

# Chelmsford Policy Board Agenda

**14 January 2021 at 7pm**

**Remote Meeting**

**Membership**

Councillor G H J Pooley (Chair)

**and Councillors**

H Ayres, N Chambers, W Daden, I Fuller, J Galley, M Goldman,  
S Goldman, N Gulliver, G B R Knight, R Moore, R J Poulter,  
I C Roberts, A Sosin, N Walsh, R T Whitehead  
and T N Willis

Local people are welcome to attend this meeting remotely, where your elected Councillors take decisions affecting YOU and your City. There is also an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please telephone Brian Mayfield in the Democracy Team on Chelmsford (01245) 606923 email [brian.mayfield@chelmsford.gov.uk](mailto:brian.mayfield@chelmsford.gov.uk)

# CHELMSFORD POLICY BOARD

14 JANUARY 2020, 7pm

## AGENDA

### PART 1

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

#### 1. ATTENDANCE AND APOLOGIES FOR ABSENCE

#### 2. DECLARATIONS OF INTEREST

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

#### 3. MINUTES

Minutes of meetings on 3 December 2020

#### 4. PUBLIC QUESTIONS

Any member of the public may ask a question or make a statement at this point in the meeting, provided that they have been invited to participate in this meeting and have submitted their question or statement in writing and in advance. Each person has two minutes and a maximum of 15 minutes is allotted to public questions/statements, which must be about matters for which the Board is responsible. The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

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

Those who have submitted a valid question or statement will be entitled to put it in person at the meeting, provided they have indicated that they wish to do so and have submitted an email address to which an invitation to join the meeting and participate in it can be sent.

5. MASTERPLAN FOR LAND NORTH OF SOUTH WOODHAM FERRERS
6. PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT
7. MAKING PLACES SUPPLEMENTARY PLANNING DOCUMENT
8. REPORT OF HEALTH AND WELLBEING WORKING GROUP
9. CHELMSFORD POLICY BOARD WORK PROGRAMME
10. URGENT BUSINESS

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

## PART II (EXEMPT ITEMS)

NIL

## MINUTES

of the

### CHELMSFORD POLICY BOARD

held on 3 December 2020 at 7.00pm

Present:

Councillor I Fuller (Vice-Chair in the Chair)

Councillors H Ayres, N Chambers, W Daden, J Galley, M Goldman, S Goldman, N Gulliver, G B R Knight, R Moore, G H J Pooley, R J Poulter, I Roberts, A Sosin, N Walsh, R T Whitehead and T N Willis

Also present:

Councillor M J Mackrory

#### 1. Attendance and Apologies for Absence

The attendance of those present was confirmed. There were no apologies for absence.

#### 2. Minutes

The minutes of the meeting on 5 November 2020 were confirmed as a correct record, subject to the addition of the words “and another had since been awarded” at the end of the last bullet point in the preamble to minute number 5.

#### 3. Declarations of Interest

All Members were reminded to disclose any interests in items of business on the meeting’s agenda and that they should do so at this point on the agenda or as soon as they became aware of the interest. They were also obliged to notify the Monitoring Officer of the interest within 28 days of the meeting, if they had not previously notified her about it.

#### 4. Public Questions

There were no questions or statements from members of the public.

## 5. Community Governance Review

The Terms of Reference for a proposed Community Governance Review were presented to the Board for consideration before their submission to Full Council on 9 December 2020. An update was also given on to the recent informal consultation carried out in advance of the review, from which it had been concluded that a broad review of the whole of the Chelmsford area would be preferable. The Terms of Reference indicated that there was likely to be a focus on the potential creation of new parishes and/or changing existing parish boundaries in the unparished areas, as well as changes resulting from housing development. This approach would also allow sufficient flexibility to address any community governance issues that emerged should that be necessary.

In response to a question on whether the review would take into account population increases as a result of major housing developments in parts of Chelmsford, the Board was informed that it was important for electoral purposes that it did so.

RESOLVED that the outcome of the informal consultation be noted and that the Council be recommended to approve the Terms of Reference for the Community Governance Review.

(7.05pm to 7.16pm)

## 6. Response to Consultation on Longfield Solar Farm

The Policy Board was asked to approve a suggested response to the non-statutory consultation on the Longfield Solar Farm. The report summarised the matters on which views were being sought, the key proposals in so far as they impacted on the City Council's administrative area and provided a summary of the proposed consultation response which was set out in detail at Appendix 1 to the report.

The ensuing discussion centred on the following concerns:

- whilst accepting the need for clean and renewable energy, a proposal such as this needed to be located in the most appropriate place. In the case of the Longfield solar farm, agricultural land would be lost and, depending on the quality of the land, consideration needed to be given to whether the loss of productive land for food production would be outweighed by the environmental benefits the solar farm proposals would provide. It was suggested that the Council should produce a policy document to guide assessment of the relative merits of future renewable energy projects, especially whether they would have negative impacts on loss of agricultural land and biodiversity; and
- similarly, there was doubt that the reduction in carbon emissions resulting from energy produced by solar arrays was outweighed by the energy used in their manufacture and the environmental cost of end-of-life disposal of photovoltaic cells and batteries.

On the first of those points, the Board was informed that most of that part of the proposed area that was in Chelmsford was grade 2 agricultural land and a more detailed Agricultural Land Classification should be undertaken for the site. The wider environmental impact would be assessed by an Environmental Impact Assessment which would need to accompany the submission of a Development Consent Order. This would also look at the effect on the natural habitat, although it was acknowledged that in some respects such projects benefited biodiversity by allowing land to lie undisturbed for extended periods of time and to recover from intensive agricultural use.

With regard to the comparative emissions from the production and use of solar arrays, there was evidence to suggest that solar panels resulted in a far lower net production of carbon dioxide than energy generated from fossil fuels and the efficiency of their manufacture and operation was improving all the time. It remained the case that national policy accepted the need for and encouraged the use of renewable energy and therefore the promoters of this project did not need to establish the need for it. However, the need to make clear the net emissions benefits of the proposal would be included in the Council's response.

Other issues mentioned during the consideration of the report included:

- the need for those carrying out the project to take into account the possibility that it may coincide with the building of the North-East By pass and the widening of the A12, which together would have a significant impact on traffic;
- a suggestion that the developers also consider providing wind turbines as part of the development; and
- the wish of members that the developers actively consider enabling part of the energy produced from the array to be used for the new housing development in the north of Chelmsford rather than being entirely directed to the national grid;

The Board concluded that, on balance, the Longfield solar farm was required in principle but that in the response the developers should be told that the Board wishes to draw their attention to the following:

- the need to recognise that there is a balance to be struck between the benefits of renewable energy, the loss of agricultural land and the impact of such developments on biodiversity;
- the need to provide evidence that the development will result in a net reduction in carbon dioxide emissions;
- the hope of the Council that part of the energy produced by the Longfield Farm site can be used by new housing developments in the north of Chelmsford;
- the need to take into account the possibility that this development will be constructed at the same time as the North-East By Pass and the widening of the A12 and the combined effect this would have on traffic in the area; and
- the desirability of including wind turbines as part of the development.

RESOLVED that the proposed response to the non-statutory consultation on the Longfield Solar Farm set out in Appendix 1 to the report to the meeting be approved, subject to the

inclusion of the additional comments set out above, and that the final response be sent to the Chair, Vice Chair and spokespersons for the opposition groups before it is formally submitted.

(7.16pm to 8.03pm)

## 7. Chelmsford Policy Board Work Programme

The Board received the latest version of its Work Programme for 2020/21. Members were informed that the Masterplan for Land at East Chelmsford was likely to be considered at its March meeting and that for Land at Great Leighs would be considered later in 2021. Supplementary Planning documents on Planning Obligations and Making Places would be submitted to the meeting on 14 January 2021.

RESOLVED that the latest Work Programme of the Board, as updated at the meeting, be noted.

(8.03pm to 8.06pm)

## 8. Urgent Business

There were no items of urgent business.

The meeting closed at 8.06pm

Chair



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## Chelmsford City Council Policy Board

14 January 2021

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### Strategic Growth Site Policy 10 – North of South Woodham Ferrers Masterplan

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#### Report by:

Director of Sustainable Communities

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#### Officer Contact:

Sally Rogers, Senior Planning Officer – [sally.rogers@chelmsford.gov.uk](mailto:sally.rogers@chelmsford.gov.uk)

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#### Purpose

This report is asking the Policy Board to recommend to Cabinet the approval of the masterplan for the North of South Woodham Ferrers Local Plan Site Allocation.

#### Recommendation

1. The Policy Board recommend to Cabinet that the masterplan attached at Appendix 1 with any changes arising from the further recommendations be approved.
  2. That the Policy Board delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to negotiate any final changes to the masterplan ahead of the consideration by Cabinet.
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#### 1. Background

- 1.1. The masterplan presented in this report relates to Strategic Growth Site Policy 10 – North of South Woodham Ferrers, which is brought forward by Countryside Properties, Bellway Homes and Essex County Council. The formal determination of

masterplans consists of two stages: consideration by Chelmsford Policy Board and then approval by Cabinet.

