINCIPLES

The Council will require all new development to accord with the following Spatial Principles where relevant:

- a) Locate development at well-connected and sustainable locations
- b) Protect the Green Belt from inappropriate development
- c) Optimise-Promote the use of suitable previously developed land for development
- d) Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area
- e) Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements
- f) Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic and natural environment and biodiversity
- g) Locate development to avoid or manage flood risk and reduce carbon emissions
- h) Ensure development is served by necessary infrastructure and encourage innovation
- i) Locate development to Utilise existing and planned infrastructure effectively.
- j) Ensure development is deliverable.

Reasoned Justification

4.4 The Council has assessed its development requirements for the period to 2036/2041. This development growth needs to be managed to ensure sustainable development is achieved. Therefore, to manage this change, a series of Spatial Principles have been established. The Spatial Principles are not listed in order of preference or priority but are all interrelated and when considered together will shape the Council's Spatial Strategy. They will be applied as relevant to all development proposals and related applications.

a) Locate development at well-connected and sustainable locations

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

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

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

b) Protect the Green Belt from inappropriate development

4.7 The extent of the Green Belt in Chelmsford is already established in the Council's ~~previously~~-adopted Local Plan (~~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. Inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances, as set out in the NPPF.

c) Optimise/Promote the use of suitable previously developed land for development

4.8 In order to make the best use of land and to ensure that new development is located in sustainable locations, there is a need to make the most of previously developed land, provided that it is not of high environmental value and represents a sustainable location.

4.9 By their very nature previously developed sites in urban areas can be well served by existing infrastructure but they may also be subject to constraints related to their precise uses or surroundings. These can include sites being in multiple ownership, the high cost of land, demolition of existing buildings and site remediation works. As such, redevelopment of some previously developed land can take a long time to become deliverable. There are a number of previously developed sites in the Chelmsford Urban Area which will be suitable for redevelopment over the Local Plan period. This reflects changes in the national and local economy resulting in land becoming derelict, ~~or~~ under-used or no longer viable.

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

d) Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area

4.11 To ensure the continued urban renaissance and renewal of Chelmsford City Centre and its surrounding Urban Area, previously developed sites will be allocated for new development including new residential, ~~office~~, employment and mixed use developments. This will assist in urban regeneration by re-using derelict and other urban land in Chelmsford, which together with the promotion of city greening through the Green Infrastructure Strategic Plan, will help it transform into an even more vibrant and successful place.

e) Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements

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

f) Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic and natural environment and biodiversity

4.13 Chelmsford contains a number of rich and varied landscapes and new development proposals will need to respect their character and appearance and their role for wildlife and increasing biodiversity. The river valleys where they permeate into Chelmsford's Urban Area have a unique role and function and are identified as the Green Wedge. New development proposals will also need to respond to the character and appearance of the built environment in particular to preserve or enhance the historic environment.

g) Locate development to avoid or manage flood risk and reduce carbon emissions

4.14 The Local Plan will seek to reduce the risk to people and the ~~built developed~~ and natural environment from flooding by discouraging inappropriate development in areas at known risk from flooding. The Council will apply a sequential risk-based approach to new development in line with national policy and the Strategic Flood Risk Assessment. New development will be focused in areas where there is no or low risk of flooding. Where this is not possible, then the Sequential Test will be applied as outlined in the NPPF, followed if necessary by the Exception Test. New development should also ensure that it does not exacerbate or create flood risk elsewhere. It should demonstrate it will be safe for its lifetime. The Sequential Test and (Exception Test where applicable) have been undertaken for Local Plan site allocations. The location of development and its proximity to existing or proposed services and community facilities will make an important contribution to reducing carbon emissions.

h) Ensure development is served by necessary infrastructure and encourage innovation

4.15 ~~Development will need to be supported by~~ The provision of infrastructure, services and facilities that are identified to serve the needs arising from new development, should be and

provided in a timely and, where appropriate, phased manner to serve their 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 and innovative solutions for sustainable and active travel.

i) Locate development to Utilise existing and planned infrastructure effectively

4.16 The Council will actively engage with partners to maximise the opportunities presented through new development to help fund and deliver new and improved infrastructure necessary to mitigate the impact that arises from new development, especially where significant new greenfield housing development is required. Infrastructure includes roads and other transport facilities, education and healthcare facilities, flood defences, open spaces and cultural and recreational facilities.

j) Ensure development is deliverable

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

Alternatives considered

No Policy, rely on NPPF.

The NPPF requires Local Plans to articulate a local vision to meet development needs. Therefore, this is not a reasonable alternative.

Alternative or additional Spatial Principles.

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

5- Creating Sustainable Development

5.1 This Section sets out the Strategic Policies that underpin and guide the Council's Spatial Strategy by addressing climate change, promoting social inclusion, conserving and enhancing the historic and natural environment and safeguarding community assets. New Strategic Policies have been added, numbered S14 to S17. However, they have been shown in the order they will appear, and all the Strategic Policies will be renumbered in later versions.

Addressing sustainability

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

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

STRATEGIC POLICY S2 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK

The Council, through its planning policies and proposals that shape future development, will seek to mitigate and adapt to climate change. In addressing the move to a **lower-net zero** carbon future for Chelmsford, the Council will **encourage-seek** new development that:

- Reduces greenhouse gas emissions
- **Results in net zero carbon emissions and exceeds Building Regulations Parts F and L in accordance with Policy DM3 I**
- Promotes the efficient use of natural resources such as water
- Reduces the need to travel and provides for **active and** sustainable transport modes
- Provides opportunities for renewable and low carbon energy technologies and schemes
- Provides opportunities for decentralised energy and heating systems
- Encourages design and construction techniques which contribute to climate change mitigation and adaptation
- Minimises impact on flooding **and over-heating**
- **Protects and** provides opportunities for **well-connected multifunctional green and blue** infrastructure including city greening, **woodland creation, tree planting,** and new habitat creation.

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

Reasoned Justification

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

5.5 The Council declared a Climate and Ecological Emergency on 16 July 2019. Essentially this declaration represents a commitment to take appropriate action to make the Council's activities net-zero carbon by 2030. In January 2020, the Council agreed a Climate and Ecological Emergency Action Plan with an initial focus on fifteen key areas of activity. It is aimed at:

- reducing carbon emissions
- lowering energy consumption
- reducing waste and pollution
- improving air quality
- greening Chelmsford
- increasing biodiversity
- encouraging more sustainable travel choices.

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

5.7 To mitigate the impacts of climate change, the Climate Change Act 2008, as amended, commits the UK to reducing the UK's greenhouse gas emissions by 100% carbon dioxide emissions by at least 80% below 1990 levels, to achieve 'net zero' by 2050. This is a very challenging target and local plans present an obvious opportunity to help meet this target e.g. decarbonisation of transport, promoting green infrastructure including city greening, and by shaping the location and design of new development, including measures to promote renewable and low carbon energy developments, water and energy efficiency such as insulation, living walls/roofs, passive solar design, tree planting, Sustainable Drainage System (SuDS) and providing resilient ecological networks. Such measures will also assist in minimising over-heating in developments.

5.8 Essex County Council set up the Essex Climate Action Commission (ECAC) to advise on Essex's response to climate change. The commission published its report 'Net-Zero: Making Essex Carbon Neutral' in July 2021, and this set out a comprehensive plan to:

- reduce the county's greenhouse gas emissions to net zero by 2050, in line with UK statutory commitments
- make Essex more resilient to climate impacts such a flooding, water shortages and overheating
- enhance biodiversity and the natural environment by creating natural green infrastructure across 30 per cent of all land in Essex by 2040.

5.9 Essex County Council is working alongside the Council to secure the highest standards required to address climate change and net carbon zero development.

5.65.10 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.

5.75.11 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk both within the development boundary and off-site in all flood zones, and to ensure that the development remains safe throughout its life. In line with Policy DM18, development within areas of flood risk will be required to provide a safe means of access or suitably manage risk through some other means. At a development site level, mitigation measures can include SuDS, the use of permeable hardstanding materials and landscaping. At a strategic level, 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.

5.85.12 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.

5.95.13 Climate change including sea level rise is likely to increase pressure on the management of coastal habitats and coastal communities along Chelmsford's coastal fringe around South Woodham Ferrers. The current Essex and Suffolk Shoreline Management Plan aims to reduce the threat of flooding and erosion to dwellings, key infrastructure and tourism facilities. This and other relevant policies in the Local Plan help to support the implementation of the Essex and Suffolk Shoreline Management Plan.

5.105.14 The Marine Management Organisation (MMO) ~~is preparing a~~ adopted its South East (Inshore) Marine Plan which includes land to the south of South Woodham Ferrers. The Marine Plan's jurisdiction ~~will~~ overlap with the Council's responsibilities (which extend to mean low water) and due regard must be given to the Marine Plan. ~~Once adopted, the~~ South East (Inshore) Marine Plan, ~~must~~ will be considered alongside the Local Plan, to provide a consistent approach for planning on land, and within the inter-tidal and marine environment.

Alternatives considered

No Policy, rely on NPPF and Building regulations.

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

Building regulations do not yet see new buildings as net zero carbon. The Council's priorities are to move towards a net zero carbon environment as soon as possible. Therefore, this is not a reasonable alternative.

STRATEGIC POLICY S14 – HEALTH AND WELLBEING

The Council is committed to improving the health and wellbeing of our residents and communities, promoting more active and healthier lifestyles, creating healthy living environments and reducing health inequalities through high quality placemaking.

The Council will achieve this by ensuring that new development:

- Contributes towards the strategic priorities of the Chelmsford Health and Wellbeing Plan to help reduce inequalities including health**

- Has good access to services and facilities to support daily life and provide for the needs of their communities including education, employment, retail, public transport, healthcare, social, community and greenspace
- Is well designed to create safe, inclusive and accessible places for all users and encourage social interaction and wellbeing
- Creates opportunities for healthy and active lifestyles including access to and the provision of new multifunctional green and blue infrastructure, spaces for play, recreation and sports, and better active travel including provision for safe and attractive pedestrian and cycle routes
- Provides good quality housing both externally and internally, to provide a healthy living environment
- Supports the provision of cultural infrastructure and public art to create a sense of place and identity
- Is climate resilient and as sustainable and energy efficient as possible to promote healthy environments
- Provides opportunities for access to nature to support mental health wellbeing
- Provides appropriate mitigation to avoid harmful health impacts/emissions.

In addition to the above, all new strategic scale residential development (defined as development for 100 or more units) will be required to demonstrate how they have considered the following in their place making objectives:

- Opportunities for community involvement in the long-term management and stewardship of the new development
- Opportunities for growing food such as allotments, community gardens and orchards to improve access to local healthy food
- Creation of walkable neighbourhoods to support people to live healthy lifestyles
- Livewell Development Accreditation Scheme
- Creation of a physical environment where people have the resilience to cope with life's changes such as a dementia friendly environment
- Incorporation of local and National Design Guide Active Design principles
- Provision of a mix of uses on site that support daily life including education, employment, retail, public transport, healthcare, social, community and greenspace
- Opportunities to make a significant positive contribution to health and wellbeing.

For large scale development (defined as residential development of 50 or more units and non-residential development in excess of 1,000 sqm) a Health Impact Assessment will be required to assess the likely positive and negative impacts on the health of different groups in the population and on existing health services and facilities. The assessment should include recommendations on how positive health impacts could be maximised and negative impacts on health and inequalities avoided or mitigated. The Council will require Health Impact Assessments to be prepared having regard to the most up to date advice and best practice for such assessments. Where significant impacts are identified, planning permission will be refused unless measures to meet the health service requirements of the development are mitigated.

Developments which will have an unacceptable significant adverse impact on health and wellbeing which cannot be mitigated, or that fail to offer reasonable provisions, will be refused.

Reasoned Justification

5.15 Spatial planning and health and wellbeing are intrinsically linked. The health and wellbeing of individuals and communities is affected by a wide range of factors. Health and wellbeing can be encouraged and improved through high quality planning, design and management of the environment providing convenient local healthcare services; public and open spaces and natural environments to encourage people to be physically active encouraging community participation; ensuring developments embody the principles of lifetime neighbourhoods and promote independent living; promoting access to healthy and locally sourced food; and encouraging active travel, most particularly cycling and walking for healthy lifestyles.

5.16 The Chelmsford Health and Wellbeing Plan has identified five key health and wellbeing priorities. These are to reduce excess weight and obesity and increase physical activity in adults and children, alleviate loneliness and social isolation, improve poor housing, enabling people to age well in Chelmsford and to reduce alcohol, substance misuse and behavioural addictions. These can all impact our physical and mental health.

5.17 The Council will work to improve the health and wellbeing of residents and communities by working in partnership with the NHS and Public Health to ensure residents and communities can access high quality primary and secondary health care services and that new and improved services are put in place, where appropriate, to serve the growing population; particularly for vulnerable groups and communities. The Council will also monitor the wider health and wellbeing outcomes using the Thriving Places Index.

5.18 The design and masterplanning of development proposals will embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. All development proposals should embed the Sport England and National Design Guide Active Design principles with particular regard to the sections relating to local identity and distinctiveness, mixture of housing type and tenure and internal and external layouts and walkable neighbourhoods with good access to a mix of uses and facilities.

5.19 The (NPPF) recommends that local authorities should consider opportunities to support people to live healthy lifestyles including planning for an environment that helps promote active travel and physical activity. Good quality infrastructure encourages active travel and the use of public transport. Improved active travel corridors and access to public transport makes it easier for our residents and communities to use healthier travel choices which help prevent excess weight and obesity. All new and improved walking and cycling routes should be designed so ensure they are coherent, direct, safe, comfortable and attractive.

5.20 Climate change impacts health directly through extreme weather conditions and events. In the UK, the effects of climate change will not be felt equally and are likely to increase health

inequalities. There are significant health opportunities in the response to climate change. Many of the solutions to address climate change, such as promoting more sustainable and active travel and healthy sustainable diets are interventions that also bring benefits to health. Climate change is increasing global temperatures increasing the periods and frequency of high temperatures. Buildings can be kept cool during hot weather either through passive building design or energy-intensive methods to control internal temperatures. There are a number of negative health impacts caused by high indoor temperatures and overheating. High quality buildings are comfortable and healthy and should be both cool in the summer and warm in the winter. The buildings should have good fresh air ventilation and circulation, good levels of natural light and be protected from climate impacts such as flooding and overheating. Well-designed homes and buildings provide high quality functional, accessible and sustainable internal and external spaces for their residents and users positively promoting health and wellbeing. More information about the creation of sustainable buildings can be found in the National Design Guide, Making Places SPD and the Essex Design Guide.

5.21 Investment in culture, arts and public art and its associated infrastructure can provide improved and new cultural experiences for our residents and communities improving their health and wellbeing. Collaboration between the Council, local health providers, voluntary sector and key stakeholders will help embed culture into new and existing communities across Chelmsford.

5.22 Community allotments, gardens and orchards provide learning opportunities about how to grow food and eat local fresh produce when it is in season. helps improve physical and mental health and wellbeing by being outdoors, and active, connected to nature and within a community.

5.23 Walkable neighbourhoods are designed to prioritise walking and cycling enabling access to facilities and services without needing to use the private car. The co-location and concentration of retail, community and associated uses to support linked trips should be promoted as they would result in creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in leisure, sport and physical activity. Development proposals should have regard to the Essex Design Guide and supplementary guidance (A New Development Model for Essex, October 2023).

5.24 The built and natural environment also has an important role to play in maintaining people's health, wellbeing and independence and their resilience to cope with life's changes including those with dementia. The local environment is a fundamental factor contributing to the quality of life of all people, it can either be enabling or disabling. Having access to amenities like local shops, doctors, post offices and banks within easy, safe and comfortable walking distances helps people feel connected. For people with dementia, it can also help them to live independent and fulfilling lives for longer. It is also important to consider the significant role that consistency and familiarity plays in giving people confidence and helping them to feel safe, especially older people and those with dementia. This can be as simple as the purpose of a building being obvious or having clear lines of sight through a development. Other design principles which developers should have adherence to ensure that developments are accessible to those with both visible and hidden disabilities including dementia include familiarity, legibility, distinctiveness, accessibility, comfort and safety.

5.25 Developers are encouraged to apply for their developments to be awarded Livewell Development Accreditation. The scheme encourages developers to promote the physical and mental health of residents when designing and building new developments. The voluntary scheme

recognises the wider factors that impact on health and wellbeing including access to healthier food, support for local employment and education facilities and inclusive communities.

5.26 Most development has a potential impact upon the health services and facilities that are provided in the Council's administrative area. Likewise, through the design of new development, healthy living can be promoted. The extent of these impacts needs to be assessed to ensure that adequate health services continue to be provided for the community as a whole. For developments which have relatively little impact upon health services, an initial assessment may be sufficient to satisfy the requirements of this policy. For developments where an initial assessment indicates more significant health impacts, a comprehensive Health Impact Assessment (HIA) will be required. A full HIA can include matters such as housing quality and design, access to healthcare services and other social infrastructure, access to open spaces and the natural environment, air quality and noise impact, accessibility and travel options, crime reduction and community safety, access to healthy food, social cohesion and, minimising the use of resources. The Council will liaise with the Mid and South Essex Integrated Care System and Essex County Council Health and Wellbeing Services when assessing the scope and scale of likely impacts. A HIA should be prepared following the current best practice advice and reflect the most up to date evidence. Further details on preparing HIAs can be found in the Health Impact Assessment section of the Essex Design Guide.

Alternatives considered

No Policy, rely on NPPF.

The NPPF requires planning policies to aim to achieve healthy spaces. This policy also helps to meet new Council strategic priority 7. Therefore, this is not a reasonable alternative.

STRATEGIC POLICY SI5 – CREATING SUCCESSFUL PLACES

Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported.

Reasoned Justification

5.27 High quality design of new development is essential to making places more attractive, sustainable, safe and accessible, and should be at the heart of every development. New development is not only about the buildings, but how they fit together, the spaces between them, and how the development is experienced. This sense of place does not arise by accident, but by careful application of all aspects of high quality, beauty and sustainability. Good design can also help to mitigate the impacts of climate change, promote healthier lifestyles and build a sense of civic pride.

5.28 Masterplans will be required for Strategic Growth Sites, and they may also be appropriate for constrained or sensitive sites. Masterplans are separate from the planning application process. An approved masterplan must be in place for the relevant site prior to the submission of any planning application, and should set out the development principles and supporting evidence. The use of

planning briefs or design coding may be required for smaller sites to provide a framework for development and clear guidance for design requirements.

5.29 Development proposals should also have regard to the National Design Guide and National Model Design Code (September 2019) which offers general guidance on achieving high quality places and spaces. In addition, regard should be had to the Council’s Making Places SPD. Making Places offers detailed guidance on achieving the required policy standards within the Local Plan and sets out local design guidance relevant to Chelmsford – in particular for the natural environment, movement, public spaces, built environment, sustainable design and construction, and adaptable buildings.

5.30 The Council encourages developments to be inclusive to accommodate all users, placing people at the heart of the design process.

5.31 Development is not only about creating a successful new place, but also securing its long-term future. New large Strategic Growth Sites should have long-term place keeping arrangements which involve community engagement and involvement in the management and enhancement of public spaces and community assets so residents are at the heart of the community, alongside developer commitment to creating and maintaining a legacy for future generations.

Alternatives considered

No policy, rely on NPPF.

The policy follows the requirements of the NPPF, but the RJ also includes specific reference to the requirements for masterplans, place keeping and community involvement, and enhancements for certain groups. Therefore this is not a reasonable alternative.

STRATEGIC POLICY S3 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

The Council will conserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of Chelmsford through the diversity and quality of heritage assets. This includes wider social, cultural, economic and environmental benefits.

The Council will designate and keep under review Conservation Areas in order to preserve or enhance their special architectural or historic interest with an emphasis on retaining and where appropriate improving the buildings and/or features that make a positive contribution to their character or appearance.

The Council will conserve or enhance the significance (including any contribution made by its setting) of Listed Buildings, Scheduled Monuments and Registered Parks and Gardens with an emphasis on preserving and where appropriate enriching the social, cultural, economic and environmental benefits that these heritage assets provide.

The Council will seek the protection, conservation, and where appropriate and

important to their significance, re-use and/or enhancement of historic places and sites on the Heritage at Risk Register and the local buildings at risk register.

When assessing applications for development, the Council will place great weight on the preservation or enhancement of designated heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future preservation and where appropriate enhancement, as appropriate to their significance. Policy DM13 sets out how the Council will consider proposals affecting the different types of designated heritage assets and their significance.

The Council will seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings, which includes buildings, structures, features, gardens of local interest and protected lanes. Policy DM14 sets out the Council's approach to the protection and retention of these assets.

Chelmsford contains a number of sites of archaeological importance. As set out in Policy DM15, the Council will seek the preservation and where appropriate enhancement of sites and their setting of archaeological interest.

Reasoned Justification

5-115.32 Chelmsford has a rich and diverse heritage. It has many heritage assets which are worthy of protection for their significance and for their contribution to the special character of Chelmsford. Within Chelmsford's administrative area there are 1,012~~0~~ listed buildings. There are also 25 Conservation Areas, 19 Scheduled Monuments, and 6 Registered Parks and Gardens all of which are shown on the Policies Map. With the exception of Conservation Areas, these designated heritage assets are identified within the National Heritage List for England.

5-125.33 Buildings are listed on the basis of their special architectural or historic interest. These buildings are subject to special planning controls over their demolition, partial demolition, alteration or extension in any manner which affects their special character. Within Chelmsford there are a high number of timber frame buildings from the 14th-17th centuries reflecting the prosperity of the area in this period and displaying vernacular building techniques, notably within the rural areas and village centres, such as Stock, Writtle, Boreham and Great Waltham. The survival of vernacular buildings across the administrative area contributes to its distinctiveness. There are 634 Grade I and II* listed buildings, including medieval parish churches, structures at Pleshey Castle, Henry VIII's palace at New Hall, country houses (such as Langleys, Leez Priory and Boreham House) and exceptionally complete timber frame buildings.

5-135.34 Conservation Areas are designated under the Planning (Listed Building and Conservation Areas) Act 1990. Conservation Areas are defined and designated by the Council. They are areas of special architectural or historic interest where the Council has a statutory duty to preserve or enhance their character or appearance. The Council will produce character appraisals and management plans for its Conservation Areas. 5 Conservation Areas cover the City Centre, 17 historic village centres, St John's Hospital and John Keene Memorial Homes and are designated for their special character.

5-145.35 The Chelmer and Blackwater Navigation is also designated as a Conservation Area. This historic waterway, which extends through Braintree and Maldon districts, resulted in Chelmsford's expansion and development as an industrial centre from the late eighteenth century. It is significant for its structures, including 13 locks, landscape character, leisure and recreational value.

5-155.36 There are 6 Registered Parks and Gardens, including an 800m long Avenue at New Hall, the rare 'canal' water feature at Boreham House and the Humphry Repton landscape at Hylands Park. The public parks at Hylands and Danbury have an important role in the distinctness of Chelmsford and social wellbeing. They also contribute to the local economy through organised events and formal and informal recreation. The Council recognises that Registered Parks and Gardens should be protected.

5-165.37 Archaeological and/or historical features represent a finite and non-renewable resource that are vulnerable to damage and destruction. Any works to Scheduled Monuments require the consent of the Secretary of State. There are 19 Scheduled Monuments, including a number of moated sites, Roman villas, the Iron Age Hillfort at Danbury, the late twelfth century earthwork castle at Pleshey and medieval salt works at South Woodham Ferrers. The Essex Site and Monument Record records over 2,500 archaeological sites in Chelmsford.

5-175.38 In addition to designated heritage assets, Chelmsford has many non-designated assets which are worthy of protection and conservation for their architectural, townscape, landscape or historic interest. The Council will continue to update a list of heritage assets which have local value. This is titled Register of Buildings of Local Value and includes buildings, structures or features of local architectural or historic interest which make a positive contribution to their locality. 56409 buildings are included on the current Register of Buildings of Local Value, and 12 sites are identified on the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust. Both the designated and non-designated heritage assets reflect the expansion of Chelmsford as a manufacturing and technology centre in the early twentieth century, when Hoffmann, Marconi, and Crompton were located in the town.

5-185.39 A Heritage at Risk programme has been implemented by Historic England. It protects and manages the historic environment so the number of 'at risk' historic places and sites across England is reduced. The Heritage at Risk Register identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development.

5-195.40 The Council also maintains a buildings at risk register (including designated and non-designated heritage assets) and proactively works to seek their protection and conservation. Sustaining appropriate uses is part of a strategy to ensure their conservation and their economic contribution. The 2022-19 Buildings at Risk Register includes 12 entries. In determining planning applications, the Council will take account of the desirability of sustaining and promoting opportunities to enhance the significance of both designated and non-designated assets and their settings.

5-205.41 There are a number of country lanes and byways which are of historic and landscape value, and which make an important contribution to the rural character of certain areas, as set out in the Essex County Council Protected Lanes Studies. The Council intends to protect these lanes and byways by preserving, as far as possible, the trees and hedgerows, banks, ditches and verges

which contribute to their character, and by resisting development proposals which have a detrimental effect upon them.

5.215.42 The role of historic assets can also contribute towards the area's wider green infrastructure network, to local character and distinctiveness, and the economy. The Council will seek opportunities to promote the local distinctiveness of Chelmsford through heritage interpretation, blue plaques and public art.

Alternatives considered

No Policy, rely on NPPF.

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

STRATEGIC POLICY S4 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution.

The Council will plan for a well-connected multifunctional network of green and blue infrastructure which protects, enhances and, ~~where possible,~~ restores ecosystems and allows nature recovery across the Council's area., ~~securing~~ The garden community developments will be required to deliver 20% Biodiversity Net Gain, other qualifying new development will be required to deliver at least a minimum 10% Biodiversity Net Gain-net gain in biodiversity across the Council's area. The needs and potential of biodiversity will be considered together with those of natural, historic and farming landscapes, the promotion of health and wellbeing, sustainable travel, water management including water resources, and climate change adaptation.

The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces. ~~The Council will take a precautionary approach where insufficient information is provided about avoidance, management, mitigation and compensation measures.~~ Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary. Developers will need to demonstrate that sufficient waste water treatment capacity is available ahead of occupation to ensure no deterioration in the quality of receiving waters.

The Council will ensure that, where appropriate, new development seeks to improve water-related biodiversity taking account of Water Framework Directive objectives and River Basin Management Plan actions.

The Council will seek to minimise the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) to major new development.

~~Where appropriate, contributions from qualifying residential developments within the Zones of Influence, as defined in the adopted Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS), will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS), which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Where appropriate, contributions from proposed residential developments will be secured towards recreational mitigation measures at Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

Reasoned Justification

5.43 The Council has a duty to protect sites of international, national, regional and local nature conservation importance. The importance of these sites ~~in across the Council's area 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. Proposals likely to have an adverse effect on sites designated for their international, European and national importance to nature conservation will require a full assessment in line with European legislation. Appropriate weight will also be given to sites pending designation.

5.44 The Environment Act, 2021, brought mandatory Biodiversity Net Gain (BNG) into law. This means that all new developments will be required to deliver a minimum 10% increase in biodiversity.

5.225.45 Essex Local Nature Partnership (LNP) was set up in response to the 2021 Environment Act requirement for the development of Local Nature Recovery Strategies (LNRS). Its goal is to develop a LNRS that has cross sectoral support, as well as nature recovery, resulting in more nature across Essex in the future, as mandated by the 2021 Environment Act. The LNRS will set out in detail a strategy for delivering this mandate, but overall the principle is that there is a need for better connectivity and scale to achieve nature recovery across Essex.

5.46 New development should minimise pollution of the natural environment including potential light pollution from glare and spillage on intrinsically dark landscapes and nature conservation.

5.235.47 The Council's 'Improvement Plan for Rivers and Waterways in and around Chelmsford' sets out opportunities to improve the appearance, attractiveness, and recreational

use of these assets and to promote schemes and activities that enhance their habitat, ecological and biodiversity value.

5.245.48 The area's nature conservation assets form the basis for a City-wide network of green infrastructure which meets the needs and potential of biodiversity, recreation, habitat creation, amenity and sustainability (notably in respect of travel, water management and climate change) together.

5.255.49 The Council has developed a Green Infrastructure Strategic Plan which sets out the aspirations and opportunities to establish a green infrastructure network across the City and to promote city greening. This will include both green and blue spaces (such as, hedgerows, woodlands, parks, rivers and water courses). Objectives, standards and guidelines for its implementation aim for a City which is more ecologically diverse and robust, better connected and can meet the needs and expectations of its residents, workers and visitors.

5.265.50 The expansion of the City's natural assets and green infrastructure network will be secured through:

- Protecting, enhancing and restoring green infrastructure assets of all kinds, as part of a multifunctional network which reflects the needs and potential of biodiversity, natural and historic landscapes, sense of place, sport and recreation, water management, productive and healthy farming landscapes, climate change adaptation, sustainable movement, and community health and wellbeing
- Facilitating greater appreciation and use of the City's green infrastructure assets, promoting a sense of place and ownership
- Realising greater connectivity across the City through a network of high quality and accessible green spaces and corridors
- At the landscape and local scales planning and managing networks of natural and cultural assets to conserve, enhance and restore ecosystem function and human wellbeing
- Securing a step-change in environmental quality and performance to meet the goals of sustainable development, quality of life enhancement and climate change adaptation
- Where appropriate planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

5.275.51 New development in particular will be expected to incorporate multifunctional greenspaces which provide for biodiversity, recreation and sustainable travel, whilst helping to reduce pollution through the use of sustainable drainage systems (SuDS). In addition, new development should seek to improve water-related biodiversity taking account of Water Framework Directive objectives and River Basin Management Plan actions. Appropriate mitigation measures will be required on sites where protected species are impacted by development.

5.52 Provision will include new strategic greenspaces which will be of City-wide importance including two new Country Parks in East Chelmsford and North East Chelmsford and areas for future recreation use/SuDS to support strategic site allocations in Great Leighs and West Chelmsford. As part of the original masterplan for Chelmer Village, an area of open land was also identified for informal strategic recreation. These and other green infrastructure allocations are shown on the Policies Map.

5.285.53 All development proposals must comply with current requirements and best practice for measurable biodiversity net gain and Nature Recovery Strategies and Networks. As a minimum, 10% biodiversity net gain is required or as otherwise indicated in policy and legislation. This is in addition to the requirement to follow the mitigation hierarchy. Biodiversity net gain requirements must not undermine the existing range of protections, in planning policy and legislation, for irreplaceable habitats and protected sites. As part of the planning process a calculation in line with the latest Natural England Biodiversity Metric should be submitted and strict adherence to the mitigation hierarchy should be used to ensure harm is avoided in the first instance, that provision for a minimum 10% measurable net gain in biodiversity is made onsite wherever possible and that offsite compensation with a long-term management plan is used as a last resort. All projects should have regard to reducing the impacts of climate change and respond to the ecological emergency, delivering multiple benefits in terms of but not exclusive to habitats, carbon storage and Natural Flood Management.

5.54 Residential development proposed within the Local Plan has the potential to result in an increase in recreational disturbance on the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). This issue ~~was has been~~ further considered in an Appropriate Assessment which identified ~~s~~ the need to prepare a Recreational Avoidance and Mitigation Strategy (RAMS). Following consultation with Natural England, an Essex-wide RAMS ~~was is being~~ prepared to cover the Essex Estuaries SAC and Crouch together with the Roach Estuaries SPA and the Colne and Blackwater Estuaries SPAs and Ramsar sites, ~~with a view to its subsequent adoption as a Supplementary Planning Document (SPD).~~

5.295.55 The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) Strategy Document was adopted in 2019 and the SPD was adopted in 2020. The Essex Coast RAMS, which has the brand name Bird Aware Essex Coast, aims to deliver the mitigation necessary to avoid adverse effects on the integrity of habitats sites from the in-combination impacts of residential development in Essex. The Essex Coast RAMS identifies a detailed programme of strategic avoidance and mitigation measures which are to be funded by developer contributions from all qualifying residential development within the Zones of Influence as defined in the adopted RAMS. Any residential development that is likely to affect the integrity of European Sites, will be required to either contribute towards mitigation measures identified in the RAMS, or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations.

5.305.56 Natural England and the National Trust is formulating a package of on-site Strategic Access Management ~~and Mitigation Strategy Measures~~ (SAMMS) for the Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). The SAMMS will describe a range of mitigation measures available to offset the recreational impacts from proposed new housing development within the Hatfield Forest Zone of Influence. Ahead of the SAMMS being finalised, financial contributions may be sought towards mitigation measures on residential development proposals in consultation with Natural England and the National Trust. At this stage, a small area in the north-west of the Council's administrative area falls within the Zone of Influence. None of the residential site allocations allocated within the Local Plan are within this Zone of Influence.

5.315.57 The Council recognises the importance of the best and most versatile agricultural land. This is defined as Grades 1, 2 and 3a, ~~within the NPPF by the Department of Environment, Farming and Rural Affairs (DEFRA)~~, and is recognised as a natural resource for the future. Effective

use of brownfield land of low environmental value will be encouraged to minimise the loss of higher quality agricultural land. Furthermore, the Council will seek the provision of high quality green infrastructure that will protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost.

Alternatives considered

No Policy, rely on NPPF.

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

STRATEGIC POLICY S5 – PROTECTING AND ENHANCING COMMUNITY ASSETS

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

Reasoned Justification

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

5.335.59 An important element of sustainable development and creating sustainable communities is the provision and protection of community uses such as schools, health and recreation, education, community halls, pavilions, scout huts, places of worship and other cultural buildings at locations that are readily accessible. Schools are specifically identified on the Policies Map. These uses are predominately within Use Class ~~F1/F2D1~~ of the Use Classes Order 1987 (as amended). In addition, and especially outside the urban areas, facilities such as public houses, post offices, local shops and petrol stations and other community facilities can perform a vital function in terms of the economic and social welfare of such areas, and to help ensure the continued vitality of village and rural communities.

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

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

Alternatives considered

No Policy, rely on NPPF.

The policy follows the requirements of the which requires local planning authorities to proactively have policies which provide the necessary community facilities. The inclusion of active travel reflects the Councils strategic priorities. Local Plans should set clear policies for their area in respect of community facilities. Therefore, this is not a reasonable alternative.

6- How will future development growth be accommodated?

6.1 This Section sets out the requirements for development for the period up to 2036~~41~~ and the Council's Spatial Strategy. It also presents a number of strategic policies including policies related to securing infrastructure and delivering growth. New Strategic Policies have been added, numbered S16 and S17. However, they have been shown in the order they will appear, and all the Strategic Policies will be renumbered in later versions. Strategic Growth Sites, ~~those~~ providing ~~over~~ 100 or more new homes, have an accompanying policy which sets out the expectations for their delivery. Growth Sites, ~~those~~ providing less than 100 new homes, also have specific policies where appropriate.

Development requirements

STRATEGIC POLICY S6 – HOUSING AND EMPLOYMENT REQUIREMENTS

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

A. HOUSING

In order to meet the ~~full objectively~~-assessed housing need calculated using in the period 2013-2036, Standard Method, provision is made for a minimum of ~~18,515~~19,000 net new homes at an average annual rate of ~~805~~1,000 net new homes per year.

In order to meet identified need, a total of between 36 and 779 permanent pitches for Gypsies and Travellers as defined by national planning policy for the period ~~2023+6-2041~~36 will be provided.

In order to meet identified need, a total of 254 permanent plots will be provided for Travelling Showpeople as defined by national planning policy in the period ~~2023+6-2041~~36.

B. EMPLOYMENT ~~AND RETAIL~~

In order to meet the forecast economic growth needs and employment space requirements in total employment of 725 jobs per annum in 2013-36, the Local Plan allocates development sites to accommodate a minimum of ~~55,000~~ 162,646sqm of new employment business floorspace (Use Classes E(g)(i-ii), B2+and-B8) ~~in addition to existing commitments over the Plan period.~~

~~In order to meet future convenience retail growth, the Local Plan makes provision for 11,500sqm of floorspace either within the City Centre or Designated Centres within Chelmsford's 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 using the Standard Method within the Housing Market Area (HMA). The Council (together with Braintree, Colchester and Tendring Councils) commissioned an Objectively Assessed Housing Need Study (OAHN). The Council commissioned a Strategic Housing Needs Assessment (SHNA) to consider the Standard Method for assessing housing needs and recent demographic trends to test if there are exceptional circumstances that point to the Standard Method not being a reasonable method to use in Chelmsford. Detailed analysis in the report affirms that the Standard Method is a reasonable assessment of housing need for Chelmsford, a HMA comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need.

6.3 The Strategic Housing Needs Assessment (SHNA) OAHN report published in August/November 2016/23 uses the Standard Method for calculating housing need as set out by Government in National Planning Practice Guidance and follows a four-step process. The first step is to establish a demographic baseline of household growth drawn from the 2014-based Household Projections over a ten-year period with the current year being the first year. This results in a growth of 6,314 households (631 per annum) over the ten-year period 2023 – 2033. Planning Practice Guidance states that this average household growth and the local housing need arising from it can then be applied to the whole plan period in calculating housing need.

6.4 The second step is to consider the application of an uplift on the demographic baseline to take account of market signals. The adjustment increases the housing need where house prices are high relative to workplace incomes. The latest workplace affordability ratio for Chelmsford was 12.21, giving an uplift of 51% on the demographic projection and leading to a housing need of 955 dwellings per annum.

6.5 As this outcome is lower than a capped figure, which is calculated as the former Local Plan Housing Requirement of 805 dwellings plus 40%, (1,127 dwellings per annum), the capping stage set out in step 3 of National Planning Practice Guidance does not apply. The fourth and final step in the calculation also does not apply as Chelmsford is not one of the 20 largest urban areas in England. 2014 based national population and household projections together with an update to the 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. This shows that the objectively assessed housing need for Chelmsford is 805 homes per year. The base date for the assessments is 2013.

6.6 Since the Standard Method was first published by Government in 2018, the average housing need figure has been 953 homes per annum. To plan to meet only the minimum local housing need figure produced by the Standard Method would not significantly boost the supply of homes and potentially impacts on the Council's ability to meet housing needed by specific groups. The City Council declared a housing crisis in Chelmsford in February 2022 and levels of homelessness continue to rise. Taking this, and the annual variation into account, the Council

proposes a Housing Requirement figure of 1,000 homes per annum for the plan period 2022 – 2041.

~~6.7 The Strategic Housing Market Assessment (2015) identifies the need for 179 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.~~

~~Taking into account all the stages set out above, the full OAHN for Chelmsford is 805 net new homes per year equating to a total housing requirement of 18,515 new homes for the period 2013-2036.~~

~~6.86.7 The Council, alongside the partner authorities within the HMA, will review housing numbers regularly in accordance with national policy requirements, and will have regard to the housing market area when consulting on any strategic matters that apply, including any housing needs that cannot be met within neighbouring areas. In doing so will have regard to the housing needs of the wider area through the Duty to Co-operate.~~

Housing Supply

~~6.96.8 Using the full OAHN of 805 new homes per year, the total requirement is a minimum of 8,515 dwellings for the 23 years from 2013-2036. To provide flexibility in the supply of housing sites and help significantly boost its supply, the Council proposes to allocate development sites in the Local Plan to provide close to a further 20% supply buffer above the Housing Requirement of 1,000 homes per annum. OAHN. The buffer allows for an additional housing supply in Chelmsford to be maintained throughout the Local Plan period to ensure the Housing Requirement is met. This same approach was implemented by the Council's in the Local Plan period covering 2013-2036. previously adopted LDF covering the period 2001-2021.~~

~~6.106.9 When taking the supply buffer into account, provision is made for a total of 22,567 + 1,843 new homes in the period 2022-13-2041.36. When considering existing housing completions (8225,348), existing sites with planning permission (3,745), existing Local Plan allocations to 2036 (12,677) and Windfall Projection to 2041 and a windfall allowance for the period 2019-2024 (1,461) 5,399 + 317, and a windfall allowance of 1,200 for 2024-2036, the residual new Local Plan Allocations for the period to 2036.41 is 3,862 9,579 new homes.~~

Table 12 Housing Supply

Housing supply as at 2022/23 base date	Net new homes
Completions 2022 -2023-13-2019	5,348822*
Sites with planning permission (excludes existing Local Plan allocations) (excludes new Local Plan sites) (including windfall allowance for the period 2019-2024	3,745,716
Existing Local Plan allocations SUB-TOTAL	12,677+1,064

New Local Plan <u>Review</u> Allocations	<u>3,8629,579</u>
Windfall allowance (20 <u>26</u> 4-20 <u>41</u> 36)	<u>1,2001,461</u>
TOTAL SUPPLY	<u>21,84322,567</u>

~~* It should be noted that for the purposes of this table where Local Plan sites have commenced any completions have been deducted from this figure and are included within the 'New Local Plan Allocations' figure.~~

~~6.116.10~~ Based on past delivery records, windfall sites will also make an important contribution to the Spatial Strategy. These are sites expected to come forward throughout the Local Plan period and as such are taken into account ~~when~~ determining the residual housing requirement. The Council has assessed the contribution of windfall sites on past housing supply in Chelmsford. The evidence shows that around ~~196217~~ new homes have been built on windfall sites per year. For future housing supply, a windfall allowance of 100 new homes a year is considered robust and represents a modest contribution to overall supply.

~~6.126.11~~ Housing completions will be assessed annually against the housing trajectory to monitor performance and determine whether any action is required to improve delivery rates. This will be reported in the Authority Monitoring Report (AMR). It is important that a range of house types and sizes are provided as part of new residential developments. The requirements for the size and type of housing is contained in Policy DMI1, and for affordable housing in Policy DM2.

Gypsy and Travellers and Travelling Showpeople

~~6.136.12~~ In accordance with the National Planning Policy for Traveller Sites (PPTS) the Council in partnership with other Essex Local Authorities undertook a Gypsy and Traveller Accommodation Assessment in ~~2016~~2023. 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 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, ~~but no longer exercise a nomadic lifestyle~~ and where the PPTS does not apply. The Local Plan needs to consider the accommodation needs of all Gypsies, Travellers and Travelling Showpeople, ~~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 DMI1.

~~6.146.13~~ The provisional findings of the Gypsy and Traveller Accommodation Assessment that covers the period 201623 to 203341 ~~and~~ identifies a requirement for a range of between 36 and 77 of 8 additional nomadic Gypsy and Traveller pitches and 245 additional nomadic Travelling Showpeople plots to be developed by 203341 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.~~

~~6.156.14~~ The Gypsy and Traveller Accommodation Assessment finds no evidence of need for a transit site specifically within Chelmsford. Further work is currently being undertaken by Essex County Council to consider the need for transit provision across Essex as a whole. Should such a need be identified within Chelmsford in the future this will be considered through the review of the Local Plan. When the final results of the Gypsy and Traveller Accommodation Assessment 2023 are known, the need for transit sites can be established.

~~6.166.15~~ The Council will expect to see Gypsy and Traveller Pitches and Travelling Showpeople accommodation provided on all suitable large strategic development allocations, the detail of which are set out in separate strategic site policies.

New Employment and Retail Floorspace

~~6.176.16~~ National policy requires Local Plans to proactively drive and support sustainable economic development to deliver jobs that the country needs. The Council wants Chelmsford's economy to develop further and for businesses to be even more successful and productive. To achieve this, the Local Plan will ensure that there is an appropriate quantity and range of employment land to enable the local economy to function efficiently. The Local Plan will also assist in the creation of new jobs and inward investment by less direct means, for example, by supporting the expansion of education and training, facilitating improvements to transport and telecommunications and maintaining an attractive environment through the protection of the landscape and heritage assets.

~~6.186.17~~ Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 87,000 jobs – the ~~second~~ highest of any district in Essex and there are around ~~89~~,000 businesses.

~~6.196.18~~ The economy of Chelmsford is mixed with high numbers of jobs in the ~~service-retail~~ sector, ~~education-social~~ and health ~~work~~ sector, ~~professional and scientific sector~~ and the administration ~~support~~ sector, ~~manufacturing and construction~~. The ~~Chelmsford Economic Strategy~~ Essex Sector Development Strategy (2022) (2016-2036) identifies growing employment sectors that are set to create new jobs over the next ~~20-30~~ years including construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, and health and care, and professional and support sectors. ~~advanced manufacturing, low carbon and renewables, life sciences and healthcare, digital and creative services, financial and business services and logistics.~~

~~6.206.19~~ As part of the ~~CAHN Strategic Housing Needs Assessment 2023 and Employment Land Review 2023~~ 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-The~~ Employment Land Review ~~and the~~ Retail Capacity Study Update 2023 and Office Needs Assessment have also been carried out which set out the amount and types of employment and retail floorspace that will be required within the Local Plan period.

~~6.216.20~~ The Council is planning to allocate 162,646 sqm of new employment floorspace to accommodate economic growth and employment requirements up to 2041. ~~for total job growth of 725 net additional jobs per year over the Local Plan period 2013-36~~ This is, based on informed by the growth forecasts in the Employment Land Review 2023 and seeks to support the growth in

~~the economically active population over the plan period. This translates into an identified need for employment land to accommodate 64,407sqm of net additional floorspace over the period. To meet this need, the Local Plan makes new allocations to accommodate 55,000sqm of net additional business floorspace. This new supply is in addition to the existing extant planning permissions, net supply provided by completions between the base date of the Local Plan (2013) and 2019, and planning permissions outstanding at 2019.~~

~~6.22— 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 convenience retail floorspace of up to 11,500sqm up to 2036 in Chelmsford. Due to the recent expansion of comparison retail, the study does not consider it necessary for the Local Plan to include provision for additional comparison goods floorspace in Chelmsford.~~

~~6.23— South Woodham Ferrers Town Centre was designed and developed 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 1,900sqm additional food retail floorspace in the town. Planning permission has been granted for a new 4,180sqm food superstore on land to the north of Burnham Road, South Woodham Ferrers. As this permission has been implemented there is no need to allocate any further sites in South Woodham Ferrers for food retail.~~

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.

Identify additional retail floor space requirements

The Retail Capacity Study 2023 does not consider it necessary for the Local Plan to allocate additional convenience or comparison goods floorspace in Chelmsford City Centre or South Woodham Ferrers Town Centre over the plan period to 2041. Therefore, this is not a reasonable alternative.

The Spatial Strategy

6.246.21 In order to meet identified development needs, the Spatial Strategy sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2041³⁶. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development.

STRATEGIC POLICY S7 – THE SPATIAL STRATEGY

The Spatial Strategy applies the Spatial Principles to focus new housing and employment growth to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area; new garden communities to the north east and east of Chelmsford; sustainable urban extensions around Chelmsford and South Woodham Ferrers; and expansion of existing employment sites; and development around Key Service and Service Settlements outside the Green Belt in accordance with the Settlement Hierarchy set out below:

Settlement Hierarchy

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

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

New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford using the distribution set out in the Key Diagram (Figure 814), Policies Map, and the table below:

Spatial Strategy – Development Locations and Allocations						
Development allocations to 2041		36	New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area I – Central and Urban Chelmsford						
Site/Location						
1	Previously developed sites in Chelmsford Urban Area	2,381 <u>2,765</u>				4,000sqm Office 11,500sqm Food Retail <u>4,000sqm Use Class E(g)(i-ii)</u>
2	West Chelmsford	800 <u>880</u>		5		
3a	East of Chelmsford - Manor Farm	250 <u>360</u>				
3b	East of Chelmsford - Land North of Maldon Road					5,000sqm Office/Business Park
3c	East of Chelmsford - Land North of Maldon Road	100 <u>109</u>				
3d	East of Chelmsford - Land North of Maldon Road	50 <u>65</u>				
4	Land North of Galleywood Reservoir	13 <u>24</u>				
5	Land surrounding Telephone Exchange, Ongar Road, Writtle	25				
Development allocations		New	Traveller	Travelling	Net New	

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to 204136		Homes	Pitches	Showpeople Plots	Employment Floorspace
Area Total		3,619 <u>4,228</u>		5	9,000sqm 9,000sqm Office, 11,500sqm Food Retail
Growth Area 2 – North-East Chelmsford					
Site/Location					
6	North East Chelmsford_ (Chelmsford Garden Community)	3,000 <u>6,250</u>	<u>10</u>	9 <u>10</u>	45,000 <u>56,946</u> sqm Office/Business Park
7a	Great Leighs - Land at Moulsham Hall	750		5	
7b	Great Leighs - Land East of London Road	250 <u>190</u>			
7c	Great Leighs - Land North and South of Banter's Lane	100			
7d	Great Leighs — Land East of Main-Road	100			
8	North of Broomfield	450 <u>512</u>			
99a	East of Boreham Waltham Road Employment Area	143			<u>3,500sqm B2/B8</u>
G11	Drakes Lane, Little Waltham		<u>10</u>		
<u>14a</u>	<u>Land west of Back</u>	<u>20</u>			

	<u>Lane, Ford End</u>				
<u>14b</u>	<u>Land south of Ford End Primary School, Ford End</u>	<u>20</u>			
<u>15</u>	<u>Little Boyton Hall Farm Rural Employment Area</u>				<u>6,000sqm B2/B8</u>
Area Total		4,793 7,842	10	14 15	45,00066,446sqm Office/Business-Park
Development Allocations to 204136		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 3 – South and East Chelmsford					
Site/Location					
<u>16a</u>	<u>East Chelmsford Garden Community (Hammonds Farm)</u>	<u>3,000</u>	<u>20</u>		<u>43,000sqm Business Space</u>
<u>16b</u>	<u>Land adjacent to A12 Junction 18</u>				<u>43,000sqm Business Space</u>
10	North of South Woodham Ferrers	1,000 <u>1,220</u>		5	1,020sqm Business Space; 1,900sqm Food-Retail
<u>11a</u>	<u>South of Bicknacre</u>	<u>3542</u>			
<u>11b</u>	<u>Land at Kingsgate, Bicknacre</u>	<u>20</u>			
<u>11c</u>	<u>Land west of Barbrook Way,</u>	<u>20</u>			

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	<u>Bicknacre</u>				
12	St Giles, Bicknacre	32			
13	Danbury	100			
<u>17a</u>	<u>Land North of Abbey Fields, East Hanningfield</u>	<u>15</u>			
<u>17b</u>	<u>Land east of Highfields Mead, East Hanningfield</u>	<u>20</u>			
Area Total;		1,167 <u>4,469</u>	20 <u>20</u>	5 <u>5</u>	87,200sqm <u>1,000sqm</u> Office, <u>1,900sqm Food</u> Retail
Total New Local Plan Allocations		9,579 <u>16,539</u>	10 <u>30</u>	24 <u>25</u>	162,646 sqm <u>55,000sm-</u> Office/Business Space, <u>13,400sqm-</u> Food Retail
Windfall Allowance 202<u>64</u>- 20<u>41</u>36		1,200 <u>1,461</u>			
TOTAL		10,779 <u>18,000</u>	10 <u>30</u>	24 <u>25</u>	162,646 sqm <u>55,000sm-</u> Office/Business Space, <u>13,400sqm-</u> Food Retail

There will also be opportunities for ~~small-scale rural~~ Exception sites providing affordable homes to meet identified local needs in some locations where there are policies of constraint.

Windfall sites are further expected to be a reliable source of housing supply during the period of the Local Plan.

New employment growth will be delivered as part of mixed used development on appropriate previously developed sites in Chelmsford Urban Area. Strategic employment growth is directed to strategic site allocations at North East Chelmsford (Chelmsford Garden Community), a new garden community to the east of Chelmsford (Hammonds Farm), Land adjacent to A12 Junction 18, and East Chelmsford, and as extensions to Little Boyton Hall Farm Rural Employment Area and Waltham Road Employment Area.

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

New development will be delivered in a manner that ensures the timely provision of necessary supporting infrastructure. Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.

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

Figure 8.14: Key Diagram



STRATEGIC EMPLOYMENT LOCATION	KEY SERVICE SETTLEMENT	PARK AND RIDE
HOUSING: CENTRAL & URBAN CHELMSFORD	SERVICE SETTLEMENT	PROPOSED STRATEGIC NEW ROAD
HOUSING: NORTH CHELMSFORD	SMALL SETTLEMENT	IMPROVEMENTS TO ROAD CORRIDOR
HOUSING: SOUTH & EAST CHELMSFORD	BEAULIEU PARK RAIL STATION	MAJOR ROADS
GREEN BELT	RAIL STATION	A12 IMPROVEMENTS
GREEN WEDGE	RAILWAY LINE	ARMY AND NAVY JUNCTION IMPROVEMENTS
RURAL AREA	AREA CONSIDERED FOR ADDITIONAL PARK AND RIDE FACILITIES	BROOMFIELD HOSPITAL
CITY/TOWN		RIVER

Reasoned Justification

The General Principles

6.256.22 The amount and type of new development provides the starting point for the formulation of the Spatial Strategy, which is then shaped by the Vision, Spatial Principles and the need to secure sustainable development. This includes the protection of the Green Belt and Green Wedge. The Spatial Strategy avoids new development in areas of high flood risk, or ensures that any flood risk is managed for development at highly sustainable locations in Chelmsford City Centre.

6.266.23 National Planning Policy requires councils to identify land in local plans to accommodate ten percent of their housing requirement figure on sites no larger than one hectare. Allocated small sites are often built out relatively quickly and need to be identified separately from the supply generated through small windfall sites. Having a good mix of site sizes helps to maintain a diverse housing supply. Residential development on private residential gardens contributes to Chelmsford's housing delivery on small windfall sites. In accordance with the NPPF, these will be supported where development would not cause harm to the local area and where they are in accordance with other relevant policies of the plan including Policy DM23.

6.276.24 The Local Plan focuses new development, including housing and employment growth, leisure, office, cultural and tourist facilities, retail and mixed use development at the most sustainable locations that meet the Local Plan Vision and Spatial Principles. It does this first through making the best use of previously developed land within Chelmsford Urban Area. As this area is unable to accommodate all of the new development needed, the Local Plan also allocates land for development in the following areas:

- Sustainable urban extensions of Chelmsford forming new distinct neighbourhoods containing for new housing and employment to Chelmsford and South Woodham Ferrers
- Two new garden communities to the north east of Chelmsford (Chelmsford Garden Community) and east of Chelmsford (Hammonds Farm) underpinned by the TCPA Garden City Principles
- Expansion of existing established employment sites (Little Boyton Hall Farm and Waltham Road).
- Development around Key Service and Service Settlements outside the Green Belt.

6.286.25 The Spatial Strategy sets out the need to balance sustainable development against a number of different issues including the loss of agricultural land, particularly the Best and Most Versatile agricultural land. The majority of the agricultural land in Chelmsford is either Grade 2 or 3. However as the identified development needs cannot be accommodated solely on previously developed land, the loss of some agricultural land to development is inevitable. Most agricultural land lost as a result of new development will be Grade 3. This will lead to a loss of approximately 446853 hectares of Grade 3 agricultural land and approximately 252246 hectares of Grade 2 land. This equates to around 2.54% of the total Grade 2 land and around 42.2% of the total Grade 3 land in Chelmsford's administrative area.

6.296.26 The Settlement Hierarchy ranks settlements according to their size, function, characteristics and sustainability. The City of Chelmsford and Town of South Woodham Ferrers are at the top of the hierarchy. These are considered the most sustainable as they have the most

functions and the best services and facilities including transport links and employment opportunities. They also have the most potential to provide new infrastructure. Accordingly, most new development over the Local Plan period is proposed in and around these settlements.

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

6.316.28 Service Settlements have more limited services and facilities: but typically include primary schools, convenience shopping facilities and community facilities making them suitable for a more limited scale of development. Growth in Service Settlements outside the Green Belt will reinforce their role as a provider of services to the local rural area and reflect the aspirations of national policy in promoting stronger communities.

6.326.29 ~~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, or other development promoted through Neighbourhood Plans, ~~although no growth is allocated within the Local Plan.~~

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

6.346.31 For the avoidance of doubt the use of the words ‘area total’ and ‘total’ contained within the tables in Strategic Policy S7 are not intended to create a ceiling for housing or employment floorspace. They are simply a sum of the housing numbers and floorspace contained within each of the site allocation policies. Strategic Policy S6 makes it clear that the overall housing provision is a minimum number.

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

6.366.33 The Council, in partnership with other stakeholders, will seek to reduce levels of social and economic deprivation. This will be achieved by coordinating planning and other relevant strategies to ensure that improved services, community facilities and infrastructure are provided particularly in those areas where indices of deprivation require targeted improvements. Sport

England and Public Health England's Active Design guidance and incorporation of the National Design Guide's Active Design Principles are is-one-ways in which a more healthy lifestyle can be achieved through design. The use of masterplans for strategic new development can help ensure the integration of new and existing communities, as well as creating attractive places to live. Green infrastructure can also provide opportunities for the focus for community engagement, at various levels from Neighbourhood Plans to local interest groups. Strategic Policy S14 will also ensure that new development improves the health and wellbeing of our residents and communities.

6.376.34 Neighbourhood Plans will play an important role in implementing the Local Plan. They will enable local communities to influence the detailed policies to promote community inclusion and proposals at the neighbourhood level within the strategic framework set out in the Local Plan, and help shape new developments in their area. The Council ~~will supports~~ neighbourhood plan groups in the preparation of their plans and has published guidance within the adopted Statement of Community Involvement.

The Growth Areas

6.386.35 Taking the above considerations into account, the Spatial Strategy identifies three broad geographic areas where new development growth will be accommodated. This comprises:

- Growth Area 1 - Central and Urban Chelmsford
- Growth Area 2 - North Chelmsford
- Growth Area 3 - South and East Chelmsford

6.396.36 Strategic Growth Sites and other types of sites allocated for development are defined at Table 34 in the Local Plan.

6.406.37 Where identified under the relevant Strategic Growth Site Policies, the Council will expect a masterplan for each site to be submitted for approval. The masterplans will cover the details of how sites will satisfy the requirements of the respective Site Policies. The Council will consider the use of Planning Briefs and Design Codes on other site allocations. Some of the sites have existing masterplans/design briefs. The Council will review and consider whether they are relevant and/or still up-to-date to determine whether further masterplanning is required and whether the masterplan process can be adapted to take account of them.

Growth Area 1

6.416.38 ~~A key~~The objective for development in the Chelmsford Central and Urban Growth Area is to focus on the regeneration of previously developed sites in Urban Chelmsford to help to continue its renewal as an important centre for employment, shopping, public services, leisure and cultural facilities. Around 2,750 new homes and 4,000sqm of new employment floorspace will be provided within Chelmsford Urban Area over the plan period.

6.39 ~~In addition,~~The Local Plan makes provision ~~for a total of 3,619 for around 1,400 new homes and 5,000sqm of new employment floorspace in Growth Area 1 with around 1,200 new homes~~ focused at sustainable new neighbourhoods on the edge of Urban Chelmsford linked to the City Centre by public transport, cycling and walking. These new neighbourhoods are located

close to the Green Wedge in order to maximise opportunities for cycling and walking into the City Centre. The remainder of new homes will be located on predominately previously developed sites within Chelmsford's Urban Area.

~~6.42 — Provision is also made for 9,000sqm floorspace of offices and 11,500sqm of food retail in this Growth Area.~~

Growth Area 2

~~6.436.40~~ North Chelmsford will continue to be the location for significant new development growth.

~~6.446.41~~ The Council's ~~previously adopted former~~ Local Development Framework allocated a minimum of 3,200 new homes and 64,000sqm of commercial floorspace at North East Chelmsford known as Beaulieu and Channels. Outline planning permission has been granted for 4,350 new homes, 40,000sqm floorspace business park and a new rail station. Construction work commenced on the scheme in 2014. The phased delivery of this allocation will continue into the late 2020s and future detailed planning applications will be considered in accordance with the approved masterplan and Landscape and Design Management Plan which were informed by the relevant sections of the North Chelmsford Area Action Plan (NCAAP). This includes the approved heritage compensatory measures for the protection of the Grade I listed New Hall School and Registered Park and Garden.

~~6.42~~ Subsequently, the Council's Local Plan adopted in May 2020 allocated a further 3,000 new homes and 45,000sqm of office/business park floorspace at North-East Chelmsford as an extension to Beaulieu and Channels and known as Chelmsford Garden Community. The plan also identified that the wider allocation may have potential for a further 2,500 new homes post-2036 as part of a plan review. This allocation has an approved masterplan and outline planning permissions have now been submitted for 6,250 homes and around 57,000sqm of new employment floorspace – see Location 6. This development will be underpinned by Garden City principles developed by the Town and Country Planning Association (TCPA) (e.g. comprehensively planned, enhance the natural environment and provide high quality homes).

~~6.45~~ As the site has outline planning permission and development has commenced, it will continue to be delivered in accordance with the approved masterplan and therefore does not require a new site allocation policy within the Local Plan. The Local Plan supersedes the NCAAP document. Some of the provisions in NCAAP have already been delivered. Other provisions within the NCAAP that are not yet fully implemented and that will continue to be relied on into the next Local Plan period and beyond, have been approved as separate planning guidance by the Council.

~~Following on from that, development at North East Chelmsford (Location 6) will provide a new sustainable neighbourhood of 3,000 new homes to be delivered in the Local Plan period. The wider allocation at north east Chelmsford has the capacity for a further 2,500 new homes to be developed post-2036. Due to the nature and configuration of the site with areas subject to mineral extraction affecting its phasing and other masterplanning matters such as the location of green infrastructure, the wider site is being allocated within the Local Plan for 3,000 new homes. This~~

~~development will be underpinned by Garden City principles developed by the Town and Country Planning Association (e.g. comprehensively planned, enhance the natural environment and provide high-quality homes). The timing and delivery of further development would need to be considered as part of a review of the Local Plan.~~

~~**6.43** Alongside other developments at Great Leighs (Location 7), this allocation will help to deliver strategic infrastructure including the Chelmsford North East Bypass. Development at Land North of Broomfield (Location 8) will deliver a new vehicular access road into Broomfield Hospital.~~

~~**6.44** In addition, small allocations in the Service Settlement of Ford End (Location 14) will help to support the services and facilities in this village and help to maintain a diverse housing supply.~~

~~**6.46.45** New employment development will also be provided through extensions to the existing Little Boyton Hall Farm Rural Employment Area (Location 15) and Waltham Road Employment Area in Boreham (Location 9a). Expansion of these well-established sites will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of business in rural areas.~~

Growth Area 3

~~**6.47.46** This area will see significant change with both one new Garden Community and a strategic employment site alongside an extension to the town of South Woodham Ferrers.~~

~~**6.47** A new garden community to the east of Chelmsford based on Garden City Principles will be provided at Hammonds Farm (Location 16a). This site lies adjacent to the A12 and A14 and will create a new sustainable, comprehensively planned, landscape-led garden community of 3,000 new homes and 43,000sqm of new employment floorspace over the Local Plan period. The wider allocation has the capacity for a further 1,500 new homes to be developed post-2041. The timing and delivery of further development would need to be considered as part of a review of this Local Plan.~~

~~**6.48** In addition, a new strategic employment site for around 43,000sqm is proposed at Land adjacent A12 Junction 18 (Location 16b), adjacent to the East Chelmsford Garden Community (Hammonds Farm). This strategic stand-alone employment site will provide for a mix of employment uses including office, light industrial, general industrial and distribution uses in a sustainable location close to the strategic road network. The development will make an important contribution to the delivery of employment and jobs in the City Council's area over the plan period.~~

~~**6.49** The East Chelmsford Garden Community (Hammonds Farm), Land adjacent to A12 Junction 18 and Waltham Road Employment Area employment allocations will help to deliver strategic infrastructure including the Chelmsford North East Bypass.~~

~~**6.49.50** In addition, small allocations in the Key Service Settlements of Bicknacre and Danbury and the Service Settlement of East Hanningfield will help to support the villages services and facilities in these villages and help to maintain a diverse housing supply.~~

6.506.51 The Growth Area will also deliver a sustainable new extension to the north of the existing town of South Woodham Ferrers. The vision for growth in South ~~and~~ East Chelmsford is for sites which will support and strengthen South Woodham Ferrers' important local role and ~~to~~ help deliver improvements to the A132 corridor.

Phasing and Delivery of Site Allocations

6.516.52 These new developments will be phased according to deliverability and identified need. Development at the North East Chelmsford Garden Community, East Chelmsford Garden Community (Hammonds Farm) and Land adjacent to JA12 Junction 18 will accommodate a substantial amount of the housing and employment growth planned for Chelmsford within the Local Plan period and beyond in a sustainable way. It is anticipated that smaller allocated sites will provide the majority of supply in the first five years alongside existing commitments. The delivery and phasing of development sites is set out in the Development Trajectories at Appendix C. The new Local Plan allocations will deliver the majority of new development from 2029~~2~~ onwards with a five-year land supply maintained from 2018/19-2022/23- before that through existing commitments. Monitoring the delivery of sites against the Development Trajectories will enable the Council to consider whether rephasing is necessary, for example to address under-delivery on specific sites.

6.526.53 Housing delivered on windfall sites will also make an important contribution to the Spatial Strategy. These are sites expected to come forward throughout the Local Plan period and as such are taken into account in determining the residual housing requirement. The Council will strongly resist development on unallocated greenfield sites where they would conflict with other relevant Local Plan policies.

Other Housing Needs

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

6.546.55 The A-provisional findings of the 2016-Gypsy and Traveller and Travelling Showpeople Accommodation Assessment that covers the period 2023 to 2041 identifies a requirement for a range of between 36 and 77-9 Gypsy and Traveller pitches and 254 Travelling Showpeople plots to be up to 2036 developed by 2041. The Council will expect to see Gypsy and Traveller and Travelling Showpeople accommodation provided on large strategic development allocations.

Special Policy Areas

6.556.56 Special Policy Areas will be defined within and around existing facilities and institutions to enable their operational and functional requirements to be planned in a strategic and phased manner as they are within locations where policy would ordinarily be one of constraint.

- Chelmsford City Racecourse is being developed as a major ~~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

- ARU Writtle is one of the UK's leading institutions for land-based studies 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 visitor centre and associated development, and the RHS have plans for continued investment in the gardens.

6.566.57 The Council will consider development proposals within each Special Policy Area in the context of an approved masterplan for each site.

Alternatives Considered

No Policy, rely on NPPF

The Spatial Strategy is a fundamental part of the Local Plan. Not having a policy would undermine the delivery of the Plan's Vision, Strategic Priorities and create uncertainty and ultimately lead to unplanned and uncoordinated development not supported by necessary infrastructure. It would result in the removal of specified development allocations and the Settlement Hierarchy which guides future planning decisions and promotes sustainable development. Therefore, this is not a reasonable alternative.

Development growth in the Green Belt

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

Development growth in the Green Wedge

The Green Wedge is a locally important designation following the river valleys which have been enshrined in Chelmsford development plans since 2008 and has helped shape Chelmsford's growth. Changes to the Green Wedge boundaries to allow development growth has been discounted as sufficient and suitable land is available outside the Green Wedge to meet the areas development needs in a sustainable way. This approach has therefore been rejected by the Council.

Alternative Spatial Strategy – Expand the existing development allocations within the adopted Spatial Strategy with further expansion of North East Chelmsford (Chelmsford Garden Community)

This differs from the preferred Spatial Strategy by substituting the proposed new East Chelmsford Garden Community (Hammonds Farm) with further expansion of existing adopted strategic development allocations including North East Chelmsford (Chelmsford Garden Community).

Further expansion at West Chelmsford (Location 2) and Broomfield (Location 8) have been rejected due to their impact on and the capacity of the local road network and their relative remoteness from the strategic road network. Further expansion at East of Chelmsford has been rejected due to the need to prevent coalescence with Sandon Village as identified in the adopted Sandon Neighbourhood Plan. Further expansion at South Woodham Ferrers (Location 10) has been rejected due to the impact on and the capacity of the strategic and local road network and capacity limits of the wastewater recycling facilities serving the area. Further expansion of Great Leighs (Location 7) has been rejected due to landscape capacity and sensitivity concerns and the capacity limits of the wastewater recycling facilities serving the area.

Further expansion of North East Chelmsford (Chelmsford Garden Community - Location 6) has been discounted as promoted development sites are not deliverable within the plan period given permitted mineral extraction and land remediation works.

Alternative Spatial Strategy – Growth along transport corridors at Chatham Green, Boreham, Howe Green and Rettendon

This differs from the preferred Spatial Strategy by substituting the East Chelmsford Garden Community with growth at Chatham Green and expansion of Boreham, Howe Green and Rettendon Common.

Chatham Green has been rejected due to its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, landscape capacity and sensitivity concerns and capacity limits at the wastewater recycling facilities serving the area.

Boreham has been rejected due to the impact on the local road network, landscape capacity and sensitivity concerns and uncertainty whether the promoted development would generate the need for a new primary school given the acute lack of existing primary school capacity.

Howe Green has been rejected given its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, the impact on the local road network and the lack of strategic highway capacity at Junction 17 of the A12.

Rettendon Common has been rejected given its relative isolation from existing services and facilities and the strategic road and transport network which would lead to higher reliance on the use of the private car.

Rettendon Place has been rejected given the settlement is constrained by the Green Belt to south and west, its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car and landscape capacity and sensitivity concerns.

Locations which could have formed part of an alternative Spatial Strategy – Other Key Service and Service Settlements outside the Green Belt

The preferred Spatial Strategy allocates small housing sites at Ford End, East Hanningfield and Bicknacre and an allocation of around 100 new homes at Danbury being allocated through the Danbury Neighbourhood Plan.

Great Waltham has been rejected as no sites with a capacity of 10 or more homes have been promoted. Little Waltham has been rejected as promoted sites either fall within the Green Wedge, have a negative impact on the local highway network, would not support the provision of a new primary school and/or create coalescence with the development at Chelmsford Garden Community. Woodham Ferrers has been rejected as no sites are promoted which are adjacent to the settlement boundary.