- 1.2. Strategic Policy S7 sets out the spatial strategy (i.e. the scale and distribution) for new development over the period of the Local Plan. In allocating sites for strategic growth this policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council. This is to ensure we are creating attractive places to live and the successful integration of new communities with existing. Masterplans are to demonstrate how the site will satisfy the requirements of the respective site policies.
- 1.3. The site policy for strategic growth site 10 requires the following amount and type of development:
  - Around 1,000 new homes of mixed size and type to include affordable housing
  - Travelling showpeople site for 5 serviced plots
  - 1,000sqm of business floorspace
  - 1,900 of convenience retail floorspace (This has already been provided by the Sainsbury's supermarket)
  - 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
  - Local and strategic open space
- 1.4. The Council's Masterplan Procedure Note updated in October 2019 sets out what masterplans should contain. For this site, the core content of masterplan covers:
  - Context and site analysis
  - Landscape, ecology and drainage strategy – creating the green grid and green circle
  - Access and movement
  - Land use
  - Infrastructure to be delivered
- 1.5. The masterplan covers the whole of the allocation, even though the land across the site is in several ownerships and will be brought forward by two different developers; Countryside Properties and Bellway Homes. The masterplan does not secure detailed site planning or housing typologies.
- 1.6. Developer obligations will be secured by way of a s.106 Agreement as part of the outline planning application. A summary of the Infrastructure to be delivered as part of the development is included at Appendix 1 of the masterplan document.

## 2. The Journey to This Stage

- 2.1 Stage 0 of the masterplan process required the developers to carry out a thorough site and context analysis. The context analysis looked at existing connections, land uses and destinations in the town. Nearby heritage assets and protected sites were identified as part of the wider setting to the allocation. Stage 0 also required a thorough site analysis. This included topography surveys, tree, hedge and ecology surveys, flood risk and identification of the location of the numerous utilities that cross the site.
- 2.2 The layering of the site constraints allowed identification of the developable areas and fed into the development of landscape, flooding and movement strategies. The developers worked with CCC officers, ECC Highways and the Local Lead Flood Authority in accordance with an agreed PPA to collaboratively develop the first draft masterplan.
- 2.3 Countryside properties undertook informal early engagement with South Woodham Ferrers Town Council during the development of the draft Masterplan (Stage 0) and in the lead up to Stage 1 consultation. Meetings took place with the Town Council's Neighbourhood Plan Committee and newly created Masterplan Committee in September and November 2019. In addition, a site visit was arranged with members of the Town Council on Tuesday 21 January 2020.

### Community and Technical Stakeholder Workshops

- 2.4 On 29<sup>th</sup> January 2020 community and technical stakeholder workshops (Stage 1) were held at Champions Manor Hall in South Woodham Ferrers. The workshops provided the opportunity to gather the views of all key, local political and community stakeholders in the town. The workshops concentrated on four main themes, which were:

- Highways and transport
- Drainage and utilities,
- Landscape, ecology and open space
- Land use and layout.

The format of the session was an overview presentation from the developers followed by four themed tables for discussion, with twenty minutes per discussion on each table. The relevant technical consultants from the developers' project team were available on each table to answer questions. Feedback was collated via a scribe for each table and all attendees were provided with a comments form for completion either at the session or to be submitted by 3<sup>rd</sup> February.

- 2.5 Following the workshop sessions, separate meetings were arranged with the relevant representative from Sport England and the Rt Hon John Whittingdale OBE MP, the Member of Parliament for Maldon, (the constituency within which the site lies), to brief them on the Masterplan and receive feedback, as they were unable to attend the workshop sessions.

- 2.6 A feedback report was produced by the developers following the session, which prompted amendments to the masterplan. The alterations included changing the land use of the parcel to the east of the Garden of Remembrance from housing to allotments and identifying an additional early years facility within the mixed use area.

#### Public Consultation

- 2.7 The public consultation on stage 2 of the masterplan ran for six weeks during June-July 2020. The consultation was doubled from the usual three-week period due to the pandemic which meant that the developers were unable to hold conventional walk-in exhibitions. The City Council displayed site notices and consulted all residents surrounding the site allocation by letter. The site promoters sent consultation leaflets with a freepost feedback form to all properties in South Woodham Ferrers, a total of 7,103 addresses. A comprehensive project website by the site promoters was also available throughout the consultation period, which included a virtual public exhibition and a live chat service. A dedicated freephone line and email address were also set up for the local community to speak with the site promoters.
- 2.8 The comments received from the public consultation have been summarised and the comments have been discussed between Countryside Properties and City and County Council officers. This has resulted in a final masterplan document.

#### Quality Design Review

- 2.9 The masterplan was reviewed by the Essex Quality Design Review Panel on 20<sup>th</sup> July 2020. The panel were generally positive about the proposal and had suggestions for improvements and matters needing greater clarity. Many of the points raised by the panel will need to be addressed at planning application stage, when more detailed designs of the development will be known. For example, the panel were keen for the buildings to have adaptability and flexibility in their design. This might include shared facilities and IT hubs for remote working as well as other neighbourhood related facilities. Comments were also raised about street landscaping along Burnham Road so that it reads as a street rather than as a road. The comments raised have all been summarised and programmed for attention at the different phases of the proposal.
- 2.10 The Panel's main comments and suggestions for the masterplan stage were as follows:
- further integrate walking and cycling routes into the layout for better connections and greater consideration to the treatment of Burnham Road in ensuring that this carriageway does not act as a physical barrier and reduce connectivity between the existing and new settlements
  - There is a need to link the development in with the existing Sainsburys building
  - Greater clarity on whether this development will be an extension to the existing town or whether it will have its own identity
  - The current implementation of the green circle strategy into the masterplan is weak and ineffectual, in particular across the north of the site

- 2.11 The site promoters responded to the comments of the review panel and made subsequent changes to the plan.

#### Member Presentation

- 2.12 Prior to the Chelmsford Policy Board meeting all members were invited to a briefing by the developers on 9<sup>th</sup> November 2020 setting out the content of the final draft masterplan. Following this meeting further changes were made to the document and a further briefing will be held on the 7<sup>th</sup> January to explain the alterations to the masterplan following members' feedback.

### 3. Overview of Masterplan Content

#### Land Uses

- 3.1. The constraints of the site, in particular topography, natural landscape features and utilities have dictated the developable areas of the allocation. The flattest parts of the site are to the central and western parcels. These areas have been used for the main site facilities. The development has a central spine, which runs adjacent to the Sainsbury's development creating a north/south corridor. The Local Centre, which would be located within this spine is envisaged as comprising a central focus. Its location to the centre of the site means that it would be close to the existing retail and health facilities and has ease of pedestrian and cycle access via the central north/south corridor. The local centre is proposed to be co-located with the primary school and early years facility to create a community hub.
- 3.2. The proposed mixed-use business floorspace is located to the eastern side of the site on the lowest part of the hill on this side. This location integrates well with the existing employment area on the southern side of Burnham Road and will read as an extension to it. The co-location of employment areas protects the amenities of the existing residents. The location is also close to the existing roundabout which will have four arms to provide direct access to this parcel.
- 3.3. The travelling show people site is to be co-located with the mixed-use business area. The reason for this location is similar to the employment area in that it is separated from existing residential properties and provides ease of access via the new roundabout arm. Travelling show people have large long vehicles therefore a short access route from Burnham Road through the site is needed. Concerns have been raised about the location of the travelling show people site near to the garden of remembrance. The garden of remembrance is separated from this site by Woodham Road. The proposal also seeks to include a pedestrian route and a landscaped buffer along this southern edge. Consequently this relationship would be acceptable.
- 3.4. The area for strategic sport would be located to the north west of the site. This is a relatively flat 12.7ha parcel, within which an area of 6.2ha can be laid out as sports pitches without constraints from overhead power lines or utility easements. This area

can also be conveniently accessed from the B1418 via the new roundabout junction. This area will include a new sports pavilion and car park to serve the new facility.

- 3.5. The site is landscaped led and approximately 45% of the allocation will become public open space, which includes allotments, play areas, strategic pitches and an extension to the existing wildlife site at Bushy Hill with additional acidic grassland and wildflower rich meadows areas. There is a commitment from the site promoters to deliver 10% biodiversity net gain and planting at least one tree for each new resident.

#### Movement and Connections

- 3.3 The site is located to the north of South Woodham Ferrers and is separated from the town by Burnham Road. One of the key concerns from local residents is the impact of this development on the local highway network, particularly congestion along Burnham Road and how this development will be able to connect to the main town.

- 3.4 The development to the north of the town was allocated in the adopted Chelmsford Local Plan following detailed examination by the Planning Inspectorate. The Inspector considered the highway impacts of the allocation and stated as follows in her report:

"In relation to impacts of the allocation on this network, I am satisfied that these have been appropriately considered and can be suitably addressed through the requirements set out in the Plan. This includes relevant local highway junction improvements to improve capacity. This and other detailed mitigation will be confirmed through the production of a transport assessment at the planning application stage, as required by the policy. This approach is justified.

Furthermore, there is no substantive evidence before me to demonstrate that any further significant highway improvements, including the suggested dualling of the A132 and the provision of a new road to the north of the site, are necessary to mitigate any traffic impacts from the development."

- 3.5 In accordance with the Inspector's recommendations a planning application will follow this masterplan which will be accompanied by a transport assessment to show that the development, together with proposed junction improvements, will have an acceptable impact on the highway network.
- 3.6 The masterplan document sets out the broad principles for the proposed junction improvement options at Appendix 1. This is a new section to the document, which was added after the first Members' briefing. It demonstrates a commitment from the site promoters to ensure that the development would not give rise to worsened capacity issues on the network.
- 3.7 The appendix explains that options for Burnham Road include an enlarged roundabout at the B1418/Burnham Road Junction to provide additional capacity and reduce queuing at the junction, or provision of a signal junction. At the Burnham Road/Ferrers Road/Willow Grove roundabout options include localised widening west of the junction and extension of the two-lane taper southbound and widening the

flare to 3 lanes at the eastbound approach. A new taper lane on Burnham Road for left turning vehicles into Tabrum's Lane is also proposed. At the Hawk Hill Junction, two potential examples of solutions to capacity issues would be either a hot cross bun junction (where the road cuts through the roundabout) from the A130 to A1245 with signalisation or signalisation of A130 off-slip arm. At the Rettendon Turnpike Junction potential options include a left turn only onto the A132 and removal of the Turnpike West bus stop or signalisation of the junction.

- 3.8 The masterplan has involved lengthy collaborative working with ECC Highways, CCC Officers and the site promoters. A position statement from ECC Highways is attached as Appendix 4 in this respect. The scheme has been developed to comprise a comprehensive network of pedestrian and cycle routes, which follow desire lines and connect up to existing links to the main town. Following the Quality Design Review and public consultation, additional cycle routes have been added to the scheme as well as additional and improved crossings. The proposal now has 6 crossings over Burnham Road and 3 crossings over the B1418. The Burnham Road crossings would all be controlled other than crossing 5, which would be an uncontrolled crossing by the left in left out junction north of Hamberts Road. The character of the road will change, with a reduction in the speed limit to at least 40 mph. There is a potential that this will reduce further, to 30mph, although this is subject to continuing engagement with the Highway Authority.
- 3.9 The extensive sustainable transport network provided by the development seeks to take the pressure off the use of the private car by providing convenient and well connected routes from the new development into the town centre and to the railway station. The development will also facilitate a bus route and options being considered in order to support a shift away from the private car include diverting the 36 bus service through the development and provision of a demand responsive bus service for the south Woodham Ferrers area. Measures encouraged to reduce the use of the car, which will be considered through the future planning applications, may include one year's free bus travel on local and proposed services, sustainable travel information packs and car club provision for residents and businesses on site.

#### Green/blue infrastructure

- 3.10 The starting point for the masterplan has been to safeguard areas which hold most arboriculture or ecological value. The existing network of streams, hedges and trees were surveyed and for the most part they will be retained forming part of the green grid.
- 3.11 The green circle strategy has been well received by consultees and was strengthened following criticisms from the Quality Design Review. This now effectively creates a network of green spaces around the development to create a green circle of interlinked landscaped spaces and routes all around South Woodham Ferrers. The development includes a new recreational route within the site around the western edge of Bushy Hill that will provide a link between Bridleway 25 and footpath 24. New routes will then be established along the site's northern boundary to enable pedestrian access along this entire edge. Mill Hill, which is located to the west of the

B1418 is a prominent high point which is not currently accessible to the public. The proposal will open this area up to the public with a new permissive route. The existing grassland will be enhanced with new tree planting creating a form of community woodland on its northern edge.

- 3.12 The scheme has extensive open space and landscaping accounts for around 45% of the site. The proposals include formal and informal open spaces including enhancements to the Bushy Hill Local Wildlife site, allotments, play areas and strategic sports pitches. The wayleaves for the power lines are to be used as linear parks which will also provide connectivity for cyclists and pedestrians around the site.
- 3.13 The proposal also includes a significant enhancement to the local bridleway network by providing a missing link between the networks to the east and west of the site. A new stretch of bridleway, measuring approximately 1,100 metres in length is proposed to link up from the existing Bridleway 25 through the site to the west of Bushy Hill to connect up to Edwins Hall Road. The proposal also creates a total of 10km of new foot and cycle paths.

#### Residential density

- 3.14 During the summer of 2020, two scoping opinions were sought for the allocation site. Countryside Properties tested a figure of 1,250 homes on their part of the site and Bellway Homes tested a figure of 350 homes on their western parcel. These scoping opinions simply scoped out the matters that would need to be addressed in the Environmental Statements that will accompany the future planning applications. The opinions did not set the proposed number of houses.
- 3.15 The masterplan as now submitted seeks to provide for up to 1,200 homes across the allocation as a whole. Following Members' Briefing on 9<sup>th</sup> November additional pages were added to the masterplan document to give clarity on both the number of dwellings proposed and the residential densities across the site. This shows the lowest density, around 20 dwellings per hectare to the most sensitive locations at the edges of the development, near to the existing residential properties along Willow Grove and close to the undesignated heritage asset of Hamberts Farm. Medium density areas of around 30 dwellings per hectare are distributed throughout the allocation and the highest density parcels, around 40 dwellings per hectare, would be clustered within the central part of the masterplan close the central hub of the supermarket, health centre, primary school and local centre.

#### 4. Public Consultation – Main Issues (masterplanning)

- 4.1. The public consultation resulted in 294 neighbour representations and representations received from a wide range of consultees. The responses ranged from matters that needed to be resolved at masterplan stage, those that needed to be addressed at pre-application and more detailed issues that will be covered by the planning application.

- 4.2. Appendix 2 sets out a summary of the responses received and Appendix 3 sets out the site promoters responses to the matters that needed to be addressed at masterplan stage.
- 4.3. City Council officers are content that the matters raised by the consultation have been addressed satisfactorily in the latest version of the masterplan and that the input from consultees and local residents has positively enhanced the development of the allocation proposals.

## 5. Conclusion

- 5.1. The masterplan demonstrates how the requirements of the Local Plan will be delivered on this site.
- 5.2. The vision is sufficiently ambitious to achieve a high-quality development which is well related to its context. The masterplan layout and other content provides a sound framework to guide successful placemaking and will support the planning application process as it should.
- 5.3. The masterplan is presented to Chelmsford Policy Board with recommendations that it be referred to Cabinet for approval subject to the inclusion of any further necessary changes with acknowledgement of those Further Considerations as listed.

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### List of appendices:

Appendix 1 – Masterplan

Appendix 2 – Summary of consultation and neighbour responses

Appendix 3 – Site promoters responses to consultation and neighbour responses at masterplan stage

Appendix 4 – Statement from Essex County Council Highways Authority

### Background papers:

None

### Corporate Implications

Legal/Constitutional:

None

Financial:

None

Potential impact on climate change and the environment:

New housing delivery can have a negative impact on climate and environmental change issues. Planning Policies, Building Regulations and Environmental Legislation ensure that new housing meets increasingly higher sustainability and environmental standards which will help mitigate this impact.

Contribution toward achieving a net zero carbon position by 2030:

The new Local Plan and emerging Making Places SPD will provide guidance to assist in reducing carbon emissions through development. This development will follow the published guidance.

Personnel:

None

Risk Management:

None

Equality and Diversity:

None. An Equalities and Diversity Impact Assessment has been undertaken for the Local Plan.

Health and Safety:

None

Digital:

None

Other:

None

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#### Consultees:

CCC – Spatial Planning

#### Relevant Policies and Strategies:

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

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

Chelmsford Climate and Ecological Emergency Action Plan

# LAND NORTH OF SOUTH WOODHAM FERRERS

ESSEX

STAGE THREE MASTERPLAN FRAMEWORK  
SUBMISSION

JANUARY 2021

**SUBMISSION REPORT**

*Shaping places for  
future generations*



# LAND NORTH OF SOUTH WOODHAM FERRERS

This document sets out initial proposals for land to the north of South Woodham Ferrers, which is proposed for allocation for a new neighbourhood in the new Chelmsford Local Plan. This document has been prepared by the site owners/promoters, in consultation with Chelmsford City Council, as the basis for consultation with stakeholders and the local community.