Alternative Spatial Strategy - Employment development at Howe Green (Junction 17 of the A12)

This differs from the preferred Spatial Strategy by substituting strategic employment growth at Land adjacent to A12 Junction 18 with land at Howe Green (around Junction 17 of the A12).

This option has been rejected given the lack of strategic highway capacity at Junction 17 of the A12 and no deliverable junction improvements planned to accommodate strategic scale employment growth at this location. This location has lower landscape capacity to accommodate employment development compared with the Council's preferred option at Location 16b.

STRATEGIC POLICY S8 – DELIVERING ECONOMIC GROWTH

The Council will make provision for flexible and market-responsive allocations of employment land ~~which will to enable balanced job and housing growth and to allow further diversification of Chelmsford's economy, in particular nurturing and the-growing~~ **the construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, and health and care, financial services, creative industries, and research and development construction, residential and social, health, food and beverage services and business support services, and professional and support, sectors.** The Council will encourage links between business and the significant education sector in Chelmsford, in particular the roles of the **Anglia Ruskin two Universityies as a major economic catalysts** for economic growth. **The Council will seek to improve local skills and access to employment opportunities through Employment and Skills Plans.** In determining planning applications for delivering economic growth the Council will assess development proposals against the following principles:

- Priority will be given to the use of previously developed land in sustainable locations and also focusing new employment at locations well-served by existing or planned public transport provision
- Existing Employment Areas and Rural Employment Areas identified on the Policies Map will be safeguarded for employment uses, unless it can be demonstrated that there is no reasonable prospect of the allocated employment area being used for that purpose
- Support will be given to the sustainable growth and expansion of rural businesses
- Chelmsford City Centre and sites allocated for employment are the appropriate locations for large new office (E(g)(i)) development and research and development (E(g)(ii))
- New employment development will be a key component of growth within specific proposed new Strategic Growth Locations particularly the new Garden Communityies in North East and East Chelmsford.
- Improving local work and training opportunities from major development proposals through Employment and Skills Plans.

Reasoned Justification

6.576.58 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity, skills and quality of life of existing and future residents. There is a need to ensure that Chelmsford's businesses thrive, innovate and can be even more productive. The Local Plan will ensure that Chelmsford fosters new economic growth, creates new local employment opportunities to meet forecast local needs and further supports Chelmsford's economic success. The overall approach will promote flexible employment floorspace providing opportunities to support a wide range of businesses and business sizes including start-ups, growing businesses (e.g. through grow-on space) and larger companies. For the purposes of this policy, large new office, industrial and distribution (Use Classes E(g)(i-iii)/B2/B8) development will be developments of 1,000sqm gross floorspace or above.

6.586.59 To maximise opportunities for economic growth and development, the Council is working closely with the South East Local Enterprise Partnership (SELEP), the Greater Essex Business Board (GEBB) and the North Essex Economic Board (NEEB). More locally, the Council has also set up an Investors' and Developers' network through the Chelmsford Business Board. The Council's Economic Strategy and Employment Land Review, alongside Essex County Council's Essex Sector Development Strategy, provides the local evidence to support the relevant Local Plan policies.

6.596.60 The new employment growth allocations will ensure a flexible rolling supply of employment land over the Local Plan period. In order to support Chelmsford's economic diversity, it is important to retain, where appropriate, existing designated employment areas in order to maintain supply and choice of employment floorspace. This includes the provision of essential ancillary facilities close to places of employment and rural employment development opportunities which have seen significant growth in recent years.

6.606.61 Retention of existing employment areas is particularly necessary to enable balanced job and housing growth and to provide choices for businesses looking to expand or relocate.

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

6.616.62 Other relevant policies of the Local Plan provide the criteria for the detailed implementation of economic growth. These include policies for the protection of existing employment areas and allocations containing new employment development including a 56,95645,000sqm new office/business park floorspace as part of the new Chelmsford North East Chelmsford Garden Community and 43,000sqm employment floorspace as part of East Chelmsford Garden Community (Hammonds Farm). A further allocation for 43,000sqm of employment floorspace is proposed at Land Adjacent to the A12 Junction 18. Other policies also ensure that new employment developments will be of high quality design and incorporate sustainable design features.

6.626.63 The Council is seeking to enhance skills and access to new employment by local residents. The Council expects all strategic scale planning applications of 50 or more homes or employment space providing 2,500sqm (GIA) or more floorspace, to enter into an Employment and Skills Plan to provide employment and skills opportunities to benefit the local community. This may include apprenticeships, work experience, volunteering, careers information and training. The plans will be secured through S106 agreements and further details will be set out in an updated Planning Contributions SPD. This will include a requirement to cover the Council's costs associated with the monitoring of the plans, with reports provided to the Council by developers for inclusion in the Authority Monitoring Report.

Alternatives considered

No Policy, rely on NPPF.

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

STRATEGIC POLICY S16 – CONNECTIVITY AND TRAVEL

The Council is committed to creating high quality, sustainable places which promote connectivity for all. Providing better access to modes of active and sustainable travel are key and will be achieved in the following ways.

A) New development must be designed to prioritise and maximise opportunities for active and sustainable transport and movement, through strategic and local sustainable measures:

- Promote ease of movement within the site and improve connectivity to adjoining areas and key destinations**

- Provide for attractive, safe, convenient, inclusive, high quality and well-designed walking and cycling networks with supporting facilities
- Give priority to the needs of pedestrians, cyclists, public transport users, car sharers and users of low and ultra-low emission vehicles
- Increase infrastructure to support active travel, including and where relevant in the Green Wedge in accordance with Strategic Policy S11
- Increase infrastructure to support the use of public transport and other active and sustainable modes of travel for all
- Promote alternatives for commercial vehicles
- Promote the use of car clubs
- Reduce the reliance on private fossil fuelled vehicles
- Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles
- Increase infrastructure provision for charging electric vehicles (EV)
- Promote innovations in transport including smart technology.

B) In addition to the above, all new strategic scale development (defined as development for 100 or more units and non-residential development in excess of 1,000 sqm) will be required to demonstrate how they have considered the following in their place making objectives:

- Achieving a significant modal shift to active and sustainable modes of travel
- Ensuring walkable neighbourhood principles within developments are achieved
- Provision of mobility hubs of appropriate scale at neighbourhood centres, public transport interchanges, park and ride, or other suitable locations, which are of high quality design and accessible
- Supporting technological advances and smarter sustainable transport options, including autonomous vehicles, micromobility (e-bikes, e-scooters), demand responsive public transport and smart EV charging.

Reasoned Justification

6.64 Reducing the need for journeys should be at the forefront of all development. Designing development with this in mind from the outset should be considered at the earliest of stages in preparing a scheme. Future proofing to take advantage of advances in technology e.g. automated vehicles and smart EV charging should also be considered to achieve the policy objectives.

6.65 Where journeys do need to be made, the provision and promotion of inclusive active and sustainable travel choices for all residents and visitors of Chelmsford is essential to reduce the reliance on fossil fuelled vehicles. This should include providing opportunities for people with disabilities to access such facilities and services. Such travel choices have wider benefits of enabling healthier and more sustainable lifestyles, result in less traffic and congestion on the road network, thereby reducing pollution and reducing the impact on climate change.

6.66 Walkable Neighbourhoods are new neighbourhoods and streets designed to include a mix of uses, green spaces and local services and facilities that support the new development, within

easy walking or cycling distance of home, reducing the need to travel. Development proposals should have regard to the Walkable Neighbourhood principles contained within the Essex Design Guide and supplementary guidance (A New Development Model for Essex, October 2023).

6.67 Links to the existing public transport network and improvements or new public transport provision, including new service provision and supporting infrastructure such as signage and wayfinding, are essential in offering residents and visitors real choices in how they travel, and help reduce reliance on private vehicles.

6.68 Smarter sustainable transport options, such as micromobility (e-bikes, e-scooters), demand responsive public transport and use of electric vehicles offer a further option to those who have limited access to public transport. Supporting technological advances such as autonomous vehicles and smart EV charging should also help reduce the impact of vehicles on pollution and climate change, although the main objective is to reduce the number of trips by all private vehicles and replace these with trips by active and sustainable travel.

6.69 There are opportunities to further enhance active travel routes through Chelmsford, including within its Green Wedge, by creating multifunctional greenways. Their design will depend on their location and function (recreational, commuting), and the need to balance sustainable and active travel movements with biodiversity enhancements.

6.70 Ease of movement within any site and improved connectivity to adjoining areas and key destinations to support daily life is essential in achieving a reduction of private vehicles trips and increased uptake of active and sustainable transport options. For the purposes of this policy key destinations include, but are not limited to, City/Town/Village Centres, transport hubs, schools and post 16 education, medical facilities, shops, community facilities (including sport and leisure services), places of worship, places of work.

6.71 New routes for active travel should be designed with the appropriate surface to suit the needs of users (i.e. commuter or leisure). They should be accessible in all weathers and for people with mobility impairments, those in wheelchairs, use for leisure and fitness pursuits such as skateboarding and rollerblading, for commuting journeys to work and to school and to provide new leisure opportunities from development into the countryside. Where possible these routes should be funded by developers where they directly relate to development.

6.72 The Chelmsford Garden Community is currently aspiring to achieve 60% modal shift to sustainable and active modes of travel. This percentage or above should be considered as 'significant' in respect of this policy.

6.73 Any design of new cycle routes should be consistent with LTN 1/20 – Cycling infrastructure design (2020) or any subsequent guidance. Any new cycle route will need to consider the following key principles in that they are:

- Coherent - allow people to reach day to day destinations easily in a way that is easy to navigate, avoiding arrangements that are unintuitive or taking cyclists away from the obvious route
- Direct – to be as direct, if not more direct, than the routes available to motor vehicles
- Safe - as well as being safe, emphasis is given to the need for infrastructure to feel safe
- Comfortable - quality maintained surfaces, proper widths and favourable gradients are crucial

- Attractive - should contribute positively to the urban realm, and naturally be attractive to use.

6.74 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. Essex County Council has identified new strategic corridors within the Chelmsford LCWIP. These are new strategic routes identified to help make it easier and safer for residents to walk or cycle, reduce traffic congestion, cut air pollution, and improve residents physical and mental wellbeing.

6.75 Alternatives for commercial vehicles may include last mile local deliveries by e-cargo bikes and on foot. The use of parcel lockers, other infrastructure and community mobility hubs help further reduce the need for travel.

6.76 Proposals for local and strategic infrastructure which provide and support the use of active and sustainable modes of transport will be supported. The provision of safe, attractive, and user-friendly routes and supporting facilities, such as secure storage facilities/lockers and changing facilities and other supporting infrastructure, assist in the population making more sustainable travel choices. These can be private, public and business facilities. Where appropriate such facilities will be secured through relevant site allocations.

6.77 The need for electric charging facilities for vehicles will be secured through relevant site allocations and design policies in accordance with the Essex Parking Standards – design and good practice 2009, or as subsequently amended.

6.78 Placemaking for all development is at the heart of achieving well connected and sustainable communities. Connectivity via active and sustainable travel should be considered at the earliest stages of masterplanning and design codes in strategic scale developments to ensure they complement the objectives of the site. Supporting safe direct active travel routes to schools and promoting public transport hubs at new developments should be considered.

6.79 The adopted Making Places Supplementary Planning Document (SPD) seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes. It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans. It also provides good practice examples on how development can go beyond planning policy requirements to create the most sustainable and environmentally friendly development possible.

6.636.80 The SPD offers further detailed guidance on principles to consider which promote sustainable travel alternatives to the private car as well as detailed guidance on electric charging points and car clubs.

Alternatives considered

No Policy, rely on NPPF.

The policy follows the requirements of the NPPF. However, the NPPF does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give clarity to developers and local communities. Therefore, this is not a reasonable alternative.

STRATEGIC POLICY S9 – INFRASTRUCTURE REQUIREMENTS

Priorities for infrastructure provision or improvements are also contained within relevant Strategic Policies and Site Allocation policies.

New development must be supported by the provision of infrastructure, services and facilities that are identified as necessary to serve its needs.

Transport and Highways

New development must be supported by **active and** sustainable means of transport to serve its need including walking, cycling and public transport modes. New highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. These include but are not limited to:

- New **Beaulieu Park** Rail Station
- Chelmsford North East Bypass
- An additional new **Northern** Radial Distributor Road-2 in North East Chelmsford
- ~~New access road to Broomfield Hospital~~
- Safeguarded land for the expansion of Chelmer Valley and Sandon Park and Ride sites
- Additional Park and Ride facilities will be **considered provided** in West Chelmsford and North East Chelmsford within the broad locations shown on the Policies Map
- Improvements to the Army and Navy Junction
- ~~Improvements to A1310 (Essex Regiment Way) and A131~~
- **New foot/cycle bridge across A131 (Essex Regiment Way)**
- Junction improvements on the A12 and other main roads to reduce congestion
- Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible in tandem with the delivery of development to mitigate its impact
- ~~Multi-user crossings across the B1012 in South Woodham Ferrers which may include a bridge or underpass~~
- New and improved **active and sustainable travel cycling and walking** routes both within development sites and to provide connections to centres and hubs

of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas

- A new active and sustainable route and bridge over the A12 from East Chelmsford Garden Community to connect to Sandon Park and Ride
- A new multi-modal vehicular bridge over the River Chelmer to connect East Chelmsford Garden Community to Junction 19 of the A12 (Boreham Interchange)
- Bus Priority schemes and rapid transit measures Improvements to inter-urban public transport
- Transport links between new neighbourhoods and Chelmsford City Centre and employment areas
- Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.

Flood Risk Management

New development must be safe from all types of flooding and not make flood risk worse elsewhere. Suitable strategic and site level measures will need to provide appropriate flood risk management. These include but are not limited to:

- Strategic flood defence measures on the Rivers Chelmer, Can and Wid to protect ~~existing development in~~ Chelmsford City Centre
- Local flood mitigation measures within or as part of development sites including the use of SuDS.

Community Facilities

Infrastructure necessary to support new development must provide a range of community infrastructure to ensure that it is served by the essential education, health and community services and facilities. These include but are not limited to:

- Early years, primary and secondary, and ~~post-16 tertiary~~ education provision
- Essential primary, acute and community healthcare provision
- Health and wellbeing facilities and measures
- Sport, leisure and recreational facilities
- Community buildings and space
- Cultural facilities and public art
- Emergency services infrastructure
- Municipal waste/recycling facilities.

Green Infrastructure and Natural Environment

Infrastructure necessary to support new development must provide or contribute towards ensuring a range of multi-functional green, blue, and natural infrastructure, nature recovery, net gain in biodiversity and public realm improvements. These include but are not limited to:

- Provision of a wide range of open space within development sites to meet

amenity, recreational and functional needs

- **Provision of ~~To contribute towards~~ a multifunctional network of green and blue infrastructure and to enhance biodiversity**
- **Provision of areas for nature recovery**
- **Provision of new public realm and enhancements at key centres of activity**
- **Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites as identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy.**

Historic Environment

Infrastructure necessary to support new development must seek to preserve or enhance the historic environment and mitigate any adverse impacts on nearby heritage assets and their settings.

Utilities

Infrastructure necessary to support new development must include appropriate utility infrastructure. This includes but is not limited to:

- **Utility infrastructure including electricity and gas distribution and supply, water supply, foul drainage and waste water treatment, telecommunications and gigabitsuperfast broadband**
- **Opportunities for appropriate renewable, low and zero carbon or district-scale energy production.**

Reasoned Justification

6.646.81 New development can place additional demand upon existing infrastructure and services including the local and strategic transport network, healthcare, open spaces and education provision. These will be identified by the relevant infrastructure provider for example Essex County Council as Highways and Transportation Authority and lead authority for Education Authority and NHS England and the Mid and South-Essex Integrated Care Board Clinical-Commissioning Group as healthcare providers. Some existing infrastructure in Chelmsford has little or no spare capacity to cope with population growth and new development. Therefore new development proposals must contribute to improvements in infrastructure capacity to cater for the additional needs they generate. Infrastructure improvements can be in the form of new, co-located or expanded facilities. The Council's Infrastructure Delivery Plan (IDP) sits alongside the Local Plan. This assesses the current status of infrastructure across Chelmsford and identifies what new infrastructure investment is required to support the Local Plan growth, when it is needed, and funding sources.

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

6.666.83 Proposals for new developments or expansion of existing properties should be capable of receiving gigabit speed and reliable mobile and broadband connectivity. The Council is cooperating with broadband infrastructure providers and Essex County Council to ensure as

~~wide a coverage as possible with high speed, reliable broadband. National broadband operators can offer superfast broadband connection for new developments, either free of charge or as part of a co-funded partnership.~~

6.676.84 Policy S10 outlines how the delivery of infrastructure will be secured for example, by planning condition and/or planning obligation, or through other infrastructure funding sources. The scale and type of new development will affect the infrastructure, services and facilities required to serve the needs arising from it.

6.85 Residential developments proposed within the Local Plan have the potential to result in a significant increase in recreational disturbance to the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). Measures required to mitigate the impacts of recreational disturbance on European Sites will be delivered as detailed in the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS). Any residential development that is likely to affect the integrity of European Sites, will be required to either contribute towards mitigation measures identified in the RAMS (or subsequent Supplementary Planning Document) or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations. Where appropriate, mitigation identified through the RAMS needs to be in place prior to occupancy of new developments.

~~**6.686.86** The Chelmsford Flood Resilience Partnership will identify strategic flood defence measures required to protect Chelmsford City Centre.~~

Transport and Highways Infrastructure

~~**6.696.87** The preferred route for the Chelmsford North East Bypass and the location for the new Beaulieu Park Rail Station are allocated on the Policies Map and those areas will be safeguarded from development. Areas of search for an additional Park and Ride in West Chelmsford and North East Chelmsford are shown on the Policies Map as indicative broad locations for new Park and Ride facilities which support Essex County Council's strategy.~~

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

~~**6.716.89** Given high levels of commuting, the relative prosperity of Chelmsford and ongoing demand for services and facilities, transport infrastructure is already under pressure. A significant change in how people make their journeys towards more active and sustainable travel choices is necessary. The Local Plan seeks to improve transport infrastructure and ensure that new development is accessible by sustainable forms of transport. All major development should also follow the modal hierarchy by providing access as set out in the Spatial Principles.~~

~~**6.90** A new rail station in north-east Chelmsford will improve rail infrastructure from the mid-2020s onwards. The new Beaulieu Park Rail Station is fully funded through Housing Infrastructure Fund and will provide access to the Great Eastern Main Line (GEML). Trains will be able to pass each other at the new station to make the whole line more reliable. It will relieve crowding at Chelmsford railway station and act as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the~~

new Chelmsford Garden Community. Detailed planning permission was granted in June 2022 and construction commenced in early 2023. The target opening date is by the end of 2025.

6.726.91 Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle and walking routes will also be required to achieve such a change. The use of Travel Plans and Transport Assessments will help identify specific interventions. The Local Plan traffic modelling evidence base is supported by Essex County Council, as Highways and Transportation Authority, and National Highways-England. The junction modelling report assesses the likely impacts of planned growth on the highway network in the Chelmsford area. This has included a high-level analysis of cross boundary traffic flows on key corridor routes including A12, A130, A131, A414, A1060, B1007 and B1008 to/from Basildon Borough and A414 East to/from Maldon District. More detailed analysis of traffic impacts and mitigation options testing will be required through the preparation of Transport Assessments/Statements as part of future planning applications. ~~These will be required to consider the transport implications and mitigation measures where necessary in the adjoining Maldon, Basildon and Rochford Districts in respect to the Strategic Site Allocation at South Woodham Ferrers.~~

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

6.93 The Chelmsford North-East Bypass (CNEB) will be delivered in stages with the first stage (Section 1a) being funded by the Housing Infrastructure Fund (HIF) and later stages being delivered and funded through planning contributions. When complete, Phase 1a and b of the Chelmsford North-East Bypass will provide a new 4.6km single carriageway route between Beaulieu Parkway and the A131 at Chatham Green with the existing A131 becoming dual carriageway to the Deres Bridge junction south of Great Leighs.

6.94 Under the staged approach Section 1a of the single carriageway (the southern section) will be delivered first, using the HIF, and will also deliver Beaulieu Park Rail Station in full. The first part of the bypass will connect with Beaulieu Parkway in the south and provides connectivity to the A12 at Boreham Interchange via the newly opened Generals Lane Connector Bridge. To the north, the CNEB will join with a new east-west link (i.e. the Northern Radial Distributor Road) which is due to be delivered as part of the planned North East Chelmsford Garden Community and will connect through to the Wheelers Hill roundabout on the A131 Essex Regiment Way.

6.95 To the north of Beaulieu Parkway, a new conveyor bridge will allow the existing mineral quarry at Bulls Lodge to continue to operate during construction and operation of the bypass. Once the quarrying is complete, the conveyor bridge will be upgraded by the North East Chelmsford Garden Community developers to provide a new east-west pedestrian, cycle and vehicle route. This will provide connectivity for local residents between the two areas of the Garden Community either side of the CNEB. Section 1a and the Northern Radial Distributor Road is planned to be delivered by March 2026.

6.96 Section 1b of the CNEB, which will be single carriageway and connect the bypass north to the A131 at Chatham Green, and Section 2 will dual the A131 between Chatham Green to Deres

Bridge roundabout. It is anticipated that these sections will primarily be funded through developer contributions and will be delivered at a later date as new development comes forward. The safeguarded route for the bypass is shown on the Policies Map.

~~6.74~~—~~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 reducing journey times in and around Chelmsford.~~

~~6.75~~—~~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 the Local Plan, making sure there is enough space for the scheme and that no land is safeguarded unnecessarily. 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 Policies Map.~~

6.97 The Army and Navy junction in Chelmsford is a key gateway into and out of the city. The junction is operating over capacity during the morning and evening peak times suffering severe congestion and delays for bus passengers, pedestrians, cyclists and drivers. This also results in it being a poor-quality environment for all road users.

6.98 The Army and Navy Sustainable Transport Package was approved by Essex County Council in March 2022. It includes the redesign of the junction in the form of a hamburger roundabout; improved walking and cycling facilities at the junction and on approaches; improved bus priority/bus lanes on Parkway; extension to Essex Yeomanry Way bus lane; and a 350 space expansion of Sandon park and ride and 500-spaces at Chelmer Valley Park and Ride. Funding in principle has been agreed through the Government's Major Road Network (MRN) alongside funding from Essex County Council and Chelmsford City Council via CIL.

6.99 Planning applications were submitted in early 2024 and a Final Business Case to the Department for Transport in Summer 2024, with construction scheduled to start in Spring 2025 and open to traffic in early 2028.

~~6.766.100~~ Route-based strategies are prepared and delivered by Essex County Council for strategic road corridors, in consultation with local authorities. Route-based strategies currently being prepared in Mid and North Essex for delivery post 2018/19 include ~~A131 – Chelmsford to Braintree~~; A131 Braintree to Sudbury, and A132 South Woodham Ferrers. Their key objective is to identify options that will support economic growth.

~~6.77~~—~~The Chelmsford City Growth Package (£15m), which is jointly funded by Essex County Council and the South East Local Enterprise Partnership, for implementation by March 2021, will deliver a package of short term measures to achieve this vision. Once approved the final package will help to accommodate the existing, and future, transport needs of Chelmsford. A Housing Infrastructure Fund (HIF) forward funding bid submitted by Essex County Council in partnership with the City Council has also been successful and awarded £218m to be directed to the delivery of the Chelmsford North East Bypass and rail station.~~

6.786.101 Essex County Council’s vision is for Chelmsford’s Future Transport Network 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 (see Table 23 below):

Table 23 : 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)

6.102 Essex County Council’s Local Transport Plan (LTP) sets out a transport policy for Essex, and how Essex County Council will deliver and manage a full range of transport services. The current LTP3 is being updated to reflect the following themes in LTP4:

- Decarbonisation
- Supporting People: Health, Wellbeing and Independence
- Creating Sustainable Places and Communities
- Connecting People, Places and Businesses.

6.103 The Council will continue to work with Essex County Council as LTP4 evolves and include any further infrastructure requirements as necessary.

Alternatives considered

No Policy, rely on NPPF.

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

No Policy, rely upon Essex Local Transport Plan.

The Plan predates the Local Plan therefore does not address specific infrastructure requirements from Chelmsford’s projected growth. Therefore, this is not a reasonable alternative.

STRATEGIC POLICY SI0 – SECURING INFRASTRUCTURE AND IMPACT MITIGATION

Infrastructure must be provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development.

Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms.

Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):

- Financial contributions towards new or expanded facilities and the maintenance thereof
- On-site provision (which may include building works)
- Off-site capacity improvement works, and/or
- The provision of land.

Infrastructure will be secured through the use of planning condition and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor.

Developers and land owners must work positively with the Council, neighbouring Local Planning Authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with adopted policies and published guidance.

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

Reasoned Justification

6.796.104 The new housing, employment and other development proposed in the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure such as open spaces. The Council will work with partners such as the Highways and Transportation Authority, National Highways-~~England~~, the lead authority for Local Education-~~Authority~~, the Environment Agency, utility companies, Mid and South Essex Integrated Care System -~~Clinical Commissioning Group~~, and Sport England to bring forward the necessary infrastructure that is required in order to deliver the Spatial Strategy.

6.806.105 For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. The term infrastructure can include any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways, bridleways and highways; public transport; drainage, SuDs and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband; and facilities for specific sections of the community such as younger people or the elderly.

6.816.106 It should be recognised that infrastructure improvements may be provided in various ways including new infrastructure, improvements to existing facilities/services or as co-located or expanded services/facilities. In particular co-located facilities are likely to become a growing trend where there is limited funding available and, in more urban locations such as central Chelmsford, a lack of land to provide all the requirements individually. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide the infrastructure elsewhere.

6.826.107 In negotiating planning obligations, the Council will require a fully transparent open book viability assessment to demonstrate full mitigation cannot be afforded and that all possible steps have been taken to minimise the residual level of unmitigated impacts. Developers may be required to enter into obligations that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

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

6.846.109 The Council will work with infrastructure providers through the CIL and planning obligations to facilitate the timely provision of infrastructure needed to support development. This may involve suitable phasing of development in order to ensure that essential infrastructure is in place when needed. The CIL funds from developments within Chelmsford may be pooled, allowing the forward-funding of vital infrastructure required to support a particular development. The Council will pass a proportion of CIL receipts to Parish/Town Councils in line with legislation and local policy. The Government is currently considering changes to CIL and it may be that contributions are secured under other provisions in the future.

6.856.110 The site allocation policies in the Local Plan identify infrastructure needed to support new developments. The Council will require masterplans for larger development sites to provide an indicative development layout, phasing and implementation plan and to help ensure the timely delivery of infrastructure.

6.866.111 The Council has prepared an Infrastructure Delivery Plan (IDP) to inform the Local Plan. This sits alongside the Local Plan and identifies the main items of infrastructure needed to support the planned development and more detail about its phasing, costing and delivery. The site allocation policies also identify key pieces of site specific infrastructure needed to support the

development. As part of this process the Council will ensure that the impact of the Local Plan policies and financial contributions on development viability ensure the growth aspirations can be delivered alongside developer contributions to help fund infrastructure improvements through its Local Plan Viability Assessment.

6.876.112 In addition to developer funding, where necessary, the Council will collaborate with partners to lobby central Government and funding partners for additional funding sources for key large strategic infrastructure projects ~~such as the new rail station~~.

6.886.113 Applicants should consult the Council's Planning Obligations Supplementary Planning Document for more guidance. Essex County Council's Developer's Guide to Infrastructure Contributions sets out ECC's standards for the receipt of relevant infrastructure funding.

Alternatives considered

No Policy, rely on NPPF.

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

STRATEGIC POLICY S11 – THE ROLE OF THE COUNTRYSIDE

When determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet identified development needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst ensuring that development does not have an adverse impact on the different roles and character of the countryside. All new development within the countryside will be considered within this context and against the specific planning objectives for each of the following areas:

A) Green Belt

The openness and permanence of the Green Belt will be protected and opportunities for its beneficial use will be supported where consistent with the purposes of the Green Belt. Inappropriate development will not be approved except in very special circumstances.

B) Green Wedge

The Green Wedge has an identified intrinsic character and beauty and is a multi-faceted distinctive landscape providing important open green networks, which have been instrumental in shaping the City's growth, character and appearance.

These networks prevent urban sprawl and settlement coalescence and provide for wildlife and nature, flood storage capacity, leisure and recreation, and active travel by cycling and walking, which allows for good public access which will be further improved through the requirements of development allocated in the Local

Plan. Development which materially harms the role, function and intrinsic character and beauty of the Green Wedge will not be approved.

C) Rural Area

The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as the Green Wedge, will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.

The relevant Development Management Policies set out what development is appropriate in each of the above areas and provide detailed criteria by which development proposals will be assessed.

Reasoned Justification

6.896.114 The role and function of land in Chelmsford beyond the Urban Areas and Defined Settlements is wide-ranging and encompasses different national and local planning designations. For the purposes of implementing this Policy, this wider area across Chelmsford is defined as countryside and includes Green Belt, Green Wedge and Rural Area.

6.906.115 Within the countryside there are areas protected for their value for ecology and wildlife, heritage, and functional requirements such as flood zones, open spaces and areas safeguarded for important infrastructure. The countryside also has a role as part of the green infrastructure network by providing connectivity between the countryside and the Urban Areas and preventing settlement coalescence.

6.916.116 Over one third of the Council's area falls within the Green Belt. Although much of the Green Belt forms attractive landscapes, it is not designated for its character or beauty. It is a national policy designation to ensure that the openness and permanence of the Green Belt is maintained to prevent urban sprawl. As such, the NPPF defines the purposes of the Green Belt and provides the limited circumstances where new development could be acceptable.

6.926.117 The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. Within this designation, a detailed landscape assessment of the areas around the main river valleys has been undertaken for the Council which identifies these areas as having distinctive landscape qualities and an important multifunctional role. These areas are locally designated as the Green Wedge.

6.936.118 Where the main river valleys permeate into the existing or proposed built-up areas of Chelmsford, the role and value of these areas is amplified and development pressure is at its greatest. The unchecked erosion of open land in these sections of the river valleys would be harmful to the character and function of these areas and therefore it should be afforded greater protection. The Green Wedge designation within the river valleys reflects this multi-faceted green network.

6.946.119 The designation of Green Wedge on the Policies Map is in addition to the underlying notation of either Green Belt or Rural Area. As the Green Belt is a national planning policy designation, development proposals will need to accord with both Green Belt policies and relevant policies covering the Green Wedge in the Local Plan. Where this is the case within the Rural Area, development proposals will need to accord with the relevant Green Wedge and Rural Area policies. Any development in the Green Wedge should not adversely affect the identified character and function of these distinctive landscapes.

6.956.120 Any development in the Rural Area must be suitable and compatible with its character, as set out in other relevant policies in the Local Plan. Development will be supported provided it does not adversely impact the identified intrinsic character and beauty of the Rural Area and complies with other relevant policies of the Local Plan as well. The Council will use its Landscape Character Assessments, Historic Landscape Characterisation Study, Sensitivity and Capacity Assessments, alongside any other appropriate and relevant evidence which could include that being prepared to support a Neighbourhood Plan, to assess the character of the area and its sensitivity to change.

6.966.121 The Council's Green Infrastructure Strategic Plan provides a framework for the planning and management of Chelmsford's green and blue infrastructure resources including parks, river valleys, green spaces and gardens, some of which are within the countryside. In addition, the Local Nature Recovery Strategy provides priorities and identifies areas for nature recovery in the Green Belt, Green Wedge and Rural Areas within the Council's administrative area, through the creation and improvement of habitats, including provision for biodiversity net-gain.

Alternatives considered

No Policy, rely on NPPF.

This would result in uncertainty regarding the role and function of local designations such as the Green Wedge and how these differ to the Green Belt and Rural Area. This is not a reasonable alternative.

STRATEGIC POLICY S12 – ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES

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

Chelmsford City Centre

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

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

South Woodham Ferrers Town Centre

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

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

Principal Neighbourhood Centres

The larger neighbourhood centres will be a focus of more localised retail, commercial and community facilities and services that reduce the need to travel and contribute towards more sustainable and neighbourhood-scale living. These larger neighbourhood centres ~~and their frontages~~ are defined on the Policies Map as Principal Neighbourhood Centres. The Vineyards Principal Neighbourhood Centre contains a Primary Shopping Area which is defined on the Policies Map.

Local Neighbourhood Centres

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

Retail and leisure development outside Designated Centres

Retail proposals above 500sqm gross floorspace outside of ~~Designated Centres~~ Primary Shopping Areas and leisure proposals above 500sqm gross floorspace outside of City/Town Centre boundaries will be required to undertake an impact assessment in line with the requirements of the NPPF.

Reasoned Justification

6.976.122 The NPPF requires that centres are designated and placed in a hierarchy which are defined in Local Plans. The NPPF defines main town centre uses as being retail development (including warehouse clubs and factory outlet centres); leisure, entertainment ~~facilities~~ and ~~the~~ more intensive ~~leisure~~ 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).

6.986.123 Chelmsford City Centre is by far the largest centre in the Council's administrative area, and as such provides a range of functions, services and facilities. The primary shopping area in Chelmsford saw a significant expansion through the development of the Bond Street centre on former car parks to the east of the High Street comprising 27,900sqm of new retail and leisure floorspace. ~~The Chelmsford Retail Capacity Study 2015 does not consider it necessary for the Local Plan to include provision for additional comparison goods floorspace in Chelmsford. However, the study does indicate a need for 11,500sqm of food retail floorspace in Chelmsford in the Local Plan period.~~

6.996.124 South Woodham Ferrers is the second largest settlement in Chelmsford and its town centre performs an important role providing more local services and facilities. ~~The 2015 Retail Capacity Study identified a need for 1,900sqm of food retail floorspace at South Woodham Ferrers. A Planning permission has been granted for a new 4,180sqm supermarket on a site to the north of South Woodham Ferrers which has since been built. which has been reflected in the Local Plan. As this permission has been implemented this accommodates the identified need and therefore there is no need to allocate any further site in South Woodham Ferrers for food retail. The Chelmsford Retail Capacity Study 2023 did not consider it necessary for the Local Plan to include provision for additional convenience or comparison goods floorspace in Chelmsford or South Woodham Ferrers.~~

6.1006.125 The Principal Neighbourhood Centres have been identified as they provide a wider mix of services and facilities such as retail, commercial and community uses and tend to have a wider catchment. The Principal Neighbourhood Centres are:

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

6.1016.126 Local Neighbourhood Centres will often be a small parade of shops providing local convenience shopping and services.

6.1026.127 The NPPF states that when assessing applications for retail, office and leisure development outside Designated Centres which are not in accordance with an up-to-date local plan, local planning authorities should require an impact assessment if the development exceeds a proportionate, locally-set floorspace threshold or a default threshold of 2,500sqm.

6.1036.128 The Chelmsford Retail Capacity Study ~~2015-2023~~ found that retail (convenience and comparison) and leisure developments of less than the default national threshold of 2,500sqm could have an impact on existing centres outside Designated Centres. ~~It concluded that unrestricted comparison goods retail floorspace outside of Chelmsford City Centre has the potential to impose a competing retail destination and thus potentially harm both the health of the centre and investment within it. Whilst comparison goods floorspace is smaller in scale in some of the smaller neighbourhood centres and South Woodham Ferrers town centre, it is nevertheless important to the overall health and function of these centres and therefore and recommends that~~ a 500sqm gross threshold should apply across the whole of the Council's administrative area (for retail proposals outside of designated Primary Shopping Areas in edge and out of centre locations).

and for leisure proposals outside of City/Town Centre boundaries). This threshold is considered necessary as it will enable the Council to monitor and maintain the overall vitality and viability of the centres which are generally more vulnerable to proposals for edge and/or out-of-centre stores.

6.1046.129 The Chelmsford Retail Capacity Study 2015-2023 also concluded that with a trend for the development of smaller discount stores and the rise in popularity for convenience goods stores, even smaller foodstore proposals can have a harmful impact on designated centres, particularly those which are anchored by an existing foodstore. Therefore, a 500sqm gross threshold is also applied to development proposals for convenience goods floorspace over this amount ~~in edge and out of centre locations.~~

6.1056.130 Where retail and leisure proposals are not located within Designated Centres in accordance with policy, an impact assessment will be required. These will be assessed on a case by case basis depending on the scale, location and format of the new retail and leisure development proposals. Applicants will be required to demonstrate how the impact assessment will be addressed and provide justification for the extent of the catchment area for each particular proposal. The Council will be pragmatic as to the level of evidence required in support of such proposals as this should be proportionate to the nature of the proposal under consideration.

6.1066.131 Development proposals below the 500sqm gross threshold will still need to comply with the other requirements of national policy, in particular the sequential approach.

Alternatives considered

No Policy, rely on NPPF.

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

STRATEGIC POLICY S17 – FUTURE OF CHELMSFORD CITY CENTRE

Development proposals within Chelmsford City Centre that help create a diverse mix of retail, food and drink, leisure and entertainment, cultural, community, business and residential uses will be supported where they positively contribute towards increased footfall, activity and vibrancy and they accord with the Local Plan's Strategic Priorities.

The Council will place great weight on the contribution that proposals in the City Centre can make to achieving the following key principles:

A. ECONOMY

Proposals which increase footfall and encourage visitors to enjoy the City Centre for longer by visiting a number of venues and events which cater for all

their needs will be supported, including growth intended to complement the evening economy with more family friendly venues and activities.

Proposals should:

- Provide opportunities and suitable range of venues to support uses which encourage people to visit and to increase dwell-time and spending in the City Centre
- Prioritise retaining, reusing and enhancing existing buildings for suitable uses which complement and strengthen their locality
- Retain and create active frontages to ground floors in Designated Centres
- Make positive use of upper floors of properties, and on underused and vacant space away from commercial frontages
- Contribute to the creation of circular routes linking living, shopping and leisure sectors to encourage footfall
- Promote innovation and ambition
- Maximise business links to the university and wider education sector
- Encourage pop-up or temporary uses in advance of more comprehensive redevelopment
- Provide and/or secure the future management of free publicly accessible toilets and ‘Changing Places’ toilets.

B. CULTURE AND HERITAGE

Chelmsford’s rich history is reflected in its Roman and medieval origins as well as its expansion as a prosperous market town. The legacy of its historic role as County town of Essex, and granting of City status in 2012, means that Chelmsford is still a key centre for the religious, cultural, and civic life of the City Centre; with strong reminders of its heritage of science and engineering innovation.

Proposals should:

- Promote opportunities for new functions such as markets, community, cultural or creative activity to broaden the mix of activity in the City Centre
- Ensure improved streetscape, such as through minimising street clutter, use of high-quality materials, well-designed street furniture, public art and interpretation, retention of important gaps and key views, enhancement of street frontages, and use of sympathetic shopfronts and signage.

C. LIVING IN THE CITY CENTRE

The City Centre offers opportunities for housing development through changes of use, redevelopment of empty buildings and better use of upper floors, or regeneration of wider building clusters. Some sites are allocated in the Local Plan, but proposals for other sites are likely to be welcomed where they

contribute to activity, complement surrounding uses, and support the City Centre economy.

Proposals should:

- Ensure the introduction of residential uses into City Centre in ways that do not harm the wider functions of the area
- Ensure the efficient use of urban land balanced with high-quality place-making
- Provide areas of functional open space on larger developments
- Improve existing green spaces to encourage increased usage by City Centre residents
- Demonstrate how sustainable and active travel will be promoted
- Demonstrate how safety has been considered.

D. CLIMATE AND SUSTAINABILITY

Proposals should contribute towards sustainable options for accessing the City Centre, whether on foot, two wheels, by bus or by rail, reducing reliance on fossil fuelled private vehicles to reduce carbon emissions and congestion.

Proposals should:

- Provide connectivity to the wider City and Urban area through improved public realm and multifunctional green routes and gateways
- Take a balanced approach to car parking provision, that acknowledges the sustainability of the City Centre and its walking, cycling, bus and rail connections
- Create new or improve existing multifunctional green infrastructure including tree planting and improved wildlife habitat.

E. WATERWAYS

Proposals alongside Chelmsford's waterways – the River Can, River Chelmer, and Chelmer and Blackwater Navigation – should seek to provide significant improvements to the environmental quality, attractiveness and recreational potential of the waterways and their associated green spaces.

Proposals should:

- Capitalise on the waterway network to enhance the visibility, access and recreational use of the rivers and Navigation, as appropriate
- Demonstrate innovative and sustainable approaches to dealing with flood defences and flood management, where necessary, whilst protecting biodiversity and the river environment
- Complement the river environment through greening and softening of engineered features

- Promote development that enhances the habitat, ecology and biodiversity value of the river corridors
- Improve active travel movement along river corridors
- Consider incorporating green/renewable energy initiatives
- Have regard to the Plan for Improving the Rivers and Waterways in and around Chelmsford.

F. SITE SPECIFIC PRINCIPLES:

The sites listed below will make a key contribution to delivering City Centre vitality, vibrancy and success and, in addition to A to E above, will be subject to the following additional criteria.

Shire Hall

Shire Hall is a significant landmark, closing views at the top of the High Street and a focus for Tindal Square, which provides a traffic-free setting to the iconic Grade II* listed building. It is uniquely suited for a range of cultural uses.

Proposals for Shire Hall should:

- Promote public access and a sense of community ownership, where possible
- Promote active use which adds to the vitality of the High Street
- Deliver the re-use of the building with a range of uses such as community, cultural or other uses, whilst protecting the historic and cultural significance of the building and its setting
- Remain sympathetic to the setting of St. Mary's Cathedral.

Chelmer Waterside

Chelmer Waterside comprises a number of brownfield land parcels between the City Centre and the waterside meadows and is a key regeneration area within the City Centre. Although individual site areas may come forward at different times, they should contribute towards the wider regeneration aims of creating a vibrant and dynamic new quarter for Chelmsford and as such must demonstrate how they have had regard to the adopted Chelmer Waterside Development Framework Document.

Proposals in Chelmer Waterside should:

- Contribute towards creating a new City Centre neighbourhood, including provision of integrated community and local scale facilities
- Preserve townscape character through scale, layout and integration of development
- Optimise positive and active integration with the unique waterside environment

- Deliver local infrastructure for walking, cycling and wider vehicle circulation including a new bridge access incorporating active and sustainable travel modes
- Introduce greening which creates landscape-led street environments and spaces, promotes natural cooling and promotes general wellbeing
- Maintain existing ecology along water corridors and enhance opportunities for nature within developments, as appropriate.

The Meadows

The Meadows under-cover shopping centre opened in 1992. A number of shops have closed including an anchor department store which occupied the largest retail space in the centre. There is now potential to re-imagine the centre to secure resilience for the future, through development ranging from small scale reconfiguration of units up to large scale redevelopment for a mixed-use scheme, whilst capitalising on the waterside location.

Proposals on the Meadows site should:

- Secure uses and functions which complement, diversify and reinforce the City Centre objectives and make this area a destination for visitors
- Promote cultural and community uses which enhance the environment for residents and visitors alike
- Preserve townscape character through scale, layout and integration of development including protection of the setting of heritage assets
- Create a network of positive, animated, safe routes and spaces to promote active and sustainable travel, linking into key areas of the existing City Centre network, including outside of business hours
- Deliver local infrastructure for walking, cycling and vehicular access including new bridge access
- Provide opportunities for the public to interact with the water and improvements to animate and activate the waterscapes
- Introduce urban greening which creates landscape-led street environments and spaces, promotes natural cooling and promotes general wellbeing
- Maintain existing ecology along water corridors and enhance opportunities for nature within developments, as appropriate.

G. OPPORTUNITY CORRIDORS:

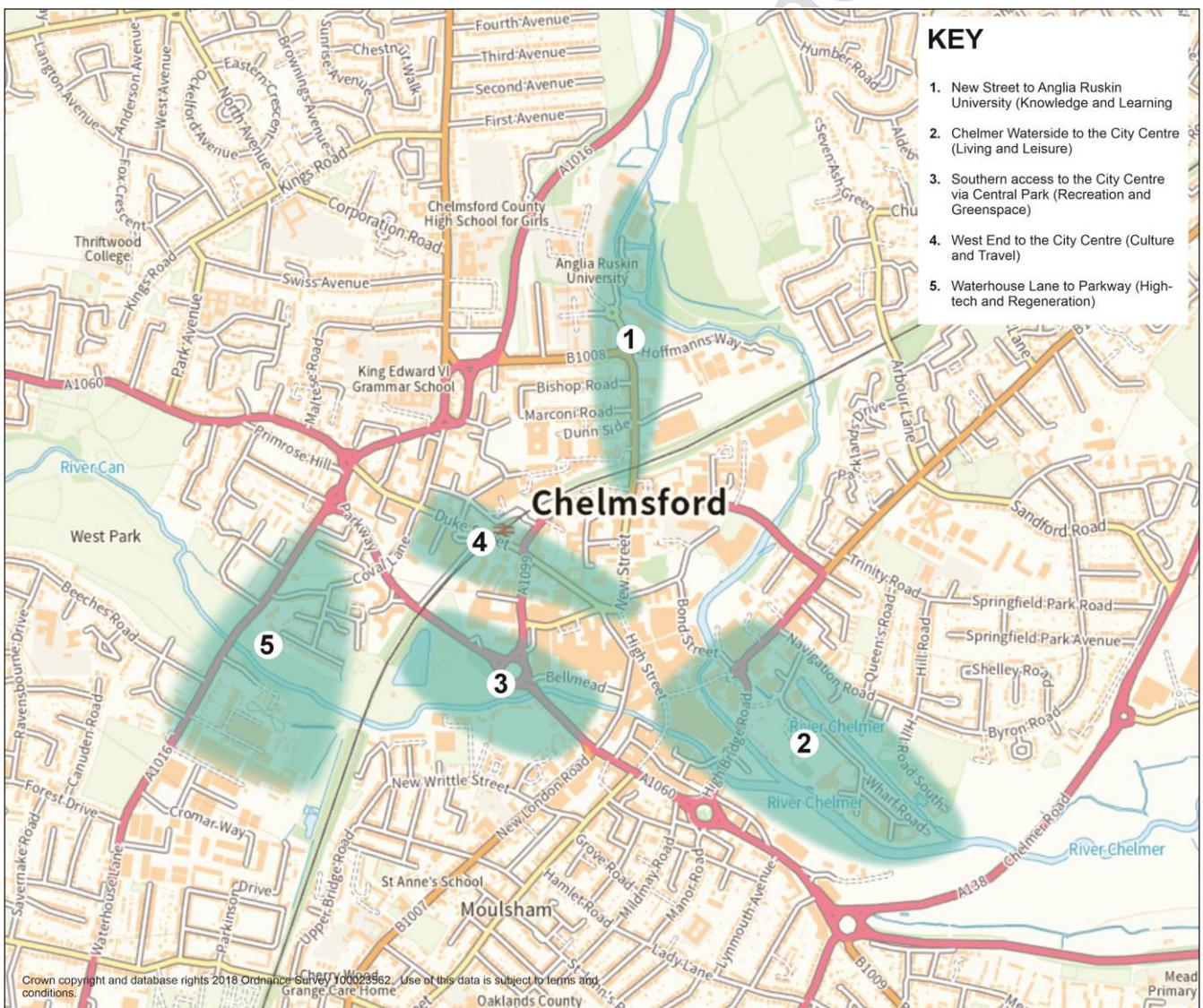
Certain areas linking the City Centre to the wider urban area provide an opportunity for improvement in appearance, public realm quality and accessibility. These are key corridors along which residents and visitors access the City Centre, contributing to how the City Centre is perceived overall, experienced and enjoyed.

The Council will take a more flexible approach to changes of use to support positive activity and encourage innovation and investment, in the following key corridors:

- **New Street to Anglia Ruskin University (Knowledge and Learning)**
- **Chelmer Waterside to the City Centre (Living and Leisure)**
- **Southern access to the City Centre via Central Park (Recreation and Greenspace)**
- **West End to the City Centre (Culture and Travel)**
- **Waterhouse Lane to Parkway (High-tech and Regeneration)**

The Council proposes to prepare a detailed City Centre strategy to guide development, informed by consultation and backed by evidence. This will be vital to bring focus to identifying and building opportunities for diversification, start-ups and community activity.

Figure 15: Opportunity Areas



Reasoned Justification

6.1076.132 The City Centre is the heart of a thriving community which provides services close to where people live, creating a City-living atmosphere and experience which is also enjoyed by those who work, visit and study here.

6.1086.133 The City Centre is continually adapting, and although there have been changes in retail habits, in part due to the downturn in the economy, the impacts of the Covid-19 pandemic, and the growth in online shopping, retail use will remain a core function of the City Centre alongside complementary uses.

6.1096.134 Some large and small chain operated stores have recently closed, leaving obvious gaps in shopping areas, but retail has remained resilient in Chelmsford despite those losses. The food and drink sector has been affected to a lesser extent, remaining buoyant and reflecting the national trend of centres moving towards a greater focus on leisure and entertainment.

6.1106.135 This provides an opportunity to celebrate the City Centre's success, encourage and support a range of functions to contribute to the existing vibrancy of the City Centre, and to help future-proof it for another generation. Although this will mainly be reliant on private investment, forward-thinking planning policy can be used to create conditions for resilience to future change, and enable evolution and innovation, not only in retail but leisure and entertainment, wider commercial and cultural development too.

6.1116.136 This policy aims to encourage a mixed-use approach for a diverse range of uses, with flexibility for a mix of uses to happen side by side, or at different times of the day.

6.1126.137 One development sector for potential growth is family leisure and entertainment, which would complement both day-time and evening economies, with more family friendly venues and activities to attract and maintain dwell-time in the City, alongside the traditional restaurants and bars. Proposals that provide for events such as markets or cultural activity will also be welcomed to broaden the mix of activity on offer and encourage visitors to enjoy the City Centre for longer by visiting a number of venues which cater for all their needs.

6.1136.138 Proposals for innovative uses will also be welcomed, such as for creative services, design and art studios, software or gaming development, fashion, marketing, entertainment and performance. This sector has seen a faster recovery post pandemic and can provide invaluable support to other local businesses and contribute towards a circular economy.

6.1146.139 There is a wider priority to encourage development to revitalise cultural places and spaces, and create conditions for a dynamic cultural scene recognising innovation, heritage and sustainability as core values aligned with the Council's vision for Chelmsford. The vision for the cultural future of Chelmsford, which proposals should have regard to, is set out in the Chelmsford Cultural Strategy (CCC/Culture Chelmsford, March 2023).

6.1156.140 The rivers and navigable waterways generate many of the green spaces in the City Centre and enable active travel routes. Physical change should work with nature to help minimise

the long term impact of climate change, whilst maintaining or strengthening waterside character, improving the connection to river edges and routes, and revealing the watersides as the City's key asset.

6.1166.141 Whilst some City Centre brownfield sites are allocated for residential or mixed-use development, the City Centre still offers many opportunities for new development, changes of use, redevelopment of empty buildings, or regeneration of wider building clusters. These will come forward at their own pace due to market forces and the time taken to assemble land. They will benefit from greater flexibility of future uses but are less easy to predict, making them unsuitable for allocation.

6.1176.142 Improvements along opportunity corridors can reinforce or create character or identity, and by taking a more flexible approach to uses and encouraging investment the Council hopes to achieve a balanced mix of uses whilst improving the surroundings and complementing the core functions of the City Centre. Improvements could include street furniture, public art, and lighting, enhancement of existing buildings or high quality redevelopment, solutions to physical barriers to movement, and enhanced legibility.

6.143 Proposals being assessed against this policy will be expected to comply with requirements of other Local Plan policies, but particular emphasis on place, streetscape, heritage, regeneration and access will be applied through the criteria in this policy.

Alternatives considered

No Policy, rely on NPPF.

The NPPF does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give local focus and clarity to developers and local communities. Therefore, this is not a reasonable alternative.

STRATEGIC POLICY S13 – MONITORING AND REVIEW

The Council will monitor the implementation of the policies and proposals of the Local Plan using the key indicators and targets set out in the Local Plan Monitoring Framework. A full or focused formal review of the Local Plan will commence two years after its adoption.

Reasoned Justification

6.1186.144 There is a need to ensure that the Local Plan's policies and proposals are effective in delivering the objectives of the Local Plan and maintain a sufficient supply of housing sites to meet need. The Council will produce an annual Authority Monitoring Report (AMR) to measure the overall effectiveness of the Local Plan and a Housing Implementation Strategy to set out how a five-year supply of housing land will be maintained.

6.1196.145 The Council will review the Local Plan every five years. On the basis that it takes around three years to formally complete this process, a formal review, including a formal Regulation 18 consultation, will commence two years after the adoption of the Local Plan. This is envisaged to be in 2027/282.

Alternatives considered

No Policy, rely on NPPF.

Within the NPPF there is requirement to review Local Plan within five years of the date of adoption. Therefore, there are no reasonable alternatives.

Background Document Only

7- Where will development growth be focused?

7.1 To implement the Spatial Strategy, new development will be directed to sustainable locations within the three Growth Areas - (1) Central and Urban Chelmsford, (2) North Chelmsford, (3) South and East Chelmsford, and will be supported by necessary infrastructure including health and education facilities, new roads and sewers and green infrastructure, such as open spaces. This will ensure the future success of Chelmsford as a great place to live, work, visit and invest in.

7.2 This section provides the site policies for delivering the Spatial Strategy. The sites that are allocated for development in the three Growth Areas vary in scale and type and are categorised as shown in Table 34 below.

Table 34 : Types of Site Allocations

Site Type	Threshold	Commentary
Strategic Growth Sites	Housing and/or mixed use sites for 100 or more new homes	These include both previously developed and greenfield sites
Growth Sites	Residential sites of less than 100 new homes	Smaller previously developed, or other small sites
Employment Sites	No threshold	Employment uses for Use Classes <u>E(g)(i-iii)</u> , B1, B2 and B8

7.3 The site policies are set out in the sections dealing with each Growth Area with a policy for each site allocation. These policies set out the amount and type of development expected to be provided within each of the site allocations. They also set out what specific supporting infrastructure and other requirements are needed for each site. In ~~most many~~ cases the Council expects the amount of new homes stated in residential site policy allocations to be a minimum. This is indicated by the use of 'around' housing figures in relevant policies and will ensure an adequate supply of land is allocated for residential development to meet local needs and is supported by the Local Plan evidence base. The use of 'around' housing figures allows for an appropriate degree of flexibility in provision and also allows higher density development to be brought forward where this conforms with other policies in the Plan as a whole.

7.4 Each site policy contains the key requirements for that site and the 'Reasoned Justification' which follows sets out the detail of those requirements.

7.5 In addition, the Strategic Policies ~~S1 to S13~~ and the more detailed policies found in Section 8 and 9 apply to all sites.

7.6 Within each Growth Area, site policies for the new Local Plan allocations appear first, followed by site policies for the 'Special Policy Areas'. These cover specific existing facilities or institutions which are in locations where development would otherwise be constrained. Where new Site Policies have been added they have been shown in the order they will appear, and will be renumbered in later versions.

Growth Area I - Central and Urban Chelmsford

7.7 New development will be focused at multiple locations including Chelmsford Urban Area (Location 1), West Chelmsford (Location 2) and East of Chelmsford (Location 3). Together these allocations will deliver around 4,200 new homes and 9,000sqm of new employment floorspace.

7.67.8 Development in these areas will deliver a number of benefits including green infrastructure and city greening, new employment, enhanced bus services, unlock access into the Sandford Mill Special Policy Area, enhanced Park and Ride to serve eastern road corridors into the City and improvement to the Army and Navy junction. Collectively the site allocations in this Growth Area will improve and enhance public access into the Green Wedge and provide opportunities for sustainable travel (including cycling and walking) linking the new sites to the City Centre's services and facilities. The sites at West Chelmsford (Location 2) and East of Chelmsford (Location 3) will also maximise opportunities for active travel (cycling and walking) into the City Centre through the Green Wedge. This provides sustainable locations for new development. The site allocations will further deliver a number of benefits to the local area including a new Country Park, city greening, new employment, new primary schools, early years and childcare provision, enhanced bus services, unlock access into the Sandford Mill Special Policy Area, a new Park and Ride to serve the south and west road corridors into the City and improvements to the Army and Navy junctions.

This Growth Area will accommodate around 3,600 new homes, 9,000sqm of office and business, and 11,500sqm of convenience retail over the Local Plan period.

7.77.9 New development will be focused on previously developed land within Chelmsford (Location 1 sites 1a-1bb) to will also meet the Council's objectives for strengthening and expanding the City as a major residential, employment and retail centre to build upon its past success. The main new development growth will be focused on a number of sites in and around Chelmsford's existing Urban Area. Location 1 (as shown in Figure 9) is made up of allocations in the Urban Area which comprises sites 1a-1v. The largest of the housing sites and a key driver for City Centre regeneration is Chelmer Waterside (Strategic Growth Site 1a). This will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre.

7.87.10 West Chelmsford (Location 2) there is a single allocation. In and East of Chelmsford (Location 3) there are four allocations. These will provide integrated sustainable new residential-led neighbourhoods and a new high-quality business park in East of Chelmsford (Site 3b). Provision is also made for five Travelling Showpeople plots in West Chelmsford.

7.11 In addition, smaller development at two sustainable Key Service Settlements of Galleywood and Writtle will provide 24+3 homes and 25 homes respectively, alongside opportunities to contribute towards and enhance existing facilities and services of the villages.

Figure 9.16 : Growth Area I – Central and Urban Chelmsford



Location I – Chelmsford Urban Area

7.97.12 Sites in the City Centre and Urban Area make the best and most efficient use of previously developed land. They are often vacant or underused areas where there is an opportunity for more significant development and change to support sustainable growth patterns. Development will be expected to unlock these areas, remove dereliction and contamination, continue City Centre regeneration, promote city greening and create high quality new developments that maximise the opportunities for sustainable travel.

STRATEGIC GROWTH SITE POLICY 1a – CHELMER WATERSIDE

To the east of the City Centre is Chelmsford’s largest previously developed opportunity area in a river landscape setting fronting the River Chelmer and the Chelmer and Blackwater Navigation. ~~Development proposals will accord with a masterplan approved by the Council to provide:~~

Amount and type of development:

Strategic Growth Site Policy 1a comprises ~~six~~ five sites (CW1a and CW1c to CW1f) with a potential total residential capacity of around ~~1,100~~ 880 new homes, including affordable housing, along with an element of non-residential development. The final amount of new homes will be confirmed through the planning application process.

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

Development on CW1b is complete, and provides 446 homes against an allocation of 420, along with the other policy requirements.

Site 1a – Chelmer Waterside Allocations	Number of homes	Main vehicular access
CW1a Former Gas Works	Around 250 <u>450</u>	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

Supporting on-site development:

- New homes of a mixed size and type, including affordable housing
- Supporting commercial uses including ~~B1a, the A Use Classes and Use Classes D1 and D2~~ Use Classes E(a) – E(f), E(g)(i), F1 and F2
- Improvements to Chelmer and Blackwater Navigation waterway infrastructure
- Site CW1a – Commercial interface with Primary Shopping Area and River Chelmer
- Site CW1a – Provide new or improved premises for water-based clubs

- **Site CW1d – Re-provision of public car parking.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **New or improved pedestrian and cycle connections**
- **Provide a new vehicular access to serve the site**
- **Provide an operational car club for residents and businesses within the site area and beyond.**

Historic and natural environment

- **Preserve and where appropriate enhance the setting of designated and non-designated heritage assets**
- **Conserve and enhance biodiversity and avoid adverse effects on the Chelmer Valley Riverside and Chelmsford Watermeadows Local Wildlife Sites**
- **Undertake a pre-application Archaeological Assessment**
- **Provide suitable SuDS and flood risk management.**

Design and layout

- **Layout which contributes towards the distinct identity of Chelmer Waterside and encourages use of the waterways and their environs**
- **Provide public art which contributes towards place creation**
- **Ensure layout maintains a generous waterside margin free of buildings to enable maintenance, waterway function and habitat connectivity, agreed on an individual site basis with the Local Planning Authority**
- **Ensure existing sites occupied by water users are incorporated or re-provided within development to support those functions and benefit the development and diversity of City Centre uses**
- **Layout to incorporate adequate tree planting and other green infrastructure to include natural flood risk and surface water management measures**
- **Maintain, enhance and create new landscaped site edges with a network of dense planting belts and buffers to mitigate the visual impact of the development, safeguard the historic environment, and provide suitable wildlife connections.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Sites CW1a and CW1c to –CW1e – Provide a new vehicular access to serve Strategic Growth Site 1a through proportionate contributions. Physical**

provision of the new vehicular access route shall be delivered through development of sites CW1a and/or CW1d (both currently Council owned sites)

- Site CW1f – Safeguard land for Springfield Road junction improvement
- Appropriate measures to promote and enhance sustainable modes of transport
- Provide, or make financial contributions, to facilitate, sustain and enhance car club facilities for residents and businesses within the site
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Site CW1c - Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1E).
- Financial contributions to early years, primary and secondary education provision
- ~~Financial contributions and/or onsite provision of and~~ community facilities including healthcare provision as required by the [NHS Mid and South Essex Integrated Care Board NHS/CCG](#).
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.107.13 Chelmer Waterside comprises large areas of previously developed land between the River Chelmer and the Chelmer and Blackwater Navigation. These sites will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre. The sites have been grouped together as they provide an opportunity to complete the overall regeneration of this part of the City Centre. They will accommodate higher-density residential development and commercial uses making the most of the waterside setting. [Proposals for these sites should have regard to planning guidance contained in the Chelmer Waterside Development Framework \(October 2021\), which sets out details of how the development requirements may be met.](#)

7.117.14 This area is a past industrial landscape established around the waterways which were once used for transit of goods and raw materials. Development will be expected to deliver a comprehensive remediation strategy to address any outstanding historic contamination issues to enable development, which may include use of voids, membranes or capping if necessary.

7.127.15 [The Council will take a flexible approach to uses on these sites which support positive activity and encourage innovation and investment, in accordance with Policy S17.](#) Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.137.16 Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's

policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.147.17 Good pedestrian and cycle connections are expected between Site 1a and nearby shops and bus stops in Navigation Road and Byron Road, the primary school at Trinity Road, the City Centre, water meadows and the Green Wedge. There should also be good connection between adjacent sites to create strong east-west links.

7.157.18 Springfield Road/Navigation Road junction must be improved to provide sufficient capacity to support initial development. Beyond initial development, there is a requirement for a new strategic access route to serve Chelmer Waterside linking with Wharf Road to reduce movements at the Springfield Road/Navigation Road junction. This must be physically provided as part of the comprehensive development of this area, but with proportionate financial contributions from sites CW1a and CW1c to – CW1e.

7.167.19 Residential travel plans will be required for developments to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.177.20 A car club can provide a viable alternative to car ownership. Chelmer Waterside is an ideal location for a car club given that it is within easy walking distance of the City Centre.

7.187.21 The sites making up Site 1a are highly-visible and prominent within local streetscape and wider townscape aspect. The development is an extension of the City Centre so must respect the character of Chelmsford, be sympathetic to the character and appearance of the Chelmer and Blackwater Navigation Conservation Area whilst establishing its own legible identity. There are also two Local Wildlife Sites in the area. Development shall make the most of the waterside setting, with buildings presenting active faces and uses to the water and where possible introducing water-related uses to fully integrate development areas and functional use of the water. Development should retain waterside margins of at least 10 metres to allow access for maintenance by the Environment Agency and facilitate access to the water in general. Wider margins will be encouraged on a site-by-site basis to allow leisure, water access and habitat connectivity.

7.197.22 Sites CW1a and CW1b contains high pressure gas transmission pipelines and CW1a contains a gas pressure reduction compound. These will-could significantly constrain the amount of development that can be placed on these-this areas. However, proposals it is possible to relocate the gas pressure reduction compound and the high pressure gas pipelines to-will increase the site's capacity potential.

7.207.23 There is a large bore sewer running beneath sites CW1a and CW1c which will constrain the amount of development that can be placed on these areas as maintenance easements must be retained along the length of the pipeline.

~~Development may also need to safeguard a route for a potential access from the east to link to the City Centre road network, in consultation with Essex County Council.~~

7.217.24 Across Site 1a, owing to current and historic uses, contamination is highly likely, or known to be present. Development will be expected to deliver a remediation strategy to address any outstanding contamination on site to enable development.

7.227.25 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.237.26 Chelmer Waterside, the adjacent water meadows and the Chelmer and Blackwater Navigation all the way through to Heybridge Basin, have Conservation Area status. In addition, there are small parts of the allocated sites that fall within the Green Wedge. Development within these areas must ensure land use retains the integrity of the Conservation Area, and the Green Wedge and habitat is protected or enhanced, whilst sustainably utilising the opportunities to deliver City Centre development.

7.247.27 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 1w – MEADOWS SHOPPING CENTRE AND MEADOWS SURFACE CAR PARK

Land at the Meadows Shopping Centre and the Meadows Surface Car Park, east of the High Street, as shown on the Policies Map, is allocated for a mixed-use development to regenerate and diversify this existing city centre site to deliver a rejuvenated city centre focused development. This site will be used to test the

effectiveness, in practice, of greater car-reduction in a volume mixed-use development.

Amount and type of development:

- Around 350 new homes of a mixed size and type including affordable housing and specialist residential accommodation. The final amount of new homes will be confirmed through the planning application process
- Retention of retail floorspace and redistribution to wider city centre functions, as appropriate
- Supporting commercial uses including Class E a) to g) i) and F1 use classes.

Site masterplanning principles:

Movement and access

- Development to prioritise opportunities for active and sustainable travel and provide excellent connectivity with surrounding networks
- Reduced on-site parking quantum to be mitigated by appropriate means
- Existing city centre public car park to be compensated for by alternative provision if removed
- Vehicular access to and from the site must be compatible with wider highway network and not undermine active travel or place-making principles
- Delivery routes and service provision must be fit for purpose and adhere to place-making principles
- Provide three new bridges to support cycle connectivity on and off this peninsula site.

Historic and natural environment

- Preserve or enhance the character or appearance of the three conservation areas relating to this site and their respective settings
- Preserve or enhance the setting of the adjacent designated and non- designated heritage assets
- Protect wider historic environment and townscape and important viewpaths
- Conserve and enhance biodiversity and avoid adverse effects on the Chelmer Valley Riverside Local Wildlife Site
- Ensure layout maintains a generous waterside margin free of buildings to create desirable active travel routes, enable access to water, maintain and enhance recreation and habitat connectivity
- Development to include abundant street planting and other green infrastructure
- Provide suitable SuDs and flood risk management.

Design and layout

- Design and layout to contribute towards distinct identity and function of the site and its relationship to both Chelmsford City Centre and Chelmer Waterside
- Provide open spaces and routes fronted by active and complementary uses at street level
- Development design and layout to mitigate the impact of High Bridge Road
- Layout, scale, massing and architecture to respond to and respect heritage, contextual townscape and waterside location
- Development to provide and support public interaction with the water, enhance water environment for both public and nature, and provide adequate access to the water
- Provide public art which contributes towards place creation.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Enhancement of existing pedestrian and cycle routes within the site including surfacing, drainage, signage and lighting
- Appropriate measures to promote and enhance active and sustainable modes of transport, including provision of a local mobility hub
- Provide enhancements to waterways to provide improved access, supporting facilities and services to facilitate more active use of the waterways and navigation, moorings and landings, lighting, environmental and natural enhancements
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide on-site local open space
- Onsite or financial contributions to early years, primary and secondary education provision, as required
- Onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board, or contribution in lieu where agreed by the Local Planning Authority.

Reasoned Justification

7.28 The Meadows Shopping Centre and associated Meadows Surface Car Park provide an opportunity to regenerate and diversify the site, as shown on the Policies Map, to provide around 350 new homes and reconfigured city centre offer between 2029 and 2034.

7.29 The Meadows Shopping Centre is an undercover centre which first opened in 1992. With entrances from the High Street, Backnang Square, Meadows Surface Car Park and Meadows Walk it is an integral part of the City Centre network. A number of shops have closed in this particular

shopping centre including an anchor department store, and its offer continues to decline, which is in contrast to wider city centre retail resilience. This provides an opportunity for an innovative scheme to reimagine the City Centre offer that this site and associated surface car park can make to support and enhance city centre functions and create a new city centre destination for residents and visitors.

7.30 This development is a stand-alone test case for reviewing the effectiveness of alternative sustainable travel modes and other measures aimed at reducing dependence on car usage in new development in the City Centre. The level of vehicle parking provision that will be considered for this site will not set a precedent for other development in the city centre or elsewhere, but the Council will use this experience to help review its policies and standards in future Local Plan making. This approach to the redevelopment of this site will only be acceptable where the Council is satisfied that the scheme has sufficient alternative provision to meet occupier demands and that there is adequate resilience to the development proposals to prevent parking overspill from this development site.

7.31 In considering the parking priorities the Council will also take into account:

- The development's approach to reducing greenhouse gas emissions by reducing the need to travel
- Provision of a local mobility hub, improvements to existing foot/cycle connections including at river crossings, increasing foot/cycle connections, improving access to car club, introducing new schemes for shared sustainable mobility (e.g. shopmobility, bike and e-scooter hire), active travel, wayfinding and environmental enhancement to sustainable travel corridors
- Resilience measures to ensure approach to parking is sustainable and will not give rise to issues of overspill
- Provision of Travel Plans to ensure active and sustainable means of transport are available to all new residents, to promote the benefits of sustainable travel, to monitor travel needs, reduce the need to travel, and encourage the use of non-car modes
- Commitment to development-wide management of parking controls and advance information for residents on the lack of access to vehicle parking in this development
- Provision of essential parking and servicing.

7.32 Vehicular access to the site for servicing, emergencies and parking shall be integrated into a layout that promotes sustainable travel as a priority. The layout shall deliver a positive destination experience in relation to city centre functions, waterside interface, and high quality place-making that is compatible with the wider City Centre.

7.33 The amount of retail-specific floorspace available on this site will reduce. The proposals should seek to retain an equivalent amount of commercial floorspace compared to the existing shopping centre within a reconfigured layout, and explore the potential for providing a range of leisure, entertainment and social facilities which complement, rather than compete with, the existing City Centre offer. The mix of uses should create a new destination for residents and visitors. Flexible workspace such as offices and spaces for creative services, should also be provided. The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Strategic Policy S17.

7.34 The development will deliver sustainable housing in the heart of the City Centre. Development should provide a mix of size and types of homes. Affordable, appropriately accessible, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.35 The site is bordered by waterways on two sides, forming a peninsula between the Rivers Can and Chelmer. Development should seize this unique opportunity for waterside-facing development and creation of space for water-based activity, to fully integrate development areas and functional use of the water. Use of the watersides for active travel connections between the site, the High Street, and the wider active travel network is key to ensuring the site is well-connected to the rest of the City Centre and beyond. This will include replacing three existing bridges to bring them up to shared pedestrian and cycle standard, whilst providing enough head height for waterway navigation beneath.

7.36 The layout, scale, massing and architecture should respond positively to the site's central waterside location, High Street interface, wider townscape and conserve or enhance heritage assets and their settings. The site lies partly within the Chelmer and Blackwater Conservation Area, Chelmsford Central Conservation Area, and the Baddow Road and River Can Conservation Area. There are a number of listed buildings close to the site including the Grade II listed Stone Bridge, 56-59 High Street, buildings at Grays' Brewery Yard, and 37 Baddow Road; and Local Listed Buildings at 1 to 4, and 222 to 225 Moulsham Street, 36 to 38 High Street, and the Springfield Basin Feeder Channel.

7.37 Design and architecture should be of high quality and respond to the significance of the site in delivering a destination role within the City Centre network, without compromising wider City Centre function or character.

7.38 In addition to the policies of the Local Plan, development should have regard to the principles and guidance set out in the Chelmer Waterside Development Framework 2021. In addition, the waterside margins and rivers fall within the Green Wedge and are designated as a local wildlife site (LOWS). Development must ensure that the integrity of the Green Wedge, the LOWS, and their biodiversity and habitat is protected or enhanced.

7.39 The elevated section of High Bridge Road crosses the site creating an artificial boundary, which will need to be carefully incorporated into the site layout with mitigation considered for the support piers and areas of lower height where it meets the ground. Buildings developed near to the bridge structure will need to achieve an acceptable remoteness and relationship for building users and ground level areas beneath and around the bridge.

7.40 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and urban area, which this site could help to provide. Financial contributions may also be required towards strategic open space.

Alternatives considered

Do not allocate the site in the Local Plan.

The site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

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

Land off Langton Avenue, formerly St Peter’s College and playing fields, as shown on the Policies Map, is allocated for residential, specialist education uses, and community uses. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development

- **Around 185 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process**
- **Two new special schools.**

Supporting on-site development:

- **Provision of linked publicly accessible open spaces, in line with local standards, for intensive recreation activities for sport, educational and diverse community use**
- **Equipped play provision for children and teenage users**
- **New or relocated community facilities to meet evidenced needs**
- **Integration of flexible workspace facilities.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicle access will be from Fox Crescent**
- **Provide pedestrian and cycle connections**
- **New/improved vehicle access into the site.**

Design and layout

- **Adapt existing buildings for new uses where practicable, and reuse key elements that contribute to character**

- Adaptable building types which offer opportunities for small workspaces
- Landscape focused on a public open space network
- Retention and enhancement of existing natural features to create distinctive landscape character.

Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Land (circa 2.5 hectares) for two new special schools (Use Class D1F1(a)) in line with Local Education Authority requirements
- Financial contributions to early years, primary and secondary education provision
- Financial contributions and/or onsite provision of and community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care BoardNHS/CCG
- Provide rationalised/retained formal/informal open space
- Provide a play area with particular emphasis on children and teenage users
- Provide, or make financial contributions to new or enhanced sport, leisure and recreation facilities.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.41 The former St Peter's College is in the Melbourne area of Chelmsford, located north west of the City Centre. The neighbourhood is focused on Melbourne Avenue shops, health facilities and local services. The opportunity is for around 185 new homes between 2024/2025 and 2025/2029, along with new specialist education uses and other community facilities to bring significant benefits not only to the site's residents but the wider community. The site has an approved masterplan (21/00002/MAS), and a planning application is in progress. This number is reflected in the 5 Year Housing Sites Schedule April 2023.

7.257.42 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.267.43 The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of

specialist housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.277.44 Land at 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. The schools will be funded by the Education and Skills Funding Agency, and Essex County Council.

7.287.45 The site contains open space comprising former school playing fields, as shown on the Policies Map. Notwithstanding the provisions of Policy DM21 a commuted sum will be secured in lieu of the loss of any open space, as agreed with the County Council which owns the land. The scale of financial contributions should be at least that required to provide an equivalent replacement playing field (including essential ancillary facilities). If the playing fields are to be retained or replaced on-site the development will be required to enhance the open space (including essential ancillary facilities) and to facilitate its sustainable community use.

7.297.46 An evidence-based study should be provided to show how existing open space and play deficiencies in the locality can be remedied, and how the needs generated by development on site will be accommodated, with the advice of Sport England. Development is expected to provide a number of linked open spaces for different uses, which will define the character of the area, and which could include formal or informal sports areas, semi-natural green space, play areas and community gardens. Natural features, such as existing trees, hedges and a pond, shall be used to shape spaces and contribute to character.

7.307.47 Development will need to provide enhanced and new pedestrian and cycle connections to all directions from the site including Melbourne Avenue, Hobart Close and Highfield Road, facilitating easy access to shops, community and sports facilities, as well as bus services and the existing pedestrian/cycle route network. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

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

7.327.49 In addition, Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Provision of facilities, or financial contributions will be required, to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.337.50 The site is located within a Critical Drainage Area (CDA). This development may have the potential to impact on the CDA in respect of surface water flooding. As a result of this the site is likely to require an individually designed mitigation scheme to address this issue.

7.347.51 Development proposals ~~must be~~ progressed with the involvement of local community representatives, through collaborative working between the landowner, the Council

and the community. The Council has adopted a Planning Brief to guide the future development of this site.

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 1x – FORMER KAY-METZELER PREMISES, BROOK STREET

Land at the former factory premises in Brook Street, as shown on the Policies Map, is allocated for residential development.

Amount and type of development:

- **Around 185 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development

- **Equipped play provision for children and teenage users.**

Site development principles

Movement and access

- **Development that maximises opportunities for active and sustainable travel**
- **Main vehicle access will be from Brook Street**
- **Provide a shared pedestrian and cycle access along Brook Street (south side)**

- Provide pedestrian and cycle connections to Brook Street and New Street.

Historic and natural environment

- Preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building and the non-designated heritage assets at Marriage's Mill and the former Hoffmans works
- Provide suitable SuDs and flood risk management.

Design and layout

- Provide suitable noise attenuation measures to avoid harm from the adjoining railway line to surrounding residential amenity
- Layout to provide appropriate street frontage to both Brook Street and New Street
- Provide public art which contributes towards place creation
- Financial contributions to Brook Street public realm
- Retention and enhancement of existing natural features to the New Street boundary to create distinctive landscape character.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years, primary and secondary education provision
- Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Undertake a Minerals Infrastructure Assessment, given the site's proximity to Chelmsford Rail Sidings.

Reasoned Justification

7.52 The site lies close to the City Centre, and the railway and bus station transport hubs. As such, it is well located for a residential development of around 185 new homes between 2029 and 2034.

7.53 The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.54 The development should provide a mix of size and types of homes. Affordable, self-build and custom-built, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.55 Links should be made with active and sustainable travel routes close to the site, particularly towards Anglia Ruskin University, the City Centre, the bus and railway station hubs, and to the riverside pedestrian/cycle route network. A residential travel plan will be required to ensure sustainable and active and sustainable means of travel are available to all new residents, to reduce the need to travel and encourage the use of non-car modes.

7.56 The site is highly visible and prominent within the local streetscape and from the mainline railway approach to Chelmsford. The development is close to the City Centre in an area of change which has included redevelopment of the former Marconi site, which has an impact on the future character of this site. The scale, massing and finer design details must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant etc, must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

7.57 Although there are no heritage assets on the site, development should preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building.

7.58 Public realm improvements will be required, particularly the provision of shared cycle and pedestrian access to the south side of Brook Street, to improve safety and connectivity. The site lies within a Minerals Consultation Area. The developer will be required to undertake a Minerals Infrastructure Assessment to ensure the proposed development would not compromise the nearby mineral infrastructure site.

7.59 Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and urban area, which this site could help to provide. Financial contributions may also be required towards strategic open space.

Alternatives considered

Do not allocate the site in the Local Plan

The site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative unless compatible alternative employment uses come forward.

~~STRATEGIC GROWTH SITE POLICY 1c – FORMER ROYAL MAIL PREMISES, VICTORIA ROAD~~

~~Land at the former Royal Mail premises in Victoria Road, as shown on the Policies Map, has potential for high quality residential development.~~

~~Amount and type of development:~~

- ~~• Around 150 new homes of a mixed size and type including affordable housing~~
- ~~• Provision of a stand-alone early years and childcare nursery.~~

~~Site development principles~~

~~Movement and access~~

- ~~• Development that maximises opportunities for sustainable travel~~
- ~~• Main vehicle access will be from Regina Road or Victoria Road, incorporating improvements at the Regina Road/Victoria Road junction as required by the Local Highways Authority~~
- ~~• Widening of public footway along Victoria Road (minimum 3.5m)~~
- ~~• Provide pedestrian and cycle connections~~
- ~~• Provide a well connected internal road layout.~~

~~Design and layout~~

- ~~• Integration of flexible workspace facilities~~
- ~~• Effective measures to reduce the impact of the adjoining railway line on the amenity of residential development~~
- ~~• Provide public art which contributes towards place creation~~
- ~~• Design of open spaces and streets to incorporate adequate tree planting and other green infrastructure, natural flood risk and surface water management measures.~~

~~Site infrastructure requirements:~~

- ~~• Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority~~
- ~~• Financial contributions to primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities~~
- ~~• Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers~~
- ~~• Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local~~

~~Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

~~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 150 new homes between 2020 and 2022.~~

~~Infrastructure required for this site is in addition to relevant requirements of Policy S9. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.~~

~~Links should be made with pedestrian and cycle routes close to the site, particularly towards Anglia Ruskin University, the City Centre, the bus and railway stations, and the riverside pedestrian/cycle route network. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.~~

~~The site is highly visible and prominent within local streetscape and from the mainline railway approach to Chelmsford. The development is an extension of the City Centre, but the immediate area has a mixed character including the presence of early 20th Century two-storey homes on the opposite side of Victoria Road; the scale, massing and finer design attributes must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.~~

~~Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.~~

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex~~

~~Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

None. Site is built out and will be removed from the Pre-Submission Local Plan.

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

The Riverside Ice and Leisure Centre was redeveloped during 2017-2019 to provide improved replacement facilities. As part of these proposals, the site as shown on the Policies Map has potential for residential, parking and commercial development.

Amount and type of development:

- Around ~~125-150~~ new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process
- Food/drink and/or retail units
- Decked car parking.

Supporting on-site development:

- Enhanced pedestrian and cycle route links, including contributions towards improvements to Mallard Bridge
- Integration of flexible workspace facilities.

Site development principles:

Movement and access

- Development that maximises opportunities for sustainable travel
- Main vehicle access will be from Waterloo Lane
- Provide pedestrian and cycle connections.

Historic and natural environment

- Preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area and its setting
- Generous waterside margin to enable maintenance, recreation and habitat connectivity.

Design and layout

- Ensure key public open spaces and routes are fronted by active and complementary uses at street level
- Ensure new development makes the most of the waterside location
- Provide public art which contributes towards place creation.

Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- ~~Financial contributions to primary and secondary education provision;~~
- Financial contributions and/or onsite provision of and community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board NHS/CCG
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers
- Financial contribution towards improvements to Mallard Bridge.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.357.60 The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. Redevelopment of the swimming pool site will has released former leisure centre land and parking areas for development. It is well-located for a residential development of around 125150 new homes between 2030-2025 and 2035-2027.

7.367.61 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.377.62 The development should provide a mix of size and types of homes. Affordable, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.387.63 Ground floor non-residential uses in residential blocks will be encouraged to strengthen the life of the neighbourhood north of the main shopping area. This may include a wide range of business or community uses including food, drink and retail. These will be particularly appropriate in buildings facing public routes through the site. Opportunities should also be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.397.64 Proposals should include measures to rationalise existing public car parking on the site, which may be achieved by relocating existing parking provision. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes. Provision or contributions to facilitate, sustain and enhance car club facilities for scheme occupiers will also be required. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking.

7.407.65 Links should be made with pedestrian and cycle routes to/from the site and the University, City Centre, bus and railway stations and the wider cycle/footpath network. There are also opportunities to enhance access across the River Chelmer, including financial contributions to help secure improvements to the existing Mallard Bridge.

7.417.66 Practical design considerations, such as service yards, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Where residential uses meet the street, units must be designed to offer suitable privacy to those units without harm to the streetscene – potentially through duplex residential or live-work units.

7.427.67 Although there are no heritage assets on the site, development should preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area and its setting.

7.437.68 The southern edge of the site faces the River Chelmer, and development should make the best use of the waterside setting, with buildings facing the water, across waterside margins of at least 10 metres which will allow access for maintenance by the Environment Agency (EA), recreation and habitat connectivity. Advice should be sought from the EA as to whether Environmental Permit Regulations will apply.

7.447.69 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site~~

~~of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 1e – CIVIC CENTRE LAND, FAIRFIELD ROAD

Chelmsford Civic Centre land, as shown on the Policies Map, is suitable for city-scale residential development, with supporting commercial uses.

Amount and type of development:

- **Around 100 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process**

Supporting on-site development:

- **Parking for residential elements to be provided separately from public parking provision**
- **Integration of flexible workspace facilities.**

Site development principles

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Retained vehicular access from Coval Lane/Fairfield Road for Civic Centre operational uses, with potential access from Viaduct Road for residential uses**
- **Provide pedestrian and cycle connections.**

Historic and natural environment

- **Preserve and where appropriate enhance the setting of the Grade II listed War Memorial, conserve and where appropriate enhance the setting of the locally listed Civic Centre entrance building, and preserve and enhance the character or appearance of the West End Conservation Area and its setting.**

Design and layout

- Layout to provide appropriate street frontage to Marconi Plaza, Coval Lane and Viaduct Road
- Opportunity for landmark buildings
- Enhanced landscaping to the site's boundary with Parkway
- Provide public art which contributes towards place creation.

Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Financial contributions to primary and secondary education provision;
- Financial contributions and/or onsite provision of and community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board NHS/CCG
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contribution to facilitate, sustain and enhance car club facilities for scheme occupiers.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.457.70 The site is located south of Duke Street adjacent to the City's transport hub of railway and bus stations, with excellent pedestrian and cycle links to the main shopping and business area, but also close to Central Park and with links to the wider area through the Green Wedge. This justifies intensive use of part of the site for City Centre living at a city scale (i.e. taller, higher-density buildings) for around 100 new homes between 2030-2034 and 2035-2036, while retaining the majority of public car parking on site.

7.467.71 The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.477.72 The development should provide a mix of size and type of homes. Affordable, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.487.73 This allocation focuses on residential development of an area currently used for Council staff and public surface car parking, with other existing land uses remaining on-site. There is also scope for alternative land uses across the wider site including cultural or entertainment uses, offices, specialist workspace or retail, to complement residential uses. Opportunities should also be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.497.74 Development on the wider site should preserve the setting of the Grade II listed War Memorial on Duke Street, conserve the setting of the locally listed Civic Centre main entrance building, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in [20182023](#). The Council will support development that provides opportunities to enhance the Conservation Area.

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

7.517.76 A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes. Provision or contributions to facilitate, sustain and enhance car club facilities for scheme occupiers will also be required. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking.

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

7.537.78 Public realm improvements are expected, particularly to the southern edge of the site where it fronts Parkway, and to extend Marconi Plaza northwards along Fairfield Road to improve the theatre environs.

7.547.79 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites~~

~~will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 1f – EASTWOOD HOUSE CAR PARK, GLEBE ROAD

Land adjacent to Eastwood House, Glebe Road, as shown on the Policies Map, is allocated for well-connected residential development.

Amount and type of development:

- ~~Around 100~~ **197** new homes of a mixed size and type including affordable housing.

Supporting on-site development:

- Retain vehicular access to office building
- Sufficient parking for the office use should be retained to ensure future operations are not jeopardised by development of surface parking areas
- Integration of flexible workspace facilities.

Site development principles

Movement and access

- Development that maximises opportunities for sustainable travel
- Main vehicle access will be from Glebe Road
- Provide pedestrian and cycle connections.

Historic and natural environment

- Preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting.

Design and layout

- Create new built edges to Glebe Road and Marconi Road
- Enhance the setting of Eastwood House
- Landscape design incorporating tree planting, flood risk and surface water management.

Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways **and Transportation Authority**
- Financial contributions to primary and secondary education provision,
- and **Financial contributions and/or onsite provision of** community facilities including healthcare provision as required by the **NHS/CCG NHS Mid and South Essex Integrated Care Board**
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.557.80 Eastwood House is an office building with a large surface parking area and undercroft parking. The ~~land being allocated is the surface parking area, which could accommodate around 100 homes between 2025 and 2030.~~ has full planning permission (Ref: 19/01618/FUL) for 197 homes. Development is expected to be delivered between 2025 and 2036. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.

7.567.81 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.577.82 The development should provide a mix of size and types of homes. Affordable, appropriately accessible and adaptable housing, and other types of accessible housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and

economic growth. There is also scope for alternative land uses across the wider site including cultural or entertainment uses.

7.587.83 The office building itself is designated as an Employment Area. Vehicular access will need to be retained for the office use and its undercroft parking. In addition, sufficient parking should be retained for the office use to ensure its future use is not compromised by lack of parking provision.

7.597.84 Development will be expected to deliver a remediation strategy to address any outstanding historic contamination issues on the site to enable development, which may include use of voids, membranes or capping if necessary.

7.607.85 The site is very close to the transport hub of bus and railway stations, Anglia Ruskin University, and the City Centre. Safe and convenient connections should be provided from the site into the pedestrian and cycle network to ensure sustainable access, including to the Marconi quarter and railway station to the south-east.

7.617.86 A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.627.87 Development is expected to include high quality architecture responding to its prominent central City location. Opportunities to include attractive, flexible use units in the development will be encouraged to enable live/work use, which can provide small business premises in City Centre locations adding to sustainability of the developments and vitality of the local community.

7.637.88 Although there are no heritage assets on the site, development should preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in [2018/2023](#). The Council will support development that provides opportunities to enhance the Conservation Area.

7.647.89 The setting of Eastwood House should be enhanced with suitable planting and landscaping to provide a separation between the office building and residential development. Landscaping may also provide an opportunity for surface water management solutions.

7.657.90 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European-designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection~~

~~Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 1y – LAND BETWEEN HOFFMANN'S WAY AND BROOK STREET (MARRIAGE'S MILL)

Land between Hoffmann's Way and Brook Street, as shown on the Policies Map, is suitable for residential development, with supporting commercial uses.

Amount and type of development:

- Around 100 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.

Supporting on-site development

- Integration of flexible workspace facilities
- Equipped play provision for children and teenage users.

Site development principles

Movement and access

- Development that maximises opportunities for active and sustainable travel
- Main vehicle access will be from Hoffmann's Way
- Provide pedestrian and cycle connections to both Hoffmann's Way and Brook Street
- Widening of pedestrian/cycle route adjoining the site which links to routes to the east.

Historic and natural environment

- Retain and re-use the historic buildings
- Conserve and where appropriate enhance the setting of the locally listed Chelmer Mill building

- Preserve and where appropriate enhance the setting of the former Hoffmann works.

Design and layout

- Retain and reuse existing non-designated heritage assets for new uses where practicable, and reuse other key buildings that contribute to character
- Retain key views of Chelmer Mill
- Layout to provide appropriate street frontage to both Hoffmanns Way and Brook Street
- Respect the setting of the adjacent green space and riverside to the north
- Provide public art which contributes towards place creation
- Financial contributions to Brook Street public realm.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years, primary and secondary education provision
- Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Undertake a Minerals Infrastructure Assessment given its proximity to Chelmsford Rail Sidings.

Reasoned Justification

7.91 The site lies close to the City Centre, and the railway and bus station transport hubs. As such, it is well located for a residential development of around 100 new homes between 2034 and 2039.

7.92 The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.93 The development should provide a mix of size and types of homes. Affordable, self-build and custom-built, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements. Opportunities

should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.94 Links should be made with active and sustainable travel routes close to the site, particularly with the adjacent Anglia Ruskin University, and towards the City Centre, the bus and railway station hubs, and to the riverside pedestrian/cycle route network. A residential travel plan will be required to ensure active and sustainable means of travel are available to all new residents, to reduce the need to travel and encourage the use of non-car modes. Some local improvements are needed to adequately connect this site into the pedestrian and cycle network which this development would need to resolve.

7.95 The site is highly visible and prominent within the local streetscape and from the mainline railway approach to Chelmsford. The development is close to the City Centre in an area of change which has included redevelopment of the former Marconi site, and new university buildings, which have an impact on the future character of this site. The scale, massing and finer design details must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant etc, must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

7.96 The Council requires the protection of the non-designated heritage asset on site, consisting of Chelmer Mill (c.1901) with its distinctive tower, as set out in the *Register of Local Buildings of Value in Chelmsford (2009)*. The Mill should form a central focal feature for the development, and consideration also given to retaining the single storey building range to the southwest of the Mill. This may involve reuse or sympathetic alteration of the buildings in relation to the context, including use of the historic fabric, attention to design detail, and high quality of any new materials. Views towards the Mill from outside the site should also be retained where possible.

7.97 Public realm improvements are expected, particularly to Brook Street, to improve safety and connectivity for cyclists and pedestrians and improve the streetscene.

7.98 Site landscaping should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site. The site lies within a Minerals Consultation Area. The developer will be required to undertake a Minerals Infrastructure Assessment to ensure the proposed development would not compromise the nearby mineral infrastructure site.

7.99 Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and urban area, which this site could help to provide. Financial contributions may also be required towards strategic open space.

Alternatives considered

Do not allocate site in the Local Plan

The site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative unless compatible alternative employment uses come forward.

Growth Sites in Chelmsford Urban Area

7.667.100 Growth Sites Ig to ~~Iv~~Ibb share common features due to their central position in ~~Location I,~~the urban area and are all subject to Policy GRI as well as infrastructure requirements in Policy S9. Additional policy requirements and phasing information are ~~then~~ listed in individual site-specific policies.

POLICY GRI – GROWTH SITES IN CHELMSFORD CITY CENTRE/URBAN AREA

Allocated Growth Sites in the City Centre and Chelmsford Urban Area are shown on the Policies Map.

Growth Sites Ig to I~~v~~bb will be required to provide the following type of development and site infrastructure requirements, and take into consideration the site development principles. In addition, the relevant infrastructure requirements of Policy S9 also apply to these sites. Additional policy requirements and phasing information are then listed in individual site-specific policies. These new developments will be planned carefully using the following principles and with the use of Planning Briefs or Design Codes where appropriate.

Type of development:

- **New homes of a mixed size and type, including affordable housing, where applicable. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

- **Integration of proportionate workspace, employment and community facilities.**

Site development principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Provide pedestrian and cycle connections**
- **Ensure good access to bus services and bus stops.**

Historic and natural environment

- Conserve and where appropriate enhance designated and non-designated heritage assets and their settings
- Preserve or enhance the character or appearance of Conservation Areas.

Design and layout

- Ensure design and layout supports commercial function, where applicable.

Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance sustainable modes of transport
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years, primary and secondary education provision,
- Financial contributions and/or onsite provision of and community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board NHS/CCG.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.677.101 Growth Sites are smaller sites which will accommodate less than 100 new houses, but which will collectively contribute to regeneration objectives and securing sustainable development. Policy GRI sets out requirements for Growth Sites 1g to 1v**bb**. These sites share common features in that they make the best and most efficient use of previously developed land, are often vacant or underused areas where there is an opportunity for sustainable growth patterns, are in locations which will allow good connections with their local neighbourhoods and the City Centre, and will regenerate unused or underused previously developed land.

7.102 Where a site has a planning permission that is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.

7.687.103 Infrastructure requirements for Growth Sites Ig to Ibbv are in addition to relevant requirements of Policy S9. Further site-specific policy ~~and phasing~~ information is set out in the site-specific policies which follow.

7.697.104 These sites have been allocated to create high quality, sustainable new developments, covering a capacity range from around 10 to around 90 homes. Exact site capacity will depend on site specific considerations including local context and appropriate scale. The Council will consider the use of Planning Briefs and Design Codes on Growth Sites where appropriate in line with Policy DM24.

7.707.105 Development should provide a mix of size and types of homes as listed in the site-specific policies which follow. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.717.106 The Council will take a flexible approach to uses on sites within the Opportunity Corridors which support positive activity and encourage innovation and investment, in accordance with Policy S17. Opportunities to include attractive, flexible use units in developments will be encouraged to enable employment or community uses. Where appropriate, live-work units should be provided to ensure developments are as sustainable as possible. Combining work and home in a single unit will help to reduce the need to travel, reduce traffic levels and related air quality impacts. It will also promote new economic development. Other uses may include retail, hotels, or cultural facilities.

7.727.107 Previously developed sites in the City Centre are often highly-visible and prominent within local streetscape or wider townscape aspect. New development is expected to complement Chelmsford's character and respect designated and non-designated heritage assets, but also create a distinctive sense of place and comfortable living environment through high-quality design, architecture and materials, excellent public realm, enhanced connectivity and contribution to townscape. Existing buildings and spaces which contribute to the character of an area should be retained and reused. Practical design considerations, such as service yards and utility related plant and sub-stations must be effectively integrated within the overall design.

7.737.108 Whilst sites within the Urban Area mostly benefit from better transport access, it will be necessary or desirable to enhance connections between the site and transport infrastructure, or the infrastructure itself, to meet growing demand. Residential travel plans may be required for developments to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.747.109 Allocated Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, early years, health, transport, access and sports/leisure facilities.

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not allocate sites in the Local Plan

~~Site allocations Ig, Ih, Ii, Ik, Il, Im, In, Ip, Iq, Ir, Is, It, Iv, Iz, Iaa and Ibb represent sustainable development allocations. There are no overriding constraints that would hinder the delivery of the sites which will contribute to housing supply. Not considered a reasonable alternative.-~~

GROWTH SITE POLICY Ig – CHELMSFORD SOCIAL CLUB ~~AND PRIVATE CAR PARK~~, SPRINGFIELD ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 90-29 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Enhanced route links from Riverside Ice and Leisure to Springfield Road, including financial contributions towards improvements to Mallard Bridge**
- **Main vehicle access will be from Springfield Road**
- **Preserve and where appropriate enhance the setting of adjoining-nearby Grade II listed buildings at 73-75 and 80 Springfield Road**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity**
- **Ground floor active frontages for residential blocks where appropriate, fronting public routes**
- **New development making the most of the waterside location**
- **Potential to retain community use in new layout.**
- **~~Safeguard land for Springfield Road junction improvement.~~**

GROWTH SITE POLICY 1h – ASHBY HOUSE CAR PARKS, NEW STREET

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- Around 80 new homes. The final amount of new homes will be confirmed through the planning application process
- Main vehicle access from Brook Street
- Conserve and where appropriate enhance the setting of the locally listed Globe House and Marriage's Mill
- New built frontage to Brook Street
- Opportunity to extend Ashby House for residential use
- Avoid adverse impacts on the Chelmer Valley Local Nature Reserve
- Financial contributions towards improvements to Brook Street public realm.

GROWTH SITE POLICY 1i – RECTORY LANE CAR PARK WEST

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- Around 75 new homes. The final amount of new homes will be confirmed through the planning application process
- Potential for student accommodation, due to its proximity to Anglia Ruskin University
- Main vehicle access will be from Broomfield Road/Elms Drive
- Improved level pedestrian/cycle connection to two existing road crossing points to the south
- Conserve and where appropriate enhance the setting of the nearby locally listed King Edward VI School, and preserve or enhance the character or appearance of the adjoining John Keene Memorial Homes Conservation Area and its setting
- High quality architectural design to enhance the gateway location of the site
- Layout to retain some public parking provision
- Layout to respect neighbouring frontages on Elms Drive
- Enhanced landscaped edge to Broomfield Road, Parkway and Chelmer Valley Road.

GROWTH SITE 1z – GRANARY CAR PARK, VICTORIA ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 60 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Main vehicle access will be from Victoria Road**
- **Provide safe and convenient pedestrian and cycle access to Victoria Road**
- **Link to the existing pedestrian and cycle network**
- **Preserve and where appropriate enhance the setting of the adjacent Grade II listed Springfield Water Mill and Springfield Mill House buildings**
- **Retain the former bridge piers and railings currently on Victoria Road, either in situ or relocated elsewhere on site, due to their local heritage value**
- **Layout to provide appropriate street frontage to Victoria Road**
- **Development layout should maintain the privacy of existing adjacent homes at Riverside to the east**
- **Protect the purpose of including land within the Green Wedge**
- **Retain or reprovide Public Open Space with equivalent or better**
- **Provide onsite, or make a financial contributions towards, improvements to the pedestrian/cycleway to the east**
- **New development making the most of the waterside location**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity**
- **Retain natural landscaping to enhance the setting**
- **Avoid adverse impacts on the adjacent Chelmer Valley Local Nature Reserve**
- **Drainage and flood risk management to address partial location in Flood Zones 2 and 3.**

GROWTH SITE POLICY 1j – CAR PARK TO THE WEST OF COUNTY HOTEL, RAINSFORD ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 45 new homes.**
- **Main vehicle access will be from Rainsford Road**
- **Facilitate future access to adjoining County Hotel car park where it would benefit from inclusive design principles**
- **Safe pedestrian and cycle access to Rainsford Road**
- **Conserve and where appropriate enhance the setting of the nearby locally listed**

~~Trinity Methodist Church, and preserve or enhance the character or appearance of the adjoining West End Conservation Area which is on the Heritage at Risk Register in 2018~~

- ~~• Scale to respect the character and appearance of the West End Conservation Area and form a definitive edge to Parkway~~
- ~~• Layout to provide appropriate street frontage to both Parkway and Rainsford Road~~
- ~~• Enhanced landscaping to the site's boundary with Parkway~~
- ~~• Financial contributions towards improvements to Rainsford Road public realm.~~

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

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 40 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Provision of a 3.5m widened cycle/footway along the New Street frontage, in accordance with Local Highways and Transportation Authority requirements**
- **Main vehicle access will be from Brook Street/New Street**
- **Preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building, and conserve and where appropriate enhance the setting of the locally listed Globe House and Marriage's Mill**
- **Layout to provide appropriate street frontage to both New Street and Brook Street**
- **Ground floor non-residential uses and active frontages for residential blocks, fronting public routes**
- **Financial contributions towards improvements to Brook Street public realm.**

GROWTH SITE 1aa – COVAL LANE CAR PARK

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 40 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Main vehicle access will be from Coval Lane**
- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Development layout should respect neighbouring rear boundaries**

- Preserve and where appropriate enhance the setting of the non-designated heritage asset at Chelmsford Fire Station
- Retain or reprovide the existing natural landscaping across the site to enhance the setting
- Provide suitable SuDs and flood risk management.

GROWTH SITE POLICY II – BT TELEPHONE EXCHANGE, COTTAGE PLACE

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- Around 30 new homes. The final amount of new homes will be confirmed through the planning application process
- Financial contributions to improve Church Street/Cottage Place public realm
- Main vehicle access from Cottage Place
- Preserve and where appropriate enhance the setting of the nearby Grade II listed Imperial House and The Wheatsheaf, conserve and where appropriate enhance the setting of the locally listed Cathedral Court, and preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area
- Adaptation or redevelopment of existing buildings
- Consideration of security to remainder of BT premises building.

GROWTH SITE POLICY Im – RECTORY LANE CAR PARK EAST

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- Around ~~25~~ 23 new homes. The final amount of new homes will be confirmed through the planning application process
- Potential for student accommodation, due to its proximity to Anglia Ruskin University
- Main vehicle access to be taken from Chelmer Valley Road
- Improved level pedestrian/cycle connection to existing road crossing point to the south
- Conserve and where appropriate enhance the setting of the adjacent locally listed Cemetery Gatehouse and Lodge on Rectory Lane
- Character and scale determined by adjacent residential development
- Layout shaped by utility easements
- Enhanced landscaped edge to Rectory Lane and Chelmer Valley Road.

GROWTH SITE POLICY 1n – WATERHOUSE LANE DEPOT AND NURSERY

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 20 new homes. The final amount of new homes will be confirmed through the planning application process**
- **An accessible, alternative Parks Depot will need to be in place prior to development to allow continuity of service**
- **Main vehicle access will be from Waterhouse Lane**
- **Maintain wide grass verge and trees to Waterhouse Lane road frontage**
- **Development layout should ensure sensitive treatment to the allotments' boundary and the preservation of the setting of the nearby Grade II listed barn.**

GROWTH SITE POLICY 1o – CHURCH HALL SITE, WOODHALL ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 19-12 new homes. A planning application has been permitted for 12 new homes (Ref: 19/01579/FUL). Work on site was completed after April 2023, so the number will be confirmed in the next iteration of the Plan, using the April 2024 Housing Site Schedule.**
- **Main vehicle access will be from Woodhall Road**
- **Character and scale determined by adjacent residential development**
- **Development layout should respect neighbouring rear boundaries**
- **Drainage and flood risk management led by SuDs to address location in a Critical Drainage Area.**

GROWTH SITE POLICY 1p – BRITISH LEGION, NEW LONDON ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 15 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Alternative provision of the community use should be secured prior to development**
- **Main vehicle access from New London Road**
- **Development should preserve or enhance the character or appearance of the**

New London Road Conservation Area, preserve and where appropriate enhance the setting of the Grade II listed Southborough House and conserve and where appropriate enhance the setting of the adjacent locally listed building at 176 New London Road

- Retain natural landscaping to enhance the setting.

GROWTH SITE POLICY 1q – REAR OF 17 to 37 BEACH'S DRIVE

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 14 new homes. This site has full planning permission (Ref: 23/00116/FUL) for 18 new homes. This number is reflected in the 5 year Housing Sites Schedule April 2023. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit**
- Main access will be from Beach's Drive
- Pedestrian and cycle access should be created into Admirals Park at the south-east of the site to connect to safe pedestrian/cycle routes to the City Centre to the east and wider countryside to the west
- Character and scale determined by adjacent residential development
- Development layout should respect neighbouring rear boundaries.

GROWTH SITE POLICY 1r – GARAGE SITE, ST NAZAIRE ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 12 new homes. The final amount of new homes will be confirmed through the planning application process**
- Main vehicle access will be from St Nazaire Road
- New pedestrian link to the existing pedestrian/cycle route network
- Maintain the green setting and mature trees
- Enhanced built edge and frontage to existing footpath
- Development layout should maintain the privacy of existing adjacent homes
- Drainage and flood risk management led by SuDs to address location in a Critical Drainage Area.

GROWTH SITE POLICY 1bb – GLEBE ROAD CAR PARK

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **This site has full planning permission (Ref: 22/02196/FUL) for 12 new homes. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit**
- **Main vehicle access will be from Glebe Road**
- **Conserve and where appropriate enhance the setting of the locally listed buildings at The White Horse PH and 3 – 24a Townfield Street, and preserve or enhance the character or appearance of the West End Conservation Area and its setting**
- **Character, scale and layout to have regard and respond to the site's surrounding context and heritage**
- **Provide suitable SuDs and flood risk management.**

GROWTH SITE POLICY 1s – GARAGE SITE AND LAND, MEDWAY CLOSE

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 10 new homes. This site has full planning permission for 6 new homes (Ref: 23/00195/FUL). The application was submitted after April 2023, so the number will be confirmed in the next iteration of the Plan, using the April 2024 Housing Site Schedule**
- **Improved main vehicle access will be from Medway Close**
- **Natural boundaries should be retained as an edge to development**
- **Character and scale determined by adjacent residential development**
- **Drainage and flood risk management led by SuDs to address partial location in a Critical Drainage Area.**

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

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- **Around 10 new homes. The final amount of new homes will be confirmed through the planning application process**

- Main vehicle access will be from Broomfield Road
- Preserve and where appropriate enhance the setting of the Grade II listed Coval Hall to the west, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting.

GROWTH SITE POLICY 1u – RIVERMEAD, BISHOP HALL LANE

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- ~~Around 80-136~~ new homes of ~~a mixed size and type, including affordable housing, where applicable student accommodation. This site has full planning permission (Ref: 18/01326/FUL). Work on site was completed after April 2023, so the number will be confirmed in the next iteration of the Plan, using the April 2024 Housing Site Schedule~~
- New bridges to Anglia Ruskin University and Springfield Hall Park to the east for connections to pedestrian and cycle network, and improved pedestrian and cycle connection to Bishop Hall Lane
- Bridges to provide adequate headroom for boating activity
- New publicly accessible riverside areas
- Residential and/or business accommodation on north island
- Retain and improve business area on south island
- Preserve and where appropriate enhance the waterside character and the setting of the adjacent listed Mill House and pond
- Avoid adverse impacts on the Chelmer Valley Local Nature Reserve
- Layout guided by views from surrounding area
- Main vehicle access will be from Bishop Hall Lane
- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Financial contributions to supporting infrastructure, depending on uses.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

GROWTH SITE POLICY 1v – RAILWAY SIDINGS, BROOK STREET

Development will be permitted at this site subject to meeting the requirements of Policy GRI, and the following site-specific criteria:

- Intensification of business or industrial use
- Improved pedestrian and cycle routes
- Avoid adverse impacts on the Chelmer Valley Local Nature Reserve
- Safeguarded access for minerals/aggregates rail freight area
- Financial contributions to improve Brook Street public realm
- Main vehicle access will be from Brook Street
- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Financial contributions to supporting infrastructure, depending on uses.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Location 2 – West Chelmsford

STRATEGIC GROWTH SITE POLICY 2 – WEST CHELMSFORD

Land to the west of Chelmsford and north of Roxwell Road, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 800880 new homes of mixed size and type to include affordable housing Travelling Showpeople site for 5 serviced plots. The final amount of new homes will be confirmed through the planning application process.

Supporting on-site development:

- Neighbourhood Centre
- Provision of a new primary school with co-located early years and childcare nursery
- Provision of new stand-alone early years and childcare nursery.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from Roxwell Road (A1060)
- Provide pedestrian and cycle connections
- Provide a well-connected internal road layout which allows for bus priority measures.
- ~~Provide a new dedicated bus, cycle and pedestrian link into the existing Urban Area.~~

Historic and Natural Environment

- Mitigate the visual impact of the development
- Create a network of green infrastructure
- Provide suitable SuDs and flood risk management
- Ensure appropriate habitat mitigation and creation is provided
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.

Site infrastructure requirements:

- Land (circa 2.1 hectares) for a co-located primary school (**Use Class FI(a)**) and early years and childcare nursery (**Use Class E(f)D+**) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (**Use Class E(f)D+**) or contributions towards the cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements to the local and strategic road network as required by the Local Highways **and Transportation** Authority
- Appropriate measures to promote and enhance sustainable modes of transport
- New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways
- Multi-user crossing of Roxwell Road
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities

- ~~Financial contributions to secondary education as required by the Local Education Authority and other~~
- ~~Financial contributions to, and/or onsite provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board./CCG~~
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project-level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.757.110 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises a site for new housing and land allocated for future recreation use ~~and/or SuDS~~.

7.767.111 This site is adjacent to Chelmsford Urban Area and in close proximity to a range of services and facilities in the City Centre and Melbourne. As such it represents an opportunity for a landscape-led sustainable urban extension development that maximises opportunities for travel by sustainable modes. ~~It will provide a sustainable urban extension for around 800 homes. The site has an approved masterplan (Ref: 18/00001/MAS) for 800 new homes and outline planning permission submitted for up to 880 new homes (Ref:21/01545/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is~~ expected to be delivered between 2024~~+~~ and 2034~~0~~. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.777.112 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.787.113 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, a Travelling Showpeople site for 5 plots will be required within the Strategic Growth Site allocation. The location of these plots ~~will be~~ has been determined through the masterplanning process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy good vehicles is essential.

7.797.114 Although the development quantum and extent of the allocation is set out in the Local Plan, the site is located in the Parish of Writtle where there is an emerging 'made' (adopted) Neighbourhood Plan ~~is being prepared~~. It is envisaged that the Neighbourhood Plan will help to shape this site allocation. ~~When their~~ Through the 'made' Neighbourhood Plan is made (approved), Writtle Parish Council will also receive 25% of the CIL receipt for this development and any other in its area, ~~otherwise the rate will be 15%.~~

7.807.115 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community facilities and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

7.817.116 The scale of development in this location will require a primary school with co-located 56 place early years and childcare nursery, as well as a further stand-alone 56 place nursery school. The developer will be expected to provide the land and costs towards the physical schemes provision with delivery through the Local Education Authority.

7.827.117 The development will take its main vehicular access from Roxwell Road and be expected to adequately mitigate its likely impacts on the performance of the local road and strategic road network including around Writtle village and the A1060 corridor into the City Centre. These will be expected to include appropriate improvements to the junctions of Roxwell Road/Chignal Road and Roxwell Road/Lordship Road.

7.837.118 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The Council will approve a sustainable transport-led masterplan that creates a place where walking, cycling and public transport is given priority over the private car. The development will provide good accessibility for bus services ~~including a new bus link from Avon Road~~ and bus priority measures within the site.

7.847.119 The development will be expected to improve connections for walking and cycling into and through the Green Wedge and to services and facilities that will serve the development in Melbourne, Writtle and the City Centre including schools, jobs, ~~ARU Writtle University College~~, shops and Chelmsford rail station. This should include cycleway connections into the Chignal Road cycle route and National Cycle Network 1, via Lawford Lane. The site is well located to provide access via these modes to the City Centre. The development will also be required to provide a safe multi-user crossing along Roxwell Road.

7.857.120 A site-wide travel plan will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.867.121 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and to protect important views into the site from the north and west. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and the nearby Local Wildlife Site. For these reasons, the land to the west of the site is allocated for future recreation use/~~SuDS~~, as shown on the Policies Map. ~~Ancillary development to support the~~

~~Strategic Growth Site allocation may be acceptable in this area. This will be determined through the masterplanning process.~~

7.877.122 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.887.123 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

~~**7.89** Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Location 3 – East of Chelmsford

7.907.124 This broad location for growth, as shown on the Key Diagram (Figure 814), comprises the following four Strategic Growth Sites:

- 3a: East of Chelmsford – Manor Farm
- 3b: East of Chelmsford – Land North of Maldon Road (Employment Site)
- 3c: East of Chelmsford – Land South of Maldon Road
- 3d: East of Chelmsford – Land North of Maldon Road (Residential Site)

STRATEGIC GROWTH SITE POLICY 3a – EAST OF CHELMSFORD – MANOR FARM

Land to the north of Great Baddow (Manor Farm) adjacent to Chelmsford's Urban Area as shown on the Policies Map, is allocated for a landscape-led, high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel as well as a new Country Park. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 250360** new homes of mixed size and type to include affordable housing. **The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

- **A new Country Park**
- **New vehicular access road from Maldon Road into the Country Park Sandford Mill, with a new pedestrian and cycle bridge connecting the Country Park to Sandford Mill**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area
- Protect and where appropriate enhance the nationally significant Bronze Age monument and its setting
- Protect important views into and through the site from across the Chelmer Valley
- Create a network of green infrastructure
- Provide suitable SuDs and flood risk management
- Ensure appropriate habitat mitigation and creation is provided
- Retain the WWII pillbox in the eastern part of the site and provide interpretation boards
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site
- Remove low voltage electricity lines from the site allocation and install electricity cables underground.

Site infrastructure requirements:

- Provision of a new Country Park ~~and Visitor Centre at Sandford Mill~~ with a landscape strategy and a delivery mechanism to provide for their long-term management and maintenance
- Financial contributions to a new Visitor Centre at Sandford Mill
- Heritage interpretation, including information boards and public art
- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and sustain travel through active and sustainable modes of transport
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way ~~and where appropriate bridleways~~ within and between the sites and the surrounding area to enable the development to integrate with existing development areas and to provide links into City Centre, and the wider countryside beyond
- Provision of a new northwest pedestrian/cycle link through the Country Park to provide a connection to future off-site cycle links
- Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality

- Financial contributions to early years, primary and secondary education provision as required by the Local Education Authority
- Financial contributions towards other community facilities such as healthcare provision as required by the **NHS/CCGNHS Mid and South Essex Integrated Care Board**
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.917.125 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- Site for new housing
- Proposed Country Park, and
- Proposed ~~Link Road~~ new connection into Sandford Mill.

~~**7.927.126** This site allocation will provide a high quality landscape-led residential development of around 250 new homes expected to be delivered between 2021 and 2030. The site has an approved masterplan (21/00003/MAS) and planning applications have been submitted (Refs:22/01732/FUL and 22/01732/OUT) for 360 homes. This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2024 and 2034.~~ This location represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. It is one of four development sites ~~in~~ East of Chelmsford, adjacent to Chelmsford Urban Area and close to local services and facilities in Great Baddow and Sandon.

7.937.127 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.947.128 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.957.129 The development will provide an opportunity to provide a high-quality residential development and new Country Park to the north of the residential development. It will also provide an opportunity to provide an improved access to Sandford Mill which is an important community asset and a focus for regeneration. ~~This will be provided by through a new road through the development to the Country Park and a pedestrian and cycle bridge connecting the Country Park to the delivery of a new road link from Maldon Road/Sandford Mill Lane.~~ It is envisaged that the new Visitor Centre will be located at Sandford Mill.

7.967.130 The Country Park will be expected to provide a high-quality context for the residential development and protect and enhance the character and appearance of the adjoining Green Wedge and Conservation Area, retain and improve habitats for wildlife and provide new and enhanced recreational opportunities for local people. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park ~~and Visitor Centre~~ will also be required. Any further contributions to provide, or make financial contributions towards new or enhanced sport, leisure or recreation facilities will be considered having regard to the provision of the new Country Park.

7.977.131 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape and provides a strong sense of place. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers, restricting dwelling heights to ~~a maximum of mainly~~ two storeys, protection of key views, promoting non-standard housing types and requiring lower dwelling densities at the most visually sensitive locations. The layout of the development will also need to reflect and incorporate a safeguarded corridor around the high pressure gas line that crosses the eastern part of the site. It is expected that the electricity pylons and lines that also cross the eastern part of the site will be removed and installed underground.

7.987.132 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan.

7.997.133 This site policy states that ~~around 250-360~~ homes is an appropriate number of homes for this site. ~~However, this number of homes is based upon the Council's initial and precautionary assessment of the heritage, landscape and utility constraints which has been undertaken ahead of the approved detailed masterplanning and submitted planning applications process.~~ The ~~masterplanning planning application~~ process will determine the final number of new homes, ~~which could be in excess of 250 homes, whilst ensuring that the overall objectives of the site policy are not compromised.~~

7.1007.134 Opportunities for active and sustainable transport ~~modes~~ should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.

7.1017.135 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as the Vineyards Neighbourhood Centre, Sandon Secondary School and Baddow Hall Primary School. Cycle paths

from the site should connect with National Cycle Network Route 1 to the north-east which connects with Chelmer Village, the City Centre and Hammonds Road.

7.1027.136 The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

7.1037.137 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.1047.138 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable transport means of travel are available to all new residents, to promote the benefits of active and sustainable transport and secure a modal shift from the private car.

7.1057.139 The southern part of the site contains the remains of a Bronze Age enclosure, in the area north of the Manor Farm shop. Although the remains are not scheduled, previous excavation has revealed evidence of Bronze Age and later use of the site and its environs. The feature is potentially of national importance and therefore in accordance with paragraph ~~139~~206 of the NPPF (2023) it should be treated as if it were a Scheduled Monument. An appropriate buffer will be required around the site and a green link to the river valley maintained, which is fundamental to the setting of the monument. Other significant archaeological remains and their settings should also be identified and protected.

7.1067.140 The development should seek to protect and enhance heritage assets including retaining the WWII pillbox in the eastern part of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.1077.141 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.1087.142 As the site contains archaeological deposits, these will need to be considered by future development proposals, through an archaeological evaluation.

~~**7.109** This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.~~

~~**7.110** Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites.~~

~~The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that this development allocation in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European-designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 3b – EAST **OF CHELMSFORD – LAND NORTH OF MALDON ROAD (EMPLOYMENT)**

Land to the north of Maldon Road as shown on the Policies Map, is allocated for a office/business park. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 5,000sqm (net) new Use Class **B1-E(g)** floorspace, or other appropriate B Use Classes**
- **Stand-alone early years and childcare nursery (**Use Class E(f)**).**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/**Sandford Mill Lane****
- **Provide a well-connected internal road network**
- **Provide pedestrian and cycle connections including access to the Sandon Park and Ride.**

Historic and Natural Environment

- **Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area**

- Protect important views into and through the site from across the Chelmer Valley
- Create a network of green infrastructure
- Mitigate the visual impact of the development
- Provide suitable SuDs and flood risk management
- **Undertake a Minerals Resource Assessment**
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.

Site infrastructure requirements:

- Land (circa 0.13 hectares) ~~for and~~ the physical provision of a stand-alone early years and childcare nursery (Use Class ~~D+E(f)~~) in consultation with the Local Education Authority
- Safeguard land for the future expansion of Sandon Park and Ride site
- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways **and Transportation** Authority
- Appropriate measures to promote and sustain travel through **active and sustainable modes of** transport.

Reasoned Justification

~~7.1117.143~~ The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 5,000sqm of commercial floorspace and provision of a day care nursery (Ref:22/00916/FUL and 22/0916/OUT). ~~This site allocation will provide employment development of around 5,000sqm of new B1 E(g) floorspace as part of a new office/business park which is expected to be delivered in-between 202123 and 203126.~~ As such this allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. It is one of four development sites ~~in-East of~~ Chelmsford located to the east of Great Baddow and north of Sandon and is close to local services and facilities in these locations.

~~7.1127.144~~ Infrastructure required for this site is in addition to relevant requirements of Policy S9.

~~7.1137.145~~ The site is adjacent to Sandon Park and Ride and well located to existing and proposed developments ~~in-East of~~ Chelmsford. It has excellent access to the strategic road network via the A12 and A414.

~~7.1147.146~~ The development should provide a mix of type and range of sizes of Use Class ~~B1 E(g)~~ employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy

S8. To ensure flexibility and market responsiveness, other complementary **B2 and B8** Use Classes may also be appropriate as part of the allocation.

7.1157.147 To serve the proposed employment site and the wider area including patrons of the Park and Ride, a new stand-alone early years and childcare nursery should form part of the development proposals. The nursery accommodation could be built by ECC, the developer or a private early years nursery operator. This will be considered, alongside the selection of early years provider at site masterplanning and planning application stages in consultation with ECC.

7.1167.148 The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density and massing of new development responds positively to the historic and natural environment and works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers to preserve the character or appearance of the Conservation Area. The development is also expected to provide significant new trees in line with Policy DMI7.

7.1177.149 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan to address the nature, form, density, massing, design and phasing of the new development.

7.1187.150 The development will be required to safeguard land for the future expansion of Sandon Park and Ride. The land will facilitate an expansion to the west of the existing site, with the area to be agreed through discussions with Essex County Council. The development will be expected to improve connections for cycling and walking including connections into the existing networks and providing links to the City Centre and Chelmer East Green Wedge.

7.1197.151 Cycle paths from the site should connect with National Cycle Network Route 1 to the north to encourage **sustainable-active** modes of travel. This route connects with Chelmer Village, the City Centre and Hammonds Road. A cycle/footway should connect the site to Sandon Park and Ride to the east to maximise use of the existing Park and Ride site.

7.1207.152 The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways **and Transportation** Authority, the development ~~is expected to shall~~ provide a safe **multi-user** crossing points for links to at Maldon Road services.

7.1217.153 Although the development quantum and extent of the allocation is set out in the Local Plan, the **'made' (adopted) emerging** Neighbourhood Plan ~~being prepared~~ in Sandon ~~is envisaged to could~~ help shape this site allocation.

7.1227.154 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7-1237.155 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing employment supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 3c – EAST OF CHELMSFORD – LAND SOUTH OF MALDON ROAD

Land to the south of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 1090** new homes of mixed size and type to include affordable housing. **The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide a well-connected internal road network**
- **Provide pedestrian and cycle connections which may will include access to the Sandon Park and Ride**
- **Provide a Pegasus Crossing along Maldon Road.**

Historic and Natural Environment

- **Minimise the impact on Cross Wood, the tree belt that lines the site to the north and north west**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development including the electricity pylons and the sub-station to the east of the site**
- **Provide suitable SuDs and flood risk management**
- **Preserve or enhance the character or appearance of the Sandon Conservation Area**

- Preserve and where appropriate enhance the setting of the Graces Cross listed building
- Retain the WWII pillbox to the east of the site and provide interpretation boards
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

Design and Layout

- Development should front onto Molrams Lane, Maldon Road and the open space to the east
- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site
- Remove low voltage electricity lines from within the site and install electricity cables underground.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and sustain travel through active and sustainable modes of transport
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality
- Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board/CCG
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive~~

Reasoned Justification

7.1247.156 ~~This site will provide residential development of around 100 new homes expected to be delivered between 2020 and 2023. The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 109 new homes (Ref:22/00916/FUL and 22/0916/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2029.~~ This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites ~~in~~ East of Chelmsford.

7.1257.157 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.1267.158 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.1277.159 The site is adjacent to the edge of the built-up area. The development must respect the character of the location, by creating a generous landscaped edge to the eastern boundary and ensure that the open space in the south of the site maximises the separation of the development with Sandon village.

7.1287.160 Cross Wood, the existing strong wooded boundary to the north and north west of the site is a result of a Forestry Commission grant from 1997. The trees are not protected by a Tree Preservation Order and a small section of Cross Wood will need to be removed to incorporate a vehicular access from Maldon Road. In accordance with a Forestry Commission obligation until 2027, if any trees are removed, parts of the grant will have to be repaid. Hedgerows on the site shall also be retained and strengthened where possible.

7.1297.161 The development should conserve or enhance heritage assets including retaining the WWII pillbox (North of Sandon) to the east of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.1307.162 The layout of the proposed development and proposed open space and landscaping should be used to minimise the visual impact of the new development and the electricity pylons to the east of the site. The layout of the development will also need to reflect and incorporate a safeguarded corridor for the high pressure gas line which crosses the site.

7.1317.163 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City

Centre, Chelmer East Green Wedge and nearby services and facilities such as the primary and Sandon Secondary School, ~~s within Great Baddow and Sandon Baddow Hall Primary School~~ and the Vineyards Neighbourhood Centre.

7.1327.164 The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

7.1337.165 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.1347.166 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel transport are available to all new residents, to promote the benefits of active and sustainable transport and secure a modal shift from the private car.

7.1357.167 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging 'made' (adopted) Neighbourhood Plan ~~being prepared~~ in Sandon ~~is envisaged to~~ could help to shape this site allocation.

7.1367.168 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.1377.169 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

~~**7.138**—This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.~~

~~**7.139**—Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that this development allocation in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European-designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

GROWTH SITE POLICY 3d – EAST OF CHELMSFORD – LAND NORTH OF MALDON ROAD (RESIDENTIAL)

Land to the north of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- ~~Around 50- 65~~ new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane
- Provide a well-connected internal road network
- Provide pedestrian and cycle connections which ~~may~~ will include access to Sandon Park and Ride.

Historic and Natural Environment

- Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area
- Protect important views into and through the site from across the Chelmer Valley
- Create a network of green infrastructure
- Mitigate the visual impact of the development
- Provide suitable SuDs and flood risk management
- Retain the WWII pillbox in the northern part of the site and provide interpretation boards
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and sustain travel through active and sustainable modes of transport
- Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board NHS/CCG
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

~~7.1407.170~~ This site will provide residential development of around 50 new homes expected to be delivered in 2021 and 2022. The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 65 new homes (Ref:22/00916/FUL and 22/0916/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2029. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites in East of Chelmsford.

~~7.1417.171~~ Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.1427.172 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.1437.173 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers.

7.1447.174 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan to address the nature, form, density, massing, design and phasing of the new development.

7.1457.175 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as the Vineyards Neighbourhood Centre, Sandon Secondary School and Baddow Hall Primary School. Cycle paths from the site should connect with National Cycle Network Route 1 to the north which connects with Chelmer Village, the City Centre and Hammonds Road.

7.1467.176 A cycle/footway should connect the site to Sandon Park and Ride to the east to increase the patronage of the Park and Ride buses. The development will also be required to provide direct, safe and convenient connections to and crossing at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

7.1477.177 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel transport are available to all new residents, to promote the benefits of active and sustainable transport and secure a modal shift from the private car.

7.1487.178 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.1497.179 The development should conserve or enhance heritage assets including retaining the WWII pillbox (Hammonds Road) in the northern part of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

~~7.1507.180~~ Although the development quantum and extent of the allocation is set out in the Local Plan, the ~~'made' (adopted)emerging~~ Neighbourhood Plan ~~being prepared~~ in Sandon ~~could is-~~ envisaged to help ~~to~~ shape this site allocation.

~~7.1517.181~~ The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

~~7.1527.182~~ The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

~~7.153~~—This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

~~7.154~~—Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that this development allocation in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Location 4 – Galleywood

GROWTH SITE POLICY 4 – LAND NORTH OF GALLEYWOOD RESERVOIR

Land north of Galleywood Reservoir, as shown on the Policies Map, is allocated for residential development. Development will be expected to provide:

Amount and type of development:

- ~~Around 2413~~ new **affordable** homes of **a-mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

- Vehicular access will be from Pyms Road
- Retention of the existing access from Beehive Lane to the reservoir site
- Provide pedestrian and cycle connections
- Protect existing trees within the development site
- Provide soft landscaping around the new access junction
- Provide suitable SuDS and flood risk management.

Site infrastructure requirements:

- New and enhanced cycle routes and footpaths
- On-site provision of new parking spaces that will be lost from Pyms Road
- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways [and Transportation Authority](#)
- Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority, and community facilities such as healthcare provision as required by the [NHS Mid and South Essex Integrated Care Board NHS/CCG](#)
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.1557.183 Galleywood is a Key Service Settlement. This allocation is located within Galleywood Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development ~~of around 13 new homes~~ expected to be delivered between 2026~~4~~ and 2027~~5~~. The site has outline planning permission for 24 new affordable homes (Ref: 22/00397/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2023. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its own merit.

7.1567.184 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.1577.185 The development should provide a mix of size and types of homes. The development is expected to promote the highest standards of design with dwelling heights and massing that

responds positively to the local context. A proportion of affordable housing and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.1587.186 The site allocation comprises a variety of existing land uses and there is potential to combine, in whole or in part, the Chelmsford City Council garages, adjacent green space and the Essex and Suffolk Water depot (excluding reservoir) for new residential development.

7.1597.187 The site is located within a Critical Drainage Area (CDA). Development may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

7.1607.188 The development will be required to incorporate the existing garage provision into the development, either rebuilt as garages or removed and the space used to provide general public parking.

7.1617.189 The loss of the green space on the north-east of the site will need to be compensated by financial contributions towards new or enhanced formal open space/outdoor sports facilities and/or indoor leisure facilities to address priorities identified by the Council.

7.1627.190 The development will take its main vehicular access from Pyms Road and be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. Additional pedestrian and cycle connections should also be provided between the site and the wider area.

7.1637.191 Pyms Road currently experiences high demand from on street parking and the new access junction will lead to the loss of existing on-street parking spaces. Spaces lost will need to be provided on the allocation site.

7.1647.192 Archaeological deposits may exist within the site due to its vicinity with the Napoleonic Fort on Galleywood Common. Therefore, an archaeological assessment of the site will be required prior to development.

~~**7.165** Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the

delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Location 5 – Writtle

GROWTH SITE POLICY 5 – LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE

Land surrounding the Telephone Exchange on Ongar Road, Writtle, as shown on the Policies Map, is allocated for residential development. Development will be expected to provide:

Amount and type of development:

- Around 25 new homes of a mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.

Site development principles:

- Vehicular access to the site will be from Ongar Road and/or The Green
Provide pedestrian and cycle connections
- Preserve or enhance the character or appearance of the Writtle Conservation Area and its setting
- Preserve and where appropriate enhance the setting of the listed buildings at 49 and 57 The Green
- Protect existing trees within the development site
- Provide suitable SuDS and flood risk management.

Site infrastructure requirements:

- New and enhanced cycle routes and footpaths
- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority, and community facilities such as health provision as required by the NHS Mid and South Essex Integrated Care Board NHS/CCG
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs,~~

~~or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.1667.193 Writtle is a Key Service Settlement. This allocation is located within Writtle Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development of around 25 new homes expected to be delivered between 20340 and 20395.

7.1677.194 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.1687.195 The development should provide a mix of size and types of homes. The development is expected to promote the highest standards of design with dwelling heights and massing that responds positively to the local context. A proportion of affordable housing and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.1697.196 The development could take its main vehicular access from Ongar Road and/or The Green, although access from Ongar Road is narrow in parts and will require careful design. The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.

7.1707.197 The site contains a number of mature trees which could soften the built development and integrate the development into the area. Any existing trees of good quality should therefore be retained where possible.

7.1717.198 A scheme layout should not preclude development opportunities on adjoining land to the east and west, with potential for a new access from The Green to the side of The Rose & Crown Public House.

7.1727.199 Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) emerging Neighbourhood Plan being prepared in Writtle ~~could be envisaged to help~~ to shape this site allocation.

~~**7.173**— Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Background Document Only

Growth Area 2 – North Chelmsford

7.1747.200 The area to the north of Chelmsford is, and will continue to be, a significant area of change. This is due to its strategic location along key transport corridors which provides access into the wider North Essex strategic road network including the A120 corridor. There is significant new transport infrastructure planned for the A130/A131 corridor including a new Chelmsford North East Bypass (CNEB), new Beaulieu Park Rail Station and new Park and Ride. Development in this Growth Area, in particular in North East Chelmsford, represents a major opportunity to help deliver this infrastructure and create new strategic neighbourhoods and employment opportunities. There are also opportunities to maximise new infrastructure delivery given the close proximity of new development growth in Braintree District.

7.1757.201 As shown in Figure 1017, this growth area will focus new development growth at four locations – North East Chelmsford (Chelmsford Garden Community) (Location 6), Great Leighs (Location 7), North of Broomfield (Location 8) and North West Chelmsford (Little Boyton Hall Farm Rural employment Area) Boreham (Location 9). Together these will deliver ~~around 4,793~~ around 7,800 new homes and around 66,000sqm of new employment office/business floorspace. Provision is also made for 10 Gypsy and Traveller pitches and ~~14-15~~ Travelling Showpeople plots. These allocations will deliver a substantial number of new homes and employment over the Local Plan period, underpinned by a comprehensive package of new infrastructure including new schools, early years and childcare provision, green infrastructure and ~~n~~Neighbourhood ~~c~~Centres. The sites at North East Chelmsford (Chelmsford Garden Community) (Location 6) and North of Broomfield (Location 8) will also maximise opportunities for enjoyment of the Green Wedge and use for sustainable travel into the City Centre (cycling and walking).

7.1767.202 The ~~Council's~~ previously adopted ~~Chelmsford Local Development Plan Documents-Framework (LDF) 2001-2021~~ focused strategic greenfield growth in North Chelmsford. ~~In addition to committed development in North East Chelmsford (at Beaulieu and Channels) a further growth of around 3,000~~ 6,250 new homes, and ~~45,000 sqm of office/business floorspace~~ around 9ha of dedicated employment land are allocated in North East Chelmsford (Chelmsford Graden Community) ~~at~~ (Location 6) and will be delivered over the Local Plan period. This will be a landscape-led development, utilising Garden City principles and well-connected by improved road and public transport links. It will accommodate the most significant amount of new housing and employment growth in the form of attractive well-designed communities, centred around open space/leisure facilities, a new Country Park and a new Business/Science Park. Provision is made for 10 Gypsy and Traveller pitches and 15 Travelling Showpeople plots.

7.1777.203 Development at Great Leighs (Location 7) will deliver around 1,120 new homes and North of Broomfield (Location 8) will deliver around 500-450 new homes, along with supporting infrastructure ~~and in the case of Location 8 will provide a secondary access into Broomfield Hospital. The allocation at East of Boreham (Location 9) will deliver around 143 new homes.~~ These allocations will provide opportunities to contribute towards and enhance existing facilities and services in these villages.

7.1787.204 New employment development will be provided through an extension to Little Boyton Hall Farm Rural Employment Area, North West Chelmsford (Location 15) and Waltham Road Employment Area, Boreham (Location 9a). Expansion of these well-established employment

sites will provide rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of business in rural areas.

7.205 In addition, new homes are allocated at Ford End on small sites no larger than one hectare in size (Locations 14a and b). This Service Settlement has a primary school, village hall and sports facilities making it suitable for limited scale development. New development will contribute towards and enhance existing facilities and services of the village.

Figure 1017 : Growth Area 2 - North Chelmsford



Back

Location 6 - North East Chelmsford (Chelmsford Garden Community)

STRATEGIC GROWTH SITE POLICY 6 – NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY)

Land to the north-east of Chelmsford beyond the existing developments at Beaulieu and Channels including the former Boreham Airfield, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable Garden Community that will provide a significant amount of new housing and employment development, and maximise opportunities for sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- ~~Around 3,000~~ **6,250** new homes of mixed size and type to include affordable housing and specialist residential accommodation. The final amount of new homes will be confirmed through the planning application process
- ~~45,000sqm of floorspace in a new office/business park providing a range of unit sizes and types~~ Around 9ha or 56,946sqm of dedicated employment land
- Travelling Showpeople site for **109** serviced plots.
- Gypsy and Traveller site for 10 serviced pitches.

Supporting on-site development:

- A new Country Park
- Single carriageway road (or Phase I) of the Chelmsford North East Bypass within the site boundary
- An outer vehicular access Northern Radial Distributor Road (Northern RDR2) from Essex Regiment Way
- ~~Neighbourhood Centres~~ Four new mixed use village centres incorporating provision for convenience food retail, community and healthcare provision
- Provision of a ~~new secondary school~~ new all-through school (including primary with co-located early years and childcare nurseries, secondary and potential for a sixth form centre)
- Provision of ~~two~~ three further new primary schools with co-located early years and childcare nurseries
- Provision of two new stand-alone early years and childcare nurseries
- Appropriate provision of community space and significant new multi-functional green infrastructure.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from Essex Regiment Way via a new vehicular access outer **Northern** Radial Distributor Road (**Northern RDR2**)
- Additional access to the site will be from Chelmsford North East Bypass (CNEB) and the existing Radial Distributor Road (RDRI)
- Provide well-connected internal road layouts which allow good accessibility for bus services and bus priority measures
- Provide an effective movement strategy within the site
- Provide pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in **North East** Chelmsford **Garden Community, Beaulieu Park** ~~new R~~rail ~~S~~station and associated employment area, new Country Park and development east of the Chelmsford North East Bypass
- Provide a dedicated car club for residents and businesses on site and available to the rest of **North East** Chelmsford **Garden Community**
- Provide safe multi-user crossings of the **Northern** ~~outer~~ Radial Distributor Road (**Northern RDR2**) and the Chelmsford North East Bypass (CNEB)
- Measures to enable travel by **active and** sustainable modes and that offer travel choice for people by non-car modes **including a network of mobility hubs**
- Extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure
- Improvements to the local and strategic road network as required by the Local Highways **and Transportation** Authority.

Historic and Natural Environment

- Provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development
- Preserve or enhance the character or appearance of the Little Waltham Conservation Area and its setting
- Preserve and where appropriate enhance the listed buildings and their settings including New Hall, Old Lodge, Bulls Lodge, Belsteads Farmhouse and barn, Channels Farmhouse, Mount Maskells, Powers Farmhouse, Peverel's Farmhouse, Shoulderstick Hall, Hobbits, Shuttleworth, Pratts Farmhouse, Pratts Farm Cottages, and New Hall Registered Park and Garden
- Provide a generous landscape buffer to preserve the settings of nearby heritage assets including Powers Farm, Peverel's Farm, Park Farm, Channels, Belsteads and those on Wheelers Hill/Cranham Road
- Provide suitable SuDs and flood risk management
- Appropriate re-phasing of minerals extraction and restoration and Minerals Resource Assessment
- Appropriate habitat mitigation and creation
- Undertake an Archaeological Assessment
- **Provide a minimum of 20% biodiversity net gain above the ecological baseline and in accordance with Policy DMI 6.**

Design and Layout

- Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character
- Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site
- Integrate historic and landscape features into the surrounding rural and urban context.
- Two tiers of design guidance will directly inform the preparation of the applications for approval of reserved matters (i) the Site Wide Principles (informative) and (ii) the Detailed Design Codes (prescriptive)
- The Site Wide Principles Document will describe the aspects of spatial co-ordination between different zones and development parcels and will accompany the outline planning applications
- The preparation and submission of Detailed Design Codes for approval will be a condition of each outline planning permission.