BroadwayMalyan<sup>BM</sup>

David Lock Associates  
Town Planning and Urban Design



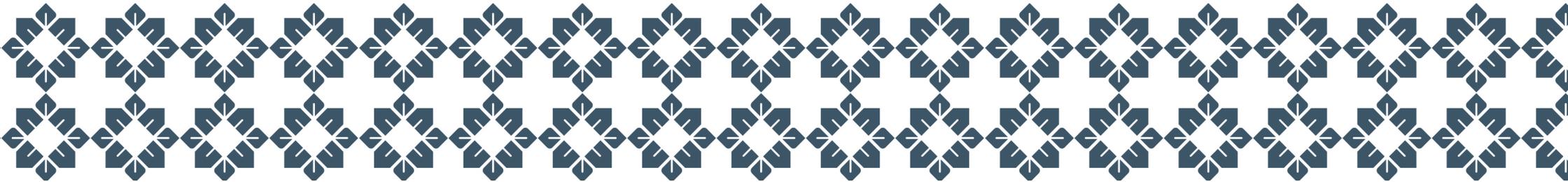
Bellway

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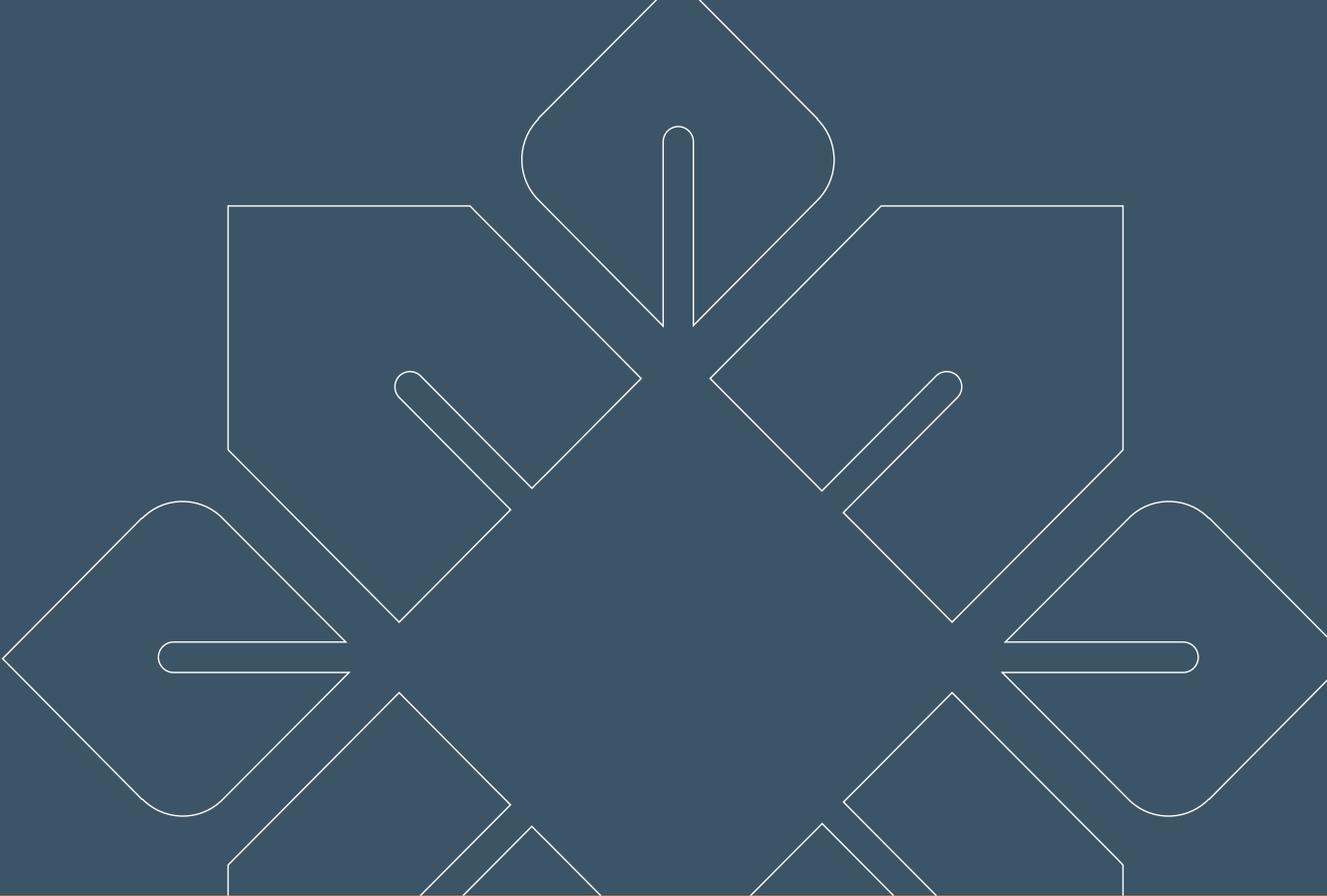
<b>INTRODUCTION</b>	<b>PG. 04</b>
<b>CONTEXT ANALYSIS</b>	<b>PG. 08</b>
<b>SITE ANALYSIS</b>	<b>PG. 24</b>
<b>THE VISION</b>	<b>PG. 42</b>
<b>CREATING THE GREEN GRID</b>	<b>PG. 46</b>
<b>CREATING THE FRAMEWORK MASTERPLAN</b>	<b>PG. 60</b>
<b>SUMMARY AND NEXT STEPS</b>	<b>PG. 84</b>
<b>APPENDIX 1 - INFRASTRUCTURE TO BE DELIVERED</b>	<b>PG. 88</b>

# SECTION 1

# INTRODUCTION



**This section introduces the site, outlines the emerging Chelmsford Local Plan policy for the site and describes the structure of this document.**



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# INTRODUCTION

## STAGE THREE MASTERPLAN

Land to the north of South Woodham Ferrers is allocated for development in the adopted Chelmsford Local Plan, within which it is referred to as Strategic Growth Site (SGS) 10 (known from here on as 'the site').

The Local Plan policy requires a Masterplan to be prepared to guide the future development of the site. Chelmsford City Council has adopted a procedure for preparing masterplans.

This document forms the 'Stage 3' masterplan, submitted for formal consideration by Chelmsford City Council. This masterplan has been updated following extensive engagement ('Stage 0') and technical stakeholder workshops ('Stage 1'). It also incorporates further updates following public consultation ('Stage 2').

This document has been prepared jointly by Broadway Malyan and David Lock Associates on behalf of Countryside Properties (CP), Bellway and Essex County Council (ECC).

### Structure of this document

This document is structured as follows:

- **Section 2:** Context analysis
- **Section 3:** Site analysis
- **Section 4:** Creating the green grid
- **Section 5:** Creating the framework masterplan

The Local Plan policy for the site requires it to achieve:

- Around 1,000 new homes of mixed size and type to include affordable housing
- Travelling Showpeople site for 5 serviced plots
- 1,000 sqm of business floorspace
- 1,900 sqm of convenience retail floorspace
- Potential co-location of a new primary school with an early years and childcare nursery (min 2.1 hectares) and one stand-alone early years and childcare nursery (circa 0.13ha); or two new stand-alone early years and childcare nurseries (circa 0.13 ha each)
- Neighbourhood Centre incorporating provision for convenience food retail (1,900sqm), flexible neighbourhood scale business (1,000sqm) and community and healthcare provision
- Integration of flexible workspace facilities
- Development maximising sustainable travel opportunities
- 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 Highway Authority
- Provide new public transport routes / services
- Provide an effective movement strategy within the site
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- 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

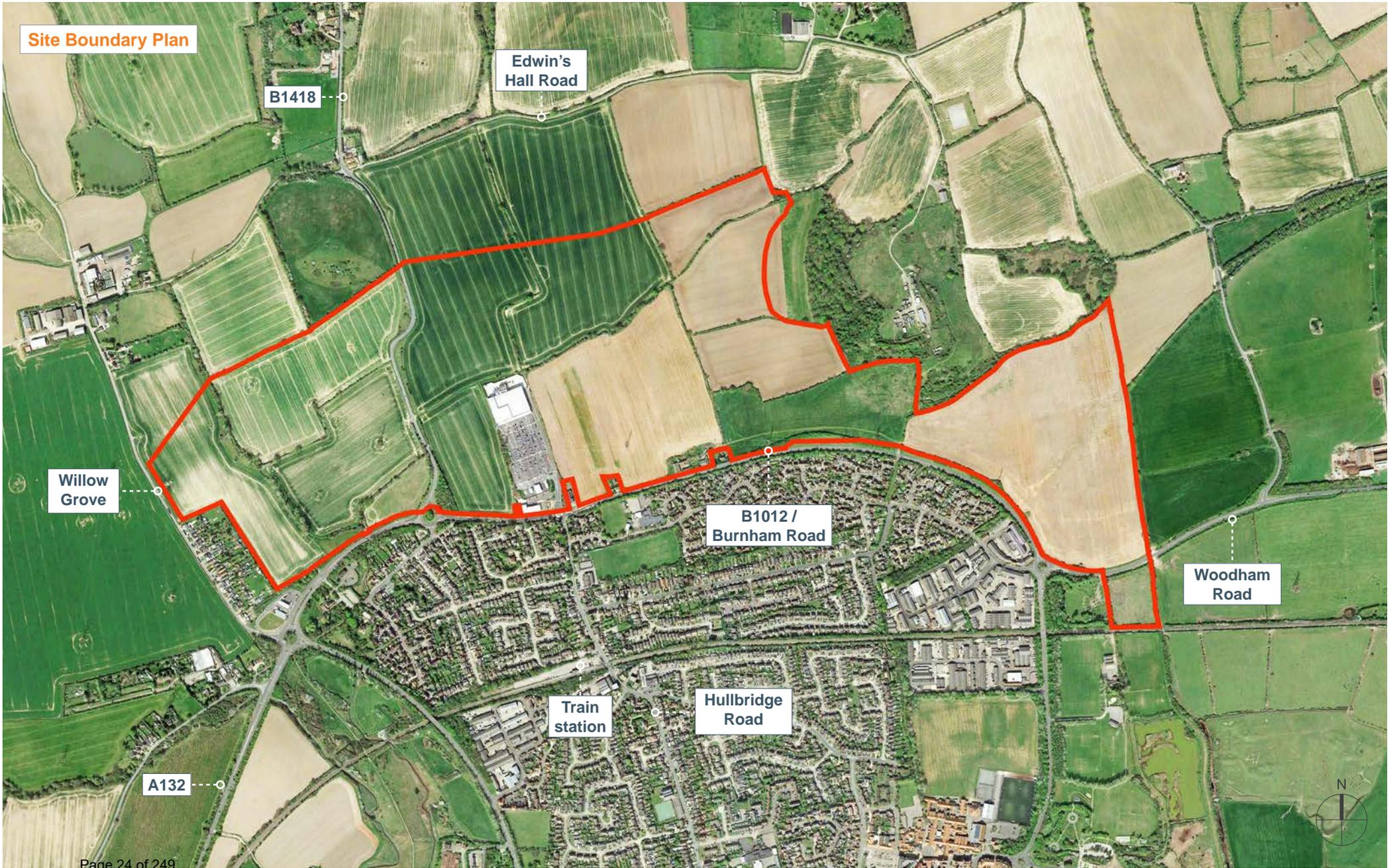
- Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers
- An appropriate landscaped setting for development consisting of suitably dense planting belts and natural buffers to development edges and Local Wildlife Sites
- Provide areas for natural SUDS and flood risk management
- 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
- Details of other infrastructure requirements not set out in the policy such as secondary education will be addressed through S106 and CIL.

### The site

The site (outlined in red on the opposite page) covers an area of 121.28 ha and is located to the north of the town of South Woodham Ferrers. It stretches from Willow Grove in the west to land around Bushy Hill in the east. The southern edge is largely formed by Burnham Road. The B1418 runs up through the site and northwards towards the settlement of Woodham Ferrers.

The site largely composes agricultural fields and the majority of the western half of the site is relatively flat with the land form rising to the north, beyond the site boundary. The eastern part of the site lies on gently sloping land, again, rising towards the north.