Site infrastructure requirements:

- Land (circa 129 hectares) for a co-located secondary school (Use Class **DFI(a)**) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Land (circa 2.1 hectares, 2.1 hectares and 2.4 hectares) for three co-located primary schools (Use Class **FI(a)**) each with early years and childcare nursery (Use Class **E(f)D+**) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Land (circa 0.26 hectares) for two stand-alone early years and childcare nurseries (Use Class **E(f)D+**) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements to the local and strategic road network to include necessary works to Essex Regiment Way as required by the Local Highways and Transportation Authority
- A single carriageway road (Phase 1) of the Chelmsford North East Bypass and a new Radial Distributor Road (Northern RDR2)
- Appropriate measures to promote and enhance active and sustainable modes of transport including an extension of Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Financial contributions to the delivery of the Chelmsford North East Bypass (CNEB) beyond the site boundary, rail station and community space and facilities
- Provide and/or financial contributions to healthcare provision as required by the NHS Mid and South Essex Integrated Care Board/NHS/CCG

- Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide a new Country Park with delivery mechanism to provide for its long-term management and maintenance
- New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments
- Safeguarded land for the future extension of Chelmer Valley Park and Ride
- Appropriate flood risk management measures and SuDS.
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

The Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on this site together with mass waste collection systems where appropriate.

The masterplan will need to be underpinned by Garden City Principles and address and respond to the protected route corridor of the proposed A130 Chelmsford North East Bypass (CNEB).

Stewardship

- Establish a robust and sustainable stewardship structure early on in the planning and delivery process
- A Stewardship Statement to accompany the first outline planning application providing full details of a) the governance structure and methods of funding of the proposed stewardship vehicle, b) public spaces and community assets to be owned, managed and maintained by the proposed stewardship vehicle and c) an indicative programme for the establishment and operation of the proposed stewardship vehicle
- A Stewardship Strategy to be provided as part of the site specific agreement to include a) a robust governance strategy of the chosen stewardship vehicle, b) a full Business Plan for the chosen stewardship vehicle and c) arrangements for maintenance, management and monitoring of public spaces and community assets
- The Chelmsford Garden Community Council to have a defined remit in stewardship across the whole garden community area to foster collaboration, create accountability, provide consistency and ensure resident engagement

- A single not-for-profit stewardship body to work in partnership with the Chelmsford Garden Community Council to provide a coordinating role to stewardship, place making and community development and to deliver the garden community's vision
- The Stewardship Body to make use of funding opportunities including income-generating assets and resident service charges, with the latter to be minimised and capped as appropriate.

Reasoned Justification

7.1797.206 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- New Garden Community for major housing and employment development
Proposed Country Park
- Proposed Northern Radial Distributor Road (Northern RDR2), and
- ~~Minerals site, and~~
- Existing open space.

7.1807.207 The development will provide a large sustainable urban extension based around Garden City Principles for ~~around 3,000 over 6,000 new homes and a 45,000sqm office/business park, around 9ha or 56,946sqm of dedicated employment land,~~ a new Country Park and a single carriageway road for the new Chelmsford North-East Bypass (CNEB). The development has an approved masterplan (Ref:22/00001/MAS) and outline planning applications have been submitted (Refs:22/01950/FUL, 22/01950/OUT, 23/00124/FUL and 23/00124/OUT). 6,250 homes is reflected in the 5 Year Housing Site Schedule April 2023. If these proposals are not implemented and new proposals come forward, the site capacity will be considered on its individual merit. The Garden Community is expected to be delivered between 2022~~5~~ and 2039~~6~~. This site lies to the north-east of Chelmsford Urban Area, close to services and facilities in the existing and planned developments at Beaulieu and Channels.

7.1817.208 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.1827.209 The development will provide a high-quality comprehensive garden community development underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, providing opportunities for employment, encouraging healthy and active lifestyles, meeting the housing needs of all local people, providing integrated and sustainable transport systems, and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets.

7.1837.210 The allocation is to be planned comprehensively in accordance with a masterplan-led approach to be prepared on the basis of the Town and Country Planning Association (TCPA) Garden City Principles. This will include community and stakeholder involvement in the formulation of the

masterplan, which will be required to set out how the TCPA Garden City Principles are to be achieved, adapted for the special characteristics and features of this particular site.

7.1847.211 The establishment of a robust and sustainable stewardship structure early on in the planning and delivery process forms a key requirement of the development establishing a consistent approach to stewardship and place keeping across the Garden Community. The expectation is that the newly formed Chelmsford Garden Community would have a defined remit in stewardship across the whole Garden Community area to foster collaboration, create accountability, provide consistency and ensure resident engagement. A single not-for-profit Stewardship Body would be formed to work in partnership with the Garden Community Council to provide a co-ordinating role to stewardship, place making and community development and to deliver the vision for the Garden Community. The Stewardship Body could include additional roles for the Garden Community Council and could commission different facilitators to manage and maintain the public spaces and community assets within the Garden Community. The Stewardship Body is expected to be funded through a blend of income generating assets and resident service charges with the latter to be minimised and capped as appropriate. Where appropriate, other means of funding may also be identified.

7.1857.212 A formal governance structure will be established with oversight for the whole Garden Community to ensure appropriate common collaborative arrangements are put in place.

7.1867.213 The development should provide a mix of size and types of homes, to meet local needs and create a mixed and inclusive community. Affordable, self-build and custom-build, and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements. The development will also be expected to provide specialist residential accommodation which could include accommodation for frail elderly and homes for those with disabilities or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council.

7.1877.214 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 109 plots and a Gypsy and Traveller site for 10 pitches within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the Travelling Showpeople site has will be determined through the masterplanning process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential. The location of the Gypsy and Traveller site will be determined through the planning application process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that the site will be delivered through a comprehensive approach, such as with a registered housing provider.

~~7.188~~—The wider allocation may have the capacity for a further 2,500 new homes to be developed post-2036. Due to the nature and configuration of the site with areas subject to mineral extraction affecting its phasing and other masterplanning matters such as the location of green infrastructure, the wider site is being allocated within this Local Plan for 3,000 new homes. Further development would need to be considered as part of a review of the Local Plan.

~~7.1897.215~~ The development will be required to provide ~~a high-quality new business park providing up to 45,000sqm of employment floorspace around 9ha of dedicated employment land or around 56,946 sqm.~~ This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses ~~and the location for Anglia Ruskin University's MedTech Campus.~~ The new development is ~~also expected to provide an opportunity to bring forward a new Business Park of regional significance with expected to deliver two employment hubs with the~~ prospects for an Innovation Park of the highest design quality. This will be attractive to leading businesses in the Research and Development and High Technology sectors and could help place Chelmsford at the forefront of 21st century economic development in Essex and beyond. The new employment development will be in addition to existing commitments for significant new office/business floorspace in ~~North East Chelmsford~~ Garden Community at Beaulieu and Channels including Beaulieu XChange business park.

~~7.216~~ A wide range of new community services and facilities including a new all through school (including primary with co-located early years and childcare nurseries, secondary and potentially a sixth form centre), three secondary school, two new primary schools with co-located early years and childcare nurseries and at least two childcare standalone nurseries, open spaces, recreation, sport and play facilities, community facilities and neighbourhood mixed use village centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing and planned neighbourhoods in ~~North East Chelmsford~~ Garden Community. The neighbourhood-village centres will need to make provision for community and healthcare facilities, as required by the ~~CCG/NHS~~ Mid and South Essex Integrated Care Board, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England and Public Health England's Active Design guidance.

~~7.1907.217~~ This site allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. Locations for office, employment and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining Chelmsford Urban Area. The development should provide a mix of type and range of sizes of Use Class ~~E(g)B1~~ employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary ~~B Use Classes~~ employment uses may also be appropriate as part of the allocation.

~~7.1917.218~~ ~~The all through school campus should be provided. The scale of development in this location will require a new secondary school on a site of around 129 hectares of land, three two new primary schools with co-located early years and childcare nurseries and two new stand-alone nurseries.~~ The developer will be expected to provide the education land and total cost of the physical education scheme provision with delivery through the Local Education Authority. Opportunities for dual use sports facilities within the new secondary school form part of will be considered through the masterplan and will be secured in conjunction with the Local Education Authority through the outline planning application. Consideration should be given to Essex School

Organisation Service's 'Garden Communities and Planning School Places' to ensure schools are appropriately planned and laid out to serve the Garden Community.

7.1927.219 The development will take its main vehicular access from Essex Regiment Way via a new vehicular access outer Northern Radial Distributor Road (Northern RDR2). Additional access to the site will be from CNEB and the existing Radial Distributor Road (RDRI). The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. These will be expected to include:

- Appropriate improvements at Boreham Interchange, along Essex Regiment Way and other junctions on the A1016, A131 and A130 main road corridors, and
- A new second outer Radial Distributor Road to serve the development from the existing Radial Distributor Road/CNEB to Essex Regiment Way and to provide direct access into the new office/business park.

7.1937.220 The development will also be required to safeguard the preferred route corridor for the A130 CNEB and provide a phased approach to its delivery, and ensure that ~~any~~ development ~~on the wider site post 2036~~, is served with suitable junctions directly from this strategic route.

7.1947.221 The development will be expected to provide additional and improved pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in ~~North East~~ Chelmsford Garden Community, Beaulieu Park new R-rail Sstation and associated employment area, new Country Park and development east of the CNEB, City Centre, to the north towards Braintree and Skyline 120 Business Park and, surrounding countryside and wider strategic network. Improved access must include safe multi-mode crossing points for Essex Regiment Way and the CNEB.

7.1957.222 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The development will be large enough to support its own car club and there will be alternative means of sustainable transport available to residents to complement it.

7.223 The development will be required to safeguard land for the future expansion of Chelmer Valley Park and Ride and to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus service and services to the wider area including Chelmsford City Centre. A network of mobility hubs will be provided across the Garden Community; these will allow for the interchange between active modes of travel and bus services and include the provision of cycle storage and facilities which align with non-car living, for example, e-scooter hiring / parking / charging, cycle stands and a repair shop, car club parking, EV charging and bus stops.

7.1967.224 The development will also be required to provide an appropriate extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART). This is a direct, frequent bus service that will connect the new development with the City Centre, and ~~Chelmsford the existing~~ and ~~Beaulieu Park new~~ Rrail Sstations. It is critical for enabling local, frequent travel without reliance on the private car. When ~~Beaulieu the Park Rrail Sstation~~ comes on line subsequent phases of ChART will create a link to serve the station. The masterplanning principle is to provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient connections between residential areas, employment area, ~~Beaulieu Park the new Rrail Sstation~~ 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.

7.1977.225 The site will provide a high-quality development in a landscaped setting which works in sympathy with the local landscape and heritage assets. The development must promote the highest standards of design and provide high quality and inclusively designed buildings and public and private spaces planned around a coherent framework of routes, blocks and spaces.

7.1987.226 Two tiers of design guidance will directly inform the preparation of any reserved matters the Site Wide Principles (informative) and the Detailed Design Codes (prescriptive). The Site Wide Design Principles will outline the aspects of spatial co-ordination between the different zones and development parcels and accompany the Strategic Parameter Plans. The preparation and submission of Detailed Design Codes (DDC) for approval will be a condition of each outline planning application. The DDC's will vary in their extent, tailored to the circumstances and scale of change in each place, allowing a suitable degree of variety but will be consistent in their objectives and in how they stipulate design quality, following a consistent structure and format as set out in the Stage I Masterplan documents. Development will follow a carefully design coded approach within which context it may be considered appropriate to remove permitted development rights.

7.1997.227 Layout should incorporate compensation measures for impacts from the development on the landscape, preserve the setting of heritage assets and create a distinct new place. Compensation measures will include appropriate landscaped edges, tree and hedge planting along countryside edges and green buffers to respect the amenities of adjoining residential properties including those along Domsey Lane, Wheelers Hill and Drakes Lane.

7.2007.228 The site includes an area of open space originally identified for existing and replacement golf holes. Due to its location, topography and ecology, this area will perform other important open space functions which will form part of the development of Strategic Growth Site 6. It is expected that a significant portion of this area will form open space with the ~~parameters~~ recise boundaries to having been decided through the masterplanning process. The site layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

7.2017.229 Development design and layout is expected to preserve or enhance the character or appearance of the Little Waltham Conservation Area and preserve the listed buildings and their

setting on and close to the site. The masterplan process ~~has will~~ established the detailed preservation and enhancement principles for this site.

7.2027.230 The development is expected to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.2037.231 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape.

7.2047.232 A significant amount of multi-functional green infrastructure will be required including open spaces, habitat creation, allotments and sports areas with associated facilities and play facilities. The new Country Park will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required.

Given the scale of the Garden Communities, the opportunity exists for these developments to achieve 20% biodiversity net gain. Development proposals will be considered in line with DM16.

7.2057.233 Flood risk management and on-site SuDS are necessary to ensure there is no increased flood risk on site, or to adjacent areas and to ensure a sustainable form of development. Such features should not limit or adversely overlap with the main function of public open spaces.

7.2067.234 Given the scale and nature of the development, the Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on the site, especially where there is a strong degree of community benefit. This may include a district energy plant and/or a Combined Heat and Power Plant. Early engagement with the Council is recommended to help support this.

7.2077.235 As this is a major new development site, where appropriate the Council will encourage a move away from traditional wheeled bins to mass waste collection systems, such as an underground waste system. Advantages of hiding waste underground can include minimising the visual impact of bins on pavements and streets and managing odour and noise issues.

7.2087.236 The allocation includes areas which have been consented for long-term minerals extraction. The masterplanned development will require careful phasing together with an application from the mineral operator to modify the phasing programme for mineral extraction, which would be determined by the Minerals Planning Authority.

7.2097.237 The site lies within a Minerals Safeguarding Area. In line with the Minerals Planning Authority, the developer will be required to undertake a Minerals Resource Assessment to assess if further areas of the site contain a viable minerals resource that would require extraction prior to development.

7.2107.238 The site may contain archaeological deposits within unquarried areas which will need to be considered by future development proposals, through an archaeological evaluation.

7.2117.239 ~~North East~~ Chelmsford Garden Community is already an area of change arising from major new development allocated in the Council's previously adopted Local Development

Framework which was subject of a detailed masterplan. Outline planning permission has been granted for 4,350 new homes and up to 62,300sqm of employment floorspace and the first phases are currently being developed.

7.2127.240 As part of the conditions of the outline permission for 3,600 of the total of 4,350 new homes (known as Beaulieu and Channels), all subsequent development proposals within reserved matters or full planning applications are required to comply with the approved Parameter Plans and adopted Landscape Design and Management Plan. This is to ensure compliance with the historic environment requirements of the now superseded North Chelmsford Area Action Plan regarding the protection and enhancement of the setting of the Grade I New Hall and its Registered Park and Garden and the implementation of the required Heritage Compensatory Measures. In the event that the extant planning permission is not implemented in full, any subsequent planning applications will be required to adhere in full to the adopted Landscape Design and Management Plan.

7.2137.241 The specific area where the New Hall Heritage Compensatory Measures should be implemented are shown on the Local Plan Policies Map.

~~7.214 – Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Location 7 - Great Leighs

7.2157.242 This broad location for growth, as shown on the Key Diagram (Figure 814), comprises the following Strategic Growth Sites:

- 7a: Great Leighs – Land at Moulsham Hall
- 7b: Great Leighs – Land East of London Road
- 7c: Great Leighs – Land North and South of Banters Lane.
- ~~7d: Great Leighs – Land East of Main Road~~

7.2167.243 Although this location is made up of ~~three~~four separate site allocations, the development across these sites should ensure a comprehensive development at Great Leighs. A comprehensive approach to connections to the sites, both vehicular and public routes will need to be demonstrated for each allocation. In addition, the phasing of all allocations will be interdependent on essential infrastructure coming forward at the appropriate time, especially in respect of the new primary school, neighbourhood centre and other community facilities.

STRATEGIC GROWTH SITE POLICY 7a – GREAT LEIGHS – LAND AT MOULSHAM HALL

Land to the west of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 750 new homes of mixed size and type to include affordable housing Travelling Showpeople site for 5 serviced plots. **The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

- Neighbourhood Centre
- Provision of a new primary school with co-located early years and childcare nursery
- Co-locate the neighbourhood centre and primary school at a location close to existing links across/under A131 to connect to Great Leighs.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from Moulsham Hall Lane
- Provide pedestrian and cycle connections to the existing Village of Great Leighs
- Provide a well-connected internal road layout which allows for bus priority measures.

Historic and Natural Environment

- Preserve and where appropriate enhance the setting of the listed buildings at Moulsham Hall, Triceratops, Breams Farm, Creeds Twin/Hobby Croft, Chadwicks, Fortune Cottage, Stone Hall Cottage and Hump Cottage
- Create an enhanced parkland setting to Moulsham Hall
- Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures
- Ensure appropriate habitat mitigation and creation is provided
- Mitigate the visual impact of the development
- Create a network of green infrastructure
- Provide suitable SuDs and flood risk management
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.

Site infrastructure requirements:

- Land (circa 2.1 hectares) for a co-located primary school (Use Class FI(a)) and early years and childcare nursery (Use Class E(f)D+) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network
- Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and-
- Financial contributions to, and/or onsite provision of, community facilities

such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board./CCG

- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.2177.244 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- Site for new housing
- Area for conservation/strategic landscape enhancement
- Land allocated for future recreation use ~~and/or SuDS~~
- Existing open space, and
- Local Wildlife Site.

7.2187.245 This site is to the west of Great Leighs and ~~will provide for around 750 homes, is~~ expected to be delivered between 2025~~3~~ and 2034~~6~~. The site has an approved masterplan (Ref:20/00002/MAS) and planning applications have been submitted for up to 800 new homes (Ref:23/01583/OUT and 23/01583/FUL). The applications were submitted after April 2023, so this number is not yet reflected in this policy. It will be updated in the next iteration of the Plan, using the April 2024 Housing Site Schedule. The development will deliver a landscape-led high-quality sustainable new neighbourhood that maximises opportunities for travel by sustainable modes. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.2197.246 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.2207.247 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots within the Strategic Growth Site allocation, as shown on the Policies Map. ~~The location of the Travelling Showpeople site will be determined through the masterplanning process.~~ This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential.

7.2217.248 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling

and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

7.2227.249 Great Leighs primary school is full, and forecast to remain so. The scale of development in this location will require a new primary school with co-located early years and childcare nursery. The developer will be expected to provide the land and total cost of the physical scheme provision with delivery through the Local Education Authority. A comprehensive approach will be necessary to deliver this new school early on in the development, and ahead of development of site 7c: Great Leighs – Land North and South of Banter's Lane. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Efforts should therefore be made to provide safe and direct walking and cycling routes between Great Leighs and Notley High School in Braintree.

7.2237.250 The site is separated from Great Leighs village by the A131. Good connections exist via a pedestrian/cycle footbridge, a pedestrian/cycle underpass and School Lane. These should be utilised and improved by the new development.

7.2247.251 The development will take its main vehicular access from Moulsham Hall Lane and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads serving new development including Moulsham Hall Lane, Main Road, London Road, the A131 and financial contributions towards the Chelmsford North East Bypass.

7.2257.252 Opportunities for **active and** sustainable transport ~~modes~~ should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including Moulsham Hall Lane, School Lane and Dumney Lane to connect to Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.2267.253 A residential travel plan will be required for the development to include a package of measures to ensure **active and** sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.2277.254 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers adjacent to existing residential properties including those along Dumney Lane, Moulsham Hall Lane and School Lane. Layout should also positively use existing topographical,

heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and on-site Local Wildlife Sites.

7.2287.255 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserves, Phyllis Currie/Dumney Lane Woods. This may include financial contributions towards mitigating increased recreational impacts. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.2297.256 An area around the Grade II listed Moulsham Hall is allocated for conservation and strategic landscape enhancement, as shown on the Policies Map. The development is expected to preserve the setting of Moulsham Hall and to create an enhanced parkland setting.

7.2307.257 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. For these reasons, the land to the north west of the site is allocated for future recreation use/SuDS.

7.2317.258 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

7.2327.259 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

7.2337.260 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

~~**7.234** Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 7b - GREAT LEIGHS - LAND EAST OF LONDON ROAD

Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel, specifically for older persons. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 190250 new specialist residential homes for older persons to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from London Road**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall and North Whitehouse**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**
- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**
- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological assessment.**

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.

Site infrastructure requirements:

- Appropriate improvements to the local and strategic road network as required by the Local Highways **and Transportation** Authority
- Appropriate measures to promote and enhance **active and sustainable modes of transport**
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network
- **Financial contributions to delivery of the Chelmsford North East Bypass, and**
- **Financial contributions to, and/or on site provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board./CCG**
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.2357.261 This allocation is to the north of Great Leighs and will provide a high-quality sustainable development for around ~~190250~~ homes for older persons. The site has outline planning permission submitted for an integrated retirement community comprising 190 units (ref:21/02490/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2024 and 2028. The allocation will provide housing for people over retirement age, including the active, newly retired through to very frail elderly, including affordable housing. This housing need can encompass accessible, adaptable general needs housing for those looking to downsize from family

housing and other specialised housing for those that require care. The specialist residential accommodation on this site does not negate the need for other types of specialist housing to be provided in accordance with the Council's policy requirements for sites 7a and 7c.

7.2367.262 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.2377.263 This part of the overall development at Great Leighs is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.2387.264 The development will take its vehicular access from London Road and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in the Great Leighs location. These will be expected to include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass.

7.2397.265 Opportunities for active and sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.2407.266 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

7.2417.267 Layout should incorporate compensation measures for landscape impact from the development including an appropriate green buffer between the site and the Rural Area beyond. The development will be required to provide appropriate habitat mitigation and creation, incorporate green buffers adjacent to existing residential properties including those along Banters Lane, and appropriate buffers to the adjacent Local Wildlife Site, Bushy Wood.

7.2427.268 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Development design and layout should also take into consideration the setting of other heritage assets, including the nearby listed buildings North Whitehouse and Gubbions Hall and the Schedule Monument at Gubbions Hall and its setting. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.2437.269 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.2447.270 The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community.

7.2457.271 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

7.2467.272 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.2477.273 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

~~**7.248**— Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE POLICY 7c – GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE

Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new

sustainable extension to the settlement that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 100 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from a combination of entry points Banters Lane or through Site 7d via Main Road
- Provide pedestrian and cycle connections
- Provide a well-connected internal road layout ~~which allows for bus priority measures.~~

Historic and Natural Environment

- Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall, Blue Barnes Farm, The Cottage, Jasmine Cottage, Millers Cottage and Rose Cottage
- Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting
- Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures
- Mitigate the visual impact of the development
- Create a network of green infrastructure
- Provide suitable SuDS and flood risk management
- Ensure appropriate habitat mitigation and creation is provided
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.

Site infrastructure requirements:

- Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable ~~modes~~ of transport

- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network
- Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and
- Financial contributions to, and/or onsite provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board./CCG
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.2497.274 This allocation will provide a high quality sustainable extension to Great Leighs for around 100 homes expected to be delivered between 2025³ and 2027⁵. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.2507.275 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.2517.276 This part of the overall development is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.2527.277 Given the scale of the development, a range of new community services and facilities including open spaces and recreation facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.

7.2537.278 Great Leighs Primary School does not currently have capacity to accommodate future pupil forecasts from this development. The scale of development proposed across Strategic Growth Location 7 will require a new two-form entry primary school with co-located 56 place early years and childcare nursery. The new school is proposed to be located on Site 7a: Great

Leighs – Land at Moulsham Hall and Site 7c will contribute proportionately towards its provision. Whilst Site 7c may come forward prior to Site 7a in the event of there being sufficient capacity at Great Leighs Primary School and/or White Court Primary School to the north, commencement of both Sites 7a and 7c should otherwise be coincident to ensure viability of the primary school programmed to receive the pupils from both sites. However, in the event that Site 7a does not proceed on programme, as set out in the housing trajectory and Infrastructure Delivery Plan, and there remains insufficient places at Great Leighs Primary School, the developer of Site 7c will need to work with Essex County Council to agree an alternative strategy to mitigate the impact of their development on the availability of school places. Any such alternative strategy should not undermine the ability to deliver on new primary school provision in respect of Site 7a. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Therefore, as part of site infrastructure requirements there is a need to provide connections from the site to the surrounding footpath and cycleway network to ensure safe and direct walking and cycling routes between Great Leighs and Notley High School and White Court Primary School in Braintree.

7.2547.279 The development will take its vehicular access from a combination of entry points Banters Lane or through Site 7d, via Main Road, and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass.

7.2557.280 Opportunities for active and sustainable transport ~~modes~~ should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b, and 7c and 7d. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.2567.281 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within ~~the site and~~ surrounding area.

7.2577.282 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, and appropriate tree and hedge planting along countryside edges. Development design and layout should also take into consideration the setting of nearby heritage assets. The development will be required to provide

appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.2587.283 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserve, Sandylay/Moat Woods. This may include financial contributions towards mitigating increased recreational impacts.

7.2597.284 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.2607.285 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.

7.2617.286 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.2627.287 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

~~**7.263**— Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

~~STRATEGIC GROWTH SITE POLICY 7d – GREAT LEIGHS – LAND EAST OF MAIN ROAD~~

~~Development on this site is complete, and provides 100 homes, along with the other policy requirements.~~

~~Land to the east of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises the opportunities for sustainable travel. The development is expected to provide:~~

~~Amount and type of development:~~

- ~~• Around 100 new homes of mixed size and type to include affordable housing.~~

~~Site development principles:~~

- ~~• Main vehicular access to the site will be from Main Road Provide pedestrian and cycle connections~~
- ~~• Preserve and where appropriate enhance the setting of Gubbions Hall and listed buildings along Main Road~~
- ~~• Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting~~
- ~~• Create a network of green infrastructure Mitigate the visual impact of the development~~
- ~~• Provide suitable SuDS and flood risk management~~
- ~~• Provide a coherent network of public open space and formal and informal sport, and recreation within the site.~~

~~Site infrastructure requirements:~~

- ~~• In accordance with the approved planning permission.~~

Reasoned Justification

~~7.264~~ This site is located adjacent to the Defined Settlement Boundary of Great Leighs and well-located to existing facilities including a shop/post office, public houses, village hall, employment areas and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

~~7.265~~ The site has planning permission (Ref: 17/01949/REM). It is expected to be delivered between 2019 and 2021 and will provide a high-quality sustainable extension to Great Leighs for around 100 homes including a proportion of affordable housing. The development must ensure that the type, size, heights, density and massing of new development responds positively to the historic environment and the local landscape context.

~~7.266~~—The development will take its main vehicular access from Main Road and is expected to mitigate its impacts on the local and strategic road network. 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 that upgrades will be undertaken to the two nearest bus stops to the site frontage on Main Road. It will also 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 City Racecourse.

~~7.267~~—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. 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.

~~7.268~~—Layout should incorporate compensation measures for landscape impact from the development including appropriate tree and hedge planting along countryside edges, and green buffers to protect the Sandyway and Moat Wood Local Wildlife Sites to the south east of the site.

~~7.269~~—The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. The edges of the site contain a mix of trees and hedges including a number of large, mature oak trees which provide key focal points to the south and east. The highest quality trees and hedgerows should be retained as an integral part of the scheme.

~~7.270~~—A desk based assessment shows that archaeological deposits may exist within the site. Therefore, an archaeological assessment will be required prior to development.

Alternatives considered

None. Site is built out and will be removed from the Pre-Submission Local Plan.

Location 8 - North of Broomfield

STRATEGIC GROWTH SITE POLICY 8 – NORTH OF BROOMFIELD

Land to the north of Woodhouse Lane and west of Blasford Hill, as shown on the Policies Map, is allocated for a high-quality landscape-led development that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 450 512** new homes of mixed size and type to include affordable housing. **The final amount of new homes will be confirmed through the planning**

application process.

Supporting on-site development:

- Neighbourhood Centre, **including a safeguarded area for a new healthcare facility**
- Provision of a new stand-alone early years and childcare nursery located in the southern portion of the site.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from Blasford Hill (B1008)
- **Provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice**
- **Provide appropriate downgrading of Woodhouse Lane**
- Provide pedestrian and cycle connections
- Provide a well-connected internal road layout which allows for bus priority measures.

Historic and Natural Environment

- Conserve and where appropriate enhance the setting of the listed buildings on Blasford Hill and the non-designated assets Wood House, the Coach House and Wood House Lodge adjoining the site
- Protect and where appropriate enhance the setting of the nearby Scheduled Monument to the north of the site
- Mitigate the visual impact of the development
- Enhance the historic environment
- Create a network of green infrastructure
- Provide suitable SuDS and flood risk management
- Ensure appropriate habitat mitigation and creation is provided
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.

Site infrastructure requirements:

- Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class **E(f)D1**) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements to the local and strategic road network as

required by the Local Highways **and Transportation** Authority

- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education, and**
- **Financial contributions to, and/or onsite provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board/CCG.**
- ~~**Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project-level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.**~~

Reasoned Justification

~~**7.2717.288**~~ The development will provide a high-quality sustainable urban extension ~~for around 450 homes. The site has an approved masterplan (Ref:20/0001/MAS) for around 450 new homes and outline planning permission submitted for 512 new homes (Ref:20/02064/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.~~

Development is expected to be delivered between 2024 and 2035. This site is to the north of Broomfield and well-located in relation to existing community and educational facilities and areas of employment. Main Road (B1008) Broomfield is also a 'quality' bus corridor with a very good frequency of services connecting into Chelmsford City Centre. As such the allocation represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes.

~~**7.2727.289**~~ Infrastructure required for this site is in addition to relevant requirements of Policy S9.

~~**7.2737.290**~~ The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing as well as other types of specialist housing should be provided in accordance with the Council's policy requirements. The capacity of the site and mix of housing will need to reflect the available primary school places within the admissions area.

~~**7.2747.291**~~ There is an emerging Neighbourhood Plan being prepared in Broomfield which it is envisaged will help shape this site allocation. However, it is considered that the development quantum and extent should be allocated through the Local Plan as a strategic site delivering a significant new neighbourhood. The site straddles the parish boundary shared between Broomfield

and Little Waltham. Broomfield Parish Council will also receive 25% of the CIL receipt for this development (and any other) in its area when the Broomfield Neighbourhood Plan is made (approved). Otherwise the rate will be 15%.

7.2757.292 Given the scale of the development, a wide range of new community services and facilities including a new nursery school, open spaces, recreation facilities and neighbourhood centre (including a safeguarded area for a new healthcare facility) are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and the wider area, reflecting the fact that this development is an extension of the existing village rather than a stand-alone settlement. The neighbourhood centre will need to make provision for community and health care. The health care facility should be an area safeguarded of sufficient size to mitigate the impact of the development proposed on this site and be sustainable as a practice.

~~**7.2767.293** The development will provide a new vehicular access road into Broomfield Hospital campus. This will help serve Broomfield Hospital, Farleigh Hospice and King Edward VI Grammar School playing fields. In addition, the new link road will facilitate a reduction of traffic on the rural lane network with a view to downgrading. The downgrading of Woodhouse Lane and North Court Road to routes should be provided to manage for local traffic flows and enhanced walking and cycling options access only. It will also help to ease wider congestion on the Main Road, Broomfield corridor. The delivery of the new access road into Broomfield Hospital is a strategic objective of the Local Plan. Site developers should work in partnership with the Mid-Essex Hospital Trust to facilitate this proposed new vehicular access road to the Hospital.~~

7.2777.294 The development will be expected to adequately mitigate its impacts on the performance of the local and strategic road network including appropriate road and junction alterations, improvements along the B1008 and Woodhouse Lane, and financial contributions towards the Chelmsford North East Bypass. The rural lane network to the south of the site is unfit for heavy traffic and measures to prevent intensification of use must be delivered as part of the development.

7.2787.295 Opportunities for active and sustainable transport ~~modes~~ should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and connecting to places such as Broomfield Hospital, Chelmer Valley High School, Little Waltham Primary School, Broomfield Primary School, City Centre, the Green Wedge, and surrounding countryside.

7.2797.296 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.2807.297 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers. Green buffers will be required to protect the amenities of neighbours

including adjoining residential properties, Farleigh Hospice and King Edwards Grammar School (KEGS) playing field. The nature conservation value of Puddings Wood Local Wildlife Site to the south of the development must be considered and form part of a strategic approach to conserving the natural environment and mitigating the impacts of development. The western boundary of the site should include a woodland buffer to provide habitat connection between Puddings Wood and Sparrowhawk Wood. ~~Where the new link road affects Puddings Wood, compensatory measures which replace and provide additional net habitat must be provided as part of the new development.~~

7.2817.298 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and on-site and nearby Local Wildlife Sites.

7.2827.299 A Critical Drainage Area (CDA) has been identified in the Broomfield area. This site may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

7.2837.300 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. The development is an extension of the existing village of Broomfield so must remain sympathetic to the character of that settlement and respond to its direct abutment to the open countryside.

7.2847.301 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.2857.302 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

~~**7.286**— Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.~~

Alternatives considered

Do not carry forward the allocated site in the Local Plan.

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the

delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Location 9 - Boreham

~~GROWTH SITE POLICY 9 – EAST OF BOREHAM~~

Development on this site is complete, and provides 143 homes, along with the other policy requirements.

~~Land to the east of Boreham, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel. The development is expected to provide:~~

~~Amount and type of development:~~

- ~~• Around 143 new homes of a mixed size and type to include affordable housing.~~

~~Site development principles:~~

- ~~• Vehicular access to the site will be from Plantation Road Provide pedestrian and cycle connections~~
- ~~• Preserve or enhance the character or appearance of the two Conservation Areas and their setting in the vicinity of the site~~
- ~~• Preserve and where appropriate enhance the setting of surrounding listed buildings~~
- ~~• Protect existing high quality trees and hedgerows on site and provide new tree planting~~
- ~~• Mitigate the visual impact of the development Create a network of green infrastructure~~
- ~~• Provide suitable SuDS and flood risk management~~
- ~~• Provide a coherent network of public open space for formal and informal sport, recreation and community space within the site.~~

~~Site infrastructure requirements:~~

- ~~• In accordance with the approved planning permission.~~

Reasoned Justification

~~7.287~~ This site is located on the eastern edge of the Defined Settlement Boundary of Boreham and close to local services and facilities in the village.

~~7.288~~ The site has planning permission (Ref: 18/00682/REM). It is expected to be delivered between 2019 and 2022 and will provide a high-quality sustainable extension to Boreham for around 143 homes including a proportion of affordable housing. The development must ensure

that the type, size, heights, density and massing of new development responds positively to the historic environment and the local landscape context.

~~7.289~~—The development will take its main vehicular access from Plantation Road and is expected to adequately mitigate its impacts on the local and strategic road network. These will be expected to include appropriate improvements along roads that will serve the new development including Plantation Road, Church Road and Main Road.

~~7.290~~—Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided between the site and the wider area, including connections to Boreham village. Public Right of Way Footpath 38 runs along the northern boundary of the site and there is no cycle access/egress available from the north of the site. It is therefore necessary to update/widen the footpath to include access for cycles.

~~7.291~~—The development will also 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. Bus stop upgrades are necessary along Main Road and Plantation Road to encourage a higher usage of public transport.

~~7.292~~—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. Layout should incorporate compensation measures for landscape impact from the development including appropriate tree and hedge planting along countryside edges.

~~7.293~~—The site is close to Church Road and Boreham Road/Plantation Road Conservation Area and there are a number of listed buildings in the vicinity including Shottesbrook directly opposite the site to the south. Development design and layout should take into consideration the setting of surrounding heritage assets.

~~7.294~~—The Historic Environment Record shows that the proposed development lies in an area of archaeological potential. A desk-based assessment has been carried out. The next stage of archaeological investigation should be further archaeological survey to include trial trenching and excavation if significant archaeological features are discovered.

~~7.295~~—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. However, the quantum and extent of this site should be allocated in the Local Plan.

Alternatives considered

None. Site is built out and will be removed from the Pre-Submission Local Plan.

GROWTH SITE POLICY 9a – WALTHAM ROAD EMPLOYMENT AREA

Land to the north of Waltham Road Employment Area as shown on the Policies Map, is allocated for new employment development. Development proposals will accord

with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 3,500sqm (net) new Use Class B2 and B8 floorspace along with other appropriate ancillary employment generating uses.

Site development principles:

- Vehicular access will be from the existing employment area access from Waltham Road
- Provide a well-connected internal road layout
- Maximise opportunities for the provision of public transport and supporting infrastructure
- Provide safe and convenient pedestrian and cycle connections
- Provide a robust landscape buffer along the northern and eastern boundaries of the site
- Provide suitable SuDS and flood risk management
- Undertake a Minerals Infrastructure Assessment
- Undertake an Archaeological Assessment.

Design and Layout:

- Ensure no adverse impact on the living conditions of existing adjoining residential development
- Retain and enhance existing boundary treatments including provision of new trees
- Landscape led approach to site layout which retains and enhances trees
- Make appropriate provision for parking and safe access
- Mitigate the visual impact of the development
- Conserve and enhance local landscape character
- Provide for a mix of building sizes and styles including building design measures to soften visual impact
- Provide new and accessible open space within the site.

Site infrastructure requirements:

- New and enhanced pedestrian and cycle routes
- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Provide pedestrian and cycle links to Boreham village.

Reasoned Justification

7.303 This site allocation will provide employment development of around 3,500sqm of new general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace as part of

an extension to the existing Waltham Road Employment Area. Expansion of this well-established site will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of businesses in rural areas. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing new employment floorspace and jobs.

7.304 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.305 The development of the site will be subject of a masterplan agreed with the Council prior to the submission of a planning application.

7.306 The site is close to the existing Key Service Settlement of Boreham with good access to the strategic road network via the A12. The development should provide a mix of type and range of sizes of Use Class B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

7.307 The development will be expected to enhance existing connections for cycling and walking, including connections to Boreham and improvements to nearby bus stops/shelters where appropriate. A travel plan will be required to encourage the use of active and sustainable means of travel for all new employees, to reduce the need to travel and encourage the use of non-car modes.

7.308 The Council will, in conjunction with the Local Highways and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, capacity, traffic management and to enable safe access to the site by active and sustainable travel modes.

7.309 The development will be expected to promote the highest standards of design to ensure that the type, size, form, height, scale, density, massing, materials and colour palette of the new development minimises its visual impact on the local landscape. The layout and position of buildings must avoid large scale buildings near to the northern boundary of the site and be set back from the landscape buffer to ensure that there is no unacceptable visual landscape impact and to ensure no impact upon the tree buffer.

7.310 The design and layout of proposals will also need to incorporate structural and buffer landscaping along the northern and western boundaries and provide landscape compensation measures. Landscape buffers should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site to the west.

7.311 A significant amount of new trees to be planted in line with Policy DM17. The local wildlife site, Boreham Road Gravel Pits, to the west of the site shall be protected.

7.312 Some residential development lies to the north and east of the site. The development will be expected to provide suitable measures to ensure that the amenity of those residents is not adversely affected such as noise attenuation measures and boundary screening.

7.313 New open space to serve the employment site will be expected to be provided on-site. This must provide a positive contribution to the quality and character of the development and be accessible to site employees. It must also be multi-functional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage.

7.314 The site lies within a Minerals Consultation Area. The developer will be required to undertake a Minerals Infrastructure Assessment to assess if the proposed development would not prevent or compromise the possibility of mineral resources being extracted in the future from land within the nearby mineral extraction site.

7.315 The site may contain archaeological deposits which will need to be considered in future development proposals, through an archaeological evaluation.

7.316 The site is located in the Parish of Boreham where a Neighbourhood Plan being prepared. It is envisaged that the Neighbourhood Plan could help shape this site allocation.

Alternatives considered

Do not allocate the site in the Local Plan.

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply. Not considered a reasonable alternative.

Travellers Site

TRAVELLERS SITE POLICY GT1 – DRAKES LANE GYPSY AND TRAVELLER SITE

Development on this site is complete, and provides 9 pitches, along with the other policy requirements.

Land at Drakes Lane, Little Waltham, as shown on the Policies Map, is allocated for a Gypsy and Traveller site to meet the needs of nomadic Gypsy or Travellers as defined in the National Planning Policy for Traveller Sites. The development proposal will be expected to provide:

- 10 permanent Gypsy and Traveller pitches**
- Main vehicular access to the site will be from Drakes Lane**
- Landscaped edges and buffers to mitigate the visual impact of the development Suitable SuDs and flood risk management**
- Appropriate habitat mitigation and creation**
- High quality and inclusively designed amenity buildings for each pitch Fully serviced pitches.**

Reasoned Justification

~~7.296~~—The site has been secured by the Council through Section 106 planning obligations linked with existing planning approvals at the Beaulieu and Channels sites as part of the previously adopted North Chelmsford Area Action Plan. The Section 106 Agreements secured this land as a fully serviced site as well as the funding to implement the site. This will include appropriate wastewater, connections to utilities, and a satisfactory drainage solution for the site.

~~7.297~~—Infrastructure required for this site is in addition to relevant requirements of Policy S9.

~~7.298~~—The development will provide a permanent site for 10 Gypsy and Traveller pitches to be delivered between 2019 and 2024. The site should be delivered through a comprehensive approach, such as with a registered housing provider.

~~7.299~~—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.

~~7.300~~—The development will be expected to minimise its impacts on the local road network by providing a suitable access into the site.

Alternatives considered

None. Site is built out and will be removed from the Pre-Submission Local Plan.

Location 14 – Ford End

GROWTH SITE POLICY 14a – LAND WEST OF BACK LANE, FORD END

Land west of Back Lane, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- Up to 1 hectare of land to accommodate around 20 new homes of a mixed size and type, including affordable housing. The final amount of new homes will be confirmed through the planning application process.

Site development principles:

Movement and Access

- Vehicular access to the site will be from Back Lane/Woods Road
- Provide safe and convenient pedestrian and cycle connections
- Provide a well connected internal road layout.

Historic and Natural Environment

- Preserve and where appropriate enhance the setting of the Grade II listed April Cottage and Wayfarers on Back Lane
- Preserve the setting of the adjacent non designated heritage assets on Back

Lane and Sandon Hill

- **Retain existing trees on the boundary of the site**
- **Ensure a defensible landscape buffer on the sites boundaries**
- **Provide suitable multifunctional Green Infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.**

Reasoned Justification

7.317 Land west of Back Lane is to the west of the Defined Settlement of Ford End. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the primary school, recreation ground and existing public transport connections.

7.318 For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

7.319 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.320 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. The changes in levels between the site and the residential properties on Back Lane needs to be given careful attention to ensure the development is not overbearing on these properties. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.321 April Cottage and Wayfarers on Back Lane are Grade II listed and there are a number of characterful vernacular buildings on Back Lane and Sandon Hill, which are considered to be non designated heritage assets. Development proposals should be sensitive to the heritage setting and local character and distinctiveness and avoid harm to the setting of the designated and non designated heritage assets.

7.322 A clear and defensible landscaped site boundary should be provided to the northern boundary.

7.323 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

Alternatives considered

Do not allocate the site in the Local Plan.

Other sites promoted at Ford End through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

GROWTH SITE POLICY 14b – LAND SOUTH OF FORD END PRIMARY SCHOOL

Land south of Ford End Primary School, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.

Site development principles:

Movement and Access

- Vehicular access to the site will be from the B1008
- Provide safe and convenient pedestrian and cycle connections
- Ensure access to the school is maintained and enhanced
- Provide a well connected internal road layout.

Historic and Natural Environment

- Preserve the setting of Ford End Primary School
- Retain existing trees on the boundary of the site
- Ensure a defensible landscape buffer on the sites boundaries
- Provide suitable multifunctional Green Infrastructure

- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

Design and layout

- Character, scale and layout to have regard and respond to the site's surrounding context.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

Reasoned Justification

7.324 Land south of Ford End Primary School is adjacent to the Defined Settlement of Ford End. Development is expected to be delivered from 2029/2030 onwards. It is immediately adjacent to the primary school, and within walking distance of the recreation ground and existing public transport connections.

7.325 For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

7.326 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.327 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. The changes in levels between the site and the B1008 needs to be given careful attention to ensure the development is not overbearing on the character of the area. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.328 Ford End Primary School was designed by local architect Frank Whitmore and built in 1873, comprising a school room and masters house, with a small tower, originally with a spire. The building has architectural interest and community value and is therefore considered to be a non designated heritage asset. Development should avoid harm to its setting.

7.329 A clear and defensible landscaped site boundary should be provided to the south and west boundary.

7.330 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

Alternatives considered

Do not allocate the site in the Local Plan.

Other sites promoted at Ford End through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

Location 15 – North West Chelmsford

STRATEGIC GROWTH SITE POLICY 15 – LITTLE BOYTON HALL FARM EMPLOYMENT AREA

Land to the north of Little Boyton Hall Farm Rural Employment Area as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 6,000sqm (net) new Use Class B2 and B8 floorspace along with other appropriate ancillary employment generating uses.

Site development principles:

- Vehicular access will be via the existing site access road off the A1060
- Provide safe and convenient pedestrian and cycle connections
- Provide a robust landscape buffer along the boundaries of the site
- Maximise opportunities for the provision of public transport and supporting infrastructure
- Provide suitable SuDS and flood risk management.

Design and Layout:

- Retain and enhance existing boundary treatments including provision of new trees
- Landscape led approach to site layout which retains and enhances trees
- Provision of structural landscaping to the perimeter of the site
- Make appropriate provision for parking and safe access
- Conserve and enhance local landscape character
- Mitigate the visual impact of the development
- Provide for a mix of building sizes and styles including building design measures to soften visual impact

- Provide new and accessible open space within the site.

Historic and Natural Environment:

- Preserve and where appropriate enhance the setting of designated heritage assets Little Boyton Hall Grade II Listed Building.

Site infrastructure requirements:

- New and enhanced pedestrian and cycle routes
- Provide appropriate improvements, as necessary, to the existing site access road and network, local and strategic road network as required by the Local Highways and Transportation Authority
- Provide pedestrian and cycle links.

Reasoned Justification

7.331 This site allocation will provide employment development of around 6,000sqm of new general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace as part of an extension to the existing Little Boyton Hall Farm Rural Employment Area. Expansion of this well-established site will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of businesses in rural areas. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing new employment floorspace and jobs.

7.332 The development of the site will be subject of a masterplan agreed with the Council prior to the submission of a planning application.

7.333 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.334 The development will provide a mix of type and range of sizes of Use Class B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

7.335 The development will be expected to improve connections for cycling and walking, including connections to the existing networks and providing links to the A1060 to the south.

7.336 The Council will, in conjunction with the Local Highways and Transportation Authority and National Highways, seek appropriate works and contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, traffic management and to enable access to the site by sustainable and active travel modes. Suitable traffic control and calming measures will be required on the internal road network in particular where these are also public rights of way.

7.337 The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density, and massing of new development works in sympathy

with the local landscape. The design and layout of proposals will need to incorporate structural and buffer landscape compensation measures including the provision of suitable buffers along the site boundaries to help soften its visual impact on the local landscape and the setting of the listed building at Little Boyton Hall. The buffer should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site and ancient woodland (Nightingale Wood). The layout and position of buildings must be set back from the landscape buffer to ensure that there is no unacceptable visual landscape impact and to ensure no impact upon the tree buffer.

7.338 Significant new trees planted in line with Policy DM17. The local wildlife site and Ancient Woodland (Nightingale Wood) shall be protected.

~~7.30~~**7.339** New open space to serve the employment site will be expected to be provided on-site. This must provide a positive contribution to the quality and character of the development and be accessible to site employees. It must also be multi-functional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage.

Alternatives considered

Do not allocate the site in the Local Plan.

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply. Not considered a reasonable alternative.

Growth Area 3 - South and East Chelmsford

7.340 This Growth Area (see Figure 18) will deliver a high quality and comprehensively planned new Garden Community to the East of Chelmsford at Hammonds Farm (Location 16a) for 3,000 new homes and 43,000sqm of employment space. Alongside this will be a further 43,000sqm of employment space at Land adjacent to A12 at Junction 18 (Location 16b). Development is also proposed on small sites around Bicknacre and East Hanningfield. Overall this Growth Area will deliver almost 4,500 new homes, 87,200sqm of new employment floorspace, five Travelling Showpeople plots and 20 Gypsy and Traveller pitches.

~~7.30~~**7.341** A new Garden Community to the East of Chelmsford based on Garden City Principles will be provided at Hammonds Farm. This development, east of the A12 and north of the A414 will create a sustainable new neighbourhood of 3,000 new homes and 43,000sqm of new employment floorspace to be delivered in the Local Plan period. This will be a comprehensively planned, landscape-led development centred around distinctive neighbourhoods supported by transport, new schools and early years and childcare provision, health care, utility services and green infrastructure together with retail, community, employment and leisure uses. Provision is also made for 20 Gypsy and Traveller pitches. The wider allocation has the capacity for a further 1,500 new homes to be developed post-2041. The timing and delivery of further development would need to be considered as part of a review of this Local Plan.

7.3037.342 A new strategic employment site of around 43,000sqm is allocated at Land adjacent to A12 Junction 18 south of East Chelmsford Garden Community (Hammonds Farm). This will provide for a mix of employment uses including office, light industrial, general industrial and distribution uses in a sustainable location close to the strategic road network. The development will make an important contribution to the delivery of employment land and jobs in the City Council's area over the Local Plan period.

7.3047.343 The Garden Community at Hammonds Farm and Land adjacent to A12 Junction 18 will also maximise opportunities for enjoyment of the Green Wedge and active travel in the City Centre (cycling and walking). They will also provide enhanced bus services, enhanced connection to Sandon Park and Ride to serve eastern road corridors into the City and improvement to the Army and Navy junction.

7.344 The Growth Area will also deliver a sustainable new development for the existing town of South Woodham Ferrers which has a good range of services and facilities, and at the Key Service Settlements of Danbury and Bicknacre, both of which have a good level of services including primary schools, early years and childcare provision, convenience shopping facilities and primary healthcare facilities. It will also deliver sustainable new development on small sites in the Service Settlement of East Hanningfield which has a primary school, employment site and community facilities making it suitable for limited scale development.

7.3057.345 These developments will provide opportunities to contribute to and enhance existing facilities and services. They will also offer wider benefits to the community by helping to deliver road improvements including to the A132/B1012 to the Rettendon Turnpike Junction.

7.306 This Growth Area (see Figure 11) will accommodate around 1,160 new homes, 000sqm of business floorspace and 1,900sqm of convenience retail. The majority of development including around 1,2000 new homes and all of the new business and retail floorspace will be focused on greenfield land north of the existing town of South Woodham Ferrers. Provision is also made for 5 Travelling Showpeople plots. The urban extension of South Woodham Ferrers (Location 10) will be well connected to the existing town and designed around attractive landscape incorporating a new Neighbourhood Centre, a new employment area and open space/leisure facilities.

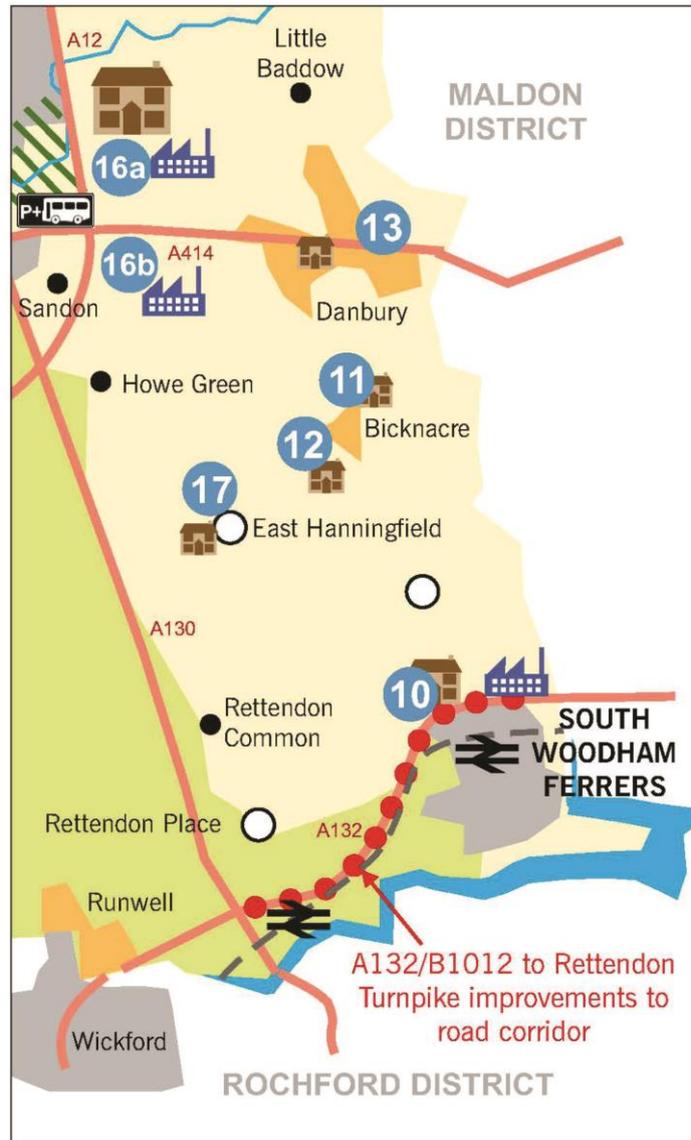
7.3077.346 In addition, development is promoted at the two sustainable Key Service Settlements of Bicknacre (Location 11) and Danbury (Location 12). Location 11 D Two sites in Bicknacre (Locations 11b and 11c) and both sites in East Hanningfield (Locations 17a and 17b) will be provided on small sites no larger than one hectare in size will provide around 35 and 32 homes on two separate sites. Location 12 will deliver around 100 new homes within Danbury through the emerging Danbury Neighbourhood Plan. These D developments in these areas will also provide opportunities to contribute towards and enhance existing facilities and services of the villages.

7.3087.347 The Council's previously adopted Site Allocations Development Plan Document allocated the former Runwell Hospital as a Major Developed Site for housing-led development in the Green Belt (in accordance with Annex C of Planning Policy Guidance Note 2 at the time). Outline pPlanning permission was granted for 575 new homes in 2013 and the first phase has been development (called St Luke's Park) is now nearly complete. constructed. The phased delivery of this allocation (called St Luke's Park) is on-going and projected to be complete by 2022. Future detailed planning applications will be considered in accordance with the approved outline planning

~~consent and any other material considerations.~~ The Area for the Former Runwell Hospital Major Developed Site is brought forward onto the ~~new~~ Local Plan Policies Map.

7.3097.348 Development allocations in this Growth Area will also help to deliver strategic infrastructure including the Chelmsford North East Bypass.

Figure 11.18 : Growth Area 3 - South and East Chelmsford



- | | |
|----------------------------------|-------------------------------|
| STRATEGIC EMPLOYMENT LOCATION | SMALL SETTLEMENT |
| HOUSING: SOUTH & EAST CHELMSFORD | RAIL STATION |
| GREEN BELT | RAILWAY LINE |
| GREEN WEDGE | PARK AND RIDE |
| RURAL AREA | IMPROVEMENTS TO ROAD CORRIDOR |
| CITY/TOWN | MAJOR ROADS |
| KEY SERVICE SETTLEMENT | RIVER |
| SERVICE SETTLEMENT | |

Location 16 – East Chelmsford

7.349 This broad location for growth, as shown on the Key Diagram (Figure 814), comprises the following two Strategic Growth Sites:

- 16a: East Chelmsford Garden Community (Hammonds Farm)
- 16b: Land adjacent to A12 Junction 18 (Employment Site)

STRATEGIC GROWTH SITE POLICY 16a – EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)

East Chelmsford Garden Community comprises of land at Hammonds Farm. It is located to the east of the A12, north of the A414 Maldon Road, as shown on the Policies Map. The site is allocated for a high quality comprehensively planned new sustainable Garden Community that will provide a significant amount of new housing and employment development, and maximise opportunities for active and sustainable travel, in a landscape-led setting following TCPA Garden City Principles. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 3,000 new homes of mixed size and type to include affordable housing and specialist residential accommodation in the period to 2041. The allocated site is able provide a further 1,500 new homes in the period beyond 2041. The final amount of new homes will be confirmed through the masterplanning and planning application process
- Around 43,000 sqm of dedicated employment floorspace
- Two Gypsy and Traveller sites, each for 10 serviced pitches.

Supporting on-site development:

- A new Country Park
- New mixed use centres incorporating provision for convenience food and other retail, community uses, flexible employment and healthcare provision and opportunities for similar small non-residential uses throughout the development
- Provision of a new all-through school (including primary with co-located early years and childcare nurseries, secondary and potential for a sixth form centre)
- Provision of two further new primary schools with co-located early years and childcare nurseries
- Provision of three new stand-alone early years and childcare nurseries
- Appropriate provision of community space and significant new multi-functional green infrastructure.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from a new junction on the A414 Maldon Road which will need to take account of new access to the employment site 16b - Land Adjacent to Junction 18 of the A12
- Additional access to the site will be from Junction 19 of the A12 (Boreham Interchange), to include a new multi-modal vehicular bridge over the River Chelmer/Chelmer with measures to deter use as a through-route
- Provide well-connected internal road layouts which allow good accessibility for bus services and bus priority measures
- Provide an effective movement strategy within the site
- Provide and enhance pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer East Green Wedge, existing education locations, Chelmsford City Centre, Danbury, Little Baddow and Sandon, Beaulieu Park Rail Station, and existing and proposed employment locations
- Provide a dedicated car club for residents and businesses on site
- Provide safe multi-user access routes under and over the A12
- Provide a new active and sustainable route and bridge over the A12 to connect to Sandon Park and Ride
- Measures to enable travel by active and sustainable modes that offer travel choice for people by non-car modes including a network of mobility hubs, to enable a 60% share for active and sustainable transport modes
- Provide Bus Based Rapid Transit infrastructure
- Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority and National Highways to include necessary improvements to Junctions 18 and 19 of the A12, A414 and route enhancements to A1060 (Maldon Road) and A1114 (Essex Yeomanry Way)
- Traffic calming measures on Church Road and Hammonds Road.

Historic and Natural Environment

- Provide a network of green and blue infrastructure and reinstate historic landscape features to mitigate the visual, biodiversity and heritage impacts of the development
- Preserve or enhance the character or appearance of the Chelmer and Blackwater Navigation Conservation Area and its setting, including landscape enhancement works to mitigate harm
- Preserve or enhance the setting of Boreham and Danbury Conservation Areas
- Preserve and where appropriate enhance the listed buildings and structures and their settings including Cuton, Stonhams and Little Baddow Locks, Hammonds Farmhouse, Phillows Farmhouse, The Congregational Chapel and Manse, Yew Tree Cottage, St Mary's Church, Little Baddow Hall, Boreham House, Generals, Water Hall, St Johns the Baptist Church Danbury, Little Graces, and Great Graces group of listed buildings

- Protect the setting of Danbury Park, Riffhams and Boreham Houses Registered Park and Gardens
- Protect and celebrate landmark views, including those to Danbury, Little Baddow and Sandon Churches
- Retain the significance of Hurrells Lane, Church Lane, Chapel Lane and New Lodge Chase Protected Lanes
- Retain and enhance Graces Walk
- Conserve and enhance biodiversity and avoid adverse effects on the River Chelmer, and Old Hare Wood local wildlife sites, Waterhall Meadows Essex Wildlife Trust Nature Reserve, and Long Spring Wood and Hall Wood ancient woodlands, and Blakes Wood and Lingwood Common SSSI
- Deliver heritage trails incorporating interpretation, public art, play trails and viewing corridors
- Provide suitable SuDs and flood risk management
- Undertake a Minerals Resource Assessment
- Undertake a Waste Infrastructure Impact Assessment
- Appropriate habitat mitigation and creation
- Undertake an Archaeological Assessment and conserve existing archaeological features
- Provide a minimum of 20% biodiversity net gain above the ecological baseline and in accordance with Policy DMI6.

Design and Layout

- Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct and varied character
- Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site
- Integrate existing archaeological, historic and landscape features into development and reinstate lost historic features
- Site-wide design principles to be approved through the masterplanning process, followed by the preparation and submission of Detailed Design Codes for approval through the planning application process.

Site infrastructure requirements:

- Land (circa 12 hectares) for a co-located primary and secondary school (Use Class F1(a)) with early years and childcare nursery (Use Class E(f)), and the total cost of physical scheme provision with delivery through the Local Education Authority
- Land (circa 2.1 hectares each) for two co-located primary schools (Use Class F1(a)) each with early years and childcare nursery (Use Class E(f)) and the total cost of physical scheme provision with delivery through the Local Education Authority

- Land (circa 0.26 hectares each) for three stand-alone early years and childcare nursery (Use Class E(f)DI) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Financial contributions to the delivery of the Chelmsford North East Bypass (CNEB)
- Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance sustainable modes of transport including Bus Based Rapid Transit infrastructure, safe multi-user access routes under and over the A12, and a new active and sustainable route and bridge over the A12 to connect to Sandon Park and Ride
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Provide and/or financial contributions to healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide a new Country Park with delivery mechanism to provide for its long-term management and maintenance
- New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments
- Appropriate flood risk management measures and SuDS.

The Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on this site together with mass waste collection systems where appropriate.

Stewardship:

- Establish a robust and sustainable site-wide stewardship vehicle and governance early on in the planning and delivery process
- A Stewardship Statement to accompany the Masterplan providing full details of a) the governance structure and methods of funding of the proposed stewardship vehicle, b) public spaces and community assets to be owned, managed and maintained by the proposed stewardship vehicle and c) an indicative programme for the establishment and operation of the proposed stewardship vehicle
- A Stewardship Strategy to be provided as part of the planning application process to include a) a robust governance strategy of the chosen stewardship vehicle, b) a full Business Plan for the chosen stewardship vehicle and c) arrangements for maintenance, management and monitoring of public spaces and community assets.

Reasoned Justification

7.350 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- New Garden Community for major housing and employment development
- Proposed Country Park
- Areas for SUDS, biodiversity and recreation
- New bridges

7.351 The site lies around 4km to the east of Chelmsford City Centre with new infrastructure proposed to provide opportunities to increase connectivity through active and sustainable modes of transport to provide safe and convenient routes to key destinations by maximising the use of the Chelmer East Green Wedge.

7.352 The development will provide a large sustainable community for around 4,500 new homes and 43,000 sqm of dedicated employment floorspace, and a new Country Park. 3,000 of the new homes will be delivered in the period to 2041. The total extent of the site allocated is shown on the Policies Map and the entire development is expected to be delivered between 2029 and 2048.

7.353 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.354 The development will provide a high quality comprehensive garden community development underpinned by a series of interrelated principles set out in the Town and Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, providing opportunities for employment, encouraging healthy and active lifestyles, meeting the housing needs of all local people, providing integrated and sustainable transport systems, and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets.

7.355 The site allocation is to be planned comprehensively in accordance with a masterplan approved by the City Council. This will include community and stakeholder involvement in the formulation of the masterplan, which will be required to set out how the TCPA Garden City Principles are to be achieved, and adapted for the special characteristics and features of this particular site.

7.356 The establishment of a robust and sustainable stewardship structure early in the planning and delivery process forms a key requirement of the development establishing a consistent approach to stewardship and place keeping across this new Garden Community. The expectation is that the local community would have a defined remit in stewardship across the whole Garden Community area to foster collaboration, create accountability, provide consistency and ensure resident engagement. A single not-for-profit site-wide Stewardship Body would be formed to work in partnership with the community to provide a co-ordinating role to stewardship, place making and community development and to deliver the vision for the Garden Community. The Stewardship Body activities is expected to be funded through a blend of income generating assets and endowment. If resident service charges are required these should be minimised and capped.

7.357 A formal governance structure will be established with oversight for the whole Garden Community to ensure appropriate common collaborative arrangements are put in place.

7.358 The development should provide a mix of size and types of homes, to meet local needs and create a mixed and inclusive community. Affordable, self-build and custom-build, and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements. The development will also be expected to provide specialist residential accommodation which could include accommodation for frail elderly and homes for those with disabilities or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council.

7.359 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide two Gypsy and Traveller sites, each for 10 pitches, within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the sites will be determined through the masterplanning process. These sites will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that the sites will be delivered through a comprehensive approach, such as with a Registered Housing Provider.

7.360 The development will be required to provide around 43,000 sqm of dedicated employment. This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses. It is expected that for every new home a new job should be created on site.

7.361 This site allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. Locations for office, employment and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining Chelmsford Urban Area. The development should provide a mix of type and range of sizes of Use Class E(g)(i)-(iii) employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary E Use Classes may also be appropriate as part of the allocation.

7.362 A wide range of new community services and facilities including a new all-through school (including primary with co-located early years and childcare nurseries, secondary and potentially a sixth form centre), two new primary schools with co-located early years and childcare nurseries and three standalone nurseries, open spaces, recreation, sport and play facilities, community facilities and mixed use centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing and planned neighbourhoods in the East Chelmsford Garden Community. The centres will need to make provision for community and healthcare facilities, as required by the NHS Mid and South Essex Integrated Care Board, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England and Public Health England's Active Design guidance.

7.363 The all-through school campus should be provided a site of around 12 hectares of land. The developer will be expected to provide the education land and total cost of the physical education scheme provision with delivery through the Local Education Authority. Opportunities for dual use sports facilities within the new secondary school will be considered through the masterplan process.

and will be secured in conjunction with the Local Education Authority through the planning application process. Consideration should be given to Essex School Organisation Service's 'Garden Communities and Planning School Places' to ensure schools are appropriately planned and laid out to serve the Garden Community.

7.364 The development will take its main vehicular access from the A414 Maldon Road. Additional access to the site will be from Junction 19 Boreham Interchange. This is expected to be primarily for active and sustainable travel connections. The Council will, in conjunction with the Highway and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including financial contributions towards the Chelmsford North East Bypass, and highway improvements to ensure highway safety, capacity and traffic management and to enable safe access to the site by active and sustainable modes. As a minimum these will be expected to include:

- Bus Based Rapid Transit infrastructure
- Safe multi-user access routes under and over the A12
- A new active and sustainable route and bridge over the A12 to connect to Sandon Park and Ride.

7.365 The development will be expected to provide additional and improved pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer East Green Wedge, existing education locations, Chelmsford City Centre, Danbury and Sandon, Beaulieu Park Rail Station, existing and proposed employment locations, new Country Park, surrounding countryside and wider strategic network.

7.366 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices, and demonstrate a 60% modal share for active and sustainable transport. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The development will be large enough to support its own car club and there will be alternative means of sustainable transport available to residents to complement it.

7.367 The development will be required to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus service and services to the wider area including Chelmsford City Centre. A network of mobility hubs will be provided across the Garden Community; these will allow for the interchange between active modes of travel and bus services and include the provision of cycle storage and facilities which align with non-car living, for example, e-scooter hiring / parking / charging, cycle stands and a repair shop, car club parking, EV charging and bus stops.

7.368 The development will also be required to provide an appropriate Bus Based Rapid Transit. This should be a direct, frequent bus service that will connect the new development with the City Centre and Chelmsford and Beaulieu Park Rail Stations. It is critical for enabling local, frequent travel without reliance on the private car. The masterplan should provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient

connections between residential areas, employment areas, Beaulieu Park Rail Station and Chelmsford City Centre. Essex County Council will work with the developers to determine a preferred-route corridor through the development to serve residents and key locations.

7.369 The site will provide a high quality development in a landscaped setting which works in sympathy with the local landscape and heritage assets. This should be informed by landscape and heritage evidence, including the 2017 Landscape Sensitivity and Capacity Assessment and the Historic Environment Characterisation Project. The development must promote the highest standards of design and provide high quality and inclusively designed buildings and public and private spaces planned around a coherent framework of routes, blocks and spaces.

7.370 Two tiers of design guidance will be expected to be followed - Site Wide Principles (informative) and the Detailed Design Codes (prescriptive). The Site Wide Design Principles will outline the aspects of spatial co-ordination between the different zones and development parcels and accompany the Strategic Parameter Plans which should accompany the Masterplan. The preparation and submission of Detailed Design Codes (DDC) for approval will be a condition of subsequent planning applications. The DDC's will vary in their extent, tailored to the circumstances and scale of change in each place, allowing a suitable degree of variety but will be consistent in their objectives and in how they stipulate design quality, following a consistent structure and format as set out in the Masterplan documents. Development will follow a carefully design coded approach within which context it may be considered appropriate to remove permitted development rights.

7.371 Layout should incorporate compensation measures for impacts from the development on the landscape, preserve the setting of heritage assets and create a distinct new place. Compensation measures will include appropriate landscaped edges, tree and hedge planting along countryside edges and green buffers to respect the amenities of adjoining residential properties. The site plays an important role in the rural setting to a number of designated and non-designated heritage assets in the wider area. There are also significant views to Danbury and Little Baddow Churches. It will be important to ensure the impacts on settings' is adequately mitigated, with landscape extensive buffers in appropriate locations. This should include the creation of viewing corridors to historic landmarks. Historic lanes, field boundaries and Graces Walk avenue are an important feature of the context, which should be retained and enhanced. There will be significant impacts on the setting of the Chelmer and Blackwater Navigation due to the change from a rural to urban context, it will be important to mitigate these impacts and provide landscape enhancement as part of a scheme of compensatory measures. Heritage interpretation should play a reinforcing local character and promote heritage.

7.372 The site includes an area of flood risk. It is expected that a significant portion of this area will form open space with the precise boundaries to be decided through the masterplanning process. The site layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

7.373 Development design and layout is expected to preserve or enhance the character or appearance of the Chelmer and Blackwater Navigation Conservation Area and preserve the listed buildings and their setting on and close to the site. The masterplan process will establish the detailed preservation and enhancement principles for this site.

7.374 The development is expected to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.375 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape.

7.376 At least half the gross site area is expected to be multi-functional green or blue infrastructure. This will include open spaces, habitat creation, allotments and sports areas with associated facilities and play facilities, as well as maximising opportunities for river use in accordance with the Council's Waterways Strategy. This should include foot and cycle bridges over the river to create connectivity each side of the river. The new Country Park will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities, including the waterways. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required. Given the scale of the Garden Communities, the opportunity exists for these developments to achieve 20% biodiversity net gain. Development proposals will be considered in line with DMI6.

7.377 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to avoid adverse impact on the adjacent local wildlife sites River Chelmer and Old Hare Wood, Waterhall Meadows Essex Wildlife Trust Nature Reserve, the ancient woodlands of Long Spring Wood and Hall Wood, and Blakes Wood and Lingwood Common SSSI, which lie within or immediately adjacent to the site.

7.378 Flood risk management and on-site SuDS are necessary to ensure there is no increased flood risk on site, or to adjacent areas and to ensure a sustainable form of development. Such features should not limit or adversely overlap with the main function of public open spaces.

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

7.380 As this is a major new development site, where appropriate the Council will encourage a move away from traditional wheeled bins to mass waste collection systems, such as an underground waste system. Advantages of hiding waste underground can include minimising the visual impact of bins on pavements and streets and managing odour and noise issues.

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

7.382 The site is in close proximity to the Chelmsford Waste Water Treatment plant where odour may impact part of the site area. As a result, a Waste Infrastructure Impact Assessment should be undertaken.

7.383 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.3107.384 The site is located partly in the Parish of Sandon and partly within the Parish of Little Baddow. Each Parish has a 'made' (adopted) Neighbourhood Plan. Development proposals should have regard to the Sandon Neighbourhood Plan and Little Baddow Neighbourhood Plan. Each Parish will receive 25% of the CIL receipt for the portion of the allocation and any other development in its area.

Alternatives considered

Do not allocate the site in the Local Plan.

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

STRATEGIC GROWTH SITE 16B – LAND ADJACENT TO A12 JUNCTION 18 EMPLOYMENT AREA

Land adjacent to A12 Junction 18 as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 43,000sqm (net) for a mix of employment Use Classes E(g)(i-iii), B2 and B8 along with other appropriate ancillary employment generating uses.

Site masterplanning principles:

Movement and access

- Main vehicular access to the site will be from a new junction at Maldon Road
- Provide access to the site in a manner that complements and does not prejudice access to East Chelmsford Garden Community (Hammonds Farm)
- A Movement Strategy outlining the necessary transport interventions
- Provide well-connected and integrated internal road layouts which allow good accessibility for bus services and bus priority measures
- Provide safe and convenient pedestrian and cycle connections within the site and to the wider area including to local bus stops, Sandon Park and Ride, East Chelmsford Garden Community (Hammonds Farm) and Danbury
- Maximise the use of public transport within the site and to key destinations
- Provide safe multi-user crossings of the A414.

Historic and natural environment

- Preserve or enhance the character or appearance of Danbury Conservation Area
- Preserve and where appropriate enhance the setting of designated heritage assets including St John the Baptist, Danbury Registered Park and Garden, Sandon Lodge, Bridge Farmhouse, and the Bridge over Sandon Brook
- Avoid harm to non-designated heritage assets including Sandon Brook Place
- Protect important views into and through the site from across the Chelmer Valley
- Create a network of multifunctional green infrastructure including provision of new trees
- Mitigate the visual impact of the development
- Provide an extensive and robust landscape buffer along the boundaries of the site
- Retain and enhance boundary trees as part of a detailed landscaping scheme, except where there is a need to provide the main site access from Maldon Road
- Provide suitable SuDs and flood risk management
- Minerals Resource Assessment.

Design and layout

- Avoid ecological impacts and provide on site ecological mitigation, compensation and enhancement measures
- Landscape led approach to site layout which retains and enhances trees, both within the site and along its boundaries
- Ensure no adverse impact on the living conditions of existing adjoining residential development
- Provide suitable noise attenuation measures to avoid harm to surrounding residential amenity
- Make appropriate provision for parking and access
- Conserve and enhance local landscape character
- Provide for a mix of building sizes and styles including building design measures to soften visual impact
- Provide a coherent network of new and accessible open space within the site
- Provide new sport, leisure and recreation facilities within the site.

Site infrastructure requirements:

- Provide pedestrian and cycle links to Sandon Park and Ride and to the east of the site, and routes associated with the East of Chelmsford allocations including East Chelmsford Garden Community (Hammonds Farm)
- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority and National Highways
- Financial contributions to the delivery of the Chelmsford North East Bypass (CNEB)

- Appropriate provision for safe access, including for pedestrians and cyclists to the farm complex to the south
- Flood Risk Assessment
- A Waste Infrastructure Assessment.

Reasoned Justification

7.385 This site allocation will provide a strategic development of around 43,000sqm of mixed employment floorspace in Use Classes E(g)(i-iii), B2 and B8. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing significant new employment floorspace and jobs.

7.386 The development of the site will be subject of a masterplan agreed with the Council prior to the submission of a planning application.

7.387 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.388 The site lies just east of Junction 18 of the A12 and to the south of Maldon Road. It will be located adjacent to the proposed East Chelmsford Garden Community (Hammonds Farm) and close to the existing Urban Area of Chelmsford. It has good access to the strategic road network via the A414 to the A12 and is close to the Sandon Park & Ride.

7.389 The development will provide a mix of type and range of sizes of office, storage, and distribution floorspace in Use Classes E(g)(i-iii), B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary employment generating uses and services may also be appropriate as part of the allocation, such as co-working space/café, early years and childcare nursery, small retail use and roadside facilities within a landscaped and attractive setting. These uses must be ancillary to the main employment use of the site and not destination locations in their own right.

7.390 The development will be expected to improve connections for sustainable transport, cycling and walking, including connections into the existing networks and links to Sandon Park & Ride, Sandon Village, Chelmsford Urban Area and Danbury. The development will be expected to provide suitable safe vehicular access and active and sustainable transport, including pedestrian and cycle provision to link the site to new developments East of Chelmsford including East Chelmsford Garden Community (Hammonds Farm).

7.391 A business travel plan will be required to encourage the use of active and sustainable means of travel for all new employees, to reduce the need to travel and encourage the use of non-car modes. Consideration should be given to a reduction in staff parking, against measures that promote more sustainable travel and the proximity of the Park & Ride. Onsite parking should be appropriately integrated into the site and balanced with robust landscaping.

7.392 The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.311-7.393 The Council will, in conjunction with the Local Highway and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including financial contributions towards the Chelmsford North East Bypass, and highway improvements to ensure highway safety, capacity and traffic management and to enable safe access to the site by active and sustainable modes.

7.394 The development will be expected to promote the highest standards of design to ensure that the type, size, form, height, scale, density, massing, materials and colour palette of the new development minimises its visual impact on the local landscape. The layout and position of buildings must avoid large-scale buildings near to the southern and south-eastern parts of the site and be set back from landscape buffers to ensure that there is no unacceptable visual, landscape and heritage impact and to ensure no impact upon tree buffers.

7.395 The design and layout of proposals will also need to incorporate structural and buffer landscaping throughout the site and to its boundaries, ensure the retention and enhancement of existing vegetation within the site and provide landscape compensation measures. Landscape buffers should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife sites to the south and east.

7.396 The site lies within the wider setting of a number of heritage assets. The rural character of the context contributes to their settings and it is essential that impacts on key views are avoided or mitigated, including towards St Johns Church and from Danbury Registered Park and Garden. Extensive structural landscaping will be required to the mitigate the impact on setting to the south and southeastern parts of the site.

7.397 Ecological assets on the site shall be maintained and enhanced and significant new trees planted in line with Policy DMI7. The existing tree belts on the northern and western boundaries shall be maintained and enhanced, except where there is a need to provide the main site access from Maldon Road. Trees which need to be removed to enable access to be provided, shall be kept to the minimum needed to provide necessary visibility, and will be required to be replaced on-site. The local wildlife sites Old Hare Wood to the north east and Sandon Pit to the south shall be protected. The design scheme should enhance and protect Sandon Brook, which runs along the eastern boundary of the site, and which is important for biodiversity.

7.398 An authorised caravan site lies directly to the east of the site and a small enclave of development sits on the north side of the road. The development will be expected to provide suitable measures to ensure that the amenity of those residents is not adversely affected such as noise attenuation measures and boundary screening.

7.312-7.399 New open space, sports, leisure and recreation facilities to serve the employment site will be expected to be provided on-site. Open space should be provided in an integrated and coherent manner, provide a positive contribution to the quality and character of the development and be accessible to site employees. Open space must also be multi-functional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage. Requirements for on-site sport, leisure and recreation facilities for employees will be informed by the latest Chelmsford Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy at the time of application.

7.400 Part of the site is located within Flood Zone 2 and 3 and as such a flood risk assessment will be required and SuDs provided in accordance with Policy DM18.

7.3137.401 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.3147.402 Given its proximity to Sandon Quarry, a Waste Infrastructure Assessment will be required to ensure that the continued and future operation of the Quarry's waste infrastructure would not be compromised. The site may contain archaeological deposits which will need to be considered in future development proposals, through an archaeological evaluation.

7.3157.403 The site is located in the Parish of Sandon where a Neighbourhood Plan has been made (adopted). Development proposals should have regard to the Sandon Neighbourhood Plan. This Parish will receive 25% of the CIL receipt for this development.

Alternatives considered

Do not allocate the site in the Local Plan.

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply. Not considered a reasonable alternative.

Alternative allocation of Land at Howe Green (around Junction 17 of the A12).

This has been discounted as it is not considered suitable or deliverable for new employment development. This is supported by the Plan evidence base. Not considered a reasonable alternative.

Location 10 - North of South Woodham Ferrers

STRATEGIC GROWTH SITE POLICY 10 – NORTH OF SOUTH WOODHAM FERRERS

Land to the north of Burnham Road (B1012) and east and west of the B1418, as shown on the Policies Map, is allocated for a high quality comprehensively-planned sustainable extension to the existing town, that maximises opportunities for sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 1,000-1,220 new homes of mixed size and type to include affordable housing
- Travelling Showpeople site for 5 serviced plots
- Around 1,200sqm of business floorspace
- 1,900sqm of convenience retail floorspace (already provided).

Supporting on-site development:

- Potential co-location of a new primary school with an early years and childcare nursery, and one stand-alone early years and childcare nursery; or two new stand-alone early years and childcare nurseries
- Neighbourhood Centre incorporating ~~provision for convenience food retail~~ **(1,900sqm) community and healthcare provision**
- Flexible neighbourhood scale business (1,020sqm) ~~and community and healthcare provision~~
- Integration of flexible workspace facilities.

Site masterplanning principles:

Movement and access

- Development that maximises opportunities for **active and** sustainable travel
- **Main vehicular access to the western and central parcels will be from the B1418 with potential for additional access from Burnham Road subject to traffic management measures being agreed by the Local Highways and Transportation Authority**
- Vehicular access to the eastern parcel will be from Burnham Road and/or Woodham Road
- Provide a well-connected internal road layout which allows good accessibility for bus services and bus priority measures
- Provide new public transport routes/services
- Provide an effective movement strategy within the site
- Provide additional and/or improved pedestrian and cycle connections to the Town Centre and railway station
- Provide high quality circular routes or connections to the wider Public Rights of Way network located away from the Crouch estuary
- Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers
- Improvements to the local and strategic road network as required by the Local Highways **and Transportation Authority.**

Historic and natural environment

- Preserve and where appropriate enhance the setting of the listed buildings at Edwins Hall, Shaws Farmhouse, Tabrums, Wellington Farmhouse and Barn and Ilgars and the non-designated asset Hambert's Farm
- An appropriate landscaped setting for development consisting of sufficiently dense planting belts and natural buffers to development edges and Local Wildlife Sites, to provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development
- Mitigate potential effects due to recreational pressure on nearby designated

European sites

- Provide areas for natural SuDS and flood risk management
Undertake an Archaeological Assessment.

Design and layout

- Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character
- Development shall predominantly be defined by and seek to retain the existing pattern of historic and landscape features
- Layout to be defined by a coherent network of wide green spaces to include formal and informal sport, recreation and community space that is well-connected to Public Rights of Way
- Where they must remain, the layout should make positive use of utility easements, such as electricity powerlines and gas main.

Site infrastructure requirements:

- Potential co-location of a new primary school (**Use Class F1(a)**) with an early years and childcare nursery (min 2.1 hectares) (**Use Class E(f)**) and one stand-alone early years and childcare nursery (circa 0.13 hectares); or two new stand-alone early years and childcare nurseries (circa 0.13 hectares each). The developer will be expected to provide the land and total cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways **and Transportation** Authority
- Appropriate measures to promote and enhance **active and** sustainable modes of transport
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Capacity improvements to the A132 between Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements
- Multi-user crossings of the B1012 in South Woodham Ferrers **which may include a bridge or underpass**
- Appropriate flood risk management measures and SuDS
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive~~
- Undertake a project-level Habitats Regulations Assessment to address the impacts other than recreational disturbance
- Provision of and financial contribution to facilitate and sustain car club facilities

for residents and businesses within the site and for the use of the wider community

- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to secondary education as required by the Local Education Authority
- ~~and~~ **Financial contributions and/or onsite provision of other community facilities such as healthcare provision as required by the NHS/CCG NHS Mid and South Essex Integrated Care Board.**

Reasoned Justification

~~7.3167.404~~ This development to the north of South Woodham Ferrers will provide a sustainable extension. The site has resolution to grant planning permission subject to a S106 Agreement for 1,220 new homes across two parcels (Ref: 21/01961/OUT and 22/00311/OUT) for around 1,000 homes, 1,000sqm of business space and 1,900sqm for convenience retail. It will maximise opportunities for sustainable travel in a landscaped setting and is expected to be delivered between 2021 and 2035, along with a neighbourhood centre, around 1,200sqm of business floorspace, primary school and early years provision, and five Travelling Showpeople's plots. This number is reflected in the 5 year Housing Sites Schedule April 2023. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2021-2026 and 2035-2034. The allocation represents a logical area of expansion to South Woodham Ferrers and is less constrained than other land around the existing settlement where the River Crouch and its protection areas, flood risk and Green Belt considerations would prevent a similar approach to development. It will maximise opportunities for sustainable travel in a landscaped setting.

~~7.3177.405~~ Infrastructure required for this site is in addition to relevant requirements of Policy S9.

~~7.3187.406~~ Planning permission for a supermarket and healthcare facility to the north of South Woodham Ferrers has been granted and implemented. As such there is no need for any further large-scale retail development, but further consideration would need to be given to local healthcare provision. ~~The site may have the capacity for further development, however this would be dependent on additional infrastructure provision including strategic highway improvements. Any further development would need to be considered as part of a review of the Local Plan.~~

~~7.3197.407~~ Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging adopted Neighbourhood Plan ~~being prepared infor~~ South Woodham Ferrers ~~is envisaged to will~~ help to shape this site allocation. ~~When their~~ Through the 'made' (adopted) Neighbourhood Plan ~~is approved~~, South Woodham Ferrers Town Council will also receive 25% of the CIL receipt for this development and any others s in its area, ~~otherwise the rate will be 15%.~~

~~7.3207.408~~ Affordable, self-build, custom-build housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements, to meet local needs and create a mixed and inclusive community. This could include accommodation for frail elderly and homes for those with a disability or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council. Opportunities

should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.3217.409 In order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential. The location of the Travelling Showpeople site will be addressed through the wider masterplanning process for the site.

7.3227.410 A range of new community services and facilities including a potential new primary school, two early years and childcare nurseries, healthcare, open space, recreation facilities and neighbourhood centre will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing neighbourhood.

7.3237.411 Locations for business, retail and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining town. The planning and design of development is required to encourage healthy and active lifestyles, in line with Sport England and Public Health England's Active Design guidance.

7.3247.412 The land to the north of the Town is predominantly open, save for field boundaries, and offers views across an undulating landscape form. The development extents should be limited to areas within the site with lower topography and/or where excessive visibility can be mitigated. Given the open context, the character of the development must exhibit a sufficiently open and green character, with greenways and open spaces within the layout and appropriate buffer and strategic landscaping to the outer margins, to respect the historic landscape character. The development must seek to preserve key wildlife connections and offer sufficient density and connectivity of green infrastructure to provide protection for wildlife and where necessary compensate for the impact on wildlife that occurs from development. This will include offering adequate protection of the Local Wildlife Site at Bushy Hill and other sensitive areas within and outside the site. The site will provide a high-quality development in a landscaped setting.

7.3257.413 Flood risk management and natural, on-site SuDs are necessary to ensure there is no increased flood risk on site or to adjacent areas and to ensure a sustainable form of development. Such features should not limit or adversely overlap with the main function of public open spaces.

7.3267.414 The southern edge of the site is around 500m from South Woodham Ferrers railway station and associated businesses, and just over 1km from the Town Centre and secondary school. South Woodham Ferrers has a wide range of facilities including medical, leisure, retail, library and business areas spread throughout the Town area.

7.3277.415 The development must provide access by walking, cycling and public transport to facilities and services within the development itself and the wider area including the railway station, town centre, and schools. This must include safe crossing points at Burnham Road to enable seamless integration with the existing settlement.

7.3287.416 There will be no vehicular access from the site to Edwins Hall Road due to the characteristics and attributes of that route. Due to existing features such as roads and land topography, it is likely that development will come forward within western, central and eastern parcels. Each parcel must benefit from suitable foot, cycle, public transport and private vehicle access to the existing public network and an appropriate interconnectivity between parcels must be achieved. This is expected to include new north/south – east/west cycle routing through the overall site. Bus stop infrastructure should be provided, along with bus priority measures within and related to the site to provide and maintain quick and convenient local bus services to the wider area including Wickford Town Centre/Railway Station and Chelmsford City Centre.

7.3297.417 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The existing neighbourhood provides a wider customer base for a sustainable car club operation.

7.3307.418 Impacts from development on the local and strategic road network must be mitigated, and may include appropriate highway improvements along Burnham Road, the roundabout junctions at the B1418, Ferrers Road and Rettendon Turnpike, and the A132 and local junctions between the Town and the A130, in line with Local Highways and Transportation Authority requirements. Impacts of development from within and to the adjoining areas including Basildon, Rochford and Maldon District will be part of this consideration.

7.3317.419 Any improvements to the existing highway required to mitigate the impact of development from this Strategic Growth Site, will be primarily focused on junction enhancements, such as to the A132/B1012 Rettendon Turnpike, in order to improve the flow of traffic onto the strategic road network. These should not encourage through-traffic movements to use the local road network through neighbouring settlements such as Runwell and Wickford. The road network to the south of the Council's area, is also proposed for improvement by the Local Highways and Transportation Authority including the A130, A127 and A13 corridors. These include the A127/A130 Fairglen Interchange improvement scheme. Where appropriate, off-site mitigation of this Strategic Growth Site should complement other relevant Local Highways and Transportation Authority schemes to help ensure the strategic road network provides the most attractive route for through-traffic.

7.3327.420 This site is near the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest which lie to the south of the town. These sites are particularly sensitive to increased visitor pressure, which may be caused by residential development in the surrounding area including to the north of the Town, so measures that increase the recreation choice for residents away from the estuary, or which help mitigate impacts where the estuary is used for recreation, must form an integral part of the development proposals. Impacts of development in the adjoining Maldon District and other areas also need to be part of this consideration.

~~**7.3337.421** Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At~~

~~this stage, it is considered that this development allocation will be required to provide financial contribution towards the implementation of mitigation measures to protect the interest features of European desingated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS. In addition,~~ ~~d~~Due to the proximity of the site to the Crouch and Roach Estuary SPA and Ramsar site, there is a need for a project level Habitats Regulations Assessment (HRA) to address the impacts other than recreational disturbance.

7.3347.422 Whilst there are no heritage assets within the site boundary, there are a number of listed buildings and a non-designated heritage asset around the site. Development of this site will need to mitigate any impact on these buildings and their settings.

7.3357.423 The development must provide a high quality, connected layout and building design that reflects a strong sense of place, high quality streetscape and comfortable living environment, which works in sympathy with the local landscape. Key views and utility easements including overhead powerlines and a high-pressure gas main (if remaining) will be likely to influence the location of green spaces and routes, and create the layout framework for buildings.

7.3367.424 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape.

7.3377.425 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

Alternatives considered

Do not carry forward the allocated site in the Local Plan

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Location II - Bicknacre

GROWTH SITE POLICY II a – SOUTH OF BICKNACRE

Land south of Bicknacre, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- **Around 35-42 new homes of mixed size and type including affordable housing.**

Site development principles

Movement and Access

- Main vehicular access to the site will be from Main Road
- Provide pedestrian connections.

Historic and Natural Environment

- Preserve and where appropriate enhance the setting of Grade II listed Star House
- Protect and enhance Thrift Wood Site of Special Scientific Interest (SSSI) to the south east of the site ensuring any new development provides any required mitigation measures
- Maintain and strengthen landscaped boundaries to the south and west, and a landscaped edge to fields beyond
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

Site infrastructure requirements:

- Financial contributions to primary and secondary education and early years and childcare provision as required by the Local Education Authority, and other community facilities such as healthcare provision as required by the [NHS Mid and South Essex Integrated Care Board NHS/CCG](#)
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.

Reasoned Justification

7.3387.426 This development allocation lies to the south of Bicknacre. [Planning permission has been granted for 42 new homes \(Ref: 20/01507/FUL\) and this number is reflected in the 5 Year Housing Site Schedule April 2023. It will provide around 35 new homes expected to be delivered between 2021 and 2023. Development is underway and expected to be completed in 2024.](#) This site is split over two field parcels. These field parcels should be integrated to make best use of development opportunities and the hedgerows should be retained.

7.3397.427 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.3407.428 The existing vehicular access through the site to the playing fields to the west to be retained.

7.3417.429 The development should provide a mix of size and types of homes. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.3427.430 The Main Road frontage includes dispersed houses and cottages where the spacing and set back position of buildings, together with mature trees and woodlands, field boundaries and tracks, give a rural character. Development should respect this rural character, which also forms part of the setting of the Grade II listed Star House. The development will also be required to provide

appropriate mitigation to avoid adverse impacts to the Thrift Wood Site of Special Scientific Interest (SSSI) to the south east of the site.

7.343.7.431 Pedestrian connections should be provided within the site with links into the wider network. This should include creating a footway to connect with the existing adopted footway on Main Road. There should also be a footway connecting the site with the recreation ground to the west.

~~7.344~~ This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

~~7.345~~ Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that this development allocation will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.

Alternatives considered

Do not carry forward the allocated site in the Local Plan

The site allocation represents a sustainable and sound development allocation which is currently under construction. Not considered a reasonable alternative.

GROWTH SITE POLICY 11b – LAND AT KINGSGATE, BICKNACRE ROAD, BICKNACRE

Land at Kingsgate, Bicknacre Road, Bicknacre, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- **Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.**

Site development principles:

Movement and Access

- Vehicular access to the site will be from Bicknacre Road
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

Historic and Natural Environment

- Retain and enhance existing natural landscaping and trees in and on the boundary of the site
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

Design and layout

- Character, scale and layout to have regard and respond to the site's surrounding context
- Development to create frontage to Bicknacre Road.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

Reasoned Justification

7.3467.432 Land at Kingsgate, Bicknacre Road is adjacent to the Defined Settlement of Bicknacre. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

7.3477.433 For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

7.3487.434 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.3497.435 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.436 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

Alternatives considered

Other sites promoted at Bicknacre through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

GROWTH SITE POLICY 11c – LAND WEST OF BARBROOK WAY, BICKNACRE

Land west of Barbrook Way, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.

Site development principles:

Movement and Access

- Vehicular access to the site will be from Barbrook Way
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

Historic and Natural Environment

- Retain existing natural landscaping and trees on the boundary of the site
- Ensure a defensible landscape buffer on the sites boundaries
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

Design and layout

- Character, scale and layout to have regards and respond to the site's surrounding context
- Development on western edge should front onto open countryside.

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.**

Reasoned Justification

7.3507.437 Land west of Barbrook Way is adjacent to the Defined Settlement of Bicknacre. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

7.3517.438 For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

7.3527.439 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.3537.440 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.441 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

Alternatives considered

Other sites promoted at Bicknacre through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

Location 12 – St Giles, Bicknacre

GROWTH SITE POLICY 12 - ST GILES, MOOR HALL LANE, BICKNACRE

Saint Giles, Moor Hall Lane as shown on the Policies Map, is allocated for specialist residential accommodation development. Development will be expected to provide:

Amount and type of development:

- Around 32 new units for specialist residential accommodation (SRA) that responds positively to the local context. The final amount of new homes will be confirmed through the planning application process.

Site development principles:

- Vehicular access to the site will be from Moor Hall Lane
- Provide suitable SuDS and flood risk management
- Protect existing site trees within the development site
- Create a network of green infrastructure.

Site infrastructure requirements:

- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- ~~Financial contributions~~ Financial contributions and/or onsite provision towards healthcare provision as required by the NHS Mid and South Essex Integrated Care Board. NHS/CCG.

Reasoned Justification

7.3547.442 St Giles Estate is close to the village boundary of Bicknacre. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of shops and facilities in Bicknacre village. The site includes an established residential home, which provides accommodation for adults with learning difficulties and mental health problems.

7.3557.443 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.3567.444 Development would need to consider the need for additional primary health care provision informed by robust evidence on existing provision and consultation with NHS Mid and South Essex Integrated Care Board ~~Mid-Essex Clinical Commissioning Group~~. Further development of specialist residential housing should complement the existing provision available at this location.

Alternatives considered

Do not carry forward the allocated site in the Local Plan

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

Location ~~132~~ - Danbury

STRATEGIC GROWTH SITE POLICY 13 – DANBURY

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

Amount and type of development:

- Around 100 new homes of mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.

Site masterplanning principles:

- Conserve and enhance the Sites of Special Scientific Interest (SSSI) in and around Danbury (Blake's Wood and Lingwood Common SSSI, Woodham Walter Common SSSI and Danbury Common SSSI) ensuring any new development avoids direct impacts and mitigates indirect impacts (i.e. recreational damage) as a priority and provides any required mitigation measures where necessary (including those set within any emerging visitor impact studies / strategic solutions)
- ~~Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

Reasoned Justification

7.3577.445 Danbury is a Key Service Settlement located outside of the Green Belt with a good range of local services and facilities. Although future development in Danbury is restricted by significant landscape, ecology and highway constraints, there is some limited capacity in the primary schools that serve Danbury.

7.3587.446 Infrastructure required for this location would need to accord with the relevant requirements of Policy S9.

7.3597.447 There are significant tracts of protected woodland and commons in and around the Danbury Ridge which represent important valued landscapes. These include a cluster of protected Sites of Special Scientific Interest (SSSI) which are Danbury Common, Blake's Wood and Lingwood Common, and Woodham Walter Common. These SSSIs receive high levels of recreational pressure and future development in Danbury will need to consider the need for mitigation measures as part of future development proposals. This will involve partnership working with the managers of the SSSIs (namely the Essex Wildlife Trust and National Trust) and other key stakeholders including the Council, Danbury Parish Council and Natural England.

7.3607.448 There are a number of heritage assets in and around Danbury which may need to be considered by future development proposals. These include Danbury Conservation Area, two Registered Parks and Gardens, Danbury Hill Fort Scheduled Monument and a variety of listed buildings.

7.3617.449 There are archaeological deposits in and around Danbury which may need to be considered by future development proposals, through an archaeological evaluation.

7.3627.450 The A414 is a busy road connecting Chelmsford with Maldon which bisects the village. There is significant growth planned for Maldon which will add additional traffic to the A414. The Council has engaged with Maldon District Council on this issue through the 'Duty to Cooperate'. Pre-signals have been installed at the A414/Little Baddow Road/Mayes Lane (Eves Corner) junction to assist in the peak time operation of this junction through South East Local Enterprise Partnership (SELEP)/Essex County Council funding.

7.3637.451 Taking the above constraints and opportunities into account, the Spatial Strategy makes provision for an allocation of around 100 homes. This represents approximately a 5% increase of homes in Danbury. To ensure sites are sustainable and are in close proximity to local services and facilities, they should be located either within or adjacent to the defined settlement boundaries as defined on the Policies Map. The allocation of around 100 new homes will be identified by the Danbury Neighbourhood Plan, and may comprise one or multiple sites, expected to be delivered during the Local Plan period. When their Neighbourhood Plan is approved, Danbury Parish Council will also receive 25% of the CIL receipt for new developments in its area, otherwise the rate will be 15%.

~~Danbury Defined Settlement Boundary is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.~~

~~Following consultation with Natural England, an Essex-wide Recreational disturbance Avoidance and~~

Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.

Alternatives considered

Do not carry forward the allocation in the Local Plan.

The allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the identification and delivery of sites which will contribute to housing supply. Not considered a reasonable alternative.

Location 17 – East Hanningfield

GROWTH SITE POLICY 17a – LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD

Land north of Abbey Fields, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- Up to 1 hectare of land to accommodate around 15 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.

Site development principles:

Movement and Access

- Vehicular access to the site will be from Abbey Fields
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

Historic and Natural Environment

- Retain existing natural landscaping and trees in and on the boundary of the site
- Provide suitable multifunctional Green Infrastructure

- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

Design and layout

- Character, scale and layout to have regard and respond to the site's surrounding context.

Site infrastructure requirements:

- Provide appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

Reasoned Justification

7.452 Land north of Abbey Fields is partially within and adjacent to the Defined Settlement of East Hanningfield. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

7.453 For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

7.454 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.3647.455 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.3657.456 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

7.457 The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise the rate will be 15%.

Alternatives considered

The allocation of a housing number to be delivered through the East Hanningfield Neighbourhood Plan has been discounted as not requested by the Neighbourhood Plan Group. Other sites promoted at East Hanningfield through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

GROWTH SITE POLICY 17b – LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD

Land east of Highfields Mead, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.

Site development principles:

Movement and Access

- Vehicular access to the site will be from Bicknacre Road
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

Historic and Natural Environment

- Retain as much existing natural landscaping and trees on the boundary of the site as possible taking into account the need for a safe vehicular entrance
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

Design and layout

- Character, scale and layout to have regards and respond to the site's surrounding context.

Site infrastructure requirements:

- Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority

- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

Reasoned Justification

7.458 Land east of Highfields Mead is partially within and adjacent to the Defined Settlement of East Hanningfield. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

7.459 For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

7.3667.460 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.461 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.462 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

7.463 The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise the rate will be 15%.

Alternatives considered

The allocation of a housing number to be delivered through the East Hanningfield Neighbourhood Plan has been discounted as not requested by the Neighbourhood Plan Group. Other sites promoted at East Hanningfield through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

Special Policy Areas

7.3677.464 The six designated Special Policy Areas (SPA) lie outside the built-up areas, where ordinarily policy would constrain new development. The SPA designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. The SPA sites are shown on the Policies Map.

7.3687.465 The key objectives are to:

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

POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA

The Council will support health related proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow buses, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport **and active travel modes**; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience; concentrating buildings of scale and mass within the central core of the estate; limiting the scale and mass of buildings at the edge of the estate; ensuring a phased and coherent strategy for removal of temporary buildings and their replacement with permanent structures; protecting and enhancing woodland, parkland, trees and hedgerows; minimising environmental impacts including in respect of ecology and water quality, and creating high quality public spaces. ~~New development proposals at Strategic Growth Site 8 – North of Broomfield, to the north of the Hospital, will incorporate a new vehicular access road from Main Road (B1008) providing the opportunity for the Hospital to extend this road across land to be safeguarded within the Hospital campus ensuring successful integration with the existing internal road network of the Hospital.~~

Reasoned Justification

7.3697.466 Broomfield Hospital is an important regional medical facility located to the north of Broomfield and Urban Chelmsford. It comprises clinical and ancillary buildings, car parking, hospital-related housing, a Local Wildlife Site/woodland and open space. Two water courses also pass through the site.

~~7.3707.467~~ The Special Policy Area shown on the Policies Map has been defined to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the Defined Settlement of Broomfield where ordinarily policy would constrain new development.

~~7.371~~ ~~The Mid Essex Hospital Trust should work in partnership with the developers of Strategic Growth Site 8 – North of Broomfield Hospital to facilitate the proposed new access road to the Hospital.~~

POLICY SPA2 – CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA

Development will be permitted for proposals which provide ancillary functions to support the operation of the Racecourse, subject to good design quality; promoting more sustainable means of transport to the site and reducing use of individual trips by car; protecting and enhancing existing trees and hedgerows; preserving nearby listed buildings and their setting; minimising the impact of floodlighting; minimising environmental impacts including in respect of ecology and landscape; and ensuring the full restoration of the existing minerals site.

Reasoned Justification

~~7.3727.468~~ Chelmsford City Racecourse is located at the former Essex County Showground. It has been revived as a major new racecourse and equestrian centre with supporting entertainment facilities.

~~7.3737.469~~ Development opportunities will need to be balanced with the environmental impacts of this large site, especially regarding transport and the impact on the countryside, landscape and ecology (including the Local Wildlife Site). Further development related to the racecourse and equestrian centre may be appropriate within the Special Policy Area, where sensitively designed and having regard to the surrounding area including nearby residential properties, wildlife and heritage assets. The Council will not support residential development within the Special Policy Area which is unrelated to the primary use as a racecourse and equestrian centre.

~~7.3747.470~~ The Special Policy Area boundary shown on the Policies Map includes the areas covered by the existing built development and areas with approved planning permission for future development.

POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA

Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework. Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other

harm, is clearly outweighed by other considerations. Very special circumstances may include proposals for water infrastructure and ancillary development where there is a demonstrable need and directly associated with the role, function and operation of the Hanningfield Reservoir Treatment Works Site.

Subject to national policy on Green Belt, development proposals should optimise opportunities for sustainable **modeseans** of transport to the site and reduce individual trips by car; provide high quality buildings; focus built form around existing buildings; protect and enhance trees and hedgerows; avoid adverse impacts in respect of biodiversity and landscape; and promote the nature conservation **and ecological** interests and recreational uses of the reservoir without impact upon the nature conservation interests of Hanningfield Reservoir SSSI through recreational disturbance. Development proposals are also expected to provide suitable SuDS and flood risk management.

Reasoned Justification

7.3757.471 Hanningfield Reservoir Treatment Works is an important site for water treatment and ancillary activities serving Chelmsford and other parts of Essex. Its Green Belt location requires careful consideration when deciding on the type and extent of any new development.

7.3767.472 The Special Policy Area boundary shown on the Policies Map includes the main campus of existing treatment buildings, stores building and staff offices. The site also includes two Local Wildlife Sites. Any further extension of the Special Policy Area would result in visually intrusive development and a resultant negative impact upon landscape character in the area including the Site of Special Scientific Interest (SSSI). These areas are essentially open in character and existing road access is poor.

7.3777.473 This Special Policy Area provides access to part of the wider open countryside and the area's green infrastructure network.

POLICY SPA4 – RHS HYDE HALL GARDENS SPECIAL POLICY AREA

Development will be permitted for proposals which promote the continued role of these nationally important gardens. This could include the provision of sensitively designed accommodation for education and employment needs; improved range of visitor facilities and services; promoting the continued use of existing buildings; and protecting and enhancing trees and hedgerows and other existing site and landscape features of value. Proposals should **promote more sustainable modes of transport to the site and reduce use of individual trips by car**, minimise conflict between pedestrian routes and vehicle movement around the site, and enable full disabled access throughout. **Proposals should, and** protect and enhance the historic environment.

Reasoned Justification

7.3787.474 The Royal Horticultural Society (RHS) gardens at Hyde Hall are located to the south east of Chelmsford in close proximity to the villages of East Hanningfield and Rettendon Common. It is a site which occupies 136 hectares of land, dominated by attractive hills, fields, pastures and woodland. The visitor site itself lies in a site of 10 hectares which contains controlled gardens and visitor facilities.

7.3797.475 The Special Policy Area boundary is shown on the Policies Map. The Special Policy Area for Hyde Hall recognises its potential to develop as a destination garden of both national and regional significance. It will provide a clear basis for the determination of future planning applications, which may result in diversification of site usage, some intensification and increased visitor numbers.

7.3807.476 The inclusion of the site as a Special Policy Area does not mean that all development proposals within Hyde Hall would be acceptable. The Special Policy Area is tightly drawn around existing buildings and the main developed part of the site. Areas outside of the designation can be appropriate for horticulture or garden related uses of land, but new operational buildings should be confined to the Special Policy Area. Any new access arrangements need to be considered carefully, having regard to the character of the area and highway safety. Any new development must also take into account the need to protect and enhance nearby heritage assets.

POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA

Development will be permitted for proposals for a mix of uses to support Sandford Mill's cultural, leisure and recreational focus which improve the access into and within the Special Policy Area; promote more sustainable means of transport to the site; provide suitable facilities for visitors; mitigate adverse impacts on cultural heritage or landscape; and increase access to the waterways. New development proposals to the south of Sandford Mill will allow the provision of a new vehicular access to Maldon Road (A414).

Reasoned Justification

7.3817.477 Sandford Mill lies within the Rural Area to the east of Chelmsford which is designated as Green Wedge and the Chelmer and Blackwater Navigation Conservation Area. The Green Wedge provides a key part of Chelmsford's green infrastructure network. Sandford Mill comprises a collection of buildings, mill pond and filter beds that formed part of the original water treatment works that served Chelmsford. Sandford Bridge, Sandford Lock and Brook End Bridge, which are Grade II listed, lie adjacent to the site.

7.3827.478 The site ~~was last is currently in used~~ as a museum related to the story of Chelmsford's unique industrial heritage. It is recognised as an opportunity for an appropriate mixed use development linked to the Chelmer and Blackwater Navigation. Re-use and restoration of existing buildings should be the focus for any redevelopment.

7.3837.479 The ~~previous 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.

7.3847.480 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of Sandford Mill whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development.

7.3857.481 Its location within the floodplain, Conservation Area and Green Wedge will need careful consideration when deciding on the type and extent of any new development. Furthermore, development within the Special Policy Area will be expected to mitigate potential effects on the nature conservation downstream.

7.3867.482 Vehicular access is achieved from Chelmsford via Brook End Road. There is an opportunity for this access to be improved. New connections are proposed between the new development proposals to the south and Sandford Mill. There is also an opportunity to promote more sustainable ~~mode~~ means of transport, such as use of the Chelmer and Blackwater Navigation to link to the City Centre. Additional moorings may also be appropriate in order to increase access to the waterways.

7.3877.483 Development within the Special Policy Area will be expected to mitigate potential effect on European protected sites downstream.

POLICY SPA6 – ~~ARU WRITTLE UNIVERSITY COLLEGE~~ SPECIAL POLICY AREA

Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework. Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Very special circumstances may include development directly associated with the role, function and operation of **ARU Writtle University College** and there is a demonstrable need.

Subject to national policy on Green Belt, development proposals should look for opportunities to improve circulation through and links with existing **ARU Writtle College** buildings; promote more sustainable means of transport to the site and reduce individual trips by car; and improve the facilities of ~~ARU Writtle the University College~~. This includes replacing existing buildings or structures of poor design quality and materials with well-designed high-quality buildings and structures that would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Reasoned Justification

7.3887.484 ARU Writtle University College is a long-established and nationally-recognised land-based technologies institution which was created following the merger of Anglia Ruskin University (ARU) and Writtle University College in 2023. Located on the outskirts of Chelmsford it offers postgraduate, undergraduate, further education and short courses in the areas of agriculture and animal sciences. It has also developed a range of degree programmes in applied life sciences, sport and health subjects. ARU Writtle is seeking to expand and broaden its educational facilities and opportunities, and, it is a key employer in Chelmsford. ARU Writtle's 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 site at West Chelmsford (Warren Farm) will provide improved cycling and walking connectivity.

7.3897.485 The Special Policy Area is divided into four three-sections. The Eastern boundary at Lordship Road encompasses the main operational and functional requirements of the site including the further and higher education campuses, administration blocks, halls of residence, children's nursery, sports hall site and the proposed new campus redevelopment. This will protect the potential coalescence of the ARU Writtle University College with Writtle Village.

7.3907.486 The western sections of the Special Policy Area are the locations for the Rural Education and Training Centre, and Centre for Livestock Studies at Sturgeons Farm and Titchmarsh campus small animal centre, Cow Watering Lane.

7.3917.487 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of ARU Writtle University College whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development. This includes the surrounding Green Wedge which provides a key part of Chelmsford's green infrastructure network.

Alternatives considered

All Special Policy Areas lie within the Green Belt or the Rural Area, where ordinarily policy would constrain new development. The Special Policy Area designations enable the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. There is no reasonable alternative.

8- Protecting and Securing Important Assets

8.1 This Section provides other non-strategic policies of the Local Plan that will shape Chelmsford's development opportunities whilst protecting its important physical attributes. In particular, they will also contribute to delivering the Council's response to the declared climate and ecological emergency, focus on health and wellbeing, and secure the enhancement and extension of the City's Green Infrastructure Resource.

Securing the right type of Homes

POLICY DMI – SIZE AND TYPE OF HOUSING

The Council will protect existing housing from redevelopment to other uses.

A) Within all developments of 10 or more dwellings the Council will require:

- i. the provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities; and
- ii. 10050% of new dwellings to be constructed to meet requirement **Part M, Category 2 (Accessible and adaptable dwellings) M4 (2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) ~~the Building Regulations 2015 (accessible or adaptable dwellings)~~**, or subsequent government standard.

B) Within all developments of 30 or more dwellings the Council will require A)i and A)ii above, and:

- i. 5% of new affordable dwellings should be built to meet requirement **Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) ~~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 require A)i, A)ii and B)i above, and:

- i. 5% self-build homes which can include custom housebuilding. At the time an application is submitted, the Council will review this percentage against the latest local housing need requirement for self-build/custom build homes; ~~a~~**And;**
- ii. ~~provision of Specialist Residential Accommodation (including Independent Living and non-nomadic gypsy and traveller needs) taking account of local housing needs.~~

~~The inclusion of self-build and custom build homes and Specialist Residential Accommodation 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. To ensure that market housing provision meets the needs of all sectors, it is important that a range of house types and sizes are provided as part of new residential developments. The size, type and cost of affordable housing is covered by Policy DM2.

8.3 The Council’s latest Strategic Housing Needs Market Assessment (SHMNA) 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 45 below provides the future market mix required taking into account demographic change, including potential changes to the number of family households and the ageing of the population. It will be used to as a monitoring tool on threshold sites to ensure that future delivery is not unbalanced when compared with the likely requirements as driven by demographic changes in the area. inform negotiations between the Council and developers to determine the appropriate mix of housing. Site location and area character are also relevant considerations and the~~ The final mix of housing/types will be subject to negotiation with the applicant on individual development sites.

Table 45 : Indicative Size guide and mix for new market homes

Size of new <u>market owner-occupied and private rented</u> accommodation required in Chelmsford <u>up to 2037</u>	
Dwelling Size	Indicative <u>m</u>Mix Required
One Bedroom	<u>5-10%</u> 6.2%
Two Bedroom	<u>30-35%</u> 28.0%
Three Bedroom	<u>35-40%</u> 46.3%
Four or more bedrooms	<u>20-25%</u> 19.5%
Total	100%

Source: SHMNA 2023+5

8.4 ~~50~~100% of new dwellings on major residential schemes should achieve requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2015 (as amended) to create sustainable developments for the future. Flexibility will be applied to dwellings that cannot meet this requirement where there are other overriding considerations that mean the requirement cannot be met, for example a conversion from another type of building to a residential dwellings or heritage considerations. To support the ageing population and the specific needs of disabled people within Chelmsford, the Council expects 5% of all new affordable homes on larger development sites to be wheelchair accessible by meeting requirement M4(3) of the Building Regulations 2015. Where the 5% requirement does not result in whole numbers of units, the number of affordable dwellings meeting requirement M4(3) of Building Regulations 2015, will be rounded up.

8.5 The SHNA does not estimate the need for additional private rented housing as it is likely that the decision of households as to whether to buy or rent a home in the open market is dependent on several factors including mortgage lending practices and the availability of Housing Benefit that will fluctuate over time. The housing mix section of the SHNA did not specifically look at this sector, however the analysis of affordable home ownership was based on the profile of households living in private rented accommodation and so the conclusions for that tenure are considered a reasonable starting point for considering mix.

8.6 National Planning Practice Guidance specifically anticipates that the viability of Build to Rent schemes will be considered at the development management stage. However, a flatted and a housing Build to Rent scheme were tested and the results showed flatted development of this type is unlikely to be viable even without affordable housing but Build to Rent housing is likely to be viable and deliverable with capacity to bear more than the 20% affordable private rent housing referenced as a suitable benchmark in National Planning Practice Guidance.

8.7 To support the ageing population and the specific needs of disabled people within Chelmsford, the Council expects 5% of all new affordable homes on larger development sites to be wheelchair accessible by meeting requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended).

8.8 Wheelchair user dwellings should be provided as affordable housing for rent that the local authority is responsible for allocating or nominating a person to live in.

8.9 Where the 5% requirement does not result in whole numbers of units, the number of affordable dwellings meeting requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended), will be rounded up.

8.48.10 Wheelchair user dwellings will need to be provided at a range of sizes which is summarised in a Wheelchair Accessible Homes Planning Advice Note and updated annually.

8-58.11 The development of self-build/custom build properties by individuals or community groups (including Community Land Trusts) can also contribute to meeting the need for additional housing, and provide a more diverse housing stock. Self-build and custom housebuilding means the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person. Based on Chelmsford's current self-build and custom build register of around 4630 new applications each year projected to 2041~~36~~, 5% of new homes on larger housing schemes should include an element of self-build/custom build plots, to provide for this demand. Where the 5% requirement does not result in whole numbers of unit, the number will be rounded up. Self-build/custom build homes will need to be provided at a range of costs, sizes and types in accordance with the identified need, which is summarised in a Self-Build and Custom Build Planning Advice Note and updated annually. ~~Self-build/custom build homes will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Design codes may be required for development proposals containing self-build/custom~~

~~build homes. Further information on the implementation of Policy DMI C)i will be set out in the Planning Obligations Supplementary Planning Document.~~

~~**8.12** A Community Led Housing Planning Advice Note promotes greater understanding of Community Led Housing and shows the enhanced role that communities can have in influencing increased provision of Community Led Housing. It also summaries some of the different approaches in which a community group or organisation can own, manage, or steward homes.~~

~~**8.13** A Self-Build and Custom Build Design Code Template has been published for sites with multiple serviced plots or other forms of self-build and custom housebuilding provision, as they will need to be supported by a Design Code at outline planning stage.~~

~~**8.14** Self-build/custom build homes will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Further information on the implementation of Policy DMI C)i is set out in the Planning Obligations Supplementary Planning Document.~~

~~**8.68.15** There are certain groups of people within the community that need Specialist Residential Accommodation that caters for their specific needs. Specialist Residential Accommodation includes housing for older people such as Independent Living schemes for the frail elderly, student accommodation, homes for those with disabilities and support needs, residential institutions and also ~~non-nomadic~~ Gypsy and Travellers who, for cultural reasons, choose to live in caravans.~~

~~**8.7** The SHMA indicates that if occupation patterns of Specialist Residential Accommodation for older people remain at current levels, there will be a requirement for 60 Specialist Residential Accommodation units each year. Essex County Council's Independent Living Programme is encouraging the provision of Specialist Residential Accommodation in Essex as a means to provide housing for people over the age of 55 whose current home no longer meets their needs. Essex County Council has set a target of delivering 214 additional units of Independent Living accommodation (162 market and 52 affordable rental units) to enable older people to live independently within the community by 2020.~~

~~**8.16** The Council will refer to the latest assessments of housing need and will work with Essex County Council to identify the housing need for, and to secure provision of, suitable sites for Specialist Residential Accommodation. Such assessments include the Joint Strategic Needs Assessment (JSNA), the SHNA, the GTAA as well as housing need evidenced in the latest published City Council Housing Strategy.~~

~~**8.88.17** Specialist Residential Accommodation will need to be provided at a range of costs in accordance with the identified need. A commuted sum in lieu of on-site Specialist Residential Accommodation will be considered on a site-by-site basis as it provides a flexible way of meeting the variety of needs identified. Specialist Residential Accommodation will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Specialist Residential Accommodation that constitutes a residential unit will be included in the baseline from which the requirements of Policies DMI A)i, DMI A)ii, DMI C)i and DMI C)ii and~~

DM2 A are calculated. Further information on the implementation of Policy DM1 C)ii ~~is will be~~ set out in the Planning Obligations Supplementary Planning Document.

~~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 Joint Strategic Needs Assessment (JSNA) and SHMA.~~

Alternatives considered

Consider alternative threshold sizes and percentages.

The site/size threshold for DM1 A is considered appropriate as it applies to major development and it would be disproportionate to apply it to smaller sized development.

The latest available evidence suggests the amount and thresholds in Policies DM1 B and DM1 C)ii are justified and supported through viability testing. To amend these could result in sites either being unviable for development or an unjustified overall reduction in affordable housing. Therefore, this is not a reasonable alternative.

The latest available evidence suggests the percentage in Policy DM1 C)-i will meet the identified need. The evidence does not justify this percentage being lowered or increased.

POLICY DM2 – AFFORDABLE HOUSING AND ~~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:

- i. comprise of ~~10+~~ or more residential units or a site area of 0.5 hectares or more.

In considering the suitability of affordable housing, the Council will require that:

- ii. the mix, size, type and cost of affordable homes will meet the identified housing need of the Council's area as established by housing need assessments (as updated from time to time) reported in the current Strategic Housing ~~NeedsMarket~~ Assessment and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need; and
- iii. the affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing in any particular location within the development site and designed in such a way as to aid ~~visual~~ seamless integration between market and affordable elements of a scheme; and
- iv. developers and owners enter into planning obligations in order to provide the affordable housing and to ensure it remains at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

Proposals that would sub-divide or under-develop sites in order to avoid making the affordable housing contribution will be refused.

B) Rural Exception Sites

Planning permission will be granted for affordable housing on small sites within Designated Rural Areas, which would not otherwise be released for housing, in order to meet local rural housing need where:

- i. the Council is satisfied that there is clear evidence, supplied by the applicant, of need for the number and type of housing proposed within the Parish; and
- ii. the site is adjacent to a Defined Settlement Boundary and it is accessible to local services and facilities; and
- iii. the appropriate legal agreements are entered into for the affordable housing with the Council, to ensure that all dwellings will remain available for affordable housing, and exclusively for local need, in perpetuity, and that the necessary management of the scheme can be permanently secured; and
- iv. the site is not subject to any other overriding environmental or other planning constraints.

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of affordable housing on rural exception sites:

- v. the proportion of market housing must not exceed 50%; and
- vi. the market and affordable housing must not be distinguishable in design quality and standards.

C) First Homes Exception Sites

Planning permission will be granted for First Homes Exception Sites in the Rural Area and Green Wedge where:

- i. the site is adjacent to an existing Defined Settlement or Urban Area; and
- ii. the total size of the proposed development area is not greater than whichever is the lesser of either 1 hectare or 5% of the measurement (in hectares) of the adjacent area within the existing settlement's Defined Settlement Boundary; and
- iii. at least 25% of the total housing on First Homes Exception Sites meet the needs of households on the Council's Housing Register through the provision of affordable housing for rent.
- iv. the appropriate legal agreements are entered into for the First Homes with the Council, to ensure that all dwellings will remain available as First Homes in perpetuity.

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of First Homes on First Homes exception sites:

- v. the proportion of market housing must not exceed 20% of the total number of homes; and
- vi. the market and affordable housing must not be distinguishable in design quality and standards.

D) Community-led Exception Sites

Planning permission will be granted for Community-led Exception Sites in non-Designated Rural Areas and Green Wedge where:

- i. the site is adjacent to an existing Defined Settlement or Urban Area; and
- ii. the total size of the proposed development area is not greater than whichever is the lesser of either 1 hectare or 5% of the measurement (in hectares) of the adjacent area within the existing settlement's Defined Settlement Boundary; and
- iii. comprise community-led development that includes one or more types of affordable housing.
- iv. the appropriate legal agreements are entered into for the community-led affordable housing with the Council, to ensure that all dwellings will remain available as community-led and affordable housing where relevant in perpetuity.

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of community-led development on Community-led Exception Sites:

- v. the proportion of market housing must not exceed 20% of the total number of homes; and
- vi. the market and affordable housing must not be distinguishable in design quality and standards.

Reasoned Justification

A) Affordable Housing

8.18 The provision of affordable housing to meet identified need is an significant important objective of the Local Plan. To assess this need, the Council, together with its HMA partners, commissioned consultants to produce a Strategic Housing Needs Market Assessment (SHMNA) update, which was published in -2023December 2015. This replaced the previous Strategic Housing Market Assessment (2015) and used the national Planning Practice Guidance to calculate the level of affordable housing need. This assessment identified a total affordable housing need in Chelmsford of -179642 affordable dwellings for rent per-annum, which is notionally 67% of the local housing need calculated using the Standard Method. The SHNA considers this figure and notes that interpreting the affordable need figure in the context of the local housing need calculated using the Standard Method is not possible as the two do not measure the same thing. Many households already live in housing and do not therefore generate an overall net need for an additional home. When those already in housing are excluded from the affordable housing need calculation, the affordable need falls to 467 per annum.

8.98.19 The SHNA concludes that whilst there is no direct link between the affordable need and the overall housing need, the need for affordable housing is acute across the Council area. It recommends a 40% affordable housing target is tested on sites of 10 or more dwellings although notes that the amount of affordable housing delivered will be limited to the amount that can viably be provided.

8.20 The SHNMA reviewed a range of affordable housing products available to meet housing need. The SHNMA concludes that there is a need for both social and affordable rented housing and social rents should be prioritised where delivery does not prejudice the overall delivery of affordable homes. It recommends the Council seeks a 75:25 split between rented and affordable home ownership (30% of all housing:10% of all housing)-calculates 22% of overall housing should be provided as either social or affordable rented accommodation. The SHMA also shows demand for discounted market housing and shared ownership housing, which meets the definition of affordable housing, from households already in the market sector is around 16% of the overall housing.

8.21 The SHMNA is inconclusive about the scale of the need for affordable home ownership products although notes that there are many households in Chelmsford who are being excluded from the owner-occupied sector. The study considers First Homes and shared ownership and notes that each will have a role to play. Shared ownership is likely to be suitable for households with more marginal affordability as it has the advantage of a lower deposit and subsidised rent. The SHNA does not recommend the Council investigates higher discounts than 30% from market value for First Homes unless this can be proven to not impact on overall affordable housing delivery. It also concludes that regardless of need and demand, the Council should not seek to reduce the amount of social/affordable rented homes by prioritising First Homes. Where major development involving the provision of housing is proposed, national planning policy (NPPF 2023+9) requires (with some exceptions) at least 10% of homes to be available for affordable home ownership and National Planning Practice Guidance states that a minimum of 25% of all affordable housing units secured through developer contributions should be First Homes. The Local Plan Viability Study including the CIL Viability Review incorporated a series of assumptions including 35% affordable housing consisting of 33% shared ownership and 67% affordable rent housing.

8.22 The Local Plan Viability Update (2023) incorporated four sets of appraisals based on 30%, 35%, 40% and 45% affordable housing with sensitivity testing in relation to costs and values as well as variations in environmental and accessibility standards. The Update found that should the Council seek all affordable housing for rent as social rent, this would reduce the scope for affordable housing provision by 5%. The Update also shows that increasing the discount on First Homes is likely to have a substantial impact on the viability of development.

8.108.23 Recognising the Council has declared a climate and a housing emergency, and the need to demonstrate that the cumulative impact of policies in the Local Plan cannot put development at serious risk, the Council will seek the following affordable housing obligations on threshold site – 35% of affordable housing consisting of 70% affordable rent capped at Local Housing Allowance levels, 25% First Homes provided at the 30% discount against market value and the balance as shared ownership housing. This equates on a whole site basis to 24.5% affordable rent, 8.75% First Homes and 1.75% shared ownership housing.

8.11 In order to meet the need for affordable homes for rent identified in the SHMA and the demand for affordable home ownership housing that the Government requires, Policy DM2 A)

~~requires the provision of 35% of the total number of residential units to be provided and maintained as affordable housing. The results of the Local Plan Viability Study including CIL Viability Review demonstrates that the threshold and types of affordable housing contributions identified in the Local Plan are achievable and the cumulative impact of policies in the Local Plan will not put development at serious risk.~~

8.24 The SHMNA indicates there is a clear need for a range of different size affordable homes taking into account demographic change.net need for all sizes of affordable housing. The largest net need is for two bedroom units, followed by one bedroom units. Based on the range recommended in the Assessment, and considering the role the delivery of larger affordable homes for rent can play in releasing a supply of smaller properties for other households, the following mix is considered appropriate:

New Table–Table 5: Affordable rent mix

	<u>1 Bedroom</u>	<u>2 Bedroom</u>	<u>3 Bedroom</u>	<u>4 Bedroom</u>
<u>Affordable homes for rent</u>	<u>25%</u>	<u>35%</u>	<u>30%</u>	<u>10%</u>

8.25 The Council will closely monitor the mix of affordable housing for rent provided. In applying the mix to individual development sites, regard will be had to the nature of the site and character of the area, as well as up-to-date evidence of need and turnover of existing affordable housing for rent.

8.128.26 The Housing Additionality calculation set out in the Planning Obligations Supplementary Planning Document will apply when the quantum of residential accommodation sought is above the level identified in the Local Plan and there is a shortfall in the supply of new three-bedroom or four-bedroom affordable homes to rent, as recorded through the monitoring of planning permissions in the Annual Monitoring Report.

8.138.27 Affordable housing is an integral element of any market-led residential or mixed-use development and is expected to be provided in-kind and on-site. The Council may consider a financial contribution in lieu of on-site provision of broadly equivalent value on development sites which comprise between ~~14~~ and 15 residential units, to improve the provision of temporary accommodation for homeless households. Full details of circumstances in which this may be considered can be found in the Planning Obligations Supplementary Planning Document (SPD).

8.148.28 Residential schemes should be designed to maximise tenure integration to achieve mixed, inclusive and sustainable communities. The Council expects the same level and type of parking provision to apply to market and affordable housing.

B) Rural Exception Sites

8.158.29 For the application of this policy, Designated Rural Areas are the Parishes of Bicknacre; East Hanningfield; Good Easter; Great Leighs; Great Waltham; Highwood; Little Baddow; Little Waltham; Margaretting; Mashbury; Rettendon; Roxwell; Sandon; South Hanningfield; Stock; West Hanningfield; and Woodham Ferrers.

8.168.30 In certain circumstances, small, predominantly affordable housing developments to meet Parish-wide need will be permitted outside but adjacent to Defined Settlement Boundaries where ordinarily there is a policy constraining new housing development. To enable this exception, it needs to be demonstrated that there is a proven need for the number and type of dwellings proposed, and the Council is satisfied that the affordable housing will remain affordable and exclusively available for local needs in perpetuity. When considering the suitability of rural exception sites it should be demonstrated to the satisfaction of the Council that there are no suitable and deliverable previously developed sites that could comply with the policy before consideration is given to the release of a greenfield site.

8.178.31 The Council expects all rural affordable housing proposals submitted under this policy to be accompanied by a local housing need survey conducted at a Parish-wide level. This will provide information on the number of households that are currently and likely to be in housing need in the next five years, their incomes and the type of accommodation required to meet 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.

8.188.32 Any proposal that includes market housing must include a robust, independently-prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund the affordable housing on the site without requiring additional public subsidy, must be clearly set out.

C) First Homes Exception Sites

8.33 This policy cannot be applied in the Green Belt and only applies to housing development that comes forward outside of local or neighbourhood plan allocations.

8.34 To enable this exception, it needs to be demonstrated that the First Homes meet the qualifying criteria set out in National Planning Policy Guidance.

8.35 National Planning Policy Guidance allows for one or more other forms of affordable housing on a proposed First Homes exception sites where local evidence suggests a significant local need exists. The SHNA demonstrates a significant need for affordable housing for rent in the Council area therefore at least 25% of homes provided on First Homes exception sites are required to be provided as affordable housing for rent to meet the most acute housing needs on the Council's Housing Register at the time a planning application is submitted. The remaining affordable homes must be provided as First Homes.

8.36 Any proposal that includes market housing must include a robust, independently prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the

income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund a 30% discount from market value for the First Homes, without requiring additional public subsidy, must be clearly set out.

D) Community-led Exception Sites

8.37 This policy cannot be applied in the Green Belt or in areas listed in the Reasoned Justification for Rural Exception Sites and only applies to housing development that comes forward outside of local or neighbourhood plan allocations.

8.38 To enable this exception, it needs to be demonstrated that the community-led development meets the definition of community-led development and provides one or more form of affordable housing, as set out in Annex 2 of the National Planning Policy Framework.

8.39 Any proposal that includes market housing must include a robust, independently prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund the community-led development, without requiring additional public subsidy, must be clearly set out.

8.40 Further information on the implementation of Policy DM2 is set out in the Planning Obligations Supplementary Planning Document.

Alternatives considered

Consider alternative threshold sizes and percentages.

The latest available evidence suggests the amount and thresholds are justified and supported through viability testing. To amend these could result in sites being unviable for development. Therefore, this is not a reasonable alternative.

POLICY DM3 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES

The Council will make provision for the accommodation needs of Gypsy, Traveller or Travelling Showpeople, who meet the national Planning Policy for Traveller Sites (PPTS) definition, through allocated sites within the Local Plan.

In determining all planning applications, only those who meet the PPTS definition of a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.

A) New sites

When considering planning applications for Gypsy, Traveller and Travelling Showpeople accommodation, planning permission will be granted where all of the following criteria are met:

- i. the site is not in the Green Belt, unless there are very special circumstances; and**
- ii. adequate community services and facilities are within reasonable travelling distance; and**
- iii. the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas; and**
- iv. there is no significant adverse impact on the intrinsic character and beauty of the countryside; and**
- v. the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets; and**
- vi. there is no significant risk of land contamination or unacceptable risk of flooding; and**
- vii. the site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents; and**
- viii. safe and convenient vehicular access to the local highway network can be provided; and**
- ix. essential services (water, electricity and foul drainage) are available on-site or can be made available on-site; and**
- x. plots for Travelling Showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.**

B) Sub-division of pitches or plots

The sub-division of authorised Gypsy, Traveller and Travelling Showpeople sites will also be permitted provided that the following criteria are met:

- i. the site is not within the Green Belt unless there are very special circumstances; and**
- ii. the living environment of residents on the proposed site and neighbouring land is protected; and**
- iii. sites are of a suitable size to enable the creation of additional pitches or plots; and**
- iv. there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent; and**
- v. there is no significant adverse impact on the intrinsic character and beauty of the countryside and;**
- vi. there is no adverse impact in terms of highways access and vehicle movement.**

C) Change of use

Planning permission will be refused for the change of use of all Gypsy and Traveller sites or Travelling Showpeople yards identified in the Gypsy and Traveller

Accommodation Assessment unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.

Reasoned Justification

8.198.41 Ensuring that the right type of residential accommodation is planned for in the right locations for all the community is an important element of the Local Plan.

8.208.42 This policy applies to both allocated and non-allocated sites which may come forward in built-up areas and the countryside. Planning permission will not be granted for a site that would be detrimental to the character and appearance of the countryside and where it would adversely affect the amenities of existing residents or result in unacceptable future living conditions for occupiers of the proposal. New Gypsy and Traveller and Travelling Showpeople sites are not considered appropriate within the Green Belt or Green Wedge and would also be judged against the appropriate policies within the Local Plan for these areas.

8.218.43 The sub-division of existing sites to provide more pitches or plots could be a suitable way to increase provision within existing lawful sites, but it should be tested against relevant criteria to ascertain its suitability.

8.228.44 When permission is granted, appropriate conditions or planning obligations will be imposed to ensure occupation of the site is restricted to those persons falling within the appropriate definition of Gypsies and Travellers or Travelling Showpeople and may also include conditions relating to landscaping and boundary treatments.

8.45 Where an unmet need for Gypsy and Traveller or Travelling Showpeople accommodation is identified and evidenced within the Council's area and allocated sites have not yet been developed or available for occupation, the Council may grant temporary planning permission as an interim measure.

8.238.46 Further information on the implementation of Policy DM3 is set out in the Planning Obligations Supplementary Planning Document.

Alternatives considered

Give weight to all planning applications from Gypsies, Travellers and Travelling showpeople.

This would not prioritise Gypsies, Travellers and Travelling Showpeople that meet the Government's Planning Policy for Traveller Sites (PPTS) definition.

Securing Economic Growth

POLICY DM4 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS

Within the Employment Areas, Rural Employment Areas and new employment site allocations, as shown on the Policies Map, the Council will seek to provide and retain Class **E(g), B2 and B8 Use Classes** or other 'sui generis' uses of a similar employment nature unless it can be demonstrated that there is no reasonable prospect for the site to be used for these purposes.

Where planning permission will be granted is required, proposals for the redevelopment or change of use from E(g), B2 and B8 and employment related sui generis for non-Class B Use Classes will be granted uses where:

- i. the premises or application site cannot be readily used for, or converted to, another Class E(g), B2, B8 or other 'sui generis' Use Class of a similar employment nature, and
- i.ii. the proposed use does not fall within Class A Use Classes unless it is of limited small-scale and ancillary to existing uses at the application site; and
- ii.iii. the proposed use provides employment at the application site; and
- iii.iv. the proposed use will not adversely impact upon the operation and function of the Employment Area or Rural Employment Area or introduce unacceptable conflict between neighbouring uses; and
- v. the proposed use is appropriate to the location of the site and its relationship to the local transport network.

Proposals will be expected to consider opportunities to promote appropriate infrastructure improvements in the designated employment area, and measures to promote sustainable and active travel opportunities to and within the designated employment area.

Reasoned Justification

8.248.47 The Employment Areas, Rural Employment Areas and new allocations for employment identified on the Policies Map, make an important contribution to the Chelmsford economy and their future function. Creating thriving business locations is a key element of the Council's local planning and economic strategies but these must relate to sustainable patterns of development across Chelmsford.

8.258.48 Traditionally, designated employment areas have focused on providing a range of premises that meet the needs of the **B1, E(g), B2 and B8 Use Classes** and this will continue to be the focus in the defined Employment Areas and Rural Employment Areas. Therefore, in the Employment Areas and Rural Employment Areas, the Council will seek to retain these Class B uses as defined by the Use Classes Order 1987 (as amended) or other 'sui generis' uses of a similar employment nature.

8.268.49 To enable flexibility, it is recognised that non Class E(g)-B1, B2 and B8 uses can sometimes be appropriate in Employment Areas and Rural Employment Areas and can provide employment, adding to the character, mix and vitality of the area. Proposals will need to be accompanied by evidence to show that there is no reasonable prospect for the site to be used for, or converted to, another employment use within Class E(g), B2 or B8 uses. The evidence required will depend upon the scale and location of the proposal and include a comprehensive marketing campaign over a period of at least 12 months before the planning application is submitted. A judgement will be made on a case by case basis. Some uses may not be acceptable where they can either individually, or collectively, harm other policy objectives of the Local Plan. The form and nature of new employment allocations and acceptable uses are set out in the relevant site allocation policy.

8.278.50 The protection of the City Centre and other designated centres for their retail function is a key objective of the Local Plan. A proliferation of A+Class E(a) uses in the Employment Areas could be harmful to this objective and will be resisted, with the exception of small scale proposals (in terms of floorspace) and it being ancillary in nature by supplementing the predominant employment offering within the Employment Area.

8.288.51 Where the Council receives an application for redevelopment or change of use, proposals should demonstrate their continued employment function and not be detrimental to the wider area, neighbours or wider Strategic Priorities and Principles set out in the Local Plan.

8.298.52 The impacts generated by new uses will need to be assessed in particular to their impact on neighbouring occupiers within the Employment Area and Rural Employment Areas. Any use should not give rise to unacceptable conflict between uses, traffic generation, vehicle parking, noise or smells. Such impacts can adversely affect the day-to-day operation of the Employment Area and Rural Employment Areas and their existing businesses.

8.53 The function of the Employment Areas and Rural Employment Areas in Chelmsford varies from location to location and the Local Plan recognises that businesses need sufficient flexibility to enable them to function in today's economic environment. The Employment Land Review 2023 highlights some existing employment areas as being somewhat dated and that modernisation should be encouraged if opportunities arise through reuse or expansion proposals.

8.308.54 Measures to improve the ongoing function and general sustainability of existing employment areas so they can continue to meet needs over the Plan period and beyond may include local transport measures or other accessibility improvements that promote a choice of modes, provision for micro-energy generation where appropriate to enhance future environmental and building standards, and provision of on-site facilities and amenities to meet the needs of businesses and workforce where these are proportionate and complementary to the primary employment functions of the site. Support will also be given to appropriate measures which promote improved provision of sustainable and active travel measures to designated employment areas.

Alternatives considered

No allocation or restriction of designated Employment Areas and Rural Employment Areas for retention and let the market respond.

The retention of sufficient and viable employment land is vital to the continued economic development of Chelmsford. The policy is suitably flexible to avoid the blanket protection of sites and respond to market signals should they arise. This option is therefore not a reasonable alternative.