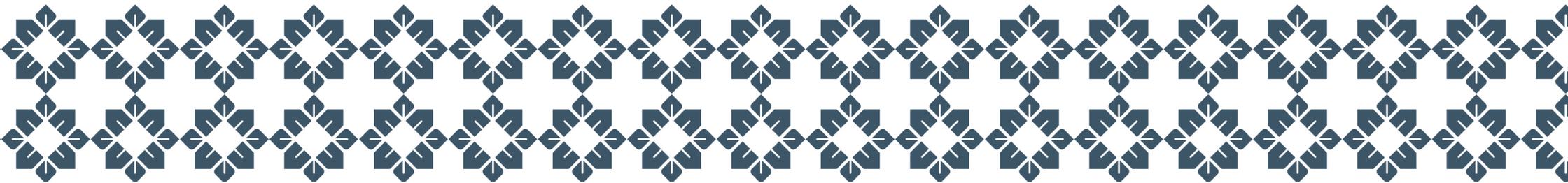
A detailed description of the site and its features is contained later in this report.



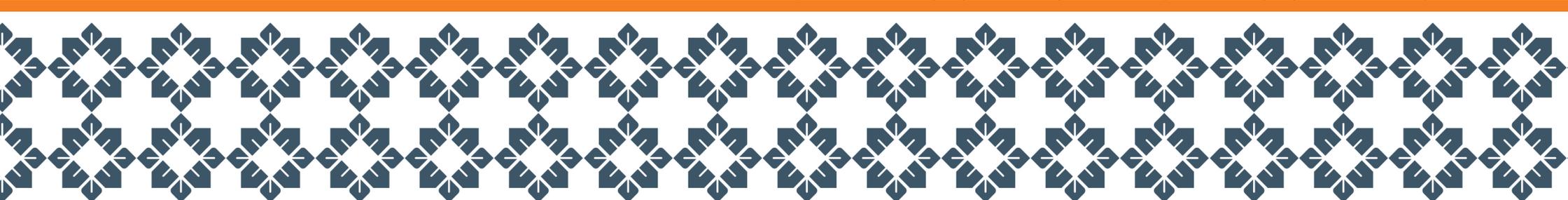
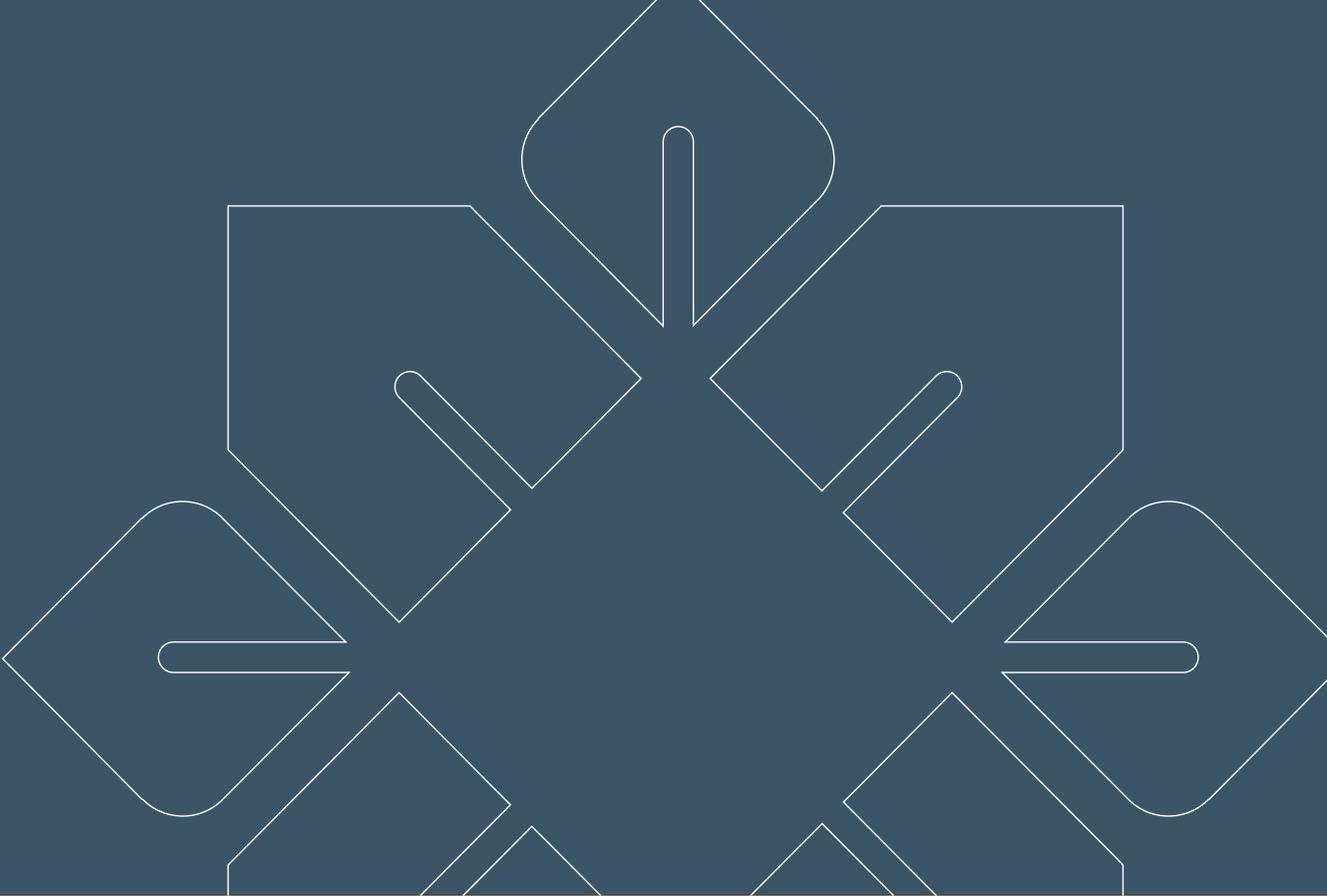
Site Boundary Plan

# SECTION 2

## CONTEXT ANALYSIS



**This section outlines the strategic and local context of the site, including its relationship with the existing town and its wider landscape setting, including assessment of wider transport links, landscape designations, character and facilities within the town.**



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# CONTEXT ANALYSIS

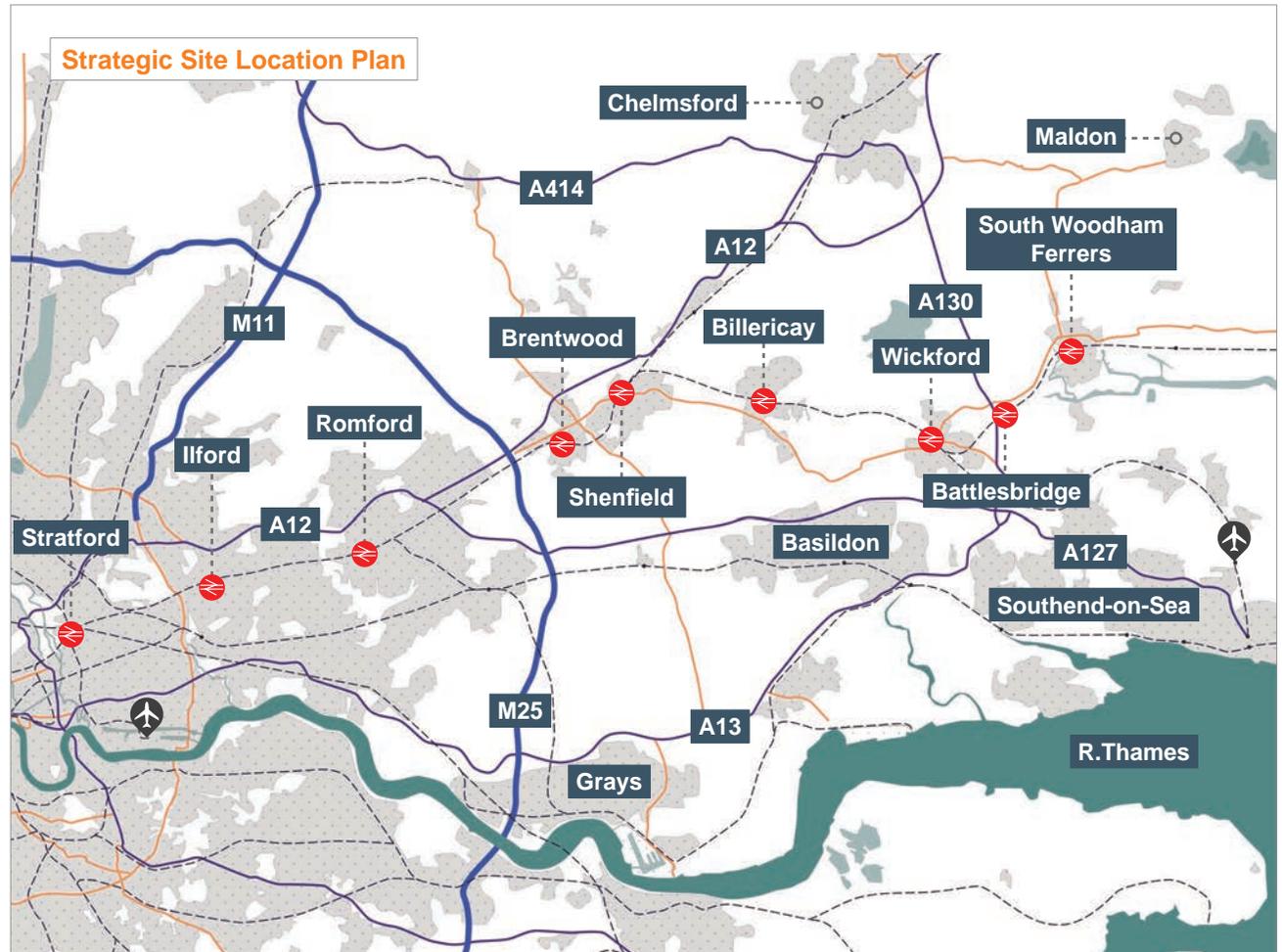
## STRATEGIC CONTEXT

The site is situated to the north of the town of South Woodham Ferrers which was developed from the mid 1970's onwards as a riverside country town by Essex County Council. Today it is the second largest town in the Borough with a population of over 16,000 people. It lies within the City of Chelmsford administrative area and is located approximately 17 km to the south-east of the city itself.