POLICY DM5 – PRIMARY AND SECONDARY FRONTAGES IN CHELMSFORD CITY CENTRE & SOUTH WOODHAM FERRERS, NEIGHBOURHOOD CENTRES AND UPPER FLOORS DESIGNATED CENTRES

A) Primary Shopping Areas

Primary Shopping Areas (PSAs) are defined for Chelmsford City Centre, South Woodham Ferrers Town Centre and The Vineyards Principal Neighbourhood Centre as set out on the Policies Map. The PSA should be the focus for retail, other main town centre uses, and commercial, business and service uses falling within Use Class E, where proposals:

- i. Sustain and enhance the vitality of the centre;
- ii. Attract vibrancy, activity and generate pedestrian footfall to the centre;
- iii. Are compatible with surrounding uses;
- iv. Do not result in adverse amenity impacts;
- v. Provide an active frontage at ground floor level;
- vi. Are readily accessible by the public from the front;
- vii. Make a positive contribution to the townscape of the centre;
- viii. Would not create small token units through sub-division; and
- ix. Do not harm the character and function of the centre.

In addition, proposals within Chelmsford City Centre Primary Shopping Area within Chelmsford City Centre should contribute towards the objectives of Strategic Policy S17 Future of Chelmsford City Centre.

On upper floors, proposals for separate units of retail, other main town centre uses, commercial, business and service uses falling within Use Class E, and residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the viability of the ground floor use.

Changes of use to residential will not be permitted on the ground floor within Primary Shopping Areas.

B) Chelmsford City Centre and South Woodham Ferrers Town Centre

Within the Chelmsford City Centre area and South Woodham Ferrers Town Centre area outside of Primary Shopping Areas (PSAs), as defined by the centre boundaries on the Policies Map, the Council will support a more diverse range of uses, including main town centre uses, commercial, business and service uses falling within Use Class E, residential, employment, education and community uses, where proposals:

- i. Complement the character and function of the centre;
- ii. Make a positive contribution to improving the vitality and viability of the centre;
- iii. Encourage a diversity of uses in the centre; and
- iv. Support a high-quality and accessible environment in the centre.

C) Principal Neighbourhood Centres and Local Centres

Within Principal Neighbourhood Centres and Local Centres outside of Primary Shopping Areas (PSAs), as shown on the Policies Map, proposals will be supported which enhance their retail offer and service role in providing for the day to day needs of the area, and improve the centre's vitality and viability.

On upper floors, proposals for separate units of retail, office, tourism, leisure, cultural, community or residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the viability of the ground floor use.

Changes of use to residential will not be permitted on the ground floor.

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 only be permitted if the balance of retail and non-retail uses does not harm the vitality and viability of the designated centre, 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 Policies 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 separate units of retail, office, tourism, leisure, cultural, community or residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the retail function and viability of the ground floor.~~

Reasoned Justification

Primary Shopping Areas

8.318.55 Town and city centres will continue to evolve to meet the needs and demands of their changing populations and customers over the plan period. Alongside the ongoing growth of online shopping, the impact of the Covid 19 pandemic has resulted in a shift in footfall alongside spending habits. A wider range of uses will therefore be encouraged including leisure, culture, entertainment and retail uses in order to maintain the attractiveness of our town and city centres and enhance the range of services they offer. The Policies Map defines the extent of the Chelmsford City Centre and South Woodham Ferrers Town Centre as well as all the designations covered by this policy. 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.

8.328.56 The Council recognises that permitted development rights allow some Class E Uses (such as small shops, restaurants, offices and gyms) to convert to residential and other uses without requiring full planning permission. This involves a 'prior approval' process, and the Local Planning Authority can consider impacts of the proposed change and may resist proposals which would result in adverse impacts upon town or city centre environments or other areas. Where full planning permission is required, development proposals will need to demonstrate how they address the criteria within this policy and other relevant policies in the Plan including Strategic Policy S17 for proposals within Chelmsford City Centre. 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.

8.338.57 The Policies Map defines the extent of the Chelmsford City Centre and South Woodham Ferrers Town Centre as well as all the designations covered by this policy. 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 the City and Town Centres.

8.348.58 The Primary Shopping Areas of Chelmsford City Centre, South Woodham Ferrers Town Centre and The Vineyards Principal Neighbourhood Centre are intended primarily for retail, commercial, business and services falling within Use Class E, and other main town centre uses such as leisure, cultural, entertainment, pubs and restaurants. These uses are important for community needs and local economic vitality. The policy seeks to support a diversity of uses within Primary Shopping Areas which strengthen a centre's vitality and viability and increase a competitive and attractive offer that will appeal to a range of users including shoppers, visitors and workers. 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.

8.358.59 Within Primary Shopping Areas residential development will be supported at first floor level and above, as such uses can play an important role in ensuring the vitality and viability of centres, bringing people into the town or area at different times of the day, increasing footfall and supporting a more vibrant evening and night-time economy. Provided residential uses does not detract from the function of a Primary Shopping Area, inclusion or introduction of residential uses to upper floors also gives communities easier access to a range of services and facilities. Development proposals will be supported where they can be independently accessed from the ground floor, and they would not prejudice the uses below. ~~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.~~

8.60 Residential uses at ground floor level within Primary Shopping Areas would be harmful to the overall vitality of the centres, both in terms of fragmenting retail and commercial uses, and also by creating incompatible living conditions for potential occupiers. The Council will therefore not support proposals for change of use of ground floor premises to residential within the Primary Shopping Areas.

Chelmsford City Centre and South Woodham Ferrers Town Centre

8.61 Outside of Primary Shopping Areas, including areas within the town or city centre areas, a more flexible approach to proposals will be taken to support a broader range of uses including residential and community uses (such as libraries, public halls, places of worship and law courts) to enhance their long term vitality and viability. This will also help to enhance the attractiveness of centres, contribute to the overall diversity of the centre offer, extend their life into the evening and provide a broader range of services for local people. These uses must be compatible with the area into which they are being introduced and must be complementary to the function of the wider area.

8.368.62 The Principal Neighbourhood and Local Centres Frontages are ~~shown~~ defined on the Policies Map. These are groups of ground floor units that currently have a range of uses that serve day-to-day local needs. Not all residents live within easy reach of the main centres of Chelmsford and South Woodham Ferrers and rely on the services and facilities that are provided in these centres. The Council will seek to retain the retail function of these frontages, whilst also accepting that other uses may provide a balanced offer to the community they serve and ensure the continued viability and vitality of the frontage as a whole. This may include evening uses which contribute to a positive mix of uses to serve the community.

8.378.63 The productive use of upper floors, including residential, is encouraged in order to make best use of Principal Neighbourhood City and Town Centres and Local Centres sites. Proposals will be supported where they can be independently accessed from the ground floor and they would not prejudice the uses below.

All Designated Centres

8.64 The 2023 Retail Capacity Study Update identifies opportunities for new investment in designated centres through the amalgamation or sub-division of existing units and workspaces. This

can help to attract new operators and formats, and support the vitality and viability of centres. Any such development proposal should not result in an adverse loss of overall floorspace or create small token units which may not offer sufficient retail floor space, staff facilities or storage area for stock and which will only suit a minority of occupiers. These may be a by-product of sub-dividing a larger unit or could be proposed in their own right. These units gradually undermine the retail character of the frontage and could lead to prolonged periods of vacancy due to their limited appeal to the wider retail market.

8.65 The 2023 Retail Capacity Study Update also identifies development opportunities within designated centres for complementary initiatives and meanwhile uses. Meanwhile or temporary uses in long-term vacant and underutilised units or workspaces (defined as being vacant for 18 months or longer) can be used by occupiers to test out new uses and to reduce costs. They can also provide flexible, low-cost space for business start-ups, small and medium sized-enterprises (SMEs), and community groups. As such, meanwhile uses provide an opportunity to fill vacant units and premises over a short duration, and have the potential to diversify and reinvigorate centres. The Council will consider the suitability of meanwhile or temporary uses against the tests of Policy DM5 and Strategic Policy S17.

8.66 Long term vacant or underutilised units and workspaces are considered more suitable for meanwhile uses, as other short term vacant spaces can be part of the normal churn of the centres and re-occupied by new businesses on standard leases relatively quickly. Meanwhile uses will be secured by planning condition and would not constitute a use that would re-start the clock on the requirement for an 18 month vacancy period, in order to ensure that property owners are not discouraged from exploring such uses.

8.388.67 Proposals for complementary initiatives in designated centres, such as the construction of click and collect ‘hubs’ or lockers and the use of outdoor space for public events, will be supported where it can be demonstrated that they will enhance the vitality and viability of the centre and not give rise to unacceptable impacts on residential amenity and the transport network, or restrict accessibility.

Alternatives Considered

Not to designate Primary Shopping Areas and designated centres as set out in the retail hierarchy, and let the market respond.

These designations are required to accord with the NPPF, to protect the vitality and viability of the area’s designated centres and to identify uses that will be considered acceptable in these areas. This option, therefore, is not a reasonable alternative.

Protecting the Countryside

8.398.68 For the purposes of all relevant policies of the Local Plan, the term Countryside includes the Green Belt, the Green Wedge and the Rural Area. All of these designations are defined on the Policies Map. The Green Wedge overlays both the Green Belt and the Rural Area.

POLICY DM6 – NEW DEVELOPMENT BUILDINGS IN THE GREEN BELT

~~Where new buildings are proposed~~ **W**ithin the Green Belt, inappropriate development will not be approved except in very special circumstances.

A) New buildings

Planning permission will be granted for the following exceptions to inappropriate development:

- i. buildings for agriculture~~al~~ and forestry;
- ii. provision of appropriate facilities for outdoor sport, outdoor recreation and cemeteries as long as it preserves the openness of the Green Belt;
- ~~iii. 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.~~iii. infilling in accordance with Policy DM9;
- ~~v.~~iv. limited affordable housing for local needs in accordance with Policy DM2;
- ~~vi.~~v. extensions or alterations to buildings in accordance with Policy DM1 I;
- ~~vii.~~vi. redevelopment of previously developed land in accordance with Part B of this Policy;
- ~~viii.~~vii. replacement buildings in accordance with Part C of this Policy.

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Where the proposal would contribute to meeting an identified affordable housing need, planning permission will be granted where the proposed development does not cause substantial harm to the openness of the Green Belt.

For all other proposals, **P**lanning permission will be granted where the proposed development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use and/or development. The Council will assess the development based on the following:

- i. the size, scale, massing and spread of the new development compared to the existing; and
- ii. the visual impact of the development compared to the existing; and
- iii. the activities/use of the new development compared to the existing; and
- iv. the location of the site is sustainable and appropriate to the type of development proposed.

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

- i. the existing building being replaced is of permanent and substantial construction; and

- ii. the new building is in the same use as the existing; and
- iii. the new building is not materially larger than the one it replaces; and
- iv. the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.

D) Local transport infrastructure

Planning permission will be granted for local transport infrastructure which can demonstrate a requirement for a Green Belt location and would preserve the openness of the Green Belt and not conflict with its purposes.

Reasoned Justification

8.408.69 Over one third of the Council's area falls within the Green Belt, which has checked the unrestricted growth of London. In addition, the Green Belt has also prevented the expansion of urban Chelmsford towards the south west. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

8.418.70 Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

8.428.71 New buildings in the Green Belt will be strictly controlled. The NPPF outlines the types of development that are not inappropriate and this includes agricultural or forestry buildings. In the assessment of these types of buildings, the Council will ensure that they are proportionate in size and scale in relation to their intended use, and evidence may need to be provided in order to demonstrate the needs of the agricultural holding for the development proposed. Local transport infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, such as ~~electricity substations,~~ a Park and Ride facility, ~~emergency services~~ or new roads and bridges.

8.438.72 Buildings for outdoor sport and outdoor recreation will include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, can also be exceptions to inappropriate development. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to.

8.448.73 The Council acknowledges that due to the extent of the Green Belt in Chelmsford, there may be instances where new buildings related to community or educational uses may be proposed such as a new village hall, or new ancillary buildings related to an existing school. In accordance with the NPPF, these types of uses will be considered inappropriate development. However, the locational need for these types of uses will be given appropriate weight when considering whether there are very special circumstances that weigh in favour of the proposals.

8.458.74 In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it meets the Green Belt test of openness. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, and access to public transport and footpath links.

8.468.75 Replacement buildings are not inappropriate development but the original building must be lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

8.478.76 Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

8.488.77 When considering the replacement of buildings, a replacement ancillary residential outbuilding will be treated as such and will not be considered in use as a dwellinghouse itself.

Alternatives considered

No policy, rely on NPPF.

The policy seeks to explain in greater detail how the impact of development will be considered and provides further clarity for development types such as residential outbuildings which are a frequent development proposal for which there is limited guidance within the NPPF. Therefore, this is not a reasonable alternative.

POLICY DM7 – NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE

A) New buildings and structures

Planning permission will be granted for new buildings and structures where the development does not conflict with the purposes of the Green Wedge, and is for:

- i. a local community facility where there is a demonstrated need; or**
- ii. a local community facility that supports the role and function of the Green Wedge; or**
- iii. agriculture and forestry or where it supports the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
- iv. local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure where the Green Wedge location is appropriate and the benefits of which override the impact on the designation; or**
- iv.v. appropriate facilities or infrastructure to support active travel; or**

- ~~v.vi.~~ appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or
- ~~i.vii.~~ a rural worker's dwelling in accordance with Policy DM12; or
- ~~v.viii.~~ infilling in accordance with Policy DM9; or
- ~~ii.ix.~~ limited affordable housing for local needs in accordance with Policy DM2; or
- ~~ix.x.~~ extensions or alterations to buildings in accordance with Policy DM11; or
- ~~x.xi.~~ redevelopment of previously developed land in accordance with Part B of this Policy; or
- ~~i.xii.~~ replacement buildings in accordance with Part C of this Policy; or
- ~~x.xiii.~~ residential outbuildings in accordance with Part D of this Policy.

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Planning permission will only be granted where the role and function of the Green Wedge, in maintaining open land between built-up areas, protecting biodiversity and promoting recreation, would not be materially harmed, and where the development would have no greater impact on the character and appearance of the area than the existing use and/or development. The Council will assess the development based on the following:

- i. the size, scale, massing and spread of the new development compared to the existing; and
- ii. the visual impact of the development compared to the existing; and
- iii. the impact of the activities/use of the new development compared to the existing.

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

- i. the existing building being replaced is of permanent and substantial construction; and
- ii. the new building is in the same use as the existing; and
- iii. the new building would not be out of keeping with its context and surroundings, and does not result in any other harm and;
- iv. the new building is not materially larger than the one it replaces.

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new **outbuilding**:

- i. is located within the curtilage of the dwelling; and
- ~~ii.~~ is **ancillary proportionate** in size, **and** scale and **ancillary in** appearance to the host dwelling; and
- ~~i.iii.~~ **is not self-contained independent habitable accommodation, and**
- ~~iii.iv.~~ **is well designed and** in keeping with its context and surroundings, and does not result in any other harm.

Reasoned Justification

8.498.78 The Green Wedge is a local landscape designation that recognises the crucial role of the main river valleys in providing important open green networks for wildlife, flood storage capacity, leisure and recreation and sustainable means of transport. It also has an important role in preventing settlement coalescence and maintaining a sense of place and identity for neighbourhoods. New buildings within the Green Wedge will be restricted to ensure that the openness, role and function of these landscapes are not adversely affected.

8.508.79 Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use. In some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.518.80 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override the impact of the designation such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed such as a Park and Ride facility, new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

8.81 Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use.

Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Wedge.

8.528.82 Any proposals for a residential ‘annex’ building will need to be ancillary and proportionate in its scale to the host dwelling in terms of its use and not an independent dwelling in its own right. Such ancillary buildings will expect to share facilities such as gardens, driveway and parking with the host dwelling. Careful consideration will be given to the proposed internal and external layout and facilities proposed to be provided.

8.538.83 The Council supports, in principle, the provision of new buildings for community use including educational facilities that can demonstrate a requirement for a Green Wedge location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for “regional centre” type facilities to be located in the Green Wedge.

8.548.84 Economic growth in the Green Wedge is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable rural business. The need for the Green Wedge location would

need to be justified. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses will not be permitted in the Green Wedge. This is to avoid the proliferation of new buildings which are unconnected to existing sites and uses and may result in harm to the openness and landscape character of the river valleys.

8.558.85 Redevelopment of previously developed land will be permitted where the development would not have a greater impact on the characteristics and attractiveness of the landscape and the purpose of including land within the Green Wedge than the existing development and also represents sustainable development.

8.568.86 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

Alternatives considered

No policy and rely on other general new building policies.

This policy is required to ensure these local area designations are sufficiently protected. Additional criteria could be added to other policies to cover these areas, but for consistency with the approach taken towards policies being area based this approach is considered to be appropriate. Therefore, this is not a reasonable alternative.

POLICY DM8 – NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA

A) New buildings and structures

Planning permission will be granted for new buildings and structures in the Rural Area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside and where the development is for:

- i. a local community facility where there is a demonstrated need; or**
- ii. agriculture and forestry or the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
- iii. local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure; or**
- iv. appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
- v. a rural worker's dwelling in accordance with Policy DM12; or**
- vi. housing which secures the optimal viable use of a heritage asset or enabling development to secure the future of a heritage asset; or**
- vii. housing which includes the re-use of redundant or disused buildings which leads to an enhancement to the immediate setting; or**

- viii. ~~an isolated~~ dwelling which is of ~~a design of~~ exceptional design quality ~~or innovative nature~~; or
- ix. infilling in accordance with Policy DM9; or
- x. limited affordable housing for local needs in accordance with Policy DM2; or
- xi. extensions or alterations to buildings in accordance with Policy DM11; or
- xii. redevelopment of previously developed land in accordance with Part B of this Policy; or
- xiii. replacement buildings in accordance with Part C of this Policy; or
- xiv. residential outbuildings in accordance with Part D of this Policy.

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary buildings)

Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:

- i. the size, scale, massing and spread of the new development compared to the existing; and
- ii. the visual impact of the development compared to the existing; and
- iii. the impact of the activities/use of the new development compared to the existing; and
- iv. the location of the site is appropriate to the type of development proposed.

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

- i. the existing building being replaced is of permanent and substantial construction; and
- ii. the new building is in the same use as the existing; and
- iii. the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new outbuilding:

- i. is located within the curtilage of the dwelling; and
- ii. is ancillary proportionate in size, ~~and~~ scale, and ~~ancillary in~~ appearance to the host dwelling; and
- ~~ii.iii.~~ is not self-contained independent habitable accommodation, and
- ~~ii.iv.~~ is well designed and in keeping with its context and surroundings, and does not result in any other harm.

Reasoned Justification

8.578.87 The majority of the Council's area falls outside the Urban Areas and Defined Settlements, and where it is not Green Belt it is defined on the Policies Map as Rural Area.

8.588.88 The Council will ensure that the intrinsic character and beauty of the Rural Area is recognised, assessed and, where there is material harm arising from new development it is protected.

8.598.89 This policy provides some flexibility to allow rural communities and economies to thrive and prosper. This includes the sustainable growth and expansion of rural businesses and enterprises, including local shops and community facilities and services which support the rural community and serve their day-to-day needs.

8.608.90 Proposals for new buildings and structures will be assessed to ensure that they are proportionate in size and scale in relation to their intended use. In some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.618.91 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override any adverse impacts on the intrinsic character and beauty of the countryside such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed, such as a Park and Ride facility, or new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

8.92 Buildings and structures for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a case-by-case basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site.

8.628.93 Any proposals for a residential 'annex' building will need to be ancillary and proportionate in its scale to the host dwelling in terms of its use and not an independent dwelling in its own right. Such ancillary buildings will expect to share facilities such as gardens, driveway and parking with the host dwelling. Careful consideration will be given to the proposed internal and external layout and facilities proposed to be provided.

8.638.94 The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Rural Area location. This is likely to be due to the location of the community or facility in which it serves. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town. These types of wider community facilities will only be permitted where the development serves both the local area and

wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports venues (indoor and outdoor) cultural buildings, public houses and places of worship.

8.648.95 Economic growth in the Rural Area is encouraged but new buildings and structures will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable business. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses should be closely associated with groups of existing buildings.

8.658.96 Redevelopment of previously developed land will be permitted where the development would not adversely impact upon the recognised character of the area. In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it does not harm the intrinsic character and beauty of the countryside. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, access to public transport and footpath links.

8.668.97 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape. The proposed replacement or rebuild must be acceptable in its setting by virtue of its siting, volume, form and scale.

8.678.98 ~~The exceptional design quality is defined as or innovative nature of a new dwelling, that does not comply with Policy DM9, should be which is truly outstanding, reflecting the highest standards in architecture; and help to raise standards of design more generally in rural areas; would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.~~

Alternatives considered

No policy, rely on General Permitted Development Order and NPPF.

There are limited requirements for these developments in non Green Belt locations and a policy to cover these clarifies the local policy situation for the Rural Area, which covers a large part of Chelmsford. Therefore, this is not a reasonable alternative.

POLICY DM9 – INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA

A) Green Belt

Planning permission will be granted for infilling in the Green Belt provided that:

- i. the site is within a village; and**
- ii. the site is a small gap in an otherwise built-up frontage; and**
- iii. the infilling is limited so as not to impact unacceptably on the function and purpose of the Green Belt; and**
- iv. the development does not detract from the existing character or appearance of the area.**

B) Green Wedge or Rural Area

Planning permission will be granted for infilling in the Green Wedge or Rural Area provided that:

- i. the site is a small gap in an otherwise built-up frontage; and**
- ii. the development does not detract from the existing character or appearance of the area, and would not unacceptably impact on the function and objectives of the designation.**

Reasoned Justification

8.688.99 Infilling is defined as filling the small gaps within existing groups of dwellings or buildings. For the purposes of this policy, a gap is normally regarded as ‘small’ if it is capable of accommodating no more than one property or building. In some circumstances, the context and character of the development pattern of the immediate area will allow for more than one property, or building, within these gaps. Each site will be assessed on a case-by-case basis.

8.698.100 The Council will carefully assess the impact of any proposals for residential infilling to ensure that gaps in the development pattern which positively contribute to the existing setting of a hamlet or group of dwellings are not lost. Within the Green Belt, the proposal ~~must~~ should be within a village in order to be consistent with the NPPF. The site context may only be considered as a village where there is a consolidated group of residential properties and not a dispersed settlement pattern. It will usually, although not exclusively, include some form of community facility or focus such as a church, village hall, shop, public house or post office. Whether or not a site is located within a village will be assessed on a site by site basis.

8.708.101 A judgement needs to be made as to whether a new building would be in character with its surroundings. Buildings that are substantial in size and scale in relation to the neighbouring units either side, and would detract from the existing character of the area, will not be supported.

Alternatives considered

No policy, rely on NPPF and general design policies.

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on infills in other localities and it is considered that the objectives of other designations such as the Green Wedges is an important consideration as it covers the local distinctiveness of an area. Therefore, this option is not a reasonable alternative.

POLICY DM10 – CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS

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. where the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations **and material changes in the use of land** will be permitted within the Green Belt where they preserve openness, do not conflict with the purposes of including land in the Green Belt, and do not harm the character and appearance of the area.

B) Green Wedge

Planning permission will be granted for the change of use of buildings in the Green Wedge where:

- i. the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and
- ii. the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and

- iii. the use of any land within the curtilage of the building, and which is to be used in association with that building, would not conflict with the purposes of the Green Wedge designation; and
- iv. the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Changes of use of land and engineering operations, including proposals which enhance the role of the Green Wedge as an active travel corridor, will be permitted where the development would not adversely impact on the role, function, character and appearance of the Green Wedge as set out in Strategic Policy S11.

C) Rural Area

Planning permission will be granted for the change of use of land or buildings in the Rural Area where:

- i. the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and
- ii. the building is in keeping with its surroundings, and any alterations or extensions do not harm its original character; and
- iii. it does not adversely impact on the identified intrinsic character, appearance and beauty of the Rural Area; and
- iv. the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations will be permitted within the Rural Area where they do not adversely impact upon the identified intrinsic character, appearance and beauty of the Rural Area.

Reasoned Justification

8.718.102 The Council recognises that the re-use and adaptation of existing buildings in the countryside can provide opportunities for residential, commercial and industrial development. In order to avoid abuse of this policy, the building/s should be permanent and not require substantial reconstruction. A structural survey will be required-expected to be provided in order to demonstrate that the structure is capable of conversion without rebuild or creation of new structural elements.

8.728.103 Within the Green Belt and Green Wedge, any alteration or extension included as part of a change of use will require careful scrutiny in order to ensure that it is not disproportionate

in relation to the existing building. Proportionate should be assessed in the context of footprint, height and volume.

8.738.104 Buildings will normally have an identified curtilage. It is important to consider how the curtilage may alter as part of the change of use to the host building; for example, through storage or domestication. In the Green Belt, the Council will be mindful about the impact on openness. In the Green Wedge, the ancillary use of the land should not conflict with the purpose of the designation. In the Rural Area, the critical aspect will be identifying the intrinsic character and making a judgement as to whether an adverse impact would result.

8.105 The 10 year period for conversions to dwellings is included in order to prevent misuse of the policy; ~~T~~he building must have been originally constructed and used for the purpose intended and not with a view of re-using it in the future for another use.

8.748.106 Development which supports the role of the Green Wedge as an active travel corridor, includes proposals which facilitate greater use of all other active modes of travel, including leisure travel and horseback, through the Green Wedge.

Alternatives considered

No policy, rely on NPPF.

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on such operations in other localities and it is considered that the objectives of other designations such as the Green Wedge is an important consideration as it covers the local distinctiveness of an area. Therefore, this is not a reasonable alternative.

POLICY DMI I – EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGE AND RURAL AREA

A) Green Belt

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Belt and the extension or alteration would not:

- i. result in disproportionate additions over and above the size and scale of the original building; and
- ii. be out of keeping with its context and surroundings or result in any other harm.

B) Green Wedge

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Wedge and the extension or alteration would not:

- i. be disproportionate in size and scale in relation to the existing building; and

- ii. be out of keeping with its context and surroundings or result in any other unacceptable harm; and
- iii. conflict with the purposes of the Green Wedge designation.

C) Rural Area

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:

- i. be out of keeping with its context and surroundings and does not result in any other unacceptable harm; and
- ii. adversely impact on the identified intrinsic character and beauty of the Rural Area.

Reasoned Justification

8.758.107 Extensions and alterations to buildings can result in significant changes to their appearance and the impact they have on the surrounding countryside. An alteration may include changes to fenestration, materials and external features. For the avoidance of doubt, buildings include residential dwellings, and all buildings must be substantially intact and have a reasonable remaining life.

8.768.108 Other harm can include, but is not limited to: visual intrusion, noise, activity, light pollution and use.

A) Green Belt

8.778.109 The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Whilst extensions or alterations to buildings within the Green Belt are not inappropriate development, this is subject to meeting the objectives of Green Belt policy.

8.788.110 Extensions or alterations must not result in disproportionate additions over and above the size of the original building. Original building means that as built at 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

8.111 Detached outbuildings in close proximity to the host dwelling may in some cases be considered as extensions where the property may currently be deficient in an outbuilding to serve its domestic needs, for example - a detached garage. When determining whether an outbuilding in the Green Belt can be considered as an extension, matters for consideration will include its use, siting, form, size, scale, and proximity to the host dwelling.

B) Green Wedge

8.798.112 The role of the main river valleys will be protected and enhanced as a multi-faceted landscape for its openness and preventing settlement coalescence and its function as an important

green network for wildlife, leisure and recreation. Some parts of the Green Wedge may also fall within the Green Belt. In these cases, the objectives and purpose of the Green Belt will still apply; Green Belt is a national designation, subject to national policies and will still be given full weight in planning decisions. The Green Wedge also covers parts of the designated Rural Area and in these cases the proposal will need to conform with both Parts B and C of the policy.

C) Rural Area

8.808.113 Much of the Council's area falls within the Rural Area which is very attractive and has a traditional rural appearance with long unbroken views. In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site-by-site basis. The Council will support rural communities; This includes the sustainable growth and expansion of existing and authorised rural businesses, such as shops, public houses and restaurants, tourist attractions, agriculture and diversification, offices and community uses where that expansion would not adversely impact on the identified character and beauty of the area.

Alternatives considered

No policy, rely on the General Permitted Development Order and NPPF.

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on such operations in other localities and it is considered that the objectives of other designations such as the Green Wedges is an important consideration as it covers the local distinctiveness of an area. Therefore, this is not a reasonable alternative.

Set more prescriptive size thresholds for extensions.

This would not necessarily reflect the local distinctiveness of an area by taking into account local features and the character of the area. Therefore, this is not a reasonable alternative.

POLICY DM12 – RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS

Planning permission will only be granted for a new dwelling or caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry, and very special circumstances which clearly outweigh the harm to the Green Belt and any other harm.

Planning permission will be granted for a new dwelling or caravan in the Green Wedge or Rural Area where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.

A) Temporary accommodation

For applications for temporary accommodation, the following criteria must be met:

- i. it can be demonstrated that the business can sustain the full-time worker directly employed by the business at minimum wage; and

- ii. it can be demonstrated that there is a functional need for the proposed accommodation which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and
- iii. the need cannot be met by re-using, extending or adapting an existing building on the holding; and
- iv. the proposed accommodation is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding; and
- v. the size of the accommodation relates to the needs of the rural worker to be employed under his or her current situation.

B) Permanent accommodation

In addition to compliance with the above Part A) permanent accommodation will only be permitted where the unit and the agricultural/rural business have been established for at least 3 years, it can be demonstrated that the business has been profitable for at least one of them, is currently financially sound and has a clear prospect of remaining so.

In all cases, (temporary and permanent accommodation) conditions will be attached to any permission removing permitted development rights and limiting the occupancy to that required for the business concerned.

C) Removal of Occupancy conditions on existing dwellings

Planning permission will be granted for the removal of a restrictive agricultural/rural worker occupancy condition on a dwelling only where:

- i. comprehensive evidence has been submitted to show that the property, including all of its land and buildings that form part of the holding, has been marketed for sale or rent for a minimum period of 12 months at a market price to reflect the occupancy condition, and confirmation of a lack of interest; and
- ii. it is evidenced that there is no long-term need for an agricultural/rural workers dwelling in the locality; and
- iii. the dwelling was not constructed or converted for the purposes of an agricultural or rural worker less than 10 years prior to the submission of the application to remove the occupancy condition.

Reasoned Justification

8-818.114 One of the few circumstances where a new dwelling within the countryside may be justified is when accommodation is required to enable agricultural or rural workers to live at, or in the immediate vicinity of, their place of work. Such a need must be essential, and to prevent the misuse of this policy the Council requires any proposal for a new agricultural/rural workers dwelling to meet all the criteria set out within the policy.

8.828.115 Where possible, development on the best and most versatile agricultural land should be avoided. The re-use of existing buildings or building on previously developed land within a site should be prioritised before considering the loss of Grade 2 and Grade 3 agricultural land. Grade 3b agricultural land should be prioritised for development over higher grade land wherever possible.

8.838.116 In the case of a new start-up business, the Council will only allow the provision of temporary accommodation for use by a rural or agricultural worker for a temporary period of up to 3 years. This would normally take the form of a caravan/mobile home. This is to enable sufficient time for the business to be able to demonstrate that it is viable and profitable. If after a period of 3 years this cannot be demonstrated, permission will not be granted for either an extension to the temporary period or for a permanent dwelling.

8.848.117 If the business is able to demonstrate an essential need for a permanent dwelling in accordance with all of the criteria of the policy, the size and scale of the dwelling shall be related to the needs of the employee based upon their existing domestic circumstances. If in the future the circumstances of the occupier change, the Council will assess the need for any adaptation or extension of the dwelling on its individual merits.

8.858.118 When considering planning applications to remove restrictive occupancy conditions, the Council recognises that changes in the scale and character of a business may affect the longer-term requirement for dwellings in the countryside for their original purpose. The Council also recognises that it would fulfil no purpose to keep such dwellings vacant, or that existing 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.

8.868.119 The Council will also bear in mind that such dwellings could be used by agricultural and forestry or rural workers seeking accommodation within the wider surrounding area. It must be demonstrated to the Council's satisfaction the availability of a dwelling subject to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no interest has been shown regarding purchase or occupation of the dwelling by those working in the local agricultural community. The Council will make a judgement on the adequacy of the marketing exercise on a case-by-case basis.

Alternatives considered

No policy, rely on the General Permitted Development Order and NPPF.

The level of detail included within this policy is not set out in either of these. Without the inclusion of a detailed policy there is no guidance as to what circumstances justify such a dwelling, which would ordinarily be contrary to countryside and Green Belt policy. Therefore, this is not a reasonable alternative.

Protecting the Historic Environment

8.878.120 This Section provides policies which cover the historic environment. Policy S3 outlines the strategic approach to the historic environment. Relevant policies of the Local Plan are separated into designated and non-designated assets, to represent the distinction within the NPPF.

POLICY DMI3 – DESIGNATED HERITAGE ASSETS

A) The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. Where there is substantial harm or total loss of significance of the designated heritage asset, consent will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss; or all of the following apply:

- i. the nature of the heritage asset prevents all reasonable uses of the site; and**
- ii. use of the asset is not viable in itself in the medium term, or not demonstrably possible in terms of grant funding; and**
- iii. the harm or loss is outweighed by bringing the site back into use.**

Where there is less than substantial harm to the heritage asset this will be weighed against the public benefits of the development proposal, including securing the optimum viable use of the heritage asset.

The Council will take account of the desirability of sustaining and enhancing the significance of heritage assets and the positive contribution that conservation of heritage assets can make to sustainable communities, local character and distinctiveness.

B) Listed Buildings

In addition to Part A) the Council will preserve Listed Buildings and will permit proposals where:

- i. any extension/alteration would not adversely affect its significance as a building of special architectural or historic interest, both internally and externally; and**
- ii. development within the setting of a listed building would not adversely affect the significance of the listed building, including views to and from the building, landscape or townscape character, land use and historic associations; and**
- iii. any change of use would preserve its significance as a building of special architectural or historic interest and ensure its continued use.**

C) Conservation Areas

In addition to Part A) development will be permitted in Conservation Areas where:

- i. the siting, design and scale would preserve or enhance the character or appearance of the area; and**
- ii. building materials and finishes are appropriate to the local context; and**
- iii. features which contribute to the character of the area are retained; and**
- iv. important views are preserved.**

Development involving demolition or substantial demolition will only be granted if it can be demonstrated that:

- v. the structure to be demolished makes no contribution to the special character or appearance of the area; or**
- vi. it can be demonstrated that the structure is beyond repair or incapable of beneficial use; or**
- vii. the substantial public benefit would outweigh the harm; or**
- viii. it can be demonstrated that the removal of the structure would lead to the enhancement of the Conservation Area.**

D) Registered Parks and Gardens

Development proposals should protect Registered Parks and Gardens and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

E) Scheduled Monuments

Development proposals should protect Scheduled Monuments and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

Reasoned Justification

8.888.121 When considering proposals affecting listed buildings, local authorities have a statutory duty to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest. There is a clear presumption against proposals for the total or substantial demolition of any listed building, or for any alteration or extension that would adversely affect its special architectural or historic character. Proposals which affect the setting of a listed building will also be critically assessed. Any harm to a designated heritage asset will require clear and convincing justification. Any loss of the whole or part of the heritage asset will not be permitted without taking all reasonable steps to ensure the new development will proceed after the loss has occurred. The setting of a building and its contribution to a local scene may be very important; for example, where it forms an element in a group, park or garden or other townscape, or where it shares particular architectural forms or details with other buildings nearby.

8.898.122 The best use for an historic building is the use for which it was designed. Wherever possible, this should continue particularly if it is residential use. However, there may be occasions when this is no longer a practical proposition. The Council will consider the introduction of appropriate alternative uses for redundant listed buildings as an exception to other planning policies, provided it is the only way to preserve or enhance the special architectural and historic character or structure of the building and its setting, and it does not adversely affect amenities, highway safety, etc. In this context, a change of use can adversely affect the setting of a building through the extra activity it generates; for instance, through increased on-site car parking, even if it does not affect the external appearance of the building itself. It will not be sufficient to justify such a development merely on the basis that the proposed use will generate a higher property value or increased revenues.

8.908.123 The character of an area derives from a number of elements; these can include the siting and design of its buildings, open spaces, views and features such as walls, landscape, materials and the activities that take place there. Careful consideration of the setting within Conservation Areas includes judging the acceptability of materials and finishes to either respect or complement the area. The very designation of the Conservation Area denotes architectural or historic interest; it is therefore justified that as many as possible important features remain. The most important views in a Conservation Area are those within the designated area, but proposals should also respect how the area is viewed from outside of the designated area. An incremental adverse change to the Conservation Area could result in a reduction in the designated area.

8.918.124 Development affecting areas designated as Registered Parks and Gardens will be assessed against the likely impact of such development on their visual character and setting.

8.928.125 The Council will seek to ensure that new development proposals do not adversely affect the historic or archaeological importance of a Scheduled Monument.

Alternatives considered

No policy, rely on NPPF.

This would not cover the main objectives of the policy in terms of how to identify and assess heritage significance, and weighing up any harm against public benefits. Therefore, this is not a reasonable alternative.

Merge all historic environment policies into one.

This would dilute the importance and distinction between designated and non-designated heritage assets. Having multiple policies provides greater clarity on the different considerations required for such assets. This option, therefore, is not a reasonable alternative.

POLICY DMI4 – NON-DESIGNATED HERITAGE ASSETS

Proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting. Where proposals would lead to harm to the

significance of a non-designated heritage asset or its loss, proposals should demonstrate that:

- i. the level of harm or loss is justified following a balanced judgement of harm and the significance of the asset; and
- ii. harm is minimised through retention of features of significance and/or good design and/or mitigation measures.

Reasoned Justification

8.126 The focus of the policy is based on the protection and retention of non-designated heritage assets, as identified on the Council's Buildings of Local Value List, Inventory of Landscape of Local Interest and Protected Lanes Studies. The aim is to avoid or minimise harm and weigh up any harm against the loss of significance. Where harm is justifiably unavoidable in most cases it should be possible to retain some aspect of significance. The Council may also have regard to consideration of an asset based upon the NPPF guidance, in determining whether something is a non-designated heritage asset for the purposes of a planning application.

Alternatives considered

No policy, rely on NPPF.

This would not cover the main objectives of the policy in terms of how to identify and assess heritage significance, and weighing up any harm against public benefits. Therefore, this option is not a reasonable alternative.

Merge all historic environment policies into one.

This would dilute the importance and distinction between designated and non-designated heritage assets. Having multiple policies provides greater clarity on the different considerations required for such assets. Therefore, this option is not a reasonable alternative.

POLICY DMI5 – ARCHAEOLOGY

Planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings. Applications shall have assessed the site in consultation with the Historic Environment Record and taken account of the archaeological importance of those remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site by record.

Reasoned Justification

8.938.127 Chelmsford contains numerous sites of archaeological importance. There are 2,503 archaeological sites detailed in the Essex Historic Environment Record, maintained by Essex County

Council. They constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction. Many locations have sites that may have archaeological potential but have no statutory protection. They rely on the sympathetic application of planning and management policies for their survival and protection.

8.948.128 When new sites of archaeological importance are identified, the Council will ensure that they are afforded appropriate protection and, where possible, retained in situ. Where retention is not possible, archaeological investigation and recording either through conditions or as part of a planning obligation will be required. Where a non-designated archaeological site is of similar national significance to a Scheduled Monument, Policy DM13 will apply.

Alternatives considered

No policy, rely on NPPF.

The NPPF does not go into the level of detail as to how applications affecting archaeological sites will be considered. This policy provides greater clarity. Therefore, this is not a reasonable alternative.

Protecting the Natural Environment

POLICY DM16 – PROTECTION AND PROMOTION OF ECOLOGY, NATURE AND BIODIVERSITY

A) Internationally Designated Sites

Developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.

Where appropriate, contributions from qualifying residential developments within the Zones of Influence as defined in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) will be secured towards mitigation measures identified in the ~~Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.~~

B) Nationally Designated Sites

Development proposals within or outside a SSSI, likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly

outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

C) Locally Designated Sites

Development likely to adversely affect locally designated sites, their features or their function as part of the ecological network, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

D) Biodiversity and Geodiversity in Development

~~All~~ **Unless exempt**, development proposals ~~should~~:

- ~~i. Should~~ **Conserve** and enhance the network of habitats, species and sites (both statutory and non-statutory, including priority habitats and species) of international, national and local importance commensurate with their status and give appropriate weight to their importance; and
- ~~i.ii. Should incorporate measures and features into the design of new buildings, extensions or renovations to increase biodiversity; and~~
- ~~ii.iii. Should~~ **Avoid** negative impacts on biodiversity and geodiversity, **adequately** mitigate unavoidable impacts and as a last resort compensate for residual impacts; and
- ~~iii.iv. Must provide a minimum 10% biodiversity net gain (20% on Chelmsford Garden Community and East Chelmsford Garden Community) above the existing ecological baseline value of the site, or subsequent government standard, to be calculated and reported in accordance with local and national best practice guidance prevailing at the time of the application, and to be secured for a minimum of 30 years after completion. Deliver a net gain in biodiversity where possible, by creating, restoring and enhancing habitats, and enhancing them for the benefit of species.~~

Applications for engineering and other operations, and change of use in order to create biodiversity sites in appropriate locations, including sites associated with the Local Nature Recovery Strategy, will be supported.

Reasoned Justification

8.958.129 The presence of protected species is a material consideration when the Council is considering a development proposal which, if carried out, would be likely to result in harm to the species or its habitat. When considering planning applications it is essential that the presence or otherwise of protected species and the extent that they may be affected by the development is established before planning permission is granted.

8.968.130 Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for and benefits of the development in that location clearly outweigh the loss, or appropriate mitigation measures can be put in place. On

Internationally Designated Sites mitigation may involve providing or contributing towards a combination of the following measures:

- Access and visitor management measures within a site
- Improvement of existing greenspace and recreational routes
- Provision of alternative natural greenspace and recreational routes
- Monitoring of the impacts of new development on the site to inform the necessary mitigation requirements and future refinement of any mitigation measures
- Insert other potential mitigation measures to address air pollution impacts e.g. emission reduction measures and on site management measures.

~~**8.978.131** A Mitigation Strategy document is being produced through the Essex Recreational disturbance Avoidance and Mitigation Strategy Document (RAMS) was adopted in 2019 and the SPD was adopted in 2020. The Essex Coast RAMS, which has the brand name Bird Aware Essex Coast, aims to deliver the mitigation necessary to avoid adverse effects on the integrity of habitats sites from the in-combination impacts of residential development in Essex. The Essex Coast RAMS identifies a detailed programme of strategic avoidance and mitigation measures which are to be funded by developer contributions from all qualifying residential development within the Zones of Influence as defined in the adopted RAMS project, with a view to its subsequent adoption as a Supplementary Planning Document, to support the Local Plan. Development proposals will need to take account of this Mitigation Strategy. Where necessary, this will include new residential development contributing towards implementation of this Mitigation Strategy.~~

~~**8.988.132** For development effecting Nationally Designated Sites, proposals will need to take account of the Chelmsford Green Infrastructure Strategic Plan, Local Nature Recovery Strategy (LNRS), and the Essex Green Infrastructure Strategy. Where necessary, appropriate mitigation measures may include new residential development contributing towards implementation of the objectives and targets of this Strategic Plan in these documents.~~

~~**8.998.133** The NPPF states that plans should promote enhancement of ecological networks and recovery of priority species. Priority habitats and species are those listed under the Natural Environment and Rural Communities Act 2006, or any subsequent amendment to this Act and include priority bird species, bats and reptiles.~~

~~**8.1008.134** 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 will be expected to incorporate beneficial biodiversity features, such as swift boxes, bat or bird boxes, swift, bat and bee bricks, green roofs, passageways to prevent access to roadways, wildlife kerbs, and gaps in bases of garden fences to facilitate the movement of native wildlife or the creation and connection of wildlife corridors through landscaping or other means. New water features such as attenuation ponds that can provide new wetland areas, and removal of redundant in-channel structures and culverts, can also create and restore wildlife habitats. Developments adjacent to main rivers should take opportunities to improve water related biodiversity through a variety of initiatives including buffer strips, riparian tree planting, alien species removal and increasing in-channel morphology diversity. The location and~~

specification of biodiversity features should be designed with input from a qualified ecologist and be integrated within the fabric of the building to ensure longevity.

~~8.101~~ The NPPF seeks to protect and enhance the natural environment. All development proposals should aim to secure opportunities for enhancing biodiversity. This will be assessed on a proportionate basis taking into account the size and type of development and its location.

~~8.102~~ Biodiversity enhancements in and around development should have regard to the Council's Green Infrastructure Strategic Plan and be led by an understanding of ecological networks such as:

- ~~• Improved links between existing sites~~
- ~~• Buffering of existing important sites~~
- ~~• Habitat restoration, recreation and expansion~~
- ~~• New biodiversity features within development~~
- ~~• Securing management for long term enhancement.~~

8.135 Relevant development proposals will be required to complete the Council's Biodiversity Checklist. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey shall be undertaken by a suitably qualified ecologist. The development proposal should be informed by the results of the checklist, any relevant survey and apply the mitigation hierarchy and have regard to the Council's Green Infrastructure Strategic Plan and the Essex Green Infrastructure Strategy.

~~8.103~~**8.136** In line with the Environment Act 2021 all development proposals (except where exemptions apply) will be required to provide a minimum of 10% biodiversity net gain above the ecological baseline for the application site. This is to ensure that the environment is left in a better state than before the development. However, where it is possible to achieve, the Council will encourage the delivery of a greater than 10% biodiversity net gain. In line with policies SGS6 and SGS16a, a minimum of 20% biodiversity net gain will be required for Chelmsford Garden Community and East Chelmsford Garden Community.

8.137 Proposals for biodiversity net gain must be acceptable to the Council in terms of design and location, take into account local priorities set out in the LNRS which guides the delivery of biodiversity net gain projects in Essex, the Essex Green Infrastructure Strategy and the Chelmsford Green Infrastructure Action Plan, and be informed by a comprehensive understanding of habitats and species associated with the site.

8.138 Planning applications must be supported by a Biodiversity Net Gain Plan and supporting reports with information to demonstrate how a minimum of 10% biodiversity net gain (or 20% for sites SGS6 and SGS16a) will be achieved, implemented, managed and maintained. These should be carried out by suitably qualified professionals and use the most up-to-date Department of Environment, Farming and Rural Affairs (DEFRA) Biodiversity Metric Calculators, in order for the level of biodiversity value before and after a development takes place to be clearly measured. Proposals for biodiversity net-gain will be required to demonstrate the application of the mitigation hierarchy to ensure harm is avoided in the first instance. Loss or damage to irreplaceable habitats cannot be offset to achieve a net gain.

8.139 The Biodiversity Net Gain Plan must include a costed long-term management and maintenance plan to include enough funding to last for a minimum period of 30 years after completion of the development. However, the Council will aim, where possible, to secure biodiversity net gain for the life-time of the development. This is in recognition of the climate and ecological emergency and of the wider long-term benefits that biodiversity net gain provides on improving health and well-being of local communities and improving the natural environment of the Council’s administrative area.

8.140 The Council expects the requirements for biodiversity net gain to be provided within the application site boundary to ensure biodiversity in new development and to prevent the removal of biodiversity in developed areas. Only if it can be clearly demonstrated that biodiversity net gain cannot be adequately achieved on-site, off-site provision or a financial contribution towards Biodiversity Credits to an off-site BNG scheme will be considered as a last resort. Off-site measures will be expected to be in reasonable proximity to the development, strategically located for nature conservation and be informed by local and national guidance and data including the LNRS, the Essex Infrastructure Strategy and Chelmsford Green Infrastructure Action Plan. This is to ensure that habitats do not become fragmented and the users of the new development are able to benefit from being close to nature. Off-site provision should be discussed in advance with the Council and where appropriate with the Essex Local Nature Partnership.

8.141 Biodiversity net gain proposals will be secured by condition and/or legal agreement. This will include a requirement to cover the Council’s costs associated with the long-term monitoring of the biodiversity net gain proposals, with reports provided to the Council by developers for inclusion in the Authority Monitoring Report and BNG reporting.

8.1048.142 Further information on the implementation of biodiversity net gain will be set out in a Biodiversity Net Gain Planning Advice Note. Ahead of this, the Council will refer to the latest national best practice guidance including ‘Biodiversity Net Gain – Good Practice principles for development, a practical guide’ (CIEEM, CIRIA, IEMA, 2019) and British Standard BS42020 ‘Biodiversity-Code of Practice for Planning and Development’, or subsequent revisions.

Alternatives considered

No policy, rely on NPPF.

The NPPF does not go into the level of detail as to how applications should aim to conserve and enhance biodiversity. This policy and its reasoned justification provides greater clarity. This option is therefore not a reasonable alternative.

Require at least 20% Biodiversity Net Gain for all major developments.

There is no current evidence to demonstrate that exceeding the statutory minimum will be deliverable in all circumstances. This option is therefore not a reasonable alternative.

POLICY DMI7 –TREES, WOODLAND AND LANDSCAPE FEATURES

A) Protected Trees and Woodland

Planning permission will be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or

Registered Park and Garden, preserved woodlands or ancient woodlands. Consideration will also be given to the impact of a development on aged or veteran trees found outside ancient woodlands.

Development proposals that have the potential to affect preserved trees, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands must set out measures to secure their protection.

In exceptional circumstances there may be overriding public benefits arising from the development that could justify the removal of a preserved tree or trees. In such circumstances, a replacement tree, or trees, shall be provided of a size and type suitable for its location.

B) Other Landscape Features

Planning permission will be granted for development proposals that do not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area. Harm or loss of these features will not be permitted unless a landscape strategy, which would compensate for the loss or harm, is secured or where there are overriding public benefits arising from the development.

C) New Trees

Three new trees per net new dwelling are required to be planted for all new housing development.

All new strategic scale employment and infrastructure development (defined as development in excess of 1,000 sqm or 0.1 hectares) will be required to plant a significant number of new trees in addition to the normal landscaping requirements.

Reasoned Justification

8-1058.143 Trees and woodland provide a vital benefit, and help to improve the wellbeing of the public and the environment. Some of their many benefits include the provision of shelter and shade, stabilisation of soil, filtering air pollution, reducing noise, improving and softening the landscape, and creating and connecting wildlife habitats.

8-1068.144 Planning permission will only be granted where the development proposal would not conflict with the purposes of the preservation order of the tree or woodland unless there is a substantiated justification. Harm to protected trees may include, but is not limited to, excessive pruning, incursion in the root protection area, alterations to ground levels or complete removal of the tree.

8-1078.145 Proposals must also take into account the longer-term relationship between trees and a development. In some circumstances, even when a development can be physically constructed without resulting in harm to a tree, the proximity and liveability of the development with the tree can result in long-term pressure for the tree to be constantly pruned or even felled. Examples include over-shadowing of garden areas, leaf litter, detritus and bird droppings over roofs,

guttering or car parking areas. In decision making, account also needs to be taken of the incremental growth of a preserved tree.

8.146 Landscape features in the countryside, suburban and urban environments play an important part in shaping the character and appearance of an area. They can include, but are not limited to, trees, hedgerows, woodlands, meadows, field margins and water features that do not benefit from international, national or local designations. Each application will be assessed on a case-by-case basis on the importance and contribution that the existing landscape features make to the appearance of the locality.

8.147 The Council has declared a Climate and Ecological Emergency to focus attention on reducing carbon and greenhouse gas emissions in the area and to plan for a more sustainable future.

8.148 The Council's Climate and Ecological Emergency Action Plan includes undertaking a greening programme to significantly increase to amount of woodland and the proportion of tree cover in Chelmsford.

8.149 The Council has an ambition to plant at least one tree for every existing resident and at least three new trees planted for every net new home in Chelmsford to assist in the Climate and Ecological Emergency. All new housing development is therefore required to plant three trees per net new dwelling in accordance with the requirements set out in the Planning Obligations SPD.

8.150 Where possible the Council will expect tree planting to take place on development sites as part of the approved landscaping scheme, including through the creation of tree-lined streets. The appropriate trees for on-site planting will be determined by the size, position, and type of location available. Council officers will assess proposed planting schemes and provide advice where necessary. Drawings accompanying planning applications should clearly demonstrate how the requirement of three trees per dwelling is being accommodated on site.

8.151 All development proposals for major new employment and infrastructure (such as new schools, neighbourhood centres and strategic green infrastructure) must demonstrate that provision has been made for the incorporation of a significant number of new trees on site which should be in addition to normal landscaping requirements. Trees can be provided on site in a variety of ways including as part of the landscaping, public realm and amenity proposals. This will enhance tree coverage across the Council's administrative area in line with Council ambitions. It will also help to deliver environmental, biodiversity and amenity benefits to the city and users of the new development. A judgement will be made on a case by case basis over what will be considered 'significant' taking into account the nature, scale and size of the development, the site and immediate locality with more guidance set out in the Making Places SPD.

8.152 Where on-site planting is impractical, a commuted sum will be sought to pay for planting on Council owned land or other sites agreed by the Council. Further guidance is provided in our Tree Planting Planning Advice Note and the Planning Obligations SPD.

Alternatives considered

No policy, rely on NPPF.

This would not cover local landscape features which are of important to the character and appearance of the local area, and would not pick up on local policies for tree planting. Therefore, this is not a reasonable alternative.

POLICY DMI8 – FLOODING/SUDS

A) Planning permission for all types of development will only be granted where:

- i. it can be demonstrated that the site is safe from all types of flooding, either because of existing site conditions or through flood risk management from the development, now and for the lifetime of the development; and
- ii. it does not worsen flood risk elsewhere.

B) In addition to above Part A) development within areas of flood risk will be required to:

- i. provide a safe means of escape or suitably manage risk through some other means; and
- ii. manage surface water run-off so that the run-off rate is no greater than the run-off prior to development taking place or, if the site is previously developed, development reduces run-off rates and volumes as far as is reasonably practical; and
- iii. locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for not doing so; and
- ii.iv. provide wider sustainability benefits to the community that mitigate flood risk.

C) All new 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). As well as providing appropriate water management measures, where possible SuDS should be multi-functional to deliver amenity, recreational and biodiversity benefits for the built, natural and historic environment.

Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

Reasoned justification

8.1088.153 Areas of flood risk include risk from all sources of flooding including from rivers and the sea, directly from rainfall onto the ground surface and rising groundwater, overwhelmed sewers and drainage systems and from other water bodies.

8.1098.154 In considering proposals for development, the Council will follow a sequential risk-based approach, including the application of the 'exception test' where some continuing development is necessary for wider sustainable reasons.

8.1108.155 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk taking into consideration the lifespan of a development. In order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

8.156 The Council also requires the provision of sustainable drainage systems for the disposal of surface water within and leading from new 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 to engage in pre-application discussions with Essex County Council (as Lead Local SuDS Authority), and refer to ECC's SuDS Design Guide, and any future updates, when preparing applications incorporating SuDS schemes SuDS Design Guide (essex.gov.uk).

8.1118.157 SuDS can help make space for water to accommodate climate change as well as delivering other benefits to the natural environment. They can also promote biodiversity and habitat improvements. Relevant developments should consider Countryside Stewardship schemes to help prevent soil loss and to reduce runoff from agricultural land. Where development is located within a Critical Drainage Area (CDA) it may have the potential to impact on the CDA in respect of surface water flooding. Such sites are likely to require an individually designed mitigation scheme to address this issue.

8.158 Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

Alternatives considered

No policy, rely on NPPF technical guidance.

This policy provides greater clarity at a local level for the provision of SuDS. Therefore, this is not a reasonable alternative.

POLICY DMI9 – RENEWABLE AND LOW CARBON ENERGY

Planning permission will be granted for renewable or low carbon energy developments provided that they:

- i. do not cause demonstrable harm to residential living environment; and**
- ii. avoid or minimise impacts on the historic environment; and**
- iii. can demonstrate no adverse effect on the natural environment including designated sites; and**
- iv. do not have an unacceptable visual impact which would be harmful to the character of the area; and**
- v. will not have a detrimental impact on highway safety.**

Where located within the Green Belt, renewable or low carbon energy developments will also need to demonstrate very special circumstances in order to be approved.

Reasoned Justification

8.1128.159 The Council wishes to reduce the consumption of fossil fuels and the subsequent generation of pollution and waste to help mitigate climate change. Renewable and low carbon energy schemes have a key role to play in promoting more sustainable forms of development and reducing the production of greenhouse gases. The Council will encourage the provision of such projects and will balance the immediate impact of renewable and low carbon energy proposals on the amenities of the local environment with their wider contribution to reducing the emission of greenhouse gases.

8.1138.160 For the purposes of the policy, the means of generating renewable or low carbon energy include (but are not restricted to) onshore wind generation, photovoltaic cells, passive solar heating systems, combined heat and power, biomass and air/ground source heat pumps.

8.161 Impacts on the natural and historic environment include, but are not limited to, water and air quality, flood risk, designated and non-designated heritage assets. Assessing the impacts of development on these assets are covered by Policies DMI3, DMI4, DMI5 and DMI6. The assessment of the visual impact of the development will take into consideration the cumulative landscape impact of the proposal.

8.162 Major solar farm proposals are those with a site area of 1 hectare or above, as defined in the Town and Country Planning (Development Management Procedure) England Order 2010. Such proposals are encouraged to explore opportunities for community benefits and a positive community legacy from development in accordance with the guidance set out in the Solar Farm Development SPD.

8.163 The Council's Solar Farm Development SPD provides further detailed guidance on major solar farm development proposals. The Council's Making Places SPD provides further planning advice for smaller building mounted solar energy systems.

Alternatives considered

No policy, rely on NPPF.

The NPPF does not provide a consolidated approach to renewable energy provision and its potential for being located in the Green Belt. This option therefore, is not a reasonable alternative.

Delivering and protecting Community Facilities

8.1148.164 This Section focuses on providing and protecting assets within our communities that influence our quality of life.

POLICY DM20 - DELIVERING COMMUNITY FACILITIES

Planning permission will be granted for new, or extensions to existing, facilities and services which support the local community where:

- i. there is access to adequate public transport, cycling and walking links for the benefit of non-car users; and**
- ii. vehicle access and on-site vehicle parking would be provided to an appropriate standard commensurate to the scale of the development; and**
- iii. the development would be compatible with its surroundings; and**
- iv. there would be no unacceptable impact on the character, appearance or local environment; ~~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; and**
- v.vi. buildings are flexible and sited to maximise shared use of the facility.**

Where the proposal falls outside of main Urban Areas and Defined Settlements, it must also comply with the relevant policies for its location, taking account of the planning policy objectives for that area.

Reasoned Justification

8.1158.165 This policy applies to all proposed community facilities, whether as part of larger schemes or submitted separately. New facilities and services should support the local community where they are to be situated. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town; ~~These~~ these types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor), cultural buildings, public houses, places of worship, burial space and crematoriums.

8.1168.166 New community facilities should be accessible by active and sustainable modes of transport ~~such as by public transport, cycling, or on foot~~. Public transport links should be in close proximity to the site and provide an adequate service. Measures to reduce car dependency will be supported.

8.1178.167 New development should be physically compatible in form and appearance with its surroundings. It should not adversely impact the local environment of the area by reason of impact on residential neighbours, noise, pollution, biodiversity, air or water quality.

8.1188.168 Developments should respect the fact that a multitude of users will be using them, so they should provide safe and secure access, and cater for people with disabilities. Proposals should also be flexible in design and sited to maximise the potential for the shared use of a facility.

8.1198.169 The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town and city centre locations and the public realm.

Alternatives considered

Rely on strategic growth location policies to set out detailed design principles.

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

POLICY DM21 – PROTECTING COMMUNITY FACILITIES

A) The change of use of premises or redevelopment of sites that provide valued community facilities or services will only be permitted where:

- i. the premises or site cannot be readily used for, or converted to, any other community facility; and
- ii. the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality or settlement concerned which shall be equivalent to or better than the facility that is being lost in terms of both quantity and quality.

In relation to the loss of a locally valued community facility that is commercial in nature, such as public houses, livery yards and private healthcare, evidence will need to be submitted to demonstrate that the use is not economically viable and that it is no longer required to meet the needs of the local community

B) The change of use of premises or redevelopment of existing open space, sports and recreational buildings and land, including playing fields forming part of an education establishment, will only be permitted where:

- i. an assessment has been undertaken which clearly shows the facility is surplus to requirements; or

- ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- iii. the development is for alternative provision, the needs of which clearly outweigh the loss.

Reasoned Justification

8.170 Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor, including allotments), tourism attractions, cultural buildings, public houses and places of worship. Tourist attractions would include uses such as museums, other buildings and uses of land used for cultural or other leisure purposes. In the case of open space these are shown on the Policies Map. However, other valued facilities also include show centres, livery yards or riding schools, that provide a facility for the equestrian community.

8.171 Since 2020 dog ownership has increased in the UK from nine million to 13 million. Around three million households purchased pets since the start of the Covid-19 pandemic in 2020. The majority of pets were dogs and cats. As a consequence of increased ownership and the reduction in the number of people working from home on a full time basis there is an increasing reliance on facilities and services such as catteries and dog day care.

8.1208.172 The existing facilities are assets which serve the communities in which they are located or in some instances wider areas. This importance can relate not only to their function but also to what they offer to the wider area.

8.1218.173 An analysis of the need for the community facility will be undertaken on a case-by-case basis, taking account of the type of asset and any existing provisions. Similarly, the context of the site and the function and purpose of the use will determine the extent of the local community that the use serves. The term “local” will differ between circumstances; for example, the local community of a single public house in a village would likely be the residents of that village. For a children’s home, “local” could be more wide-reaching, covering the catchment area that the children’s home would serve.

8.1228.174 The retention of all community facilities, including existing sport and leisure facilities, tourist attractions and places of recreation, public open spaces and playing fields, is paramount unless a case can be made that alternative provision will be provided in an acceptable and timely manner. If no alternative provision is to be provided, permission will only be granted where an assessment, which may include details of marketing, has been undertaken which has clearly shown the facility is inappropriate for alternative community uses or is surplus to requirements.

8.1238.175 Proposals for the change of use of public houses will need to be accompanied by evidence to show that its existing use as a public house is not economically viable and is no longer required to meet the needs of the local community. This evidence shall include:

- a comprehensive and sustained marketing campaign (agreed in advance by the Council) has been undertaken, offering the public house for sale as a going concern and using an agreed realistic valuation of the premises;
- the marketing campaign has run for a period of at least twelve months before the planning application is submitted;
- the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;
- it can be demonstrated that the public house is not financially viable; in order to determine if this is the case, the Council will require submission of trading accounts for the last three full years in which the pub was operating as a full-time business;
- the location of alternative licensed premises and their distance to the public house subject to the application;
- any such alternative premises which offer similar facilities and a similar community environment to the public house which is the subject of the application;
- the approaches and attempts to transfer from a chain of tied pubs to a free house.

8.176 Proposals for the change of use of livery yards will need to be accompanied by evidence to show that its existing use as a livery yard is not economically viable, and it can be demonstrated that the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality. As a minimum this evidence shall include:

- A list of alternative local liveries and their vacancy levels to show that the losses could be met elsewhere. This should include the same type of livery/service and facilities offered e.g. Full or DIY livery
- In considering the locality of alternative liveries, an assessment of the catchment area for the users of the existing site should be compared to the proposed alternatives considered
- A comprehensive set of figures for the business (for at least the last 5 years) covering all costs and incomes broken down and vacancy rates.

8.1248.177 In the case of open spaces, they offer amenity value and contribute to the character of an area in general, and can provide a ‘green lung’ and visual break in the built environment on a wider scale. Given the nature particularly of the built environment of Chelmsford, if such facilities are lost to other uses it can be extremely difficult to find alternative locations, particularly as open land is scarce and therefore at a premium.

8.1258.178 Against this background, it is intended to secure the retention of existing spaces and facilities unless a case can be made that alternative provision will be provided in a wholly-acceptable manner. Alternative provision could comprise existing provision in the locality of the type of open space or facility as defined by the Council’s Open Space, Sports and Recreational Facilities Study 2016_ latest Chelmsford Open Space, Sports and Recreational Facilities Study and Sport Facilities Strategy at the time of application, providing there is not a deficiency in that type of open space in the locality. An alternative and improved sports and recreational provision may be acceptable in some cases where the needs for which clearly outweigh the loss.

Alternatives considered

No policy, rely on NPPF.

The NPPF does not provide a consolidated approach to the protection of Community Assets. Therefore, this is not a reasonable alternative.

POLICY DM22 - EDUCATION ESTABLISHMENTS

The change of use or redevelopment of educational establishments identified on the Policies Map will only be permitted if they are surplus to educational requirements.

The extension or expansion of existing educational facilities will be supported subject to their accordance with the criteria of other relevant policies within the Local Plan. Proposals for the expansion of Anglia Ruskin University and ~~Writtle College~~ will be considered in the context of agreed masterplans.

Reasoned Justification

8-1268.179 The retention of existing education facilities is an important objective of the Local Plan. The Universities, colleges, schools and early years provision provide education provision to the whole community and contribute significantly to the local economy.

8-1278.180 Essex County Council (ECC) as Education Authority has the responsibility for early years and school place planning. Through this process ECC identifies the need for early years and school places and identifies surpluses or deficits through a 10 Year Plan for School Places currently covering the period 2020-2029. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case by case basis.

8-1288.181 The further and higher education establishments in Chelmsford have an important place in the local economy as employers, providing skills, education and research. Anglia Ruskin University has ambitious plans to continue the development of its Rivermead Campus within Chelmsford's Urban Area ~~including a new medical school which opened in 2019~~.

8-1298.182 ~~Writtle University College also has plans for expansion. It is located within the Green Belt and has therefore been designated a Special Policy Area. ARU Writtle was created following the merger of Anglia Ruskin University (ARU) and Writtle University College in 2023. Located on the outskirts of Chelmsford, it offers postgraduate, undergraduate, further education and short courses in the areas of agriculture and animal sciences. It has also developed a range of degree programmes in applied life sciences, sport, and health subjects.~~

Alternatives considered

No policy, rely on NPPF.

The NPPF does not provide a consolidated approach to the protection of education establishments. Therefore, this is not a reasonable alternative.

Background Document Only

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, visit and study in.~~

9.2 High quality design is essential to making places more attractive, locally-distinctive, sustainable and safe. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles and create safer and more accessible places for people to live in or use. New Policy DM31 has been added. It has been shown in the order it will appear, and will be renumbered in later versions.

Making Places

POLICY DM23 - HIGH QUALITY AND INCLUSIVE DESIGN

A) Responding to Context

Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments, ~~and~~ landscape ~~and function~~.

B) Design of all new buildings and extensions

Planning permission will be granted for new buildings and extensions and alterations to existing buildings that:

- i. are of a high quality design; and
- ii. are compatible with the character and appearance of the area, and also where relevant the host building, in terms of their ~~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, accessible, ~~and~~ inclusive ~~and clutter free~~ environments; and
- vii. minimise the use of natural resources in accordance with Policy DM25.

Reasoned Justification

9.3 Good design is a key aspect of sustainable development and should contribute positively to making places better for people. Good design rests upon analysis of the character of the area to create coherent and interesting places rather than imposing arbitrary density requirements. It should respond to local character and history while not preventing or discouraging appropriate innovation. By encouraging good design, new developments can also help to limit the impact of light pollution

from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

~~Consideration should be given to the detailed guidance contained within the Council's Making Places Supplementary Planning Document.~~

9.4 New buildings, and extensions or alterations to buildings, should be proportionate in size and scale in relation to existing development or the host building so that they are in keeping with their surroundings. The surroundings may include the immediately adjacent buildings, the street scene or the wider character and appearance of the area.

9.5 The design of a building or extension can have a significant impact on the overall appearance of a development. The detailing, including use of materials, design features and layout of windows and doors, are all important considerations to creating well-designed buildings, extensions and places.

9.6 The layout and design of a development are important in creating a safe environment where people are comfortable to live, work, ~~and visit~~ and study in.

9.7 Large-volume buildings such as industrial, warehouses, retail superstores and agricultural sheds have seriously damaged the visual quality of large parts of the urban areas and some rural areas, even where the development brings economic benefits. The Council will apply the principles set out in Part B of this policy to avoid anonymous and solely functional development.

9.8 Car parks and service bays should be hidden from street views. Active street frontages should be provided. Monolithic or uniform buildings will not be permitted. Bin storage should not appear conspicuous within a development proposal. Street clutter should be avoided. Street furniture when considered necessary should positively contribute to the context and function of the space where it is located, without compromising accessibility and movement.

9.9 Applicants should ~~consult have regard to~~ the Council's Making Places ~~SPD~~ Supplementary Planning Document, the Essex Design Guide, and, where appropriate, Neighbourhood Development Plans for detailed design guidance.

Alternatives considered

Rely on strategic growth location policies to set out detailed design principles.

This would not cover development outside of these areas. Therefore, this is not a reasonable alternative.

POLICY DM24 – DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS

The Council will require all new major development to be of high quality built form and urban design, which.

All new major development should reflect the following principles:

- Respect the historic and natural environment of biodiversity and amenity interests through the provision of a range of green spaces
- Respond positively to local character and context to preserve and enhance the quality of existing communities
- Provide buildings that exhibit architectural quality
- Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car
- Where possible, provide a mix of land uses and densities with well-defined public and private spaces
- Encourage site design and individual building design that minimises energy consumption and provides resilience to a changing climate
- Create attractive, multi-functional, inclusive, overlooked and well-maintained public realm, and enhance the setting of existing public realm
- Embed public art as an integral part of proposals
- Provide streets and spaces that are overlooked, active and promote inclusive access
- Include parking facilities that are well integrated as part of the overall design
- Provide public open space and contribute to green infrastructure
- Retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting
- Provide opportunities to promote healthy living and to improve health and wellbeing.

The Council will require the use of masterplans by developers and will implement **D**esign **C**odes where appropriate for strategic scale developments. The Council will consider the use of Planning Briefs and Design Codes on other development sites.

Where relevant, new residential development must be in accordance with the standards as set out in Appendix B, unless it can be demonstrated that the particular site circumstances require a different design approach ~~to allow for a lower provision.~~

Reasoned Justification

9.10 Major new development must reflect a high quality of urban and architectural design. It must also be functional and viable. Major development is defined as sites over 1 hectare, 10 or more dwellings or more than 1000sqm of floorspace. Developments will be planned carefully with the use of masterplans and design codes where appropriate. This requirement for high quality design will apply to public and private buildings across all scales of development, as well as to infrastructure projects.

9.109.11 The National Design Guide provides an overarching framework for design, with detailed guidance provided in the accompanying National Model Design Code. These illustrate how well-designed places that are ‘beautiful, enduring and successful’ can be achieved in practice. Significant weight will be given to development which reflects this Government guidance and which

promotes high levels of sustainability or which helps to raise the standard of design more generally. The Council ~~also will~~ encourage developers to have regard to local the design principles set out in the Essex Design Guide, the Council's Making Places SPD and, where appropriate, Neighbourhood Development Plans. The Council will also consider the use of design codes and respond to national requirements where appropriate.

9.119.12 Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the Council will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

9.129.13 Trees can deliver economic, social and environmental benefits. In urban areas they are particularly important for improving air quality and providing important habitats for wildlife. Trees can reduce the landscape impact on new development and they will also help mitigate, and adapt to, climate change. This is because trees remove carbon dioxide from the atmosphere and provide shade, shelter and alleviate flooding. This includes existing and newly planted trees within sites, and as part of the wider public realm. Proposals should have regard to the Council's Tree Planting Planning Advice Note (November 2022).

9.139.14 Chelmsford benefits from a range of publicly-sited works of art and interpretation boards. ~~Public art~~ Both makes an important contribution to the character and visual quality of the City. Art is frequently integrated into buildings, where development schemes present opportunities. The Council is committed to the provision of public art and, where appropriate to the site, interpretation boards within developments and in the public realm.

9.15 The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of walking and cycling active travel and provision of open space, as set out in further detail in Sport England's 'Active Design' provides further guidance on this. Larger development proposals (50 or more dwellings, or more than 1,000sqm of non-residential development) will be required to demonstrate how new development would make a positive contribution to the physical and mental health of the new community through submission of a Health Impact Assessment. Where applicable, development proposals are also encouraged to seek accreditation through the City Council's Livewell Accreditation Scheme.

9.149.16 The Council encourages developments to take account of all users, and is committed to enhancing safety for girls and women in new development. Where major development proposals are providing or improving parks and public spaces, regard should be had to design advice and resources provided by Make Space for Girls (www.makespaceforgirls.co.uk).

9.159.17 The Council will require masterplans to be formulated to shape new strategic development allocations. The Council ~~may will~~ also produce area based strategies to guide new development in the existing built-up areas. ~~The Council has developed a strategy to promote integrated enhancement of the West End quarter on the west side of the City Centre.~~

9.169.18 All new residential development will be required to comply with the development standards within Appendix B. Applicants should ~~consult~~ have regard to the Council's Making Places ~~SPD Supplementary Planning Document and, where appropriate, Neighbourhood Development Plans~~ for detailed guidance.

Alternatives considered

Add design criteria to other development policies.

This would not cover other forms of development which may fall outside of specific development type policies. Therefore, this is not a reasonable alternative.

POLICY DM25 – SUSTAINABLE BUILDINGS

The Council will expect all new ~~dwelling, and non-residential~~ buildings, to incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources, as follows: ~~where relevant.~~

A) Water efficiency

All new dwellings ~~shall~~ **are required to:**

- Meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day
- Provide rainwater harvesting on site to minimise overall water consumption and maximise its reuse.

B) Electric Vehicle charging point infrastructure

The Council will have regard to the standards set out in the Essex Part 1 Parking Guidance when determining planning applications.

New ~~dwelling, and non-residential~~ buildings shall provide convenient access to Electric Vehicle (EV) charging point infrastructure as follows:

- Residential development ~~should shall~~ provide ~~Electric Vehicle (EV) charging point infrastructure at the rate of 1~~ active 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 shall provide active charging points for a proportion equivalent to 10% of the total number of parking provisions spaces
- Apartments with more than 10 associated parking spaces, and all non-residential development, shall include ducting and infrastructure to install additional charging points when demand arises
- All charging points should use specialised charging infrastructure and have a minimum rated output of 7kw

- **Public charging points should be located in highly visible, accessible locations close to building entrances.**

C) BREEAM rating

All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of ‘Very Good’.

Reasoned Justification

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.

9.17— 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 taking into account the lifespan of a development, will achieve the Council’s wider objective of securing more sustainable forms of development. Developers are encouraged to have regard to the waste hierarchy in the construction of new buildings.

9.18— 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.

9.19— 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 2016. 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 non-residential developments will be required to go beyond current Building Regulations.

9.209.19— Essex has been identified as a large area of water stress by the Environment Agency. The anticipated increase in population in Chelmsford and Essex as a whole during the Local Plan period means the demand for water will continue to grow.

9.219.20 Part G of Building Regulations were changed in 2015 to include an optional requirement for water efficiency i.e. new homes should be designed to use no more than 110 litres of water/person/day. The mandatory standard is 125 litres/person/day. The tighter standard would be controlled by means of a planning condition. Detailed guidance is contained within the Council's Making Places SPD Supplementary Planning Document.

9.229.21 A rainwater collection and re-use system can contribute towards a reduction in non-potable (non-drinkable) water consumption, and is required for all new residential development due to wider considerations of water scarcity and to ensure the sustainable use of water. Recovered water can be used for tasks such as flushing toilets, washing laundry and watering gardens and plants. Site layouts will need to make the necessary space available to accommodate rainwater collection/reuse systems. Further guidance will be set out in the updated Making Places SPD.

9.239.22 The Council supports a transition to electric vehicles and requires access to EV charging point infrastructure to be provided in new development. The standards for electrical vehicle charging points for new residential development are contained in the Essex Part I Parking Guidance (subject to confirmation), taken from the Institute of Air Quality Management's guidance document 'Land-Use Planning & Development Control: Planning for Air Quality (2017)' and are now used by many Councils across the UK. Standards for non-residential developments are set by the Low Emission Partnership's 2013 guidance document Low Emission Topic Note I Provision of EV charging points. It is considered that these standards are appropriate for Chelmsford. The standards set out details for the level of provision, types of charging infrastructure, and design guidelines.

9.249.23 An active charging point has a minimum power rating output of 7kw, delivered through specialised charging infrastructure. Passive provision of cable routes and power supply is required in some cases to enable future connection when demand arises.

9.259.24 Provision for all residential development is 1 active point per unit (such as a house or apartment), plus passive provision for apartments with more than 10 associated parking spaces. For non-residential development, the number of charging points and power rating output required depends on the use class, ranging from 10% to 25%, plus passive provision, as set out in the Essex Part I Parking Guidance produced by the Essex Planning Officers' Association (EPOA).

9.269.25 BREEAM is an environmental assessment method that assesses the environmental performance of non-residential buildings across ten categories with minimum standards being required in key areas such as energy, water and waste. It is still in operation and unlike the Code for Sustainable Homes, is a Building Research Establishment standard which is not owned by the Government. The method of assessment seeks to minimise the adverse effects of new buildings on the environment, whilst promoting healthy indoor conditions for the occupants. The 500sqm threshold is intended to take account of economy of scale, and to avoid imposing the requirement on modest structures.

Alternatives considered

No policy, rely on Building Regulations.

This would not cover additional sustainable features which are at the forefront of climate change and are a key issue for the Plan period. Therefore, this is not a reasonable alternative.

POLICY DM31 – NET ZERO CARBON DEVELOPMENT (IN OPERATION)

A) New build development (residential and non-residential)

All new buildings must be designed and built to be Net Zero Carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match annual energy use.

All new buildings (1 dwelling and above for residential; 100m² floorspace and above for non-residential) are required to comply with Requirements 1 to 5 as set out below:

Requirement 1: Space heating demand limits

- i. Residential buildings (apart from bungalows) and non-residential buildings must achieve a space heating demand of 15 kWh/m² GIA (gross internal floor area)/year or less**
- ii. Bungalows, must achieve a space heating demand of 20 kWh/m² GIA/year or less.**

Requirement 2: Fossil fuel free

- i. No new buildings shall be connected to the gas grid; and**
- ii. Fossil fuels must not be used on-site to provide space heating, domestic hot water or cooking.**

Requirement 3: Energy Use Intensity (EUI) limits

- i. Residential buildings (Use Class C3 and C4) must achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/year**
- ii. The following non-residential buildings must achieve an Energy Use Intensity (EUI) of no more than the following (where technically feasible) by building type or nearest equivalent:**
 - Offices 70 kWh/m² GIA/year**
 - Schools – 65 kWh/m² GIA/year**
 - Light Industrial – 35 kWh/m² GIA/year**
- iii. For other residential and non-residential buildings, that are not covered by (i) and (ii) above, applicants should report their energy use intensity but are not required to comply with a certain limit.**

Requirement 4: On-site renewable energy generation

Renewable energy must be generated on-site for all new developments by whichever of the following results in the greater amount of solar PV energy (electricity) generation:

- i. The amount of energy generated in a year should match or exceed the predicted annual energy use of the building, i.e. renewable energy generation (kWh/m²/year) = or > predicted annual energy use (kWh/m²/year)*; or
- ii. The amount of energy generated in a year is:
 - at least 80 kWh/m² building footprint per year* for all building types; and
 - at least 120 kWh/m² building footprint per year* for industrial buildings.

*For development proposals where it is demonstrated to the satisfaction of the Local Planning Authority that meeting Requirement 4 is not technically feasible then renewable energy generation on-site should be maximised and the residual amount of renewable energy generation (equivalent to the shortfall in meeting the annual energy use of the building in kWh/year) must be offset by a financial contribution (to cover the administration, purchasing and installation of a solar PV renewable energy (electricity) system elsewhere in the plan area or County, which is able to generate a similar amount of energy) and be paid into the Council's offset fund.

The offset price is set at £1.35 per kWh or the most recent updated version and the contribution shall be calculated at the time of planning application determination.

Requirement 5: As-built performance confirmation and in-use monitoring

- i. All developments must submit as-built performance information at completion and prior to occupation; and
- ii. In-use energy monitoring is required on a minimum of 10% of dwellings for development proposals of 100 dwellings or more, for the first 5 years of operation.

Alternative routes to meeting policy requirements

Proposals that are built and certified to the Passivhaus Classic or higher Passivhaus standard are deemed to have met Requirements 1 and 3. Requirements 2, 4 and 5 must also be met to achieve policy compliance.

B) Extensions and Conversions

Applications for residential extensions and conversions affecting existing buildings (but excluding Listed Buildings) are encouraged to meet the minimum standards approach fabric specifications set out in Table 7 and maximise renewable energy generation technology where practical and feasible.

Reasoned Justification

9.26 The policy requirements under Part A apply to new build residential (1 dwelling and above) and non-residential development (100m² floorspace and above). For the purposes of the policy 'residential buildings' means dwellinghouses and flats (C3), houses in multiple occupation (C4), and developments of self-contained residential units such as extra-care (C3). This also includes the residential element of any new mixed use buildings. Non-residential buildings include Use Classes C1 (Hotels), C2 (/C2A (Residential Institutions) and those falling within use classes B, E, F and Sui Generis. For any other residential and non-residential buildings the policy should be applied in a proportionate manner where relevant and appropriate through the Development Management process.

9.27 To meet the Requirements 1- 5, developments will need to be designed in a way that prioritises a fabric first approach to building design and embeds the energy hierarchy. This means improving building fabric standards and energy efficiency to ensure energy demand is minimised, and then installing renewable energy generation capacity to meet or exceed demand where possible, followed by offsetting residual energy (if required) as a last resort.

9.28 Designing new development to be net zero carbon in operation needs to be addressed at both building level and site level and at the earliest possible stage so that factors such as the orientation, built form, building fabric, site layout and landscaping measures can be taken into account to minimise energy demand. These factors also influence the renewable energy generation potential of a site and through good design, can help make a development more resilient to a changing climate, for example, through using landscaping measures and green/blue infrastructure to mitigate potential overheating risk to the comfort and well-being of occupants. It is important that designing for 'net zero' is done in a holistic manner at an early stage of the design process, and in a way that considers wider sustainability objectives and issues. *Report 2: Essex Net Zero Policy – Summary of Policy, Evidence and Validation Requirements (July 2023)* contains a one page high level design guide for a terrace block and low rise apartment block. Also the Essex Design Guide (EDG) contains practical advice on good solar design which focuses on balancing the needs of daylighting, useful solar gain and mitigating overheating risk.

Requirement 1 – Space heating demand

9.29 The space heating demand is the amount of heat energy needed to heat a home or building over a year and is expressed in kWh/m²/year. It is a measure of the thermal efficiency of the building elements. Various design and specification decisions affect space heating demand including building form and orientation, insulation, air-tightness, windows and doors and the type of ventilation system.

9.30 Reducing space heating demand to the target levels identified is necessary to achieve a net zero carbon (in operation) building and aligns with recommendations from the Climate Change Committee, Royal Institute of British Architects (RIBA), Low Energy Transformation Initiative (LETI) and the UK Green Building Council (UKGBC). It is also beneficial to residents and building users as it directly reduces energy costs.

9.31 Space heating demand in all buildings of major development proposals should be demonstrated using predictive energy modelling, for example Passivhaus Planning Package (PHPP)

or the Chartered Institute of Building Services Engineers (CIBSE) TM54. The space heating demand figure is an output of the modelling software once all data has been input.

9.32 The space heating target applies to all residential and non-residential buildings designed to be used by people (i.e. not agricultural buildings).

Requirement 2 – Fossil fuel free

9.33 New buildings must not burn fossil fuels for heating, hot water and cooking if Essex, and the UK, is to stay within carbon budgets. Alternatives are available. For example, heat pumps can provide both space heating (and cooling) and hot water and can serve individual homes or communal heating systems. They use renewable heat sources such as air, ground or water. The key benefit of heat pumps is their efficiency. Efficiencies vary but are typically around 250-400% for an Air Source Heat Pump. Direct electric heating systems are less efficient, typically 100%, and are therefore more expensive to run. Solar thermal panels, which turn solar energy into heat can help with space and water heating too.

9.34 Heating provided through wood burners and biomass boilers has a negative impact on air quality and are therefore discouraged.

Requirement 3 Energy Use Intensity

9.35 Energy Use Intensity (EUI), or metered energy use, is the total energy needed to run a home or building over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m²/year). Reducing total energy use of buildings to the target level identified is necessary to align with climate targets. It is also beneficial to residents and building users as it would directly reduce energy costs.

9.36 Energy Use Intensity in all buildings of major development proposals should be demonstrated using predictive energy modelling.

9.37 The EUI of a building covers all energy uses (regulated and unregulated): space heating, domestic hot water, ventilation, lighting, cooking and plug-in loads e.g. appliances, computers etc. However, electricity used for electric vehicle charging is excluded from the calculation. Whether the energy is sourced from the electricity grid or from onsite renewables does not affect the calculation.

9.38 The EUI target set in the policy for dwellings is based on modelling undertaken in the technical evidence base (*Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023*) and includes both regulated and unregulated energy uses. For clarity, the EUI target set out in 3a) applies to residential uses which include: dwellinghouses, flats, self-contained residential units (C3) and houses of multiple occupation (C4).

9.39 For non-residential buildings, the EUI's for the uses listed (office, school and light industrial) are based on gross internal floor areas (GIA) and include regulated and unregulated energy loads. Buildings which represent these generic typologies have been modelled in the evidence (*Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023*) and appropriate EUIs limits identified.

9.40 For other residential and non-residential typologies (that are not covered under 3a or 3b), applicants are expected to comply with all other policy requirements, except Requirement 3: Energy Use Intensity limits. Instead, applicants are expected to only report their energy use intensity. However, applicants are recommended to seek to meet the limits being developed by the UK Net Zero Carbon Building Standard initiative.

District Heat Networks

9.41 Developments connected to a district heat network are expected to meet the proposed EUI limits. The limits set for EUI for each building should be the same irrespective of the heating system that is proposed, to allow a fair comparison between different heating options. The EUI calculations for a scheme connected to a district heat network would have to include the energy consumption of the district heating heat generation plant. This means that the EUI includes the heat losses of the district heating system.

Requirement 4 – On-site renewable energy generation

9.42 New development presents opportunities for integrating renewable energy technology into a proposal, including renewable electricity generation. The evidence recommends that in Essex currently the most suitable and cost effective technology is rooftop solar photovoltaic (PV) panels.

9.43 Evidence (Report 1: Essex Net Zero Policy – Technical Evidence Base (July 2023)) shows that it is technically feasible for a building to generate sufficient renewable energy to match or exceed its predicted annual total energy use and thereby achieve an operational energy balance on-site. For clarity, the predicted annual total energy consumption of a building includes both regulated and unregulated energy uses, but excludes energy used for electric vehicle charging.

9.44 The policy sets out two options for calculating the renewable energy provision required from a development to be policy compliant. Option i) requires renewable energy generation to match the predicted annual energy use of a building. Option ii) sets a minimum amount of renewable energy generation to be achieved in a year based on the building footprint. Whichever calculation results in the greater amount of solar PV renewable electricity generation is the route that must be achieved.

9.45 The Report 1: Essex Net Zero Policy – Technical Evidence Base July 2023 sets out some worked examples, and guidance on roof design and orientation is provided in Appendix 2 of that report, which will help applicants maximise renewable energy generation. The renewable energy generation output should be calculated following the Microgeneration Certification Scheme (MCS) guidance⁴ method including the impact of shading.

9.46 Matching or exceeding predicted total annual energy use on site with renewable energy generation achieves a net zero carbon development in operation from the outset. As well as helping progress towards climate targets, there are other benefits for ensuring new build development maximises renewable energy generation. For example, it would generate ‘free’ electricity close to its point of use and help deliver significant energy cost savings for residents and building users. It would also aid the transition to a more sustainable energy system by

⁴ <https://mcs-certified.com/standards-tools-library/>

contributing to the significant increase in renewable energy generation required between now and 2050 in the UK and make efficient use of land and resources.

Renewable Energy Offsetting Mechanism

9.47 There may be circumstances where it is not technically possible to match on-site renewable energy generation with annual average energy demand. An offsetting mechanism is therefore provided to enable these developments achieve policy compliance.

9.48 For the offset mechanism to be triggered, the applicant must justify and demonstrate, to the satisfaction of the Local Planning Authority (LPA), why it is not technically possible for the development to achieve policy compliance with Requirement 4. To do this, applicants should refer to, and meet, the minimum information requirements for policy compliance set out in Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023). The information will be critically reviewed by the LPA, particularly as evidence shows that it is technically possible to achieve all the policy requirements and at a reasonable cost in most development typologies.

9.49 If the offsetting mechanism is justifiably triggered by non-compliance with Requirement 4, then the development proposal must still meet the other Policy requirements 1, 2, 3 and 5, and maximise on-site renewable energy generation.

9.50 The offset mechanism is expressed as a renewable energy offset and the price is set in £/kWh, which will be reviewed at least every 3 years and updated for Essex. The price (as of July 2023) is set at £1.35 per kWh (published in the Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023) and has been calculated using a robust methodology based on the cost of providing roof top solar PV in Essex and incorporating an allowance for maintenance and administration. The calculation of the contribution required will be made at the point a planning application is determined using the most up to date offset price (£/kWh) for Essex.

9.51 The offset contribution will be used to fund additional renewable energy capacity elsewhere in the plan area or County. The aim is to make up for the shortfall in renewable energy that cannot be generated on-site. The offset mechanism is purposely limited in role and scope and is only intended for use as a last resort.

9.52 The offsetting mechanism meets the legal tests for Section 106 in that it is: (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; (iii) fairly and reasonably related in scale and kind to the development.

9.53 Further information on how the offsetting mechanism will operate will be available in the Renewable Energy Offsetting Framework document that is in preparation. Current proposals are for a countywide funding mechanism to be administered by ECC. The Offset tariff will be collected as a single payment (via a direct payment / Section 106 / Unilateral Undertaking). It is initially envisaged that the payments will be used to provide roof top solar PV on public amenity facilities (to be determined). Spending of the offset fund is preferred to be within reasonable distance of the original development, and within the plan area as the development. However, pooling may be necessary to enable installation of sufficient scale schemes.

Other roof top uses

9.54 There may be certain circumstances where it is considered more appropriate for uses other than solar PV on rooftops to be delivered. Consideration should be given to the co-benefits of this on a case by case basis in accordance with wider sustainability objectives, but it is envisaged to likely be only in exceptional circumstances.

Requirement 5: As-built performance confirmation and in-use monitoring

9.55 In order for the Net Zero Carbon buildings policy to be effective, it is important that new buildings deliver their intended performance.

9.56 Using predictive energy modelling, such as Passivhaus Planning Package or the Chartered Institution of Building Services Engineers (CIBSE) TM54, (which is a requirement for major applications), will help improve accuracy of energy performance assessments and reduce the potential gap between the design and actual in-use energy. Also, excellent detailed design needs to be matched by high quality construction and commissioning in order for the ‘energy performance gap’ to be minimised.

9.57 The information that must be submitted at completion stage of a development (prior to occupation) to demonstrate to the satisfaction of the LPA that the building / development has been built to the approved design and energy standards, is set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)* and includes the indicators listed in the table below:

Table 6 : As-built stage performance indicators (required to be submitted at completion, prior to occupation)

<u>1</u>	<p><u>Update parameters</u></p> <ul style="list-style-type: none"> • <u>Use or typology</u> • <u>GIA (m²)</u> • <u>Energy supply (fossil fuel free)</u>
<u>2</u>	<p><u>Update performance modelling</u></p> <ul style="list-style-type: none"> • <u>Space heat demand using predictive energy model (kWh/m²/year)</u> • <u>Energy Use Intensity using predictive energy model (kWh/m²/year)</u> • <u>As built stage EPCs (U-values and airtightness check)</u> • <u>Draft DEC for non residential (regardless of user)</u>
<u>3</u>	<p><u>Confirm renewable energy installation</u></p> <ul style="list-style-type: none"> • <u>Installed solar PV (kW)</u> • <u>Any other installed renewable (i.e. solar thermal)</u>
<u>4</u>	<p><u>Update offset contribution</u></p> <ul style="list-style-type: none"> • <u>Assess energy balance based on data supplied and confirm whether any offset payment is required, and how much</u>

5	<p><u>Confirm process for collecting ‘in-use’ data</u></p> <ul style="list-style-type: none"> • <u>Confirm if in-use monitoring and reporting will be carried out</u> • <u>If yes, state what monitoring strategy is in place and confirm how data collected will be published</u>
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9.58 Note that for performance modelling (indicator 2), Minor applications following the “minimum standards approach” (without an energy model), do not have to report their space heat demand, energy use intensity and offset contribution at as-built stage. Applications instead need to re-confirm the specifications to which the development has been built to. Further guidance is provided below under ‘Reporting and Modelling’.

9.59 In-use energy monitoring (also known as post occupancy evaluation) is recommended to be carried out on new developments so that a building can be evaluated to ascertain whether the energy targets aimed for in the design have been met in practice.

9.60 For residential development proposals of 100 dwellings or more, the Council requires in-use energy monitoring to be undertaken on a representative sample of at least 10% of homes for a period of 5 years. The information must be evaluated to understand how buildings are performing, minimise the performance gap, and to aid the learning, innovation and skills development in the design and construction industry. Qualitative feedback from building users via occupant satisfaction questionnaires should also be undertaken to assess performance post occupation. This information can be used to enhance the training and advice given to residents / occupiers of new homes and buildings.

Reporting and Modelling

9.61 Policy compliance will need to be demonstrated through the submission of an appropriate energy assessment, which for major development proposals should be in the form of an Energy Strategy and for minor development proposals the applicable ‘net zero spreadsheet’ (which will be available to download from EDG). Minimum information requirements and checklists for Major and Minor development proposals at each stage of the planning process are set out in Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023), along with the template spreadsheet.

For the purpose of this policy:

Major Development proposals are:

- Housing development of 10 or more homes, or the site has an area of 0.5 hectares or more.
- Non-residential development with an additional floorspace of 1,000m² or more, or a site of 1 hectare or more.

Minor Development is less than 10 dwellings or less than 1,000m² of additional floorspace.

9.62 With regards major development proposals, predictive energy modelling, such as Passivhaus Planning Package (PHPP) or CIBSE TM54, should be used. This will provide the necessary assurance to the LPA of the accuracy of the energy assessment information and will help reduce any potential energy performance gap issues, which is where in-use energy does not match the design standard.

9.63 With regards minor development proposals, applicants may use predictive energy modelling or follow a ‘minimum standards approach’ which sets out the specifications that the development must be designed and built to. These fabric and systems specifications are presented in Appendix C of Report 2: Essex Net Zero Policy – Summary of Policy, evidence and validation requirements (July 2023). By following this approach (i.e. without an energy model), minor applications do not have to report the space heating demand, energy use intensity and offset contribution, but they do need to re-confirm on completion of the specifications that the development has been built to and the solar PV system installed.

Alternative routes to policy compliance

Passivhaus

9.64 Passivhaus⁵ is an international energy standard for buildings. It sets stringent standards on energy consumption for heating and overall energy demand and design requirements to control the quality of the internal environment.

9.65 In recognition of the high sustainability standards required to achieve a Certified Passivhaus Classic standard (or higher) scheme and the rigorous quality assurance process that must be followed to achieve certification, Passivhaus is considered an acceptable alternative route to compliance with policy requirements 1 and 3.

9.66 Proposals seeking to follow this route will be required to provide evidence from an accredited Passivhaus Certifier that the proposed design would be capable of and is expected to achieve the full certified Passivhaus Classic standard (or higher). The proposals would still be required to meet policy requirements 2, 4 and 5.

BREEAM

9.67 The use of BREEAM⁶ is encouraged in terms of addressing broader sustainability objectives and providing a level of independent quality assurance for development. However, the use of BREEAM as an alternative approach to policy compliance will not be accepted.

Extensions and Conversions affecting Existing Buildings (except Listed Buildings)

9.68 Development proposals involving existing buildings offer an opportunity for measures to be taken to reduce energy use and carbon emissions, and also to generate renewable energy.

9.69 Encouraging proposals for extensions and conversions to be built to the minimum fabric standards (residential) set out in Table 27 (below), will improve the energy efficiency of the existing building and contribute to meeting climate targets. Incorporating and maximising

⁵ https://www.passivhaustrust.org.uk/what_is_passivhaus.php

⁶ <https://bregroup.com/products/breeam/>

renewable energy generation technology will enhance this further. However, there may be some circumstances where this is not practical and/or feasible, such as a small extension or where the building is overshadowed.

Table 7 :- Minimum Standards Approach Fabric Specifications (Domestic)

<u>Residential Developments</u>		<u>Block of Flats Low rise</u>	<u>Terrace/Semi-Detached House</u>	<u>Bungalow</u>
Fabric	<u>Floor U-value</u>	<u>0.08-0.10</u>	<u>0.08-0.10</u>	<u>0.08-0.10</u>
	<u>External Wall U-value</u>	<u>0.10-0.14</u>	<u>0.10-0.13</u>	<u>0.09-0.12</u>
	<u>Roof U-value</u>	<u>0.09-0.11</u>	<u>0.09-0.11</u>	<u>0.09-0.10</u>
	<u>Window U-value</u>	<u>0.80-0.90</u>	<u>0.80-0.90</u>	<u>0.80-0.90</u>
	<u>Windows G-value</u>	<u>0.45-0.55</u>	<u>0.45-0.55</u>	<u>0.45-0.55</u>
	<u>External doors U-value</u>	<u>-</u>	<u>0.90-1.2</u>	<u>0.90-1.2</u>
	<u>Thermal bridging</u>	<u>0.04 W/m²K</u>	<u>0.04 W/m²K</u>	<u>0.04 W/m²K</u>
	<u>Air permeability</u>	<u><1 arch</u>	<u><1 arch</u>	<u><1 arch</u>

Source: Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)

Heritage Assets

9.70 Retaining, reusing, refurbishing and retrofitting historic buildings can contribute to meeting climate targets. There are sensitive issues that need to be addressed when it comes to improving the energy efficiency and climate resilience of heritage assets, including potential impact on their setting. Any schemes should have regard to the specific advice and guidance provided in the Essex Design Guide - Climate Change and the Historic Environment | Essex Design Guide.

Monitoring and Implementation

9.71 To support the implementation of this policy in Greater Essex, ECC will publish guidance so that meeting the requirements of the policy can be demonstrated efficiently, effectively and consistently. Arrangements for monitoring compliance of permissions granted will also be published, to give confidence that new homes and other buildings are built to the standards granted consent.

9.72 As a minimum, the following indicators will be monitored on new development proposals:

- Space Heating Demand – has the limit been met? (Policy Requirement 1)

- Fossil fuel – is the development fossil fuel free? (Policy Requirement 2)
- Energy Use Intensity – has the limit been met? (Policy Requirement 3)
- Renewable energy generation – is it maximised? And does it at least match predicted annual energy demand? (Policy Requirement 4)
 - Renewable energy offsetting mechanism – is this being used to achieve policy compliance? And has this been justifiably triggered?
- In-use energy monitoring – is this being carried out? What percentage of homes and for how long?

9.73 The use of assured performance standards (e.g. Passivhaus) that are accredited and certified independently will also be monitored.

Mitigating Overheating Risk

9.74 When designing new buildings, national planning policy also requires the potential for overheating risk from a changing climate, and the impact this has on the comfort, health and wellbeing of occupiers to be considered.

9.75 Overheating risk in new residential buildings has partly been addressed by amendment to the Building Regulations in June 2022 (Part O: Overheating Mitigation). Since the compliance tools for Building Regulations are not intended to accurately evaluate overheating, major development proposals are encouraged to use the CIBSE (Chartered Institute of Building Service Engineers) standards TM52 for non-residential development and TM59 for residential development.

9.76 Measures to mitigate overheating risk from both current and future climate should be incorporated into the design of the development to help ensure the future comfort, well-being and health of occupiers. Further advice and guidance on good solar design is provided on the Essex Design Guide⁷.

Alternatives considered

No Policy, rely on NPPF and Building regulations.

The NPPF sees the transition to a low carbon future climate change as a core planning principle. However, it does not provide detailed guidance on the Council's expectations for new development.

Existing or emerging Building Regulations do not require new buildings to be completely net zero carbon in operation. The Council's priorities are to move towards a net zero carbon environment as soon as possible. Therefore, this is not a reasonable alternative.

⁷ Solar orientation | Essex Design Guide

POLICY DM26 - DESIGN SPECIFICATION FOR DWELLINGS

A) All new dwellings (including flats) shall comply with all of the following:

- i. Achieve suitable privacy and living environment for residential occupiers; and
- ii. Achieve sufficient private amenity space; and
- iii. ~~Provision of open space; and~~
- iv. Achieve appropriate internal space through adherence to the Nationally Described Space Standards; and
- v. Provide appropriate and well-designed recycling and waste storage.

The above must be in accordance with the standards as set out in Appendix B, unless it can be demonstrated that the particular site circumstances allow for a lower provision.

B) All large houses in multiple occupation (accommodating 7 or more people) shall:

- i. Achieve sufficient communal garden space; and
- ii. Provide cycle storage for one cycle per-bedroom, within the plot of the building in which the property is located; and
- iii. Provide appropriate and well-designed recycling and waste storage within the plot of the building in which the property is located, or a communal store where the development relates to more than one property; and
- iv. Provide off-street parking at a ratio of one space per-bedroom unless the site is located within the City Centre.

The above must be in accordance with the relevant development standards within the Local Plan.

Reasoned Justification

9.279.77 This policy is intended to provide developers with a checklist of requirements for new dwellings. All new dwellings (including flats) will be required to comply with the development standards within Appendix B. Consideration should be given to the detailed guidance contained within the Council's Making Places ~~SPD. Supplementary Planning Document~~.

9.289.78 Where buildings perform a clear beneficial role in the layout (by turning corners, acting as a vista stop or where infill restores urban form), the application of the development standards may be applied more flexibly only where the Council is satisfied that it would not be detrimental to the overall quality of the development. Garden areas would normally be expected to be at the rear of properties, enclosed and private. The Council will not accept exposed areas of land to be part of the calculation for garden sizes.

9.299.79 In considering applications for change of use to a house in multiple occupation, the Council will consider the number of likely occupants of a property by taking into account both the number and size of bedrooms proposed.

~~Applicants should consult the Council's Making Places Supplementary Planning Document for detailed guidance.~~

Alternatives considered

No policy, rely on NPPF.

~~The NPPF makes no direct reference to Houses in Multiple Occupation (HMOs), which have different requirements to ensure they offer acceptable living standards for occupants. Therefore, this is not a reasonable alternative.~~

POLICY DM27 - PARKING STANDARDS

The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended, when determining planning applications.

Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.

Reasoned Justification

9.309.80 The Essex Parking Standards - Design and Good Practice (2009) sets out vehicle parking standards for Essex. It is considered that these parking standards are appropriate within Chelmsford, providing minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments in order to encourage more sustainable ~~and active~~ transport ~~modes/methods~~. ~~These standards are currently being reviewed and the updated version will be considered for inclusion when finalised.~~

9.319.81 In urban locations with high levels of public transport accessibility, the parking standards may be relaxed to minimise pressure on land and encourage alternative modes of transport.

9.82 ~~Separate bespoke parking standards have been developed for provision at Beaulieu and Channels, and for Chelmsford Garden Community, due to their integral role in prioritising sustainable travel modes. These standards will be published as part of the Local Plan Evidence Base.~~

Alternatives considered

Policy based on specific local evidence.

There is no such detailed local evidence to support alternative local standards. Therefore, this is not a reasonable alternative.

POLICY DM28 – TALL BUILDINGS

The Council will permit proposals for buildings above 5 storeys or above 16m high in the City Centre, provided:

- i. the location is suitable for higher-intensity development in terms of its immediate and wider context; and
- ii. the building reinforces surrounding scale and urban form, provides containment of space and has active frontages; and
- iii. the building's visibility from adjoining spaces contributes to townscape; and
- iv. the building exhibits individual architectural quality; and
- v. the building's visibility from longer-range views contributes towards the skyline and provides a positive addition to views into and around the city; and
- vi. the building does not detract from the context of existing historic City Centre ~~features~~ assets or wider historic environment; and
- vii. the building does not create an adverse microclimate or shadowing environmental impact such as sunlight, daylight, overshadowing and wind; and
- viii. the building complements and enhances the public realm and surrounding urban context at ground level; and
- ix. secure and accessible space is provided within the building for sufficient bin and cycle storage, services and plant equipment, without compromising the external quality of elevations or roofscape.

Reasoned Justification

9.329.83 For the purposes of this policy, tall buildings means above 5 storeys or 16 metres high. This is because throughout Chelmsford the building scale is predominantly two, three and four storeys, typically forming street frontages. Six storeys represent a shift in scale, necessitating consideration of the impacts of greater height.

9.339.84 When considering any new buildings, the surrounding context is key to achieving coherent, compatible and interesting character; it determines acceptable siting, scale, form and appearance. Taller buildings will not always be acceptable in the City Centre unless their context is compatible with the desired scale. Appropriate design rests upon thorough analysis of surrounding buildings and spaces, the identification of characteristic forms, materials and details, and exploiting opportunities to improve quality of place. The quality of materials and attention to detail is of great importance.

9.349.85 Tall buildings may be appropriate where their setting is sufficient to accommodate their height, where they contribute to a cohesive skyline and where they will form part of the positive reshaping and enhancement of the City Centre from all vantage points. Taller buildings

should always be designed with the assumption of a 360° viewpath, so all sides of the building must exhibit a high quality of architecture. In order not to diminish cultural, civic or public buildings or spaces, tall buildings may not be appropriate where they would have a significant or adverse impact upon designated and non-designated heritage assets. Suitable locations for tall buildings may be areas that are the most well-connected by public transport whilst providing opportunities to make the most efficient use of land; and around large public spaces where tall structures are able to make a positive contribution to the existing character and context of an area subject to all of the above justifications. Tall buildings will not be acceptable on constrained sites where an appropriate setting cannot be achieved.

9.86 Designated and non-designated heritage assets should not ~~to~~ be harmed by the siting, use or physical attributes of tall buildings, either individually or in combination with other buildings. The presence of existing tall buildings will not necessarily be accepted as justification for proposals for new or replacement tall buildings. ~~Consideration-Regard~~ should be given-had to the detailed guidance contained within the Council's Making Places SPD Supplementary Planning Document, which sets out a suitable height range across City Centre locations; and Historic England Advice Note 4: Tall Buildings.

Alternatives considered

No policy.

This policy guides development to ensure future tall buildings respect and balance the need for development and the historic character and urban context of the area. Therefore, this is not a reasonable alternative.

Consider alternative definition of 'tall buildings'.

The definition is based on Chelmsford's predominant building scale of two to four storeys, typically forming street frontages. Buildings above five storeys represent a shift in scale with greater impacts which require careful consideration. Therefore, this is not a reasonable alternative.

Protecting Living and Working Environments

9.359.87 An essential part of high-quality design should be the safeguarding of the living and working environments of existing and future residents.

POLICY DM29 – PROTECTING LIVING AND WORKING ENVIRONMENTS

Planning permission will be granted for development proposals provided the development:

- i. **safeguards the living environment of the occupiers of any nearby residential property by ensuring that the development is not overbearing and does not result in unacceptable overlooking or overshadowing; and**
- ii. **~~The development shall~~ ~~does also~~ not result in excessive noise, activity or vehicle**

- movements; and
- iii. is compatible with neighbouring or existing uses in the vicinity of the development by ensuring that the development avoids unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless **it can be demonstrated that** appropriate mitigation measures can be put in place and permanently maintained.

Reasoned Justification

9.369.88 High-quality development by definition should not result in adverse impact on the amenities of occupiers of nearby residential properties. This includes the protection of existing living environments by ensuring there is not excessive noise or unacceptable overlooking created by new development. The physical built form of the development must not have an oppressive or overbearing effect or result in a harmful loss of light. This applies equally to loss of light or overshadowing of existing renewable energy equipment.

9.379.89 The planning system has an important role to play in protecting the environment, biodiversity, local residents, businesses and the public in general from all forms of development that could give rise to pollution. Pollution can be in many forms and includes all solid, liquid and gaseous emissions to air, land and water (including groundwater) from all types of development. Pollution includes noise, light, vibration, smell, smoke and fumes, soot, ash, dust or grit which has a damaging effect on the environment and the public's enjoyment, health or amenity.

9.389.90 When considering amenities of a development proposal, the impact on the continued operation of existing nearby uses should also be evaluated when looking at the acceptability of the proposal.

Alternatives considered

Add design criteria to other development policies.

This would not cover other forms of development which may fall outside of specific development type policies. Therefore, this is not a reasonable alternative.

POLICY DM30 – CONTAMINATION AND POLLUTION

A) Hazardous Substance Sites or Land

For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

- **there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and**

- there will be no adverse impact on the quality of local groundwater or surface water.

B) Air Quality Management Area

For developments in or adjacent to an Air Quality Management Area, or where an air quality impact assessment has been provided, permission will only be granted where the Council is satisfied that after selection of appropriate mitigation the development will not have an unacceptable impact on air quality and the health and wellbeing of people.

Reasoned Justification

9.399.91 The Council recognises that all development has some environmental impact; however, development should minimise any negative impact. The Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment, air quality, and public health and safety.

9.409.92 When considering development proposals the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment. Contamination is not, however, restricted to previously developed land but it can also occur on greenfield sites and it can arise from natural sources as well as from human activities. Developers should undertake a preliminary risk assessment to identify any contamination on site. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.

9.419.93 The Council has ~~no designated two~~ Air Quality Management Areas (AQMA) following the de-designation of AQMA covering the area around the Army & Navy roundabout and a small section of the A414 in Danbury in 2024. Therefore, this policy would apply to any AQMA designated during the life of the Local Plan, both of which are shown on the Policies Map. Both of these areas have been designated because of road traffic emissions. The presence of an AQMA should not stop new 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 development application within or outside a designated AQMA on a site-by-site basis regarding taking into account its effect on the AQMA and its objectives, and/or whether the development would cause unacceptable harm to the air quality of the area. The policy would also apply to any additional AQMA designated during the life of the Plan.

9.429.94 It would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety. It would also be inappropriate to grant planning permission for development proposals to expand existing sites handling or processing hazardous substances where this would also harm public safety.

Alternatives considered

No policy, rely on NPPF.

The NPPF deals with general and multiple types of pollutions, but this policy specifically identifies the potential for contamination and pollution issues local to Chelmsford. Therefore, this is not a reasonable alternative.

Background Document Only

10- Monitoring and Implementation

Monitoring Framework

10.1 This Section deals with how the Council will monitor the Local Plan’s success in meeting the challenges and opportunities set out in the Strategic Priorities (Section 3) to ensure that it is effective in delivering the objectives of the Local Plan.

10.2 This will be done through the monitoring of the indicators set out in the tables below on an annual basis which will be published through the Authority's Monitoring Report (AMR). The AMR will be used to report the performance of the Local Plan as well as recommending any actions required to ensure the delivery of the Local Plan.

10.3 In respect to Key Indicator ‘Appeal Decisions’, the Council will monitor appeal decisions from the Planning Inspectorate and use these to monitor the effectiveness of Local Plan policies in accordance with the relevant triggers for action.

[Table 8: Monitoring Framework](#)

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S1 – Spatial Principles	All	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S2 – Addressing Climate Change and Flood Risk	1, 5, 3	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S3 - Conserving and Enhancing the Historic Environment	1, 7 3	<p>Number of Conservation Area Appraisals and Management Plans completed</p> <p>Number of Parishes assessed for the Register of Buildings of Local Value</p> <p>Number of sites and buildings added to National Heritage at Risk Register</p> <p>Number of sites and buildings removed from the National Heritage at Risk Register</p> <p>Number of sites and buildings added to the</p>	<p>Completion of onetwo Conservation Area Appraisals and Management Plans per year</p> <p>Completion of two Parish assessments for the Register of Buildings of Local Value per year</p> <p>Production of the National Heritage at Risk Register annually</p> <p>Production of a local Buildings at Risk Register annually</p> <p>Removal of two sites or buildings per annum from the local Buildings at Risk Register</p>	<p>(1) Failure to complete twoone Conservation Area Appraisals and Management Plans each year</p> <p>(2) Failure to complete two Parish assessments for the Register of Buildings of Local Value each year</p> <p>Failure to remove two sites or buildings from the updated local Buildings at Risk Register each year</p>	<p>(1-3) Consider how the Council can contribute to measures to improve the protection and enhancement of the character and setting of Listed Buildings, Conservation Areas, Scheduled Monuments and Registered Parks and Gardens</p> <p>(1-3) Consider how the Council can contribute to measures to improve the protection of significant non-designated heritage assets</p> <p>(3) Consider how the Council can contribute to measures to improve the condition of the “at risk” heritage assets</p> <p>(1 -3) Consider whether the Policy requirement itself needs to be reviewed as part of a full</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>local Buildings at Risk Register</p> <p>Number of sites and buildings removed from the local Buildings at Risk Register</p>			or focused formal review of the Local Plan set out in Policy S13
Strategic Policy S4 - Conserving and Enhancing the Natural Environment	1, 6, 73, 4	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S5 - Protecting and Enhancing Community Assets	1, 67	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S6 - Housing and Employment Requirements	1, 3, 4, 5, 6	<p>Number of net new dwellings</p> <p>Number of net new Gypsy and Traveller pitches</p> <p>Number of net new Travelling Showpeople plots</p>	<p>1,000805 net new dwellings per annum</p> <p>21,87222,567 net new dwellings by 2036</p> <p>930 net new Gypsy and Traveller pitches by 2036</p>	(1) Failure to deliver 95% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test	<p>(1 & 2) Publish an Action Plan setting out key reasons for the situation and actions the Council and other parties need to take</p> <p>(2) Plan for a 20% buffer on the Council's five year housing land supply, if necessary by bringing</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		Net additional employment floorspace completed including by type	<p>245 net new Travelling Showpeople plots by 204136</p> <p>162,64655,000sqm of net new employment floorspace by 204136</p> <p>Up to 13,400sqm of additional convenience retail floorspace by 2036</p>	<p>(2) Failure to deliver 85% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test</p> <p>(3) Failure to deliver 75% of the number of net new homes required over a 3-year rolling period (when the transitional arrangement has ended) as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test</p> <p>(4) Failure to deliver the 930 net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory</p> <p>(5) Failure to deliver 245 net new Travelling Showpeople plots in accordance with the Local Plan Trajectory</p> <p>(6) Failure to deliver 162,64655,5000 sqm of net</p>	<p>additional sites forward into the supply</p> <p>(3) Instigate a full or focused formal review of the Local Plan</p> <p>(4) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers</p> <p>(5) Refreshing the SHELAA to identify potentially suitable and available plots for Travelling Showpeople</p> <p>(6) Refreshing the SHELAA to identify potentially suitable and available employment floorspace</p> <p>(7 & 8) Refreshing the SHELAA to identify potentially suitable and available convenience retail floorspace</p> <p>(2 - 86) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				<p>new employment floorspace in accordance with the Local Plan Trajectory</p> <p>(7) Failure to deliver up to +1,500 sqm of additional convenience retail floorspace within the City Centre or Designated Centres within the Chelmsford Urban Area in accordance with the Local Plan Trajectory</p> <p>(8) Failure to deliver 1,900 sqm of additional convenience retail floorspace at South Woodham Ferrers in accordance with the Local Plan Trajectory</p>	
Strategic Policy S7 - The Spatial Strategy	1, 3, 5, 6, 7, 8, 9 All	<p>Number of Masterplans approved by the Council</p> <p>Planning Permissions granted for Strategic Growth Sites</p> <p>Planning permissions for windfall sites where part of the site is Grade 3a or above</p>	<p>Growth Area 1:</p> <p>Net new homes – 3,619 <u>4,228</u></p> <p>Travelling Showpeople Plots – 5</p> <p><u>Mixed employment sqm - 9,000</u></p> <p>Office and Business sqm – 9,000</p>	<p>(1) Growth Area 1 is not delivering net new homes, Travelling Showpeople plots, office and business and food retail mixed use employment floorspace as set out in the Local Plan Trajectory</p> <p>(2) Growth Area 2 is not delivering net new homes, Travelling Showpeople plots, <u>Gypsy and Traveller Pitches and office and business use employment</u></p>	<p>(1, 2 & 3) Consider the reasons for any imbalance in delivery compared to the targets and whether there are any obstacles to delivery affecting sites and / or particular forms of development on particular sites in particular locations</p> <p>(1, 2 & 3) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>and is in agricultural use</p> <p>Area of Grade 3a or above agricultural land lost to agricultural use as a result of all development</p>	<p>Food Retail sqm – up to 11,500</p> <p>Growth Area 2:</p> <p>Net new homes – 4,793 <u>7,842</u></p> <p>Travelling Showpeople Plots - 154</p> <p>Gypsy and Traveller Pitches – 10</p> <p>Office and Business Mixed employment sqm – 4564,000 <u>446</u></p> <p>Growth Area 3:</p> <p>Net new homes – 1,167 <u>4,469</u></p> <p>Travelling Showpeople Plots – 5</p> <p>Gypsy and Traveller Pitches - 20</p> <p>Office Mixed employment sqm – 1,000 <u>87,200</u></p>	<p>floor space and food retail as set out in the Local Plan Trajectory</p> <p>(3) Growth Area 3 is not delivering net new homes, Travelling Showpeople plots, <u>Gypsy and Traveller Pitches and office employment use</u> floor space and business and food retail as set out in the Local Plan Trajectory</p> <p>(4) Windfall allowance for years 1 – 5 in Local Plan Trajectory falls below 100 dwellings in any given year</p> <p>(5) Area of Grade 3a or above agricultural land lost from windfall development exceeds 3% of the total Grade 3 land or above in Chelmsford as at the beginning of the Local Plan period (excluding allocated sites)</p>	<p>review of the Local Plan set out in Policy S13</p> <p>(4) Review the Windfall Allowance from 2021</p> <p>(5) Consider how the Council can contribute to measures to prevent the loss of Grade 3a or above land in agricultural use</p> <p>(1 - 5) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p>Food retail sqm – 1,900</p> <p>Growth Areas 1 – 3: Windfall Allowance 2021-2036 – 1,200 1,461</p>		
Strategic Policy S8 - Delivering Economic Growth	1, 3 4, 6	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S9 - Infrastructure Requirements	1, 2, 4, 5, 6 8, 9	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S10 - Securing Infrastructure and Impact Mitigation	1, 2, 3 , 5, 6, 8, 9	<p>Infrastructure phasing for the Strategic Growth Sites in the IDP</p> <p>Key infrastructure identified in adopted Masterplans on Strategic Growth Sites</p> <p>Planning Permissions granted on Strategic Growth Sites</p> <p>Key infrastructure secured through Planning Obligations</p>	<p>(1) Strategic Growth Sites 1 <u>Previously developed sites in Chelmsford Urban Area</u></p> <p>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements.</p>	<p>(1) Strategic Growth Sites 1 <u>Previously developed sites in Chelmsford Urban Area</u></p> <p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP</p> <p>(2) Strategic Growth Site 2 West Chelmsford</p> <p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the</p>	<p>(1 - 311) Consider the reasons for any imbalance in the type and timing of key infrastructure delivery and whether there are any obstacles to delivery of infrastructure requirement on particular sites / in particular locations</p> <p>(1 - 311) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		on Strategic Growth sites	<p>(2) Strategic Growth Site 2 West Chelmsford</p> <p>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</p> <p>(3) Strategic Growth Site 3 East of Chelmsford (<u>includes site 3a Manor Farm, 3b Land North of Maldon Road and 3c Land North of Maldon Road</u>)</p> <p>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</p>	<p>requirements in the IDP</p> <p>(3) Strategic Growth Sites 3 East of Chelmsford</p> <p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP</p> <p><u>(4) Strategic) Strategic Growth Site 1 6a East Chelmsford Garden Community (Hammonds Farm)</u></p> <p><u>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP</u></p> <p><u>(45) Strategic Growth Site 6 Chelmsford Garden Community (North East Chelmsford)</u></p> <p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the</p>	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p><u>(4) Strategic Growth Site 16a East Chelmsford Garden Community (Hammonds Farm)</u></p> <p><u>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</u></p> <p><u>(45) Strategic Growth Site 6 Chelmsford Garden Community (North East of Chelmsford)</u></p> <p>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106</p>	<p>requirements in the IDP</p> <p><u>(56) Strategic Growth Sites 7 Great Leighs</u></p> <p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP</p> <p><u>(67) Strategic Growth Site 8 North of Broomfield</u></p> <p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP</p> <p><u>(78) Strategic Growth Site 10 North of South Woodham Ferrers</u></p> <p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP</p> <p><u>(9) Strategic Growth Site 13 Danbury</u></p> <p><u>Amount, type and phasing of key infrastructure in adopted</u></p>	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p>agreements</p> <p>(56) Strategic Growth Site 7 Great Leighs (includes 7a Land at Moulsham Hall, 7b Land East of London Road and 7c Land North and South of BanTERS Lane)</p> <p>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</p> <p>(67) Strategic Growth Site 8 North of Broomfield</p> <p>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured</p>	<p><u>Masterplans and planning obligations do not match the requirements in the IDP</u></p> <p><u>(10) Strategic Growth Site 15 Little Boyton Hall Farm Rural Employment Area</u></p> <p><u>Amount, type and phasing of key infrastructure in adopted Masterplan and planning obligations do not match the requirements in the IDP</u></p> <p><u>(11) Strategic Growth Site 16b Land Adjacent to A12 Junction 18 Employment Area</u></p> <p><u>Amount, type and phasing of key infrastructure in adopted Masterplan and planning obligations do not match the requirements in the IDP</u></p>	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p>through section 106 agreements</p> <p>(78) Strategic Growth Site 10 North of South Woodham Ferrers</p> <p>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</p> <p><u>(9) Strategic Growth Site 13 Danbury</u></p> <p><u>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</u></p> <p><u>(10) Strategic Growth Site 15 Little Boyton</u></p>		

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p><u>Hall Farm Rural Employment Area</u></p> <p><u>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplan and planning obligations secured through section 106 agreements</u></p> <p><u>(11) Strategic Growth Site 16b Land Adjacent to A12 Junction 18 Employment Area</u></p> <p><u>Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplan and planning obligations secured through section 106 agreements</u></p>		
Strategic Policy S11 - The Role of the Countryside	1, <u>3</u> , <u>47</u>	Covered by other indicators within the monitoring framework	-	-	-

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S12 - Role of City, Town and Neighbourhood Centres	1, 8, 94, 6, 9	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S13 - Monitoring and Review	All	Covered by other indicators within the monitoring framework	-	-	-
<u>Strategic Policy S14 – Health and Wellbeing</u>	<u>1, 2, 7</u>	<u>Number of Health Impact Assessments on development for 50 or more dwellings and non-residential development in excess of 1,000 m²</u>	<u>For all large-scale developments a Health Impact Assessment will be required</u>	<u>(1) Health Impact Assessment is not submitted on one or more development for 50 or more dwellings and one or more non-residential development in excess of 1,000 m²</u>	<u>(1) Consider the reasons for the failure to secure Livewell Development Accreditation Scheme and submission of a Health Impact Assessment in particular locations</u> <u>(1) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</u>
<u>Strategic Policy S15 – Creating Successful Places</u>	<u>3, 4, 7</u>	<u>Covered by other indicators within the monitoring framework</u>			
<u>Strategic Policy S16 – Connectivity and Travel</u>	<u>1, 2, 7, 8</u>	<u>Covered by other indicators within the monitoring framework</u>	=	=	=

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S17 – Future of Chelmsford City Centre	2, 4, 5, 6, 7, 8, 9	Covered by other indicators within the monitoring framework	=	=	=
Policy DMI - Size and Type of Housing	6, 5, 7	<p>Net additional dwellings completed by size and type</p> <p>Number of new dwellings on developments of 10 or more dwellings not achieving Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 5 (as amended)</p> <p>Number of new affordable dwellings on developments of 30 or more dwellings achieving Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to M4(3) of the Building Regulations 2010 5 (as amended)</p>	<p>Within all developments of 10 or more dwellings, provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities</p> <p>Within all developments of 10 or more dwellings, 100 50% of the dwellings to be constructed to meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 5 (as amended)</p> <p>On developments of 30 or more dwellings,</p>	<p>(1) Cumulative mix of dwelling types and sizes on developments of 10 or more dwellings varies by more than 1 50% for each indicative range set out in the Reasoned Justification for Policy DM1</p> <p>(2) 20% of all dwellings on developments of 10 or more dwellings do not meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 5 (as amended)</p> <p>(3) Less than 3% of new affordable dwellings on developments of 30 or more dwellings are being built to meet requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to M4(3) of the Building Regulations 2010 5 (as</p>	<p>(1 – 5) Consider the circumstances of the permissions that have led to the trigger</p> <p>(1 - 5) Identify any consistent factors contributing towards triggers and consider if these can be overcome</p> <p>(1 - 5) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>Number of self-build homes achieved on developments of more than 100 dwellings</p> <p>Number and type of Specialist Residential Accommodation achieved on developments of more than 100 dwellings</p>	<p>5% of new affordable dwellings should be built to meet requirement <u>Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to M4(3) of the Building Regulations 20105 (as amended)</u></p> <p>On developments of more than 100 dwellings, 5% self-build homes to be delivered</p> <p>On developments of more than 100 dwellings, an appropriate provisions of Specialist Residential Accommodation to be achieved</p>	<p><u>amended</u>)</p> <p>(4) Less than 3% of self-build homes are being delivered on developments of more than 100 dwellings</p> <p>(5) On more than 5 (cumulative) developments of more than 100 dwellings there is no provision of Specialist Residential Accommodation</p>	
Policy DM2 – Affordable Housing and Rural Exception Sites	<u>65, 7</u>	<u>The number of Net affordable housing planning permissions completions on threshold sites</u>	To <u>require the provision of achieve- 35% of affordable homes on</u> threshold sites	(1) 20% of <u>planning permissions on</u> threshold sites are achieving less than 35% affordable homes	<p>(1 – <u>42</u>) Consider the circumstances of the permissions that have led to the trigger</p> <p>(1 - <u>42</u>) Identify any consistent factors contributing towards</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p><u>The number of market housing planning permissions on rural exception sites</u></p> <p><u>The number of affordable housing for rent planning permissions on First Homes Exception Sites</u></p> <p><u>The number of market housing planning permissions on First Homes Exception Sites-</u></p> <p>Appeal Decisions</p>	<p>Not to exceed 50% of market housing on rural exception sites</p> <p><u>To require the provision of at least 25% of the total housing on First Homes Exception Sites as affordable housing for rent</u></p> <p><u>Not to exceed 20% market homes on First Homes Exception Sites</u></p>	<p><u>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural exception sites containing more than 50% market housing</u></p> <p><u>(3) 20% of planning permissions on First Homes Exceptions Sites are not achieving at least 25% of the total housing as affordable housing for rent</u></p> <p><u>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the First Homes Exception Sites containing more than 20% market homes</u></p>	<p>triggers and consider if these can be overcome</p> <p>(1 – 42) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM3 - Gypsy, Traveller and Travelling Showpeople Sites	<u>56, 7</u>	Number of new Gypsy, Traveller and Travelling Showpeople pitches and plots	To achieve <u>9-30</u> new Gypsy and Traveller pitches and <u>245</u> new Travelling Showpeople plots by <u>204136</u>	(1) Failure to deliver <u>9-30</u> net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory	(1) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>approved and completed</p> <p>Number of existing Gypsy, Traveller and Travelling Showpeople pitches and plots approved for a change of use to other uses</p>	No net loss of pitches or plots	<p>(2) Failure to deliver <u>245</u> net new Travelling Showpeople plots in accordance with the Local Plan Trajectory</p> <p>(3) Net loss of pitches or plots</p>	<p>(2) Refreshing the SHELAA to identify potentially suitable and available plots for Travelling Showpeople</p> <p>(1 – 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM4 - Employment Areas and Rural Employment Areas	<u>4, 6 -8</u>	<p>Employment land availability by type</p> <p>Loss of allocated Employment Areas for non-employment uses</p> <p>Loss of employment floorspace by type</p> <p>Appeal Decisions</p>	<p>No loss of allocated employment areas for non-employment uses</p> <p><u>All permissions granted for Employment Areas and Rural Employment Areas are in accordance with the Policy</u></p>	<p>(1) 20% loss of Class B uses floorspace and failure to provide sui generis uses of a similar employment nature within Employment Areas and Rural Employment Areas.</p> <p><u>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment or changes of use from E(g), B2 and B8 in Employment Areas, Rural Employment Areas and new employment allocations</u></p>	<p>(1) Consider the circumstances of the permissions that have led to the trigger</p> <p>(1) Refreshing the SHELAA to identify potentially replacement suitable and available employment floorspace</p> <p>(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM5 - Primary and Secondary frontages in	<u>4, 6, 8, -9</u>	<p>Amount of different types of uses permitted on ground floors within primary</p>	<p><u>Changes of use to residential will not be permitted on the ground floor within</u></p>	<p><u>(1) Any changes of use to residential on the ground floor within Primary Shopping areas, Principal</u></p>	<p><u>(1 - 34) Consider the circumstances of the permissions that have led to the trigger</u></p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
<u>Chelmsford City Designated Centres</u>		<p><u>frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Map</u></p> <p><u>Number of changes of use to residential development on the ground floor within Primary Shopping Areas, Principal Neighbourhood Centres and Local Centres</u></p> <p><u>Appeal Decisions</u></p> <p><u>Amount of different types of uses permitted on ground floors within secondary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Map</u></p>	<p><u>Primary Shopping areas, Principal Neighbourhood Centres and Local Centres</u></p> <p><u>All permissions granted for Designated Centres are in accordance with the Policy</u></p> <p><u>80% of ground floor primary retail frontage in Class A1 uses in Chelmsford City Centre and South Woodham Ferrers Town Centre</u></p> <p><u>60% of ground floor secondary retail frontage in Class A1 uses in Chelmsford City Centre and South Woodham Ferrers Town Centre</u></p> <p><u>60% of ground floor secondary retail frontage in Class A1 uses outside of the Primary Shopping Areas</u></p>	<p><u>Neighbourhood Centres or Local Centres</u></p> <p><u>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the change of use to residential on the ground floor within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres</u></p> <p><u>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the change of use to the upper floors within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres</u></p> <p><u>(1) 20% reduction in primary ground floor retail frontage in A1 uses (from the 2020 baseline) in Chelmsford City Centre or South Woodham Ferrers Town Centre</u></p> <p><u>(2) 20% reduction in secondary ground floor retail frontage in Class A1 uses</u></p>	<p><u>Consider the circumstances of the permissions that have led to the trigger point being reached and carry out an annual survey and assessment of floorspace change within the retail area</u></p> <p><u>(1-4) Refreshing the SHELAA to identify potentially replacement suitable and available retail floorspace</u></p> <p><u>(1 - 43) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</u></p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>Amount of different types of uses permitted on ground floors within secondary shopping frontages outside of the Primary Shopping Area as shown on the Policies Map</p> <p>Amount of different types of use permitted on ground floors within Neighbourhood Centres as shown on the Policies Map</p>	<p>80% of ground floor primary retail frontage in Class A1 uses in Neighbourhood Centres</p>	<p>(from the 2020 baseline) in Chelmsford City Centre or South Woodham Ferrers Town Centre</p> <p>(3) 20% reduction in secondary ground floor retail frontage in Class A1 uses (from the 2020 baseline) outside of the Primary Shopping Areas</p> <p>(4) 20% reduction in primary ground floor retail frontage in Class A1 uses (from the 2020 baseline) in Neighbourhood Centres.</p>	
Policy DM6 – New <u>Development Buildings</u> in the Green Belt	1, 5, 73, 4	Appeal Decisions	All permissions granted for new buildings in the Green Belt are in accordance with the Policy	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings in the Green Belt</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Green Belt</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant</p>	<p>(1 - 34) Consider the circumstances of the permissions that have led to the trigger</p> <p>(1 - 34) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				<p>planning permission for the replacement of buildings in the Green Belt</p> <p><u>(4) 2 decisions allowed on appeal whether the Council originally refused to grant planning permission for local transport infrastructure in the Green Belt</u></p>	
<p>Policy DM7 – New Buildings and Structures in the Green Wedge</p>	<p><u>1, 5, 73, 4</u></p>	<p>Appeal Decision</p>	<p>All permissions granted for new buildings in the Green Wedge are in accordance with the Policy</p>	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings <u>and structures</u> in the Green Wedge</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Green Wedge</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings in the Green Wedge</p>	<p>(1 - 4) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential outbuildings in the Green Wedge	
Policy DM8 – New Buildings and Structures in the Rural Area	1, 5, 73, 4	Appeal Decisions	All permissions granted for new buildings in the Rural Area are in accordance with the Policy	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for new buildings and structures in the Rural Area</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Rural Area</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings and structures in the Rural Area</p> <p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for</p>	<p>(1 - 4) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				residential outbuildings in the Rural Area	
Policy DM9 – Infilling in the Green Belt, Green Wedge and Rural Area	<u>1, 5, 73, 4</u>	Appeal Decisions	All permissions granted for infill dwellings in the Green Belt, Green Wedge and Rural Area are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for infilling in the Green Belt (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for infilling in the Green Wedge or Rural Area	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM10 – Change of Use (Land and Buildings) and Engineering Operations	<u>3, 45, 7</u>	Appeal Decisions	All permissions granted for extensions to existing buildings within the Green belt, Green Wedge and Rural Area are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Green Belt (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Green Wedge (3) 2 decisions allowed on appeal where the Council	(1 - 3) Consider the circumstances of the decisions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				originally refused to grant planning permission for change of use and engineering operations in the Rural Area	
Policy DM11 – Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area	<u>5, 73, 4</u>	Appeal Decisions	All permissions granted for extensions to existing buildings within the Green Belt, Green Wedge and Rural Area are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for extensions to existing buildings within the Green Belt (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for extensions to existing buildings within Green Wedge (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for extensions to existing buildings within the Rural Area	(1 - 3) Consider the circumstances of the decisions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM12 – Rural and Agricultural/ Forestry	<u>2, 4, 5, 6</u>	Appeal Decisions	All permissions granted for rural and agricultural/ forestry workers' dwellings are	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry	(1 - 3) Consider the circumstances of the decisions that have led to the trigger

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Workers' Dwellings			in accordance with the Policy	<p>worker's temporary accommodation</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry worker's permanent accommodation</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the removal of occupancy conditions on rural and agricultural/ forestry worker's accommodation</p>	(1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM13 – Designated Heritage Assets	5, 63	Appeal Decisions	All permissions granted which affect a designated heritage asset are in accordance with the Policy	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that causes unacceptable harm to Listed Buildings</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable harm</p>	<p>(1 - 4) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				<p>in Conservation Areas</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable harm to the character or setting of Registered Parks or Gardens</p> <p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to adversely affect a Scheduled Monument</p>	
Policy DM14 – Non-Designated Heritage Assets	5, 63	Appeal Decisions	All permissions granted which affect a non-designated heritage asset are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for development that is deemed to cause unacceptable harm to non-designated heritage assets	<p>(1) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM15 – Archaeology	5, 63	Appeal Decisions	All permissions granted affecting archaeological sites	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for	(1) Consider the circumstances of the decisions that have led to the trigger

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			are in accordance with the Policy	development that is deemed not to provide adequate protection or preservation and does not enhance sites of archaeological interest and their settings	(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DMI6 – <u>Protection and promotion of Ecology, Nature and Biodiversity</u>	<u>1, -5, -6, -3, 7</u>	<u>Number of development proposals that include a biodiversity net gain above the existing ecological baseline value of the site over a minimum 30 years after completion</u> Appeal Decisions	<u>Unless exempt, all the development proposals should provide a minimum 10% biodiversity net gain above the existing ecological baseline of the site over a minimum 30 years after completion</u> All permissions granted affecting ecology and biodiversity are in accordance with the Policy	<u>(1) 20% of development proposals are not achieving a biodiversity net gain above the existing ecological baseline value of the site over a minimum 30 years after completion</u> (2+) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that that has an adverse impact on Internationally, Nationally or Locally Designated Sites (32) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not adequately avoid or mitigate impacts on biodiversity and geodiversity	(1 - 32) Consider the circumstances of the decisions that have led to the trigger (1 - 32) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM17 – Trees, Woodland and Landscape Features	5, 6 , 2, 7	<p><u>Number of new trees per net new dwellings</u></p> <p><u>Number of net new trees per net new strategic scale employment and infrastructure development</u></p> <p>Appeal Decisions</p>	<p><u>Three new trees per net new dwelling</u></p> <p>All permissions granted which affect protected trees and woodland, and non-protected landscape features are in accordance with the Policy</p>	<p><u>(1) 20% of net new dwellings do not provide three new trees</u></p> <p>(12) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable harm to preserved trees or woodland</p> <p>(23) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable harm to natural landscape features</p>	<p>(1 - 32) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 23) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM18 – Flooding/SuDS	1, 3, 5, 6, 7, <u>8</u>	Appeal Decisions	All permissions granted are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable flood risk or provide inadequate water management measures	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM19 – Renewable and Low Carbon Energy	1, 3, 4, 5, <u>6</u>	Appeal Decisions	All permissions granted for non-householder renewable and low	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for	(1) Consider the circumstances of the decisions that have led to the trigger

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			carbon energy development are in accordance with the Policy	renewable and low carbon energy development	(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM20 – Delivering Community Facilities	4, <u>6, 7, 8</u>	Appeal Decisions	All permissions granted for new community facilities are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new or extended community facilities	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM21 – Protecting Community Facilities	4, <u>6, 7, 8</u>	Appeal Decisions	All permissions granted for the change of use of existing community facilities are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for the change of use or redevelopment of <u>community facilities</u> educational facilities (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the extension or expansion of existing <u>community facilities</u> educational facilities	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM22 – Education Establishments	4, <u>67.8</u>	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use or redevelopment of educational facilities (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission or the extension or expansion of existing educational facilities	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 – 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM23 – High Quality and Inclusive Design	1, <u>2, 4, 56, 7</u>	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for developments that do not provide high quality and inclusive design	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM24 – Design and Place Shaping Principles in Major Developments	1, <u>2, 4, 7, 9, 96</u>	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for major development that does not meet adequate	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				design and place shaping principles	focused formal review of the Local Plan set out in Policy S13
Policy DM25 – Sustainable Buildings	1, <u>5.76</u>	<p>Number of new non-residential buildings with a floor area in excess of 500sqm achieving a minimum BREEAM rating (or its successor) of ‘Very Good’</p> <p>Number of dwellings not achieving Building Regulations optional requirement for water efficiency of 110 litres/person/day</p> <p><u>Number of new dwellings providing rainwater harvesting on site</u></p> <p>Number of <u>new residential dwellings with EV charging points for new residential dwellings and</u></p> <p>The percentage of EV charging points for</p>	<p>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’</p> <p>All new dwellings meeting Building Regulations optional requirement for water efficiency of 110 litres/person/day</p> <p><u>All new dwellings provide rainwater harvesting on site</u></p> <p>Residential development should provide Electric Vehicle (EV) charging point infrastructure at the rate of 1 charging point per unit (for a dwelling with dedicated</p>	<p>(1) 20% of new non-residential buildings with a floor area in excess of 500sqm are not achieving a BREEAM rating of ‘Very Good’</p> <p>(2) 20% of new dwellings are not meeting the Building Regulations options requirement for water efficiency of 110 litres/person/day</p> <p><u>(3) 20% of new dwellings are not providing rainwater harvesting on-site</u></p> <p>(4) 20% of new residential dwellings are not meeting the EV charging point requirements</p> <p><u>(54) Cumulatively EV charging points are less than 5% of total parking provision on non-residential development.</u></p>	<p>(1 - 4) Consider the circumstances of the permissions that have led to the trigger</p> <p>(1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		non-residential buildings	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 10% of the total parking provision		
Policy DM26 – Design Specification for Dwellings	1, 5, 76	Number of dwellings achieving the Nationally Described Space Standards Appeal Decisions	All new dwellings achieve the Nationally Described Space Standards All permissions for new development are in accordance with the Policy	(1) 20% of all new dwellings do not achieve the Nationally Described Space standards (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings and houses in multiple occupation including flats because they do not achieve suitable privacy <u>and living environment</u> (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings and houses in	(1 - 87) Consider the circumstances of the permissions and decisions that have led to the trigger (1 - 87) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				<p>multiple occupation including flats because they do not achieve suitable private amenity space</p> <p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings and houses in multiple occupation because they do not achieve suitable open space</p> <p>(54) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings <u>including flats</u> and <u>large</u> houses in multiple occupation because they do not achieve <u>appropriate and well-designed suitable</u> recycling and waste storage</p> <p>(65) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for <u>large</u> houses in multiple occupation because they do not provide sufficient cycle storage</p>	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				<p>(76) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for <u>large</u> houses in multiple occupation because they do not provide sufficient off-street parking</p> <p>(87) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for <u>large</u> houses in multiple occupation because they do not provide sufficient sound-proofing <u>communal garden space</u></p>	
Policy DM27 – Parking Standards	<u>2, 56, 7</u>	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) (+) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for all development that do not meet adequate parking standards	<p>(1) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM28 – Tall Buildings	<u>65, 7</u>	Appeal Decisions	All permissions granted for new buildings above 5 storeys or above 16m	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for tall	<p>(1) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1) Consider whether the</p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			high are in accordance with the Policy	buildings that do not meet the tall buildings policy	Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM29 – Protecting Living and Working Environments	<u>6, 5, 7</u>	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not safeguard the amenities of occupiers of nearby residential property or is not compatible with neighbouring uses	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM30 – Contamination and Pollution	<u>1, 2, 3, 5, 7</u>	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for hazardous substance sites or land which is considered a threat to the health or safety of future users and/or has an adverse impact on the quality of local groundwater or surface water (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development in an Air	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				Quality Management Area which has an unacceptable impact on air quality and wellbeing of people	
<u>Policy DM31 – Net Zero Carbon Development (In Operation)</u>	<u>1, 2, 3, 4, 5, 7</u>	<p><u>Number of residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of less than 15 kWh/m²/yr</u></p> <p><u>Number of bungalows achieving a space heating demand of less than 20 kWh/m²/yr</u></p> <p><u>Number of new buildings connected to the gas grid</u></p> <p><u>Number of new buildings using fossil fuels on-site to provide space heating, domestic hot water or cooking</u></p> <p><u>Number of new buildings using space heating and domestic hot water using low carbon fuels</u></p>	<p><u>All residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of less than 15 kWh/m²/yr</u></p> <p><u>All new build bungalows achieve a space heating demand of less than 20 kWh/m²/yr</u></p> <p><u>No new buildings shall be connected to the gas grid</u></p> <p><u>No new buildings using fossil fuels on-site to provide space heating, domestic hot water or cooking</u></p> <p><u>All new buildings must use low carbon fuels to provide space heating and domestic hot water</u></p>	<p><u>(1) 20% of residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of more than 15 kWh/m²/yr</u></p> <p><u>(2) 20% of new build bungalows achieving a space heating demand of more than 20 kWh/m²/yr</u></p> <p><u>(3) 20% of new buildings are connect to the gas grid</u></p> <p><u>(4) 20% of new buildings are using fossil fuels on-site to provide space heating, domestic hot water or cooking</u></p> <p><u>(5) 20% of new buildings are not using low carbon fuels to provide space heating and domestic hot water</u></p> <p><u>(6) 20% of new build dwellings achieve an Energy</u></p>	<p><u>(1- 17) Consider the circumstances of the decisions that have led to the trigger</u></p> <p><u>(1 – 17) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</u></p>

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p><u>Number of new build dwellings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr</u></p> <p><u>Number of new build offices achieving an Energy Use Intensity (EUI) of no more than 70 kWh/m² GIA/yr</u></p> <p><u>Number of new build schools achieving an Energy Use Intensity (EUI) of no more than 65 kWh/m² GIA/yr</u></p> <p><u>Number of new build light industrial buildings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr</u></p> <p><u>The amount of renewable energy generated on-site for all new buildings</u></p> <p><u>The amount of renewable energy generated on-site for</u></p>	<p><u>All new build dwellings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr</u></p> <p><u>All new build offices achieving an Energy Use Intensity (EUI) of no more than 70 kWh/m² GIA/yr</u></p> <p><u>All new build schools achieving an Energy Use Intensity (EUI) of no more than 65 kWh/m² GIA/yr</u></p> <p><u>All new build light industrial buildings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr</u></p> <p><u>At least 80 kWh/m² building footprint for all new buildings is generated on-site by renewable energy</u></p> <p><u>At least 120 kWh/m² building footprint for</u></p>	<p><u>Use Intensity (EUI) of more than 35 kWh/m² GIA/yr</u></p> <p><u>(7) 20% of all new build offices achieve an Energy Use Intensity (EUI) of no more than 70 kWh/m² GIA/yr</u></p> <p><u>(8) Any all new build schools achieve an Energy Use Intensity (EUI) of no more than 65 kWh/m² GIA/yr</u></p> <p><u>(9) 20% of any new build light industrial buildings achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr</u></p> <p><u>(10) 20% of all new builds are not achieving at least 80 kWh/m² building footprint generated on-site through renewable energy</u></p> <p><u>(11) 20% of all new industrial buildings are not achieving at least 120 kWh/m² building footprint through renewable energy</u></p> <p><u>(12) 20% of dwellings on development proposals of 100 or more dwellings are</u></p>	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p><u>all new industrial buildings</u></p> <p><u>On development proposals of 100 or more dwellings, the number of dwellings where in-use energy monitoring will take place for the first 5 years</u></p> <p><u>Number of dwellings built to Passivhaus Classic standard</u></p> <p><u>Number of dwellings built to higher than Passivhaus Classic standard</u></p> <p><u>Appeal decisions</u></p>	<p><u>all new industrial buildings is generated on-site by renewable energy</u></p> <p><u>On development proposals of 100 or more dwellings, 10% of dwellings are required to have in-use energy monitoring for the first 5 years</u></p>	<p><u>not achieving the 10% requirement to have in-use energy monitoring for the first 5 years</u></p> <p><u>(13) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 1</u></p> <p><u>(14) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 2</u></p> <p><u>(15) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 3</u></p> <p><u>(16) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 4</u></p>	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				<p><u>(17) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential extensions and conversions (excluding listed buildings) that do not meet the minimum standard approach to fabric specifications set out in Table 2 and incorporate renewable energy generation technology where deemed feasible</u></p>	

Background Document

11- Draft Policies Map

11.1 This Section includes the Draft Policies Map for the Local Plan. This covers the whole of the Chelmsford area and its purpose is to illustrate sites for development or protection within the Local Plan. ~~An illustrative map showing the current Designated Neighbourhood Plan Areas is included within the mapping.~~

11.2 Most notations on the Draft Policies Map are defined by the Council including open spaces, Employment Areas and Settlement Boundaries. A number of evidence base studies have been used to inform the notations on the Draft Policies Map. These include an Urban Area a Review of the and Defined Settlement and Urban Area Boundaryies Review 2018-2024 and an Open Space Assessment 2016. All these evidence base studies can be found on the Council’s website.