In terms of road connections, the A132 connects the town to the A130 and in turn to the A127 and the A12 - both of which are key radial routes into London and connect to the M25 motorway.

South Woodham Ferrers railway station is on the line that connects to Wickford and via Stratford to London Liverpool Street. London (Stratford) is a 40 minute journey. From Wickford there is also a 15 minute journey to Southend Airport.

The setting of South Woodham Ferrers is rural in character and includes a number of smaller villages such as Stow Maries, Woodham Ferrers, Rettendon and Battlesbridge. The River Crouch, immediately to the south of the town, is a key element of its setting. South Woodham Ferrers town centre is within the eastern part of the town. This contains around 100 business units and is anchored by an Asda Supermarket.

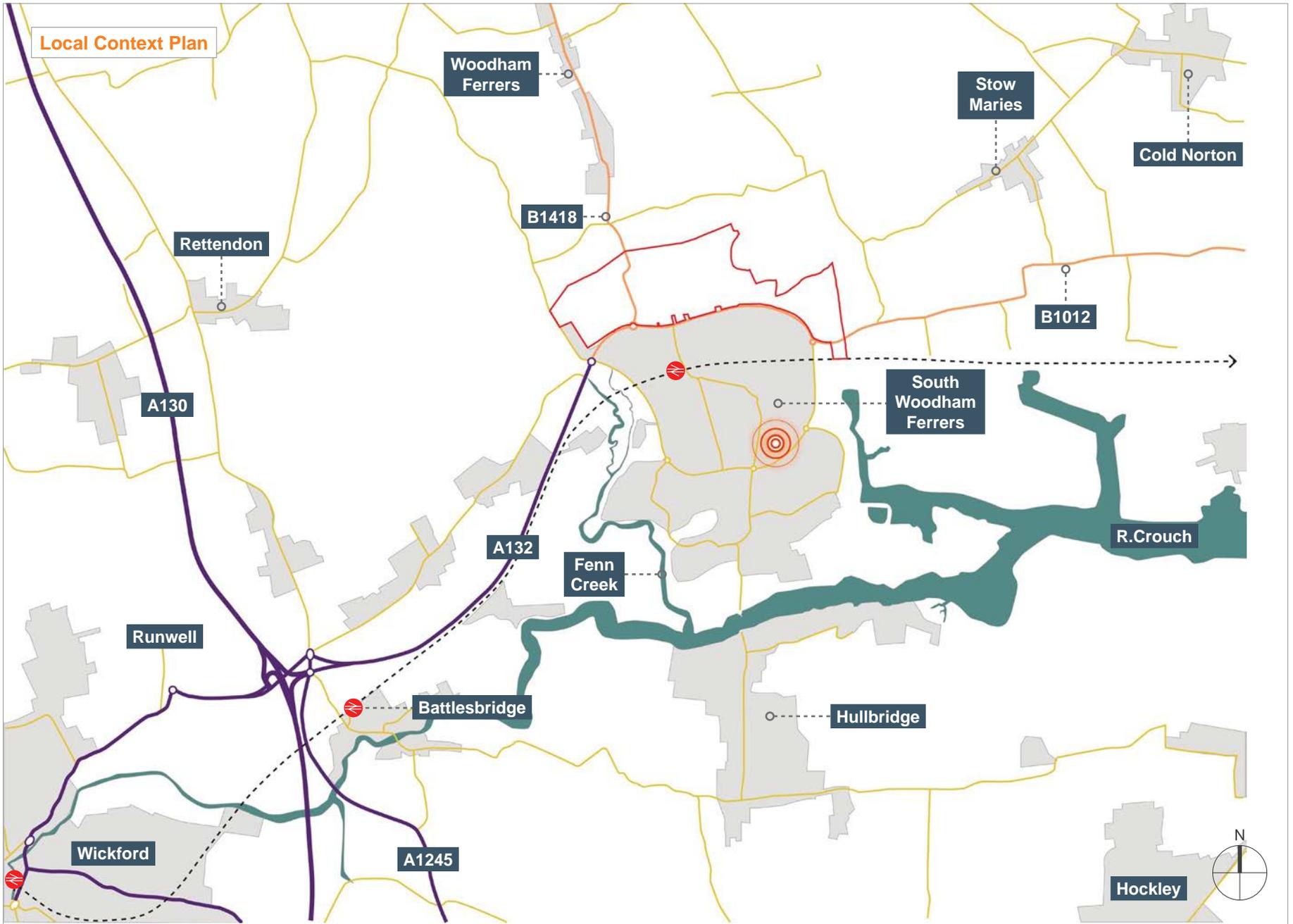


### KEY

- Site
- Urban Area
- ⊙ Train Station
- Railway
- ✈ Airport
- A Road (Primary)
- A Road (Secondary) or B Road

KEY

- Site
- Urban Area
- ◎ Town Centre
- ⊕ Train Station
- Railway
- A Road
- B Road
- Road



# CONTEXT ANALYSIS

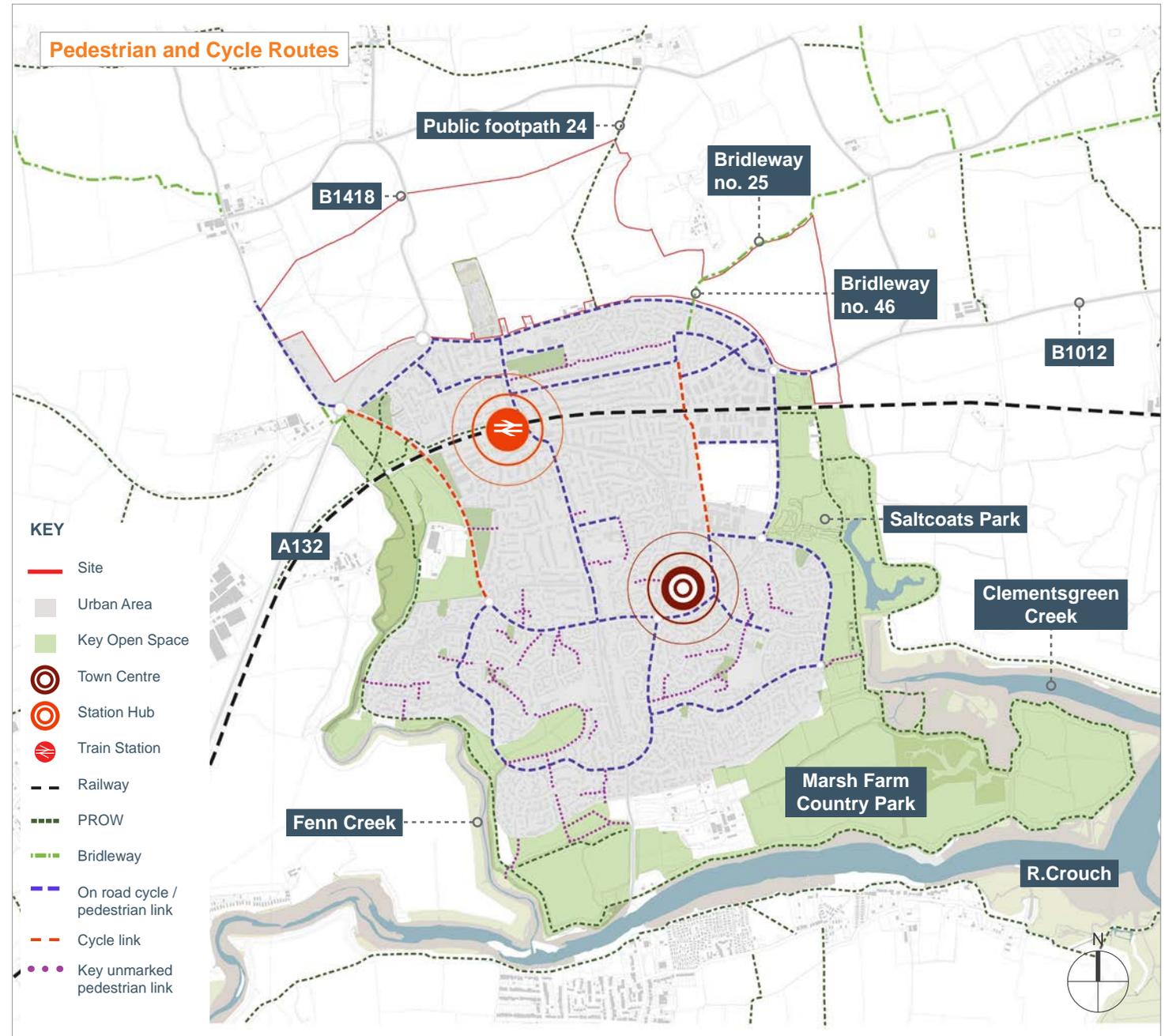
## EXISTING PEDESTRIAN AND CYCLE NETWORK

A comprehensive network of walking and cycle routes exist throughout the town, providing convenient links to key destinations and open spaces within South Woodham Ferrers (a more detailed analysis of these connections will be provided later in this document).

These routes link into the wider network of Public Rights of Way and Bridleways surrounding the town. Routes of a more recreational nature run through Marsh Farm Country Park to the south of the town, Fenn Creek to the west and to the north through Saltcoats Park.

Links to the north of the town through the site also exist. Bridleway no. 46 runs from the north of the town through the site, connecting into Bridleway 25. This provides a key link to the east of this site into the surrounding countryside and villages. Public footpath 24 runs across the site providing a pedestrian connection from the edge of the existing town to Woodham Ferrers and Edwin's Hall.

Existing footpath and bridleways to the west of the site provide access into the countryside towards Hyde Hall and the village of Rettendon. There are currently no public rights of access across the western part of the site itself.



## PUBLIC TRANSPORT

South Woodham Ferrers is well catered for in terms of its sustainable transport links with the surrounding area.

### Bus Services:

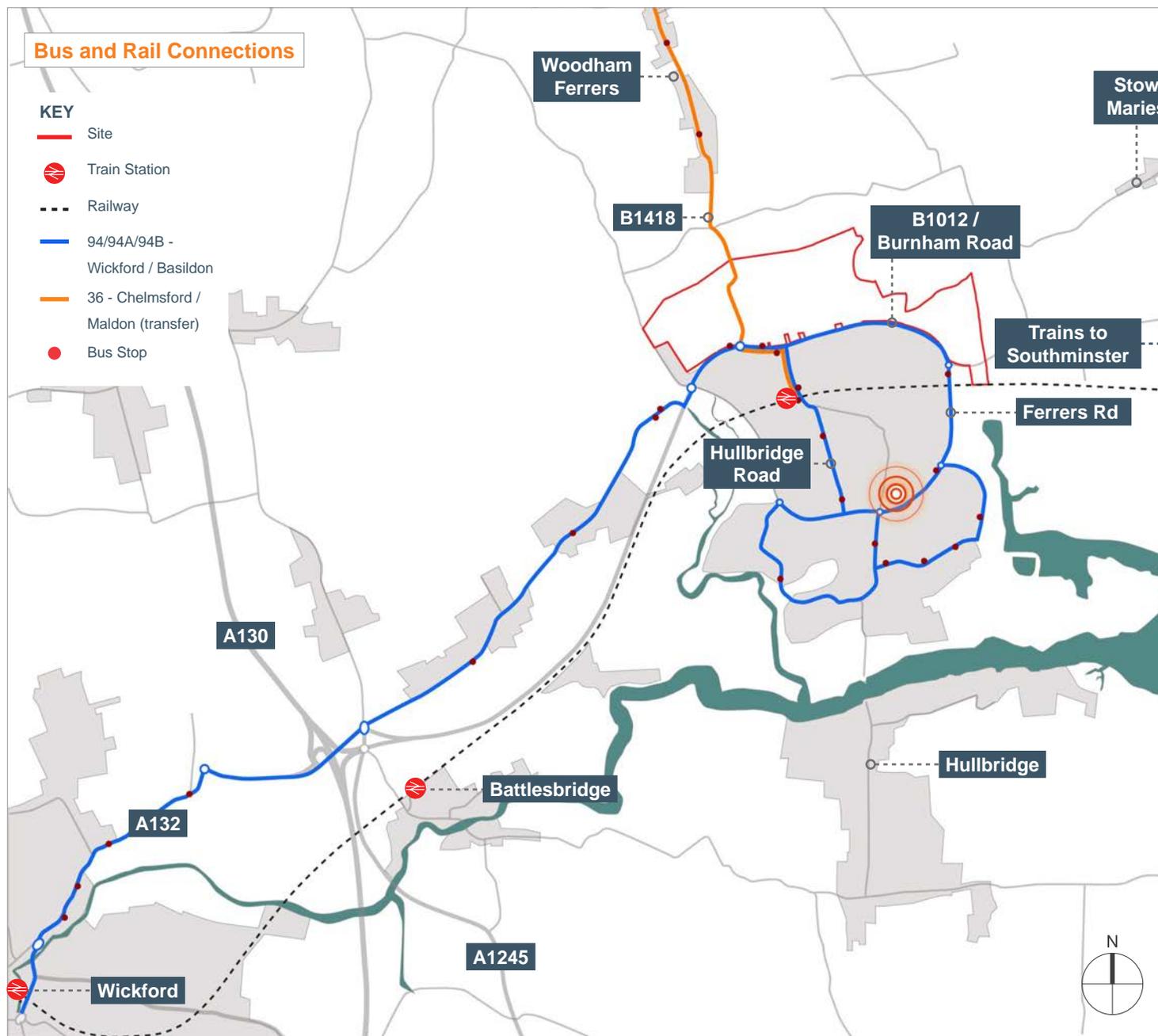
Bus links provide a regular public transport service to key local destinations. Bus service 36 to Chelmsford / Maldon runs every 20-30 minutes while services to Wickford and Basildon (94/94A/94B) run approximately every hour.

Services within the town typically run from the train station and along key spine roads and arterial routes such as Hullbridge Road, Ferrers Road and the B1012.

The site is highly accessible in terms of public transport. Its is well located in relation to strategic bus links with both services running to the south of the site along the B1012.

### Rail Services:

There are regular train connections through to London (Liverpool Street) via Wickford. These services run every 40-45 minutes with an approximate journey time of 50 minutes. Direct services also run to Burnham-on-Crouch and Southminster, these run every 40-45 minutes with a journey duration of 20 minutes.



# CONTEXT ANALYSIS

## LAND USES

The town centre is situated in the east of South Woodham Ferrers and is the major retail focal point containing a number of shops and key facilities, anchored by an ASDA superstore alongside bars, restaurants, post office, library leisure centre and doctors' clinic. Further retail facilities are located close to the station and within the south western corner of the town ensuring the majority of the population is within walking distance of such facilities. Community facilities within the town include Town Council buildings, Village Hall and places of worship.

Immediately to the north of this is South Woodham Ferrers's secondary school: William de Ferrers and St Joseph's Catholic Primary School. Additional primary schools are located throughout the town including Collingwood, Elmwood and Woodville with the latter being the closest to the site.

The light industrial areas to the north east / west of the town provide significant areas of employment.

The southern, eastern and western edges of the town comprise of a network of attractive parks and open spaces. A number of leisure and sports facilities are found within these including an animal adventure park and a yacht club. These uses lie adjacent to Marsh Farm Country Park which is located in a wonderful riverside setting along the River Crouch. These are key points of interest within the town which are popular with local residents and visitors. Other key recreational facilities include South Woodham Ferrers Rugby club on the eastern edge and the bowling club in the centre of the town.



The town centre has a strong retail offer



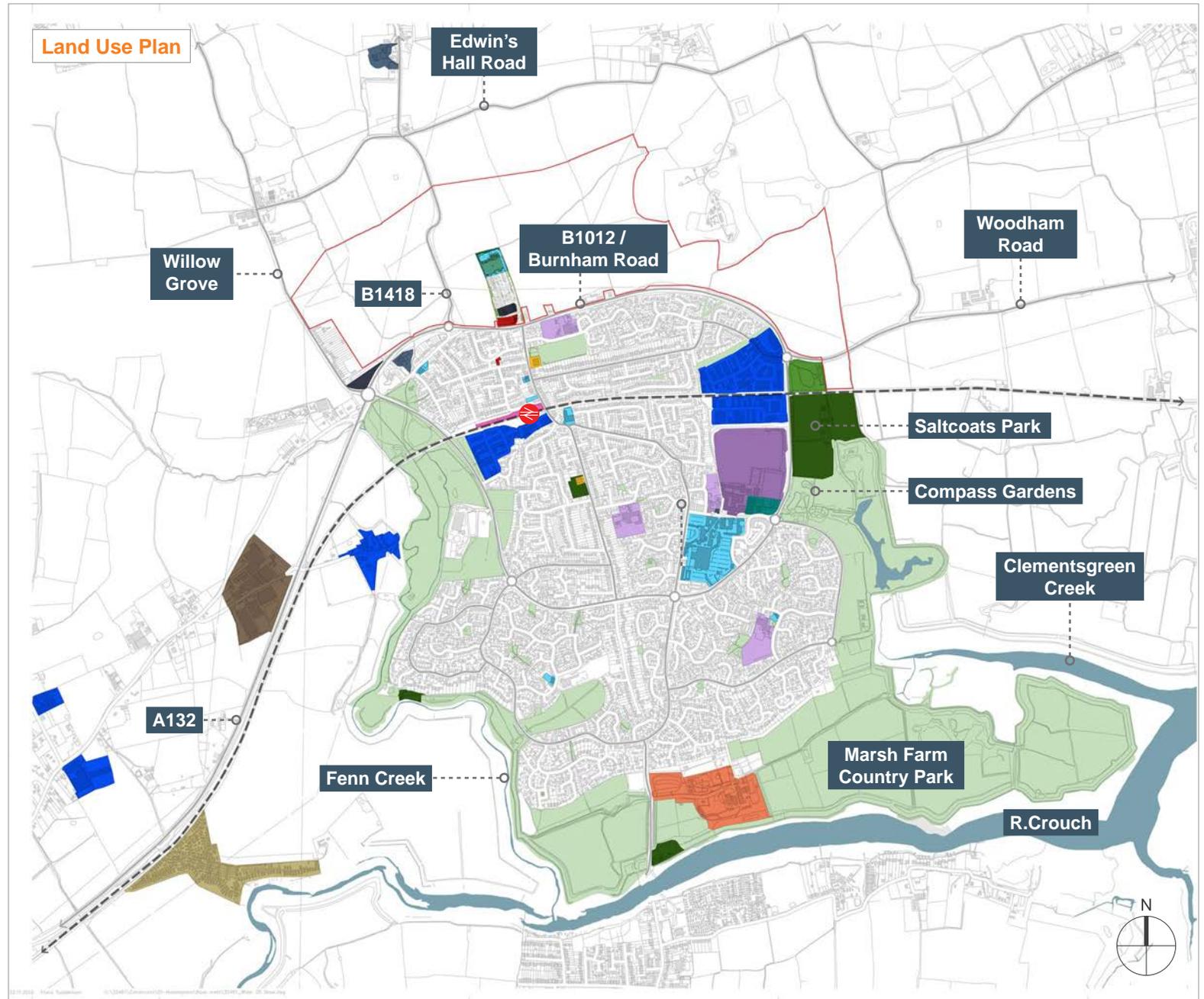
William De Ferrers secondary school



Marsh Farm Country Park

KEY

- Site
- Primary School
- Secondary School
- Civic building
- Retail
- Employment
- Light industrial
- Adventure Park
- Place of Worship
- Train Station
- Petrol Station
- Medical / Health Centre
- Mobile Homes
- Leisure Centre
- Remembrance Gardens
- Sports facilities / Pitches
- Country Park / Open Space



# CONTEXT ANALYSIS

## URBAN ANALYSIS

The adjacent plan analyses the structural elements such as movement corridors, edges (real or perceived boundaries), landmarks (identifiable features) and nodes (destinations or activity areas) which give settlements their distinctive character.