11.3 The table below sets out which areas are covered by which part or inset of the Draft Policies Map. The notations on the Draft Policies Map are shown on the Key found after the following table at the front of this Section. An illustrative map showing the current Designated Neighbourhood Plan Areas is included within the mapping for information.

Map Number	Area Covered
1	Chelmsford North
2	Chelmsford South
3	Chelmsford Urban Area
4	Chelmsford City Centre
5	South Woodham Ferrers
6	South Woodham Ferrers Town Centre
7	Battlesbridge (Rettendon Parish)
8	Bicknacre (Woodham Ferrers and Bicknacre Parish)
9	Boreham
10	Broomfield
11	Chatham Green (Little Waltham Parish)
12	Danbury

13	East Hanningfield
14	Edney Common (Highwood Parish)
15	Ford End (Great Waltham Parish)
16	Galleywood
17	Good Easter
18	Great Leighs (Great and Little Leighs Parish)
19	Great Waltham and Howe Street
20	Highwood (Loves Green)
21	Howe Green (Sandon Parish)
22	Little Baddow
23	Little Waltham
24	Margaretting
25	Pleshey
26	Ramsden Heath (South Hanningfield Parish)
27	Rettendon Common
28	Rettendon Place
29	Roxwell
30	Runwell
31	Sandon
32	Stock
33	St. Luke's Park (Rettendon and Runwell Parishes)
34	Temple Farm and Temple Wood (West Hanningfield and Stock Parishes)
35	West Hanningfield and Hanningfield Reservoir Treatment Works
36	Woodham Ferrers (Woodham Ferrers and Bicknacre Parish)

37	Writtle
Rural Employment Areas	
38	Bolding Hatch (Roxwell Parish)
39	Old Park Farm (Great Waltham Parish)
40	Warner's Farm (Great Waltham Parish)
41	Woodlands (South Hanningfield Parish)
42	Oaklands (Stock Parish)
Other Maps	
<u>43</u>	<u>Minerals Safeguarding Areas</u>
<u>44</u>	<u>Made (adopted) Neighbourhood Plan Areas</u>
<u>Information only</u>	<u>Designated Neighbourhood Plan Areas</u>

Appendix A- Schedule of Superseded Documents and Policies

A.1 In accordance with Regulation 8 (5) of the Town and Country Planning (Local Planning) (England) Regulations 2012, the following Development Plan Documents and Policies will be superseded by the Local Plan: For information purposes, new policies are listed at the end of the table.

Table 79 Schedule of Superseded Documents

Superseded Development Plan Document	Date Adopted
<u>Chelmsford Local Plan</u> Core Strategy and Development Control Policies	<u>May 2020</u> February 2008
Core Strategy and Development Control Policies- Focused Review	December 2013
Chelmsford Town Centre Area Action Plan	August 2008
North Chelmsford Area Action Plan	July 2011
Site Allocations	February 2012

Table 810 Schedule of Superseded Policies

Superseded <u>Chelmsford Local Plan Core Strategy and Development Control</u> Policies	New Local Plan Policies
<u>S1 SPATIAL PRINCIPLES</u> CP1 Securing Sustainable Development	<u>S1 SPATIAL PRINCIPLES</u> None relevant
<u>S2 ADDRESSING CLIMATE CHANGE AND FLOOD RISK</u> CP2 The Borough Wide Spatial Strategy	<u>S2 ADDRESSING CLIMATE CHANGE AND FLOOD RISK</u> S6 Housing and Employment Requirements- S7 The Spatial Strategy
<u>S3 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT</u> CP3 Phasing of Development	<u>S3 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT</u> S1 Spatial Principles S7 The Spatial Strategy
<u>S4 CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT</u> CP4 Securing Infrastructure	<u>S4 CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT</u> S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation
<u>S5 PROTECTING AND ENHANCING COMMUNITY ASSETS</u>	<u>S5 PROTECTING AND ENHANCING COMMUNITY ASSETS</u>

<p><u>CP5 Containing Urban Growth</u></p>	<p><u>S1 Spatial Principles</u> <u>S7 The Spatial Strategy</u></p>
<p><u>S6 HOUSING AND EMPLOYMENT REQUIREMENTS</u> <u>CP6 Promoting Urban Renaissance</u></p>	<p><u>S6 HOUSING AND EMPLOYMENT REQUIREMENTS</u> <u>S1 Spatial Principles</u></p>
<p><u>S7 THE SPATIAL STRATEGY</u> <u>CP7 Area Action Plans</u></p>	<p><u>S7 THE SPATIAL STRATEGY</u> None relevant</p>
<p><u>S8 DELIVERING ECONOMIC GROWTH</u> <u>CP8 Promoting Accessibility</u></p>	<p><u>S8 DELIVERING ECONOMIC GROWTH</u> <u>S1 Spatial Principles</u> <u>DM24 Design and Place Shaping Principles in Major Developments</u></p>
<p><u>S9 INFRASTRUCTURE REQUIREMENTS</u> <u>CP9 Protecting Areas of Natural and Built Heritage and Archaeological Importance</u></p>	<p><u>S9 INFRASTRUCTURE REQUIREMENTS</u> <u>S3 Conserving and Enhancing the Historic Environment</u> <u>DMI5 Archaeology</u></p>
<p><u>S10 SECURING INFRASTRUCTURE AND IMPACT MITIGATION</u> <u>CP10 Protection from Flooding</u></p>	<p><u>S10 SECURING INFRASTRUCTURE AND IMPACT MITIGATION</u> <u>S2 Addressing Climate Change and Flood Risk</u> <u>DMI8 Flooding/SUDS</u></p>
<p><u>S11 THE ROLE OF THE COUNTRYSIDE</u> <u>CP11 Energy and Resource Efficiency, Renewable Energy and Recycling</u></p>	<p><u>S11 THE ROLE OF THE COUNTRYSIDE</u> <u>S2 Addressing Climate Change and Flood Risk</u> <u>DMI9 Renewable and Low Carbon Energy</u></p>
<p><u>S12 ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES</u> <u>CP12 Protecting and Enhancing Recreational Provision</u></p>	<p><u>S12 ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES</u> <u>S5 Protecting and Enhancing Community Assets</u></p>
<p><u>S13 MONITORING AND REVIEW</u> <u>CP13 Minimising Environmental Impact</u></p>	<p><u>S13 MONITORING AND REVIEW</u> <u>S2 Addressing Climate Change and Flood Risk</u> <u>S4 Conserving and Enhancing the Natural Environment</u> <u>DM29 Protecting Living and Working Environments</u></p>
<p><u>SPA1 BROOMFIELD HOSPITAL SPECIAL POLICY AREA</u> <u>CP14 Environmental Quality and Landscape Character</u></p>	<p><u>SPA1 BROOMFIELD HOSPITAL SPECIAL POLICY AREA</u> <u>S11 The Role of the Countryside</u></p>
<p><u>SPA2 CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA</u> <u>CP15 Meeting the Housing Needs of Our Communities</u></p>	<p><u>SPA2 CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA</u> <u>S6 Housing and Employment Requirements</u> <u>DMI Size and Type of Housing</u></p>

	DM2 Affordable Housing and Rural Exception Sites
SPA3 HANNINGFIELD RESERVOIR SPECIAL POLICY AREA CP16 Promoting Social Inclusion	SPA3 HANNINGFIELD RESERVOIR SPECIAL POLICY AREA S7 The Spatial Strategy
SPA4 RHS HYDE HALL GARDENS SPECIAL POLICY AREA CP17 Reducing Deprivation	SPA4 RHS HYDE HALL GARDENS SPECIAL POLICY AREA S5 Protecting and Enhancing Community Assets S6 Housing and Employment Requirements S7 The Spatial Strategy S8 Delivering Economic Growth S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation
SPA5 SANDFORD MILL SPECIAL POLICY AREA CP18 Providing New Community and Social Facilities in Major New Development	SPA5 SANDFORD MILL SPECIAL POLICY AREA S5 Protecting and Enhancing Community Assets S10 Securing Infrastructure and Impact Mitigation
SPA6 WRITTLE UNIVERSITY COLLEGE SPECIAL POLICY AREA CP19 Improving Links Between Developments	SPA6 ARU WRITTLE SPECIAL POLICY AREA S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation DM24 Design and Place Shaping Principles in Major Developments
DM1 SIZE AND TYPE OF HOUSING CP20 Achieving Well-Designed High Quality Places	DM1 SIZE AND TYPE OF HOUSING DM23 High Quality and Inclusive Design DM24 Design and Place Shaping Principles in Major Developments
DM2 AFFORDABLE HOUSING AND RURAL EXCEPTION SITES CP21 Ensuring Buildings are Well-Designed	DM2 AFFORDABLE HOUSING AND RURAL EXCEPTION SITES DM23 High Quality and Inclusive Design DM25 Sustainable Buildings
DM3 GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES CP22 Securing Economic Growth	DM3 GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES S8 Delivering Economic Growth
DM4 EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS CP23 Reinforcing the Regional Role of Chelmsford	DM4 EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS S12 Role of City, Town and Neighbourhood Centres
DM5 PRIMARY AND SECONDARY FRONTAGES IN CHELMSFORD CITY CENTRE & SOUTH WOODHAM FERRERS, NEIGHBOURHOOD CENTRES AND UPPER FLOORS	DM5 DESIGNATED CENTRES S9 Infrastructure Requirements

<p><u>CP24 Promoting Chelmsford's Role as a Regional Transport Node</u></p>	
<p><u>DM6 NEW BUILDINGS IN THE GREEN BELT</u> CP25 Supporting South Woodham Ferrers Town Centre and Neighbourhood Centres</p>	<p><u>DM6 NEW DEVELOPMENT IN THE GREEN BELT</u> S12 Role of City, Town and Neighbourhood Centres</p>
<p><u>DM7 NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE</u> CP26 Freight Transport</p>	<p><u>DM7 NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE</u> S9 Infrastructure Requirements</p>
<p><u>DM8 NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA</u> DC1 – Managing Development in the Metropolitan Green Belt</p>	<p><u>DM8 NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA</u> S1 Spatial Principles S11 The Role of the Countryside Depending on type of development: DM6 New Buildings in the Green Belt DM9 Infilling in the Green Belt, Green Wedge and Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations DM11 Extensions to Existing Buildings Within the Green Belt, Green Wedge and Rural Area DM12 Rural and Agricultural/Forestry Workers' Dwellings</p>
<p><u>DM9 INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA</u> DC2 Managing Development in the Countryside Beyond the Metropolitan Green Belt</p>	<p><u>DM9 INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA</u> S11 The Role of the Countryside DM8 New Buildings and Structures in the Rural Area DM9 Infilling in the Green Belt, Green Wedge and Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations DM11 Extensions to Existing Buildings Within the Green Belt, Green Wedge and Rural Area DM12 Rural and Agricultural/Forestry Workers' Dwellings</p>
<p><u>DM10 CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS</u> DC3 Managing Development Density in Different Locations</p>	<p><u>DM10 CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS</u> DM23 High Quality and Inclusive Design</p>
<p><u>DM11 EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT,</u></p>	<p><u>DM11 EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT,</u></p>

<p><u>GREEN WEDGE AND RURAL AREA</u> DC4 Protecting Existing Amenity</p>	<p><u>GREEN WEDGE AND RURAL AREA</u> DM29 Protecting Living and Working Environments</p>
<p><u>DM12 RURAL AND AGRICULTURAL/ FORESTRY WORKERS' DWELLINGS</u> DC5 Securing Mixed Uses in Major Development in the Town Centres and Principal Neighbourhood Centres</p>	<p><u>DM12 RURAL AND AGRICULTURAL/ FORESTRY WORKERS' DWELLINGS</u> S12 Role of City, Town and Neighbourhood Centres DM24 Design and Place Shaping Principles in Major Developments DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers, Neighbourhood Centres and Upper Floors</p>
<p><u>DM13 DESIGNATED HERITAGE ASSETS</u> DC6 Transport Assessments</p>	<p><u>DM13 DESIGNATED HERITAGE ASSETS</u> Now a validation requirement</p>
<p><u>DM14 NON-DESIGNATED HERITAGE ASSETS</u> DC7 Vehicle Parking Standards at Developments</p>	<p><u>DM14 NON-DESIGNATED HERITAGE ASSETS</u> DM27 Parking Standards</p>
<p><u>DM15 ARCHAEOLOGY</u> DC8 Health Impact Assessments</p>	<p><u>DM15 ARCHAEOLOGY</u> Now a validation requirement</p>
<p><u>DM16 ECOLOGY AND BIODIVERSITY</u> DC9 Green Wedges</p>	<p><u>DM16 PROTECTION AND PROMOTION OF ECOLOGY, NATURE AND BIODIVERSITY</u> S11 The Role of the Countryside- Depending on type of development: DM7 New Buildings and Structures in the Green Wedge DM9 Infilling in the Green Belt, Green Wedge and Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations DM11 Extensions to Existing Buildings Within the Green Belt, Green Wedge and Rural Area DM12 Rural and Agricultural/Forestry Workers' Dwellings</p>
<p><u>DM17 TREES, WOODLAND AND LANDSCAPE FEATURES</u> DC10 Coastal Protection Belt</p>	<p><u>DM17 TREES, WOODLAND AND LANDSCAPE FEATURES</u> S4 Conserving and Enhancing the Natural Environment DM16 Ecology and Biodiversity</p>

<p><u>DM18 FLOODING/SUDS</u> DC11 Replacement Dwellings and Buildings in the Countryside</p>	<p><u>DM18 FLOODING/SUDS</u> S11 The Role of the Countryside Depending on location: DM6 New Buildings in the Green Belt DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area</p>
<p><u>DM19 RENEWABLE AND LOW CARBON ENERGY</u> DC12 Infilling in the Countryside</p>	<p><u>DM19 RENEWABLE AND LOW CARBON ENERGY</u> S11 The Role of the Countryside DM9 Infilling in the Green Belt, Green Wedge and Rural Area</p>
<p><u>DM20 DELIVERING COMMUNITY FACILITIES</u> DC13 Sites of Biodiversity and Geological Value</p>	<p><u>DM20 DELIVERING COMMUNITY FACILITIES</u> S4 Conserving and Enhancing the Natural Environment DM16 Ecology and Biodiversity</p>
<p><u>DM21 PROTECTING COMMUNITY FACILITIES</u> DC14 Protected Trees and Hedges</p>	<p><u>DM21 PROTECTING COMMUNITY FACILITIES</u> S4 Conserving and Enhancing the Natural Environment DM17 Trees, Woodland and Landscape Features</p>
<p><u>DM22 EDUCATION ESTABLISHMENTS</u> DC15 Protected Lanes</p>	<p><u>DM22 EDUCATION ESTABLISHMENTS</u> S3 Conserving and Enhancing the Historic Environment DM14 Non-Designated Heritage Assets</p>
<p><u>DM23 HIGH QUALITY AND INCLUSIVE DESIGN</u> DC16 Development Adjacent to Watercourses</p>	<p><u>DM23 HIGH QUALITY AND INCLUSIVE DESIGN</u> S4 Conserving and Enhancing the Natural Environment DM16 Ecology and Biodiversity DM17 Trees, Woodland and Landscape Features</p>
<p><u>DM24 DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS</u> DC17 Conservation Areas</p>	<p><u>DM24 DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS</u> S3 Conserving and Enhancing the Historic Environment DM13 Designated Heritage Assets</p>
<p><u>DM25 SUSTAINABLE BUILDINGS</u> DC18 Listed Buildings</p>	<p><u>DM25 SUSTAINABLE BUILDINGS</u> S3 Conserving and Enhancing the Historic Environment DM13 Designated Heritage Assets</p>

<u>DM26 DESIGN SPECIFICATION FOR DWELLINGS</u> DC19 Scheduled Ancient Monuments	<u>DM26 DESIGN SPECIFICATION FOR DWELLINGS</u> S3 Conserving and Enhancing the Historic Environment DMI3 Designated Heritage Assets
<u>DM27 PARKING STANDARDS</u> DC20 Registered Parks and Gardens	<u>DM27 PARKING STANDARDS</u> S3 Conserving and Enhancing the Historic Environment DMI3 Designated Heritage Assets
<u>DM28 TALL BUILDINGS</u> DC21 Archaeology Archaeology	<u>DM28 TALL BUILDINGS</u> S3 Conserving and Enhancing the Historic Environment Conserving and Enhancing the Historic Environment DMI5 Archaeology
<u>DM29 PROTECTING LIVING AND WORKING ENVIRONMENTS</u> DC22 Areas of Flood Risk	<u>DM29 PROTECTING LIVING AND WORKING ENVIRONMENTS</u> S2 Addressing Climate Change and Flood Risk S9 Infrastructure Requirements DMI8 Flooding/SUDS
<u>DM30 CONTAMINATION AND POLLUTION</u> DC23 Promoting Renewable and Low Carbon-Generating Energy Projects	<u>DM30 CONTAMINATION AND POLLUTION</u> S2 Addressing Climate Change and Flood Risk DMI9 Renewable and Low Carbon Energy
DC24 Energy Efficient Design and Use of Materials	S2 Addressing Climate Change and Flood Risk DM25 Sustainable Buildings
DC25 Water Efficiency and Sustainable Drainage Systems	S2 Addressing Climate Change and Flood Risk DMI8 Flooding/SUDS
DC26 Contaminated Land	DM30 Contamination and Pollution
DC27 Development on or Lying Near or Adjacent to Hazardous Substance Sites	DM30 Contamination and Pollution
DC28 Air Quality	DM29 Protecting Living and Working Environments DM30 Contamination and Pollution
DC29 Amenity and Pollution	DM29 Protecting Living and Working Environments DM30 Contamination and Pollution
DC30 Protecting Existing Housing	S6 Housing and Employment Requirements DMI Size and Type of Housing

DC31 The Provision of Affordable Housing	S6 Housing and Employment Requirements DM2 Affordable Housing and Rural Exception Sites
DC32 Rural Housing Need	S6 Housing and Employment Requirements DM2 Affordable Housing and Rural Exception Sites
DC33 Agricultural/Rural Workers' Dwellings	S11 The Role of the Countryside DM12 Rural and Agricultural/Forestry Workers' Dwellings
DC34 Gypsy and Traveller Accommodation	S6 Housing and Employment Requirements DM3 Gypsy, Traveller and Travelling Showpeople Sites
DC35 Specialist Residential Accommodation	S6 Housing and Employment Requirements DM1 Size and Type of Housing
DC36 Accessible and Adaptable Developments	DM1 Size and Type of Housing
DC37 Protecting Existing Local Community Services and Facilities	S5 Protecting and Enhancing Community Assets DM21 Protecting Community Facilities DM22 Education Establishments
DC38 Promoting Sport, Leisure, Recreation and Tourism	S5 Protecting and Enhancing Community Assets DM20 Delivering Community Facilities
DC39 Protecting and Enhancing Open Spaces and Indoor Sports Facilities	S5 Protecting and Enhancing Community Assets DM21 Protecting Community Facilities
DC40 Public Open Space for New Residential Developments	S9 Infrastructure Requirements DM24 Design and Place Shaping Principles in Major Developments DM26 Design Specification for Dwellings
DC41 Traffic Management Measures	S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation DM24 Design and Place Shaping Principles in Major Developments
DC42 Site Planning	DM24 Design and Place Shaping Principles in Major Developments DM26 Design Specification for Dwellings
DC43 Promoting Public Art in New Development	S9 Infrastructure Requirements DM24 Design and Place Shaping Principles in Major Development

DC44 Private Amenity Space	DM26 Design Specification for Dwellings
DC45 Achieving High Quality Development	DM23 High Quality and Inclusive Design DM28 Tall Buildings
DC46 Sub-Division of Dwellings	DM26 Design Specification for Dwellings
DC47 Extensions to Dwellings or Buildings	DM23 High Quality and Inclusive Design Depending on location: DM11 Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area
DC48 Employment Areas	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC49 Range of Unit Sizes	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC50 Promotion of Employment Clusters	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC51 Location of Business Development	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC51 Industrial and Warehouse Development	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC53 Employment Uses Within Rural Areas	DM4 Employment Areas and Rural Employment Areas Depending on location: DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations
DC54 Entertainment and Hot Food Uses	DM29 Protecting Living and Working Environments DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers, Neighbourhood Centres and Upper Floors

DC55 Hotel and Visitor Accommodation	S12 Role of City, Town and Neighbourhood Centres
DC56 Farm Diversification	S11 The Role of the Countryside DM10 Change of Use (Land and Buildings) and Engineering Operations
DC57 Re-use of Rural Buildings	S11 The Role of the Countryside DM10 Change of Use (Land and Buildings) and Engineering Operations
DC58 Telecommunications	S9 Infrastructure Requirements- Depending on location: DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area
DC59 Primary Frontages in Chelmsford and South Woodham Ferrers	S12 Role of City, Town and Neighbourhood Centres DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers and Upper Floors
DC60 Secondary Frontages in Chelmsford and South Woodham Ferrers	S12 Role of City, Town and Neighbourhood Centres DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers and Upper Floors
DC61 Park and Ride	S9 Infrastructure Requirements- Depending on location: DM6 New Buildings in the Green Belt DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area
DC62 Public Car Parking Provision	DM27 Parking Standards
DC63 Neighbourhood Centres	S12 Role of City, Town and Neighbourhood Centres DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers and Upper Floors
DC64 Car Parking in South Woodham Ferrers Town Centre	DM27 Parking Standards

<u>NEW POLICY</u>	<u>SI4 HEALTH AND WELLBEING</u>
<u>NEW POLICY</u>	<u>SI5 CREATING SUCCESSFUL PLACES</u>
<u>NEW POLICY</u>	<u>SI6 CONNECTIVITY AND TRAVEL</u>
<u>NEW POLICY</u>	<u>SI7 FUTURE OF CHELMSFORD CITY CENTRE</u>
<u>NEW POLICY</u>	<u>DM31 NET ZERO CARBON DEVELOPMENT (IN OPERATION)</u>

A.2 The following list shows all the sites and indicates whether they are sites which have already been allocated in the adopted Local Plan, or are new proposed allocations.

SITE STATUS	SITE NUMBER AND NAME
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1a CHELMER WATERSIDE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1b FORMER ST PETER'S COLLEGE, FOX CRESCENT</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1d RIVERSIDE ICE AND LEISURE LAND, VICTORIA ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1e CIVIC CENTRE LAND, FAIRFIELD ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1f EASTWOOD HOUSE CAR PARK, GLEBE ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1g CHELMSFORD SOCIAL CLUB, SPRINGFIELD ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1h ASHBY HOUSE CAR PARKS, NEW STREET</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1i RECTORY LANE CAR PARK WEST</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1k FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1l BT TELEPHONE EXCHANGE, COTTAGE PLACE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1m RECTORY LANE CAR PARK EAST</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1n WATERHOUSE LANE DEPOT AND NURSERY</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1o CHURCH HALL SITE, WOODHALL ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1p BRITISH LEGION, NEW LONDON ROAD</u>

<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1q REAR OF 17-37 BEACH'S DRIVE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1r GARAGE SITE, ST NAZAIRE ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1s GARAGE SITE AND LAND, MEDWAY CLOSE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1t CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1u RIVERMEAD, BISHOP HALL LANE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>1v RAILWAY SIDINGS, BROOK STREET</u>
<u>NEW PROPOSAL</u>	<u>1w MEADOWS SHOPPING CENTRE AND MEADOWS SURFACE CAR PARK</u>
<u>NEW PROPOSAL</u>	<u>1x FORMER KAY-METZELER PREMISES, BROOK STREET</u>
<u>NEW PROPOSAL</u>	<u>1y LAND BETWEEN HOFFMANN'S WAY AND BROOK STREET (MARRIAGE'S MILL)</u>
<u>NEW PROPOSAL</u>	<u>1z GRANARY CAR PARK, VICTORIA ROAD</u>
<u>NEW PROPOSAL</u>	<u>1aa COVAL LANE CAR PARK</u>
<u>NEW PROPOSAL</u>	<u>1bb GLEBE ROAD CAR PARK</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>2 WEST CHELMSFORD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>3a EAST OF CHELMSFORD - MANOR FARM</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>3b EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD (EMPLOYMENT)</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>3c EAST OF CHELMSFORD - LAND SOUTH OF MALDON ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>3d EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>4 LAND NORTH OF GALLEYWOOD RESERVOIR</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>5 LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>6 NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY)</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>7a GREAT LEIGHS - LAND AT MOULSHAM HALL</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>7b GREAT LEIGHS - LAND EAST OF LONDON ROAD</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>7c GREAT LEIGHS - LAND NORTH AND SOUTH OF BANTERS LANE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>8 NORTH OF BROOMFIELD</u>

<u>NEW PROPOSAL</u>	<u>9a WALTHAM ROAD EMPLOYMENT AREA</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>10 NORTH OF SOUTH WOODHAM FERRERS</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>11a SOUTH OF BICKNACRE</u>
<u>NEW PROPOSAL</u>	<u>11b LAND AT KINGSGATE, BICKNACRE ROAD, BICKNACRE</u>
<u>NEW PROPOSAL</u>	<u>11c LAND WEST OF BARBROOK WAY, BICKNACRE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>12 ST GILES, MOOR HALL LANE, BICKNACRE</u>
<u>ALLOCATED IN ADOPTED LOCAL PLAN</u>	<u>13 DANBURY</u>
<u>NEW PROPOSAL</u>	<u>14a LAND WEST OF BACK LANE, FORD END</u>
<u>NEW PROPOSAL</u>	<u>14b LAND SOUTH OF FORD END PRIMARY SCHOOL</u>
<u>NEW PROPOSAL</u>	<u>15 LITTLE BOYTON HALL FARM EMPLOYMENT AREA</u>
<u>NEW PROPOSAL</u>	<u>16a EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)</u>
<u>NEW PROPOSAL</u>	<u>16b LAND ADJACENT TO A12 JUNCTION 18 EMPLOYMENT AREA</u>
<u>NEW PROPOSAL</u>	<u>17a LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD</u>
<u>NEW PROPOSAL</u>	<u>17b LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD</u>

Background

Appendix B- Development Standards

Introduction

B.1 This Appendix provides information about standards that apply to all new residential developments in Chelmsford including conversions, apartments, maisonettes, houses, Houses in Multiple Occupation (HMO's) or extensions, unless it can be demonstrated that the particular site circumstances require a different design approach.

B.2 The standards seek to ensure new developments will meet the needs of their occupiers, minimise the impact of new developments on surrounding occupiers and encourage higher rates of recycling. Detailed guidance is contained within the Council's Making Places Supplementary Planning Document. Where relevant, links have been provided to other Council documents or national standards. The following standards are covered:

- Privacy and quality of the living environment
- Private amenity space
- Natural light
- Open space
- Internal space standards
- Recycling and waste.

Achieving a Privacy and high quality of the living environment

B.3 The Council will seek to secure high quality design and a good standard of living environment for all existing and future occupants.

B.4 The best way of ensuring privacy for new and existing occupiers is to minimise the extent to which windows face onto private areas of adjacent properties. These private areas include habitable rooms (living rooms, dining rooms, bedrooms), kitchens and privacy zones (areas in gardens immediately adjoining the building). Privacy can be ensured through design of new buildings, but also through achieving specified separation distances between windows and neighbouring private areas.

B.4B.5 Adequate separation distance between buildings is also ensures they do not - important to avoid buildings feeling overbearing to neighbouring residents.

B.5B.6 Where habitable rooms in a new or extended property are proposed, will face the rear of an adjacent dwelling, whether new or existing, the separation distances set out in Table 9.11 apply (Criteria A-D). Criteria E deals with separation distances in order to safeguard against an overbearing relationship. See also Figure 12.

B.6B.7 The requirements may be relaxed where privacy is 'designed-in' through careful arrangement of internal accommodation, placement of windows, window design or screening whilst also ensuring buildings are not overbearing. Shorter back-to-back distances may also be acceptable when the buildings face each other at an angle, typically 30 degrees or more. If there is a change in level between buildings, it may be possible for back-to-back distances to be adjusted.

B.7B.8 Overlooking needs to be avoided and the perception of overlooking should be considered e.g. by avoiding large windows in side walls of non-habitable rooms even if these are obscured.

B.8B.9 For locations outside of the Chelmsford City Centre and SWF Town Centre, it is expected that the minimum back-to-back standard of 25m will be met. A reduction in the standard will only be accepted where there are site specific character, density or design considerations and/or identifiable existing site constraints that clearly justify a departure from the minimum standard.

B.9B.10 To ensure a good standard of living for the occupier of a new or extended property all habitable rooms must have at least one window in a wall allowing outlook and ventilation which meets these standards.

Table 911 : Achieving a high quality living environment - Privacy and proximity standards

Criteria	Chelmsford City Centre and SWF Town Centre	Outside Chelmsford City Centre and SWF Town Centre
A. Minimum back-to-back (or front-to-back) distance between parallel 2 or 3 storey buildings with rear or front-facing windows serving habitable rooms on upper floors	20m	25m
B. Minimum back-to-back (or front-to-back) distance between parallel 4 or more storey buildings with rear or front-facing windows serving habitable rooms on upper floors*	27.5m	35m
C. Minimum back-to-boundary distance where new buildings, or extensions to existing buildings, have a back-to-back relationship with existing residential buildings**	15m	
D. Minimum distance between a window serving an upper-floor habitable room and the side garden boundary of an adjacent property (unless the privacy zone is otherwise protected)***	15m (add 4m for each additional storey)	
E. Minimum back-to-flank wall distance****	12.5m for a two storey flank wall (add 4m for each additional storey)	

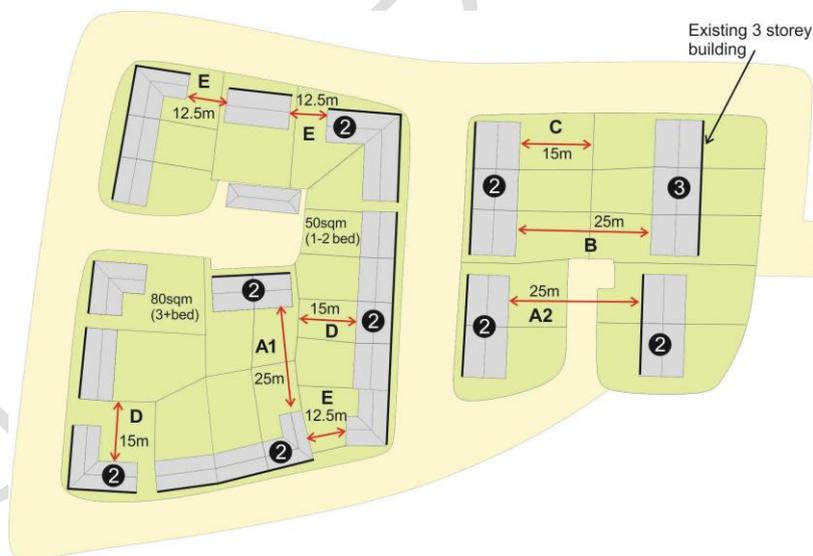
*For tall buildings (above 5 storeys or above 16 metres) the separation space needed could be greater depending on the attributes and circumstances of the scheme; most tall structures will only be acceptable where supported by an appropriate ratio of open setting. This will be judged in accordance with the above standards or on a case-by-case basis as appropriate.

**With existing buildings with a back-to-boundary distance less than 15m, in some circumstances a two-storey extension within 15m of the boundary may be acceptable subject to satisfactory relationships with neighbouring properties.

***For corner turning plots, discretion will be needed as to the application of this standard. For example, the distance would be appropriate if a relationship is being imposed on an existing property. In new developments, the standard could be reduced if the plot serves a positive design function in the layout as any new occupiers would be aware of the pre-existing relationship. Clear glazed upper-floor windows serving habitable rooms should be avoided where they would directly face the privacy zone of a neighbouring property.

****Where a back-to-flank wall relationship will exist, clear glazed windows in flank walls should be avoided in order to safeguard against overlooking.

Figure I 29 : Separation distances and private garden space for sites a small housing development outside the urban area Chelmsford City Centre and South Woodham Ferrers Town Centre



- | | |
|------------------------------------|------------------------------|
| KEY | D Back to side garden |
| A1 Back to back (2 storey) | E Back to flank wall |
| A2 Front to back (2 storey) | |
| B Back to back (2-3 storey) | |
| C Back to boundary | |
| (new building next to existing) | |

Private amenity space

B.10B.11 ~~The Council expects~~ All new homes shall provide easy access to private or communal garden space. The size of the private space expected depends on the type of unit and the accessibility of the location. All new residential development shall provide private amenity space to a high standard. Narrow unusable garden spaces and parking areas will not be included in the calculations.

B.11B.12 The siting, orientation, size and layout should make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context. Please refer to the Council's Making Places SPD for more guidance. All private amenity spaces shall be designed to avoid harmful overlooking from other properties.

B.12B.13 Where recycling and waste bins and bikes have to be kept in a rear garden then direct and secure access from the street should be provided.

B.13B.14 Tables ~~1012~~ and ~~1113~~ contain space standards for private gardens, balconies and communal garden space. See also Figure ~~192~~. 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 ~~1210~~ : Garden standards for new houses

<u>Number of bedrooms</u>	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
1 or 2 bedroom houses	40sqm minimum private garden or <u>Use</u> of directly accessible communal garden equivalent to 25sqm per-unit including 10sqm demarcated private zone for each house	50sqm minimum private garden
Houses with 3 or more bedrooms	50sqm minimum private garden	80sqm minimum private garden

Table ~~1311~~ : Garden and balcony standards for new apartment blocks and HMOs

<u>Dwelling type</u>	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
Upper floor apartments	<ul style="list-style-type: none"> Provision of a private balcony (minimum 3sqm), plus Provision of 20sqm minimum per-unit of communal garden (100sqm 	<ul style="list-style-type: none"> Provision of a private balcony (minimum 3sqm), plus 20sqm minimum per-unit of communal garden (100sqm

	minimum in total) or be located within 600m of a park or recreation ground	minimum in total)
Ground floor apartments	<ul style="list-style-type: none"> • Provision of a 10sqm minimum demarcated private zone, plus • Provision of 20 sqm minimum per-unit of communal garden (100 sqm minimum in total) or be located within 600m of a park or recreation ground 	<ul style="list-style-type: none"> • 10sqm minimum demarcated private zone, plus • 20sqm minimum per-unit of communal garden (100sqm minimum in total)
Houses in Multiple Occupation (HMOs)	<ul style="list-style-type: none"> • 50sqm minimum communal garden 	<ul style="list-style-type: none"> • 80sqm minimum communal garden

B.14B.15 Communal gardens are an integral part of site design and should, as practicable as possible, be enclosed by buildings and or landscapingshould 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 are accessible to all intended users. For City/Town Centre schemes, a communal garden area will be encouraged. Please refer to the Council's Making Places SPD for more guidance.

B.15B.16 A demarcated private zone for ground floor apartments should be provided as a small garden, patio or deck, with direct access from the property. Where ground floor apartments cannot provide a sufficiently enclosed private zone, windows and doors should be separated from public areas through hard and/or soft landscaping. Please refer to the Council's Making Places SPD for more guidance.

B.16B.17 For street facing ground floor apartments, the building should be designed to interact with the street, so an enclosed private zone facing the street may not be appropriate. To avoid a street facing single aspect property, dual aspect or duplex apartments are encouraged.

B.17B.18 Maisonettes will usually include a separate entrance door and typically do not rely on communal entrances, stairs and corridors to an internal unit entrance. Where they are not integral to a larger apartment complex, their garden requirements should be akin to a house. Garden spaces must be fit for purpose by considering size, shape and location. A ground floor unit should provide a directly accessible garden space. An upper floor unit should either provide a garden space directly accessed from an external door, or a private terrace on the same level (of at least 10sqm and directly accessed from an external door). Upper floor units must avoid external staircases.

B.18B.19 Exceptions to the above standards may be considered on physically constrained sites where development is desirable in the wider public interest.

B.19B.20 The distance to a park or recreation ground should generally be measured in a direct line. However, consideration needs to be given to physical barriers to movement such as busy roads with no crossings, rivers or railway lines.

Natural light

B.21 New housing development and extensions should provide an adequate level of natural light for new and existing dwellings. Good natural light makes dwellings more attractive, pleasant and energy efficient. Housing layouts should be designed to maximise daylight and sunlight to dwellings as far as possible, as long as the development adheres to other policies and standards. Single aspect apartments should be avoided. Applicants are advised to refer to the BRE document “Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition)” and the British Standard “BS EN 17037 Daylighting of Buildings – Improve the daylight in buildings” (or their successors).

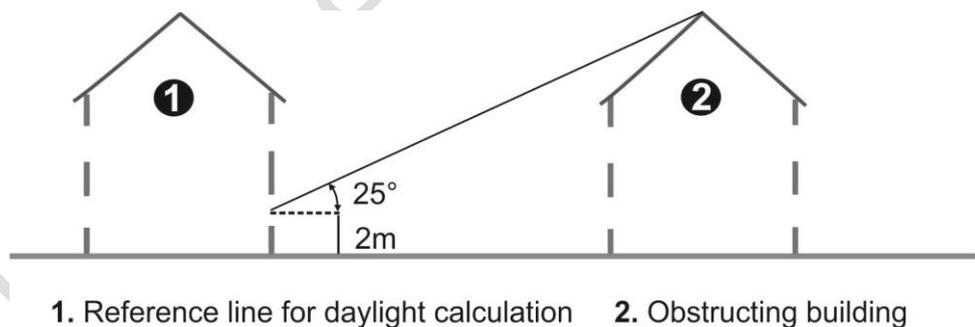
Sunlight

B.20B.22 A sunlit room is achieved where a window faces 90 degrees due south. It is not a reasonable requirement to expect this of all dwellings in a development, but good levels of daylight and a pleasant outlook can compensate for a lack of direct sunlight.

Daylight

B.21B.23 Acceptable daylight in existing building interiors is likely to be achieved if a 25 degree vertical angle from a point 2m above the floor at the building façade is not obstructed, see Figure +320. It is accepted that taller buildings may cause a higher degree of daylight loss, which is one of the reasons why taller buildings will generally be limited to appropriate City Centre locations.

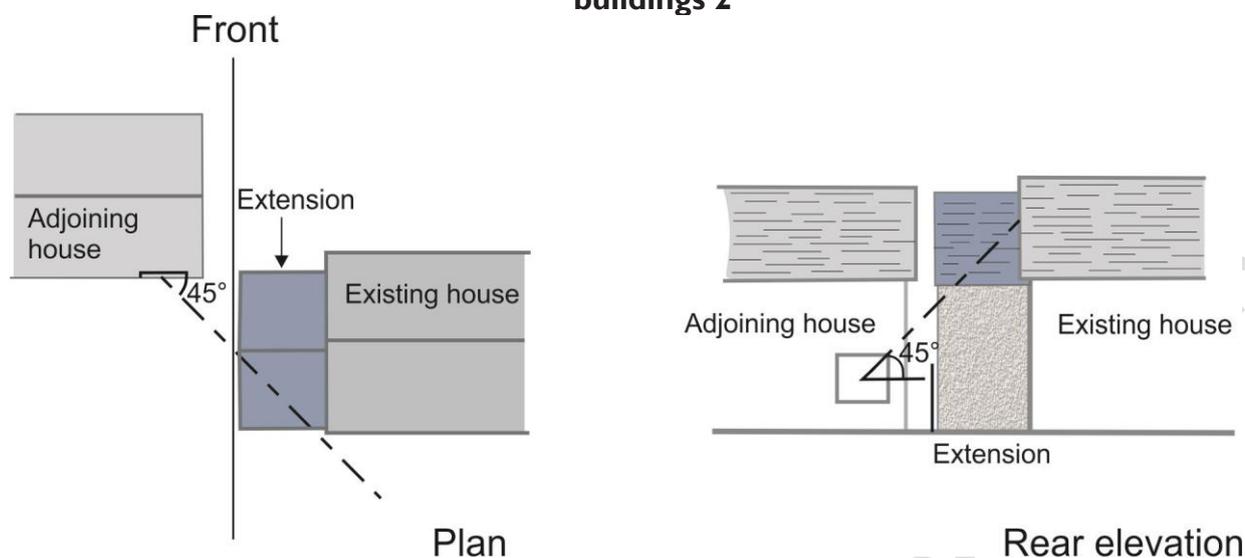
Figure +320 : Relationships between new and existing buildings I



The obstructing building (No 2) does not breach the 25 degree angle, hence acceptable daylight should be achieved within property No 1. Adapted from Source: Essex Design Guide www.essexdesignguide.co.uk 2015.

B.22B.24 Projections at right angles to a main building range should not infringe a 45 degree angle drawn in plan and elevation from the centre of the closest ground floor habitable room window in a neighbouring property, see Figure +421.

Figure 1421 : Relationships between new and existing buildings 2



The extension at the neighbouring property breaches a 45 degree angle line both in plan and elevation drawn from the window of a habitable room in the neighbouring property.

Open space

B.23B.25 Open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.

B.24B.26 An open space study, 'Chelmsford Open Space Study 2016-2036', was undertaken by Ethos Environmental Planning in 2015-2016 to inform the Council's decision making process up to 2036. The study was carried out in line with the National Planning Policy Framework (NPPF), paragraphs 47 and 48, and in accordance with Sport England's guidance available at the time. An updated Open Space Study is being undertaken and will inform the next iteration of the Review of the Local Plan (Pre-Submission) including any updates to the following standards.

B.25B.27 Access and quantity standards from the study for different types of open space are summarised in Table 1412.

Table 1412 : Access and quantity standards for different types of open spaces in Chelmsford

Type of open space	Quantity standard (ha/1000 population)	Access standard
Accessible <u>Local</u> Open Space		
Allotments and community gardens	0.30	720m or 15 minute walk

Amenity green space	0.40	480m or 10 minute walk
Play space (children)	0.05	480m or 10 minute walk
Play space (youth)	0.05	600m or 12/13 minute walk
Total	0.80	
Strategic Open Space		
Parks and recreation grounds	1.65	600m or 12/13 minute walk
Natural and Semi-natural Open Space		
Natural and semi-natural green space	1.0	Refer to the Open Space Study

B.26B.28 To help calculate the amount of open space required for each new dwelling, the Council has grouped allotments and community gardens, amenity green space, and play space for children and youths together and classed these as 'Accessible Local Open Space'. Parks and recreation grounds are referred to as Strategic Open Space. See Table 135 for summary standards in hectares (ha) and sqm/1000 population.

Table 135 : Quantity standard for 'Accessible Local Open Space and Strategic Open Space'

Type of open space	Quantity standard (ha/1000 population)	Quantity standard (sqm/1000 population) 1 ha = 10,000 sqm
Total Accessible Local Open Space	0.8 ha	8,000sqm
Total Strategic Open Space	1.65 ha	16,500sqm

The calculations below set out how much open space will be required for each new dwelling:

B.27B.29 Average occupancy rate of homes in Chelmsford is 2.4 persons per-dwelling (Census 2011).

1) **Number of households per 1000 population:** 1000 people/2.4 people per-dwelling = **417 dwellings**

2) **Accessible Local Open Space per dwelling:** 8,000sqm/417 dwellings = **19 sqm/dwelling**

3) **Strategic Open Space per dwelling:** 16,500sqm/417 dwellings = **40sqm/dwelling**

4) **Overall total open space:** 19sqm + 40sqm = **59sqm/dwelling**

B.28B.30 In addition to the above requirements, on-site natural and semi-natural open space will need to be provided as set out in Table 162. 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 1614 : 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 19sqm per-dwelling
30 dwellings or more	Accessible Local Open Space required on-site at 19sqm per-dwelling, plus Strategic Open Space required on-site at 40sqm per-dwelling <u>Natural and semi-natural open space required on-site at 24 sqm per dwelling</u>

B.29B.31 On developments of 30 or more dwellings, Strategic Open Space will normally be required to be provided on-site. Considerations for accepting a commuted sum, in lieu of on-site provision, will include:

- The scale of the proposed development and site area; and
- The suitability of a site considering, for example, its topography or flood risk; and
- The existing provision of facilities within the neighbourhood and/or the sub area; and
- Other sites in the neighbourhood where additional provision is proposed; and
- Existing access to facilities within the neighbourhood and/or sub area.

B.30B.32 Further details on calculating financial contributions is provided in the Open Space Advice Note and Planning Obligations SPD on the Council's website. Commuted sums are to be secured through legal agreements. ~~CIL payments can be utilised for new or improved Accessible~~

~~Local Open Space or Strategic Open Space.~~

Tree planting

B.31B.33 The Council has set a requirement for three new trees to be planted for every new home that is built and for all strategic scale employment and infrastructure development to plant a significant number of new trees in addition to the normal landscaping requirements. This is to assist in the Climate and Ecological Emergency. For details, refer to DMI7 and the Council's Tree Planning Advice Note on the Council's website.

Internal space standards

B.32B.34 In 2015, the Government introduced a space standard, 'Technical housing standards – nationally described space standard' which sits alongside Building Regulations as an optional standard. This space standard deals with internal space for new houses and flats and applies across all tenures of housing. It sets out requirements for the gross internal floor area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of homes.

B.33B.35 According to research by the Royal Institute of British Architects (RIBA), the average new home in England is only 92% of the recommended minimum size. This means there might not be enough space for furniture, storage, socialising or spending time in quiet.

B.34B.36 Chelmsford generally has a standard and wide ranging mix of house types within its area and therefore the Government standards appear to fit well with the housing stock in Chelmsford. There are no particular issues within Chelmsford's housing market that would require a departure from the national standards. To meet the needs of occupiers, all new residential development should be built in accordance with the nationally described space standard. The standard requires that:

- A dwelling provides at least the GIA and built-in storage area set out in Table 175
- 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 7.5sqm 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 11.5sqm
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1sqm within the GIA)
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The

built-in area in excess of 0.72sqm in a double bedroom and 0.36sqm in a single bedroom counts towards the built-in storage requirement

- The minimum floor to ceiling height is 2.3m for at least 75% of the GIA.

Table I 745 : Minimum Gross Internal Floor Area and storage (sqm)**

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

* Where a one person flat has a shower room rather than a bathroom, the GIA may be reduced from 39sqm to 37sqm.

**(1) Some additional footnotes were added to the Space Standards in 2016 relating to built-in storage, bathrooms and WCs and furnished layouts. Please refer to the guidance Technical housing standards – nationally described space standard - GOV.UK (www.gov.uk) for details. (2) Regulations

relating to the licensing of HMOs introduced in 2018 set different minimum thresholds for bedrooms used by one or more persons based on age. Please refer to The Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018 at www.legislation.gov.uk.

Recycling and waste

B.37 New developments should have regard to the Council's Making Places Supplementary Planning Document (SPD) and be compliant with the Chelmsford City Council Recycling and Waste Collection Policy applicable at the time. This can be found on the Council's website.

~~**B.35**—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). 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.~~

~~**B.36**—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. This document will be replaced by the Making Places Supplementary Planning Document (SPD), and therefore applicants should consult the Council's Making Places SPD for detailed guidance.~~

~~**B.37B.38** Recycling and waste collection provision for houses, apartments and flats have, as been set out below in the above document, has been reproduced below as in Tables 1916 and 2017 for ease of reference. Refer also to the Making Places SPD, which provides details of the different bins and other receptacles provided by the Council for houses, flats and apartments. Further details are provided in the Policy referred to above including HMOs and some non-domestic properties.~~

~~**B.38B.39** To design development to facilitate source-separated collection, tThe following key design standards from the above document need to be considered at the early design stages:~~

- ~~• All bin stores should be easily accessible by the collection vehicle as close as possible to from 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.

B.40 All collection vehicles used by Chelmsford City Council are Dennis Eagle with Terberg Lifts. The largest vehicle is the Dennis Eagle Elite 2 Olympus Twin Pack 6 x 4 Wide Body RCV. See Table 185 for dimensions. All development layouts should allow for this vehicle to be used, but note that private waste collectors collecting from non-domestic properties may use larger vehicles.

Table 185 : Dimensions of the largest collection vehicle used by the Council

Dennis Eagle Elite 2 Olympus	Dimensions
<u>Length</u>	<u>10.1 metres (allowing for rear overhang of the bin lift)</u>
<u>Width</u>	<u>2.85 metres (allowing for wing mirrors)</u>
<u>Height</u>	<u>3.6 metres (allowing for overhead fixtures and fittings)</u>
<u>Operating height with tailgate lifted</u>	<u>5.21 metres</u>
<u>Minimum turning circle</u>	<u>22 metres</u>

B.39B.41 The Council provides a recycling and waste collection service for non-residential uses, although businesses may also use private contractors. Since the type of waste generated varies widely between different types of businesses, the receptacles required will also vary. Therefore there are no specific standards for general waste and recycling receptacles for non-residential uses. However it is important that storage areas are designed to meet the needs of the business now and in the future when requirement for recycling of waste is likely to be stricter. Storage areas should be easily accessible from the highway, as unobtrusive as possible and ideally away from the main entrance.

Table 1619 : Recycling and waste receptacles required for houses

Size of house	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	240 litre wheeled bin (black), maximum 1 bin	Near to house, easily wheeled to kerbside for collection	
	All other materials	Same as for 1-6 person house		

Table 1720 : Recycling and waste receptacles required for flats and apartments

Material	Bin Type	Storage capacity required (litres) per-unit		
		1 bedroom	2 bedroom	3 or more bedrooms
Non-recyclable general waste	240, 360, 660 or 1100 litre wheeled bins	72	108	180
Food waste	140 litre wheeled bins (green)	6.9	11.5	23
Glass (clear)	240 or 360 litre wheeled bins (green)	8.2	11.9	18.3
Glass (coloured)		8.2	11.9	18.3

Cans, foils, aerosols		8.2	11.9	18.3
Plastic and cartons		57.2	79.2	110
Mixed paper and cardboard	660 litre wheeled bins (blue), 360 litre two wheeled green bins can be used in smaller schemes	57.2	79.2	110

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Appendix C- Development Trajectories

The development trajectories are shown in the Preferred Options Consultation document, they are not shown as tracked in this document.

Background Document Only

Appendix D- Glossary

Active Travel - Making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting.

Affordable Housing - Includes social rented, affordable rented and intermediate housing which is provided to specific eligible households whose housing needs are not met by the market housing on offer.

Air Quality Management Areas (AQMAs) - Designated by a local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.

Authority Monitoring Report (AMR) - Monitors the production of the Council's Local Plan Documents against the Local Development Scheme (LDS) as well as the performance and effectiveness of the Council's planning policies in delivering the key objectives of the Local Plan.

Biodiversity Net Gain (BNG) - Used to improve a site's biodiversity value. Most planning applications for development will be required to ensure a minimum 10% increase in biodiversity compared to prior to the development.

Brownfield Land - Land which is or has been previously developed e.g. a redundant factory, as opposed to greenfield land which has never been developed.

Buildings of Local Value - A Register of buildings, structures, features and gardens of local interest kept by a Local Planning Authority. None of these are designated heritage assets but their local historic and architectural value is recognised.

Chelmsford Urban Area - The main built-up part of Chelmsford, including the areas of Great Baddow and Springfield.

Communities - A group of people living in the same place or having a particular characteristic in common.

Community Infrastructure Levy (CIL) - A payment that is made to the Council by developers when development commences. The payment is used to fund infrastructure that is needed to serve development in the area. This can include new transport schemes, community facilities, schools, and green spaces.

Community Facilities/Assets - These include but are not limited to local shops, meeting places and community centres, sports venues, arts and cultural buildings, public houses, and places of worship.

Comparison Goods - Non-food items such as clothing, footwear, electrical and household items. Shopping for comparison goods is usually undertaken less frequently than convenience (food) shopping.

Conservation Areas - Designated by the Council for their special architectural and historic interest.

Convenience Goods - Food and other day-to-day items. This type of shopping is usually undertaken fairly regularly.

Defined Settlement Boundaries (DSB) - These show the extent of villages across Chelmsford. They are a recognised policy tool used to contain a settlement and protect it from unplanned extension into the countryside. Within a settlement boundary, the principle of development is usually more acceptable, whereas development is more strictly controlled in the countryside outside the settlement boundary.

Deliverability - Factors and issues which affect the ability of development proposals to proceed as planned.

Designated Heritage Asset - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Duty to Co-operate - A legal duty that requires Local Planning Authorities and other prescribed public bodies to "engage constructively, actively and on an ongoing basis" to develop strategic policies. It is a statutory test and a key issue when assessing the soundness of Local Plans.

Employment Land Review (ELR) - Prepared to update the Council's understanding of the future needs for employment land across the City Council's administrative area, so that future Local Plan policies can be responsive to market change, key growth sectors and where appropriate ensure that employment land and premises are protected as appropriate

Evidence Base - A range of information to help the preparation of the Local Plan. These include background studies, research, surveys and feedback documents.

First Homes - A specific type of discounted market sale housing which national planning policy states should account for a minimum 25% of affordable housing secured through planning obligations.

Five-Year Housing Land Supply - Ensuring that enough homes are provided and identify enough land to maintain a steady supply of housing over the plan period. This is commonly called maintaining a Five-Year Housing Land Supply.

Future Homes Standards - A set of standards that will complement the Building Regulations to ensure new homes built from 2025 will produce 75-80% less carbon emissions than homes delivered under current regulations. Existing homes and certain home improvements will also be subject to higher standards.

Garden Community/Garden City Principles - Sites based around high standards of design and multifunctional green infrastructure, walkable neighbourhoods, integrated and sustainable transport systems with local employment, shopping and recreation facilities and delivered through a partnership approach, involving the local community and with a clear vision.

The Garden City principles are an indivisible and interlocking framework for delivery, and include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.

- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

The TCPA has produced an extensive set of policy and practical resources on Garden Cities, which can be found at <http://www.tcpa.org.uk/pages/garden-cities.htm>

Green Belt - A national planning policy designation to stop the uncontrolled growth of large cities and towns. The Green Belt can include both greenfield and brownfield sites in areas with both good and poor landscape value.

Green Infrastructure (GI) - A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. GI includes parks, open spaces, playing fields, woodlands, street trees, allotments and private gardens.

Greenfield Sites - Land that has not been previously developed. In the main, greenfield sites are outside existing built-up areas, but areas such as open spaces and residential gardens in built-up areas are considered greenfield regardless of where they are located.

Green Wedge – Land that the Council has designated as being important for nature conservation, recreation and access and can be either within or outside of the Green Belt. It follows the river valleys of River Can, Chelmer and Wid.

Growth Sites - Smaller sites to accommodate less than 100 houses.

Habitat Regulations Assessment (HRA) - An assessment as to whether the new Local Plan will adversely affect any designated European Habitat sites. This is incorporated in the Integrated Impact Assessment.

Health Impact Assessment (HIA) - Used to evaluate the potential health impacts of a plan, policy or new development, to maximise the positive impacts and minimise negative impacts to the physical and mental health of the local community.

Heritage Asset - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

House in Multiple Occupation (HMO) - A property rented out by at least three people who are not from one 'household' (e.g. a family) but share facilities like the bathroom and kitchen.

Infrastructure - Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways and highways, public transport, drainage, SuDs and flood protection, waste recycling facilities, education and childcare, healthcare, sports, leisure and recreation facilities, community and social facilities, cultural facilities, including public art, emergency services, green infrastructure, open space, affordable housing, live/work units and lifetime homes, broadband and facilities for specific sections of the community such as youth or the elderly.

Infrastructure Delivery Plan (IDP) - Part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of Chelmsford and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure. It forms the basis for assessing contributions that would be sought to meet the needs of new development.

Integrated Impact Assessment (IIA) - A combined assessment of the sustainability, habitats, health and equality performance of the review plan.

Key Service Settlements - A group of larger settlements which provide a range of key services such as primary school, local employment opportunities, convenience shopping facilities, community facilities and good links by public transport to key destinations.

Landscape Character Assessment - Describes the main types of landscape in an area and gives advice about the management and planning of the landscape.

Large Scale Sites – Residential development of 50 or more units and non-residential development in excess of 1,000 square metres.

Listed Building - A building is listed, on the National Heritage List for England, when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

Local Cycling and Walking Infrastructure Plan (LCWIP) - A strategic approach to identifying cycling and walking improvements required at the local level. The plans are produced by Essex County Council working closely with the borough/city/district councils to deliver the plans.

Local Development Scheme (LDS) - A project plan and timetable for the preparation of the Local Development Framework or Local Plan. It can be updated and amended as necessary by the City Council.

Local Nature Recovery Strategies - An England-wide system of locally developed spatial strategies that will establish priorities and map proposals for specific actions to reverse nature's decline and provide wider environmental benefits.

Local Plan - A comprehensive document outlining the long-term vision for Chelmsford, identifying locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development.

Local Wildlife Sites (LOWS) – A conservation designation identifying the most important wildlife habitats in the County.

Market Housing - Includes private rented housing and sale where prices are set in the open market.

Minerals Safeguarding Area - An area of land overlying or in the immediate vicinity of mineral resource that is defined on a map and is recognised through policy as an area that needs consideration if a non-mineral development is submitted for determination.

National Planning Policy Framework (NPPF) - Sets out the Government's national planning requirements, policies and objectives. It replaces much of the national advice previously contained within Planning Policy Statements, Planning Policy Guidance and Circulars. The NPPF is a material consideration in the preparation of Local Development Documents and when considering planning applications.

National Planning Practice Guidance (PPG) - Additional Government planning policy guidance containing over 40 categories including Local Plans, Neighbourhood Planning and Duty to Co-operate.

Neighbourhood Centres - An area which contains community services and facilities which can include, but are not limited to, small shopping parades, educational and healthcare facilities, places of worship, and civic and green spaces.

Net Zero Carbon – Developments that are net zero carbon achieve a balance between the carbon that is released into the atmosphere and the carbon that is removed. This will be achieved by minimising energy demand and meeting any residual demand e.g. by on-site renewable energy generation.

Non-Designated Heritage Asset - Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not statutorily recognised (i.e. they are not listed, not within a Conservation Area and not part of a Scheduled Monument).

Operational Carbon Emissions – These are the emissions associated with the energy used to run a building such as for heating, cooking, hot water generation, lighting and the use of appliances.

Phasing - The timing for which an area of development will come forward and be built.

Policies Map - An Ordnance Survey based map showing where policies and designations within the Local Plan apply.

Public Realm - Any publicly-owned streets, pathways, rights of way, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live, work and study in.

Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) - A strategy and partnership in Essex which sets out a long-term strategic approach to lessen the impact of local housing development on protected birds along the Essex coast.

Retail Capacity Studies - Informs preparation of the review Local Plan by providing up-to-date, objective assessments of retail and leisure development needs in the Council area and considering possible strategic policy responses to any prevalent or emerging issues.

Registered Parks and Gardens - A designated heritage asset.

Rural Exception Sites - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing, to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

Scheduled Monument - An historic building or site that is included in the Schedule of Monuments kept by the Secretary of State.

Self-build and Custom Housebuilding - The building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals.

Service Settlements - A category of settlements which have more limited services than Key Service Settlements. They typically have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements.

Sites of Special Scientific Interest (SSSIs) - A conservation designation denoting a protected area in the United Kingdom.

Small Settlements - The smallest category of settlements in the City Council's administrative area which have relatively limited services and facilities.

South Woodham Ferrers Urban Area - The main built-up part of South Woodham Ferrers.

Spatial Principles - These set out how the Local Plan will achieve its vision for the future growth and change of Chelmsford. Spatial principles will manage and accommodate this growth by outlining how supporting infrastructure will be secured and ensuring that growth is focused in the most sustainable locations.

Spatial Strategy - It sets out the amount and location of new development, and how places will change and be shaped throughout the Plan period and beyond.

Special Policy Areas - Designation enables the operational and functional requirements of the large facilities and institutions outside of built-up areas to be planned in a strategic and phased manner.

Standard Methodology - The national standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply. The standard method identifies a minimum annual housing need figure.

Strategic Access Management and Mitigation Strategy (SAMMS) – A strategy and partnership in Essex and Hertfordshire which sets out a long strategic approach to lessen the impact of local housing development on Hatfield Forest Site of Special Scientific Interest and National Nature Reserve.

Strategic Flood Risk Assessment (SFRA) - Provides an overview of flood risk from all sources within a defined area and provides general guidance on flood risk and issues associated with flooding for the area being studied.

Strategic Growth Sites - Large sites to accommodate 100 or more houses.

Strategic Housing Needs Assessment (SHNA) - Sets out estimates of Chelmsford's current and future housing requirements including the number of new homes needed by tenure and type, and the housing requirements of important sub-groups of the population.

Strategic Housing and Employment Land Availability Assessment (SHELAA) - A technical assessment of sites, land and buildings that may have the potential for future development (housing, employment, community etc.). The SHELAA does not allocate new development as this is a matter for the City Council to decide through the Local Plan and/or through the planning application process.

Strategic Priorities - The key priorities that the Local Plan is based on. These priorities set the overall policy direction for all the strategic policies, site allocations and development management policies in the Local Plan.

Supplementary Planning Documents (SPDs) - Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are a material consideration in planning decisions but are not part of the development plan.

Sui Generis - Planning uses falling outside the standard use classes, which can include betting offices, theatres, hostels, scrap yards, petrol stations, nightclubs, launderettes, casinos.

Sustainability Appraisal/Strategic Environmental Assessment (SEA) - Assessment of the social, economic, and environmental impacts of the policies and proposals contained within a development plan document. This is contained with the Integrated Impact Assessment.

Sustainable Development - Commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS) - A natural approach to managing drainage by slowing down and reducing the quantity of surface water runoff from a developed area to manage downstream flood risk and reducing the risk of the runoff causing flooding.

Sustainable Transport/Travel - Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Use Classes - The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. Planning permission is generally required to change from one use class to another, although there are some exceptions.

Vision - Aspirations for what the new Local Plan could achieve or accomplish in the future.

Walkable Neighbourhoods - Neighbourhoods and streets designed to promote the use of walking, cycling and sustainable transport. These places are planned to reduce the need to travel and include a mix of uses, green spaces and facilities to support the new development.

Windfall Sites - Sites not specifically identified in the Local Plan.

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