### Morphology:

South Woodham Ferrers is a nucleated settlement with a clear and defined urban edge. This compact arrangement has been influenced by surrounding environmental constraints including steeper topography to the north and areas of floodplain and bodies of water to the east, west and south.

### Key nodes and landmarks:

The town centre is the primary economic and social node with additional smaller retail services and the village hall located in close proximity to the train station. The network of green spaces surrounding the site to the west, south and east including Saltcoats Park, Marsh Farm Country Park / Adventure Park and the River Crouch are also key points of interest and recreation within the town which are popular with local residents and visitors.

### Edges:

The town is notable for the lack of any sizeable green space within the urban area which gives South Woodham Ferrers a distinctly urban feel.

In contrast, its edges largely comprise attractive natural green spaces, parks and outdoor sports facilities. These are easily accessed through a network of public cycle / pedestrian links connecting into the surrounding countryside.

Despite the adjoining attractive rising landscape, the northern edge of the town comprises a generally blank frontage due to the arrangement of existing built form with back gardens facing onto Burnham Road (B1012). Burnham Road currently has limited opportunities for crossing and therefore forms both a real and perceived barrier to pedestrian movement.

### Movement / Routes:

Burnham Road (B1012) currently encloses the town along its northern edge with three roundabouts along this stretch of road serving as the primary vehicular entry points into the town.

There is a clear road hierarchy running through the town with Ferrers Road, Inchbonnie Road and Hullbridge Road serving as key movement corridors for pedestrians and vehicular users, with residential streets and cul-de-sacs branching off these primary routes.

The railway line, running east-west through the northern part of the town, creates a physical barrier to movement and is the most notable cause of severance within the town.



Back gardens facing onto key vehicular routes



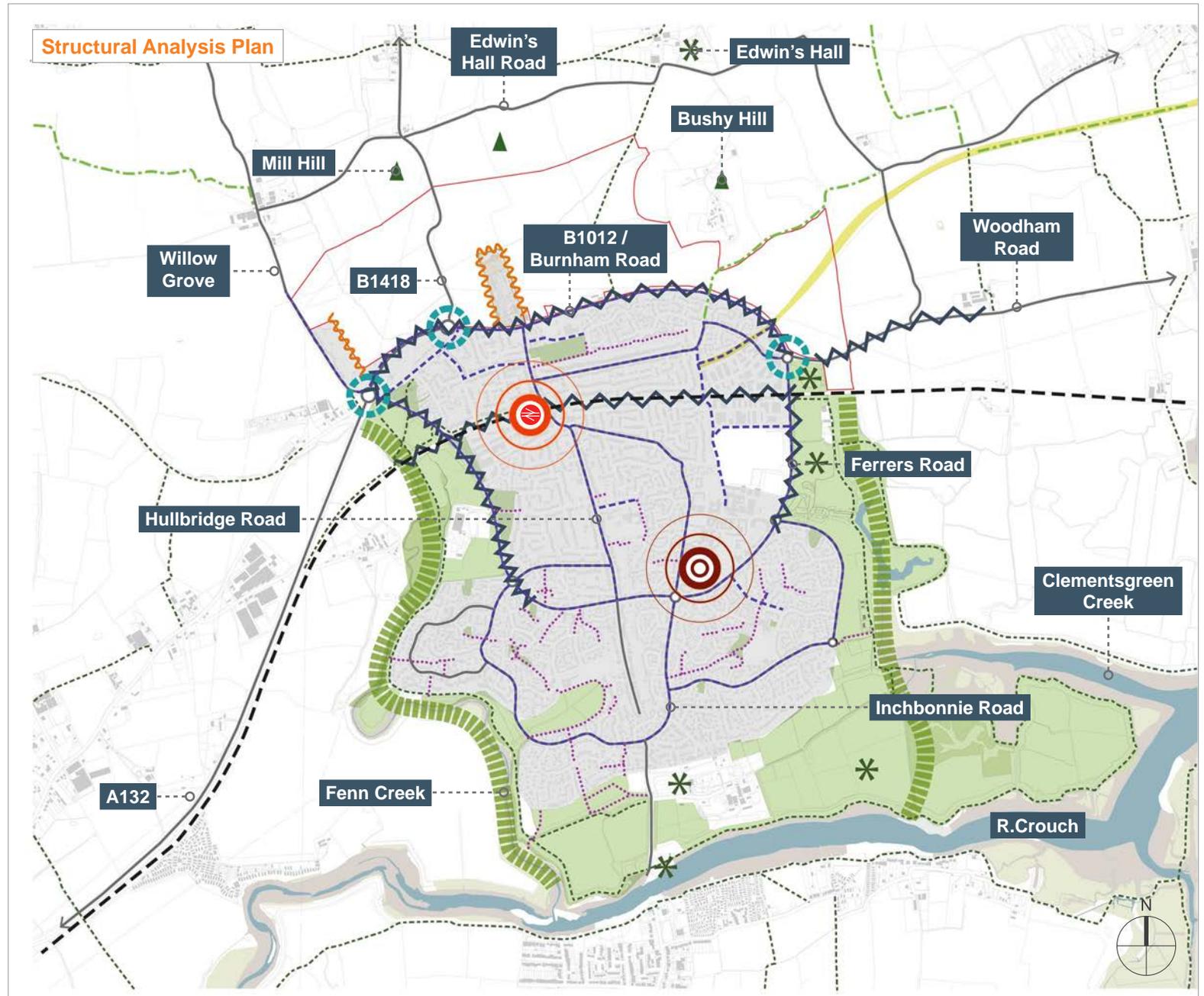
The B1012 creates severance issues along the northern boundary of the town



The open countryside surrounding the town forms a distinctive green edge

KEY

-  Site
-  Urban Area
-  Key Open Space
-  High Point
-  Town Centre
-  Station Hub
-  Train Station
-  Railway
-  Key Landmark / Attraction
-  Key Roundabout
-  Key Vehicular Route
-  Edge / Barrier to Movement
-  Sensitive built edge (within site)
-  Green Edge
-  PROW
-  Bridleway
-  Key Pedestrian / Cycle Link
-  Unmarked Pedestrian Link
-  Disused railway



# CONTEXT ANALYSIS

## HERITAGE ASSETS

The area surrounding the site contains a number of historical assets. From formative churches dating back as far as the 13th century to a small Copyhold, these all play a role in defining the character of the area.

Woodham Ferrers is a historical settlement to the north of South Woodham Ferrers and is home to a number of listed buildings. The most notable building is the grade I Church of St Mary.

To the east of Woodham Ferrers sits Edwin's Hall, a grade II\* moated house. This well defined house, built of red brick with black brick diaper work, is situated at the end of Public Footpath 24, on the crest of a hill looking back towards South Woodham Ferrers.

Ilgars Manor is a grade II listed property situated to the north-west of the site. This again highlights the construction methods and representative proportions commonly found in mid 17th century timber framed houses.

Shaw Farm lies on the north-western edge of South Woodham Ferrers. It is a timber framed farmhouse of 17th century origin now operating as a public house and is grade II listed.

Wellinditch Farm lies to the north east of the town. It comprises a farmhouse, traditional barn and modern outbuildings and like Shaw Farm, dates from the 17th century. It is grade II listed.

Hamberts Farm, a farmhouse and associated group of traditional and modern farm buildings within an agricultural setting to the north, adjoins the northern edge of South Woodham Ferrers facing Burnham Road. The buildings can be considered as undesignated heritage assets.

South-east of the town, a medieval saltern (Scheduled Monument) is situated on the edge of the Country Park.

The Chelmsford Local Plan Heritage Assessments Technical Note (March 2017) sets out to inform the consideration of development options to ensure that heritage significance is considered in accordance with local and national policy. It identifies a number of principles for the site which can be summarised as follows:

### Existing heritage assets

Development should maintain a buffer to designated heritage assets to protect their setting. Key views of historic buildings and features, where these exist, should be maintained. Where development is close to existing heritage assets, careful design should minimise harm and seek to mitigate impacts on their setting.

### Existing landscape assets

Existing mature trees, woodlands and field boundaries should be retained, creating a landscape framework for new development. Development should avoid encroachment onto hilltops and hillsides.

### Existing local character

Development patterns, built and landscape character should reflect the local vernacular, particularly in sensitive locations such as development edges.

The emerging proposals for the site will promote these principles and respond carefully to existing assets of heritage significance.



Church of St Mary Woodham Ferrers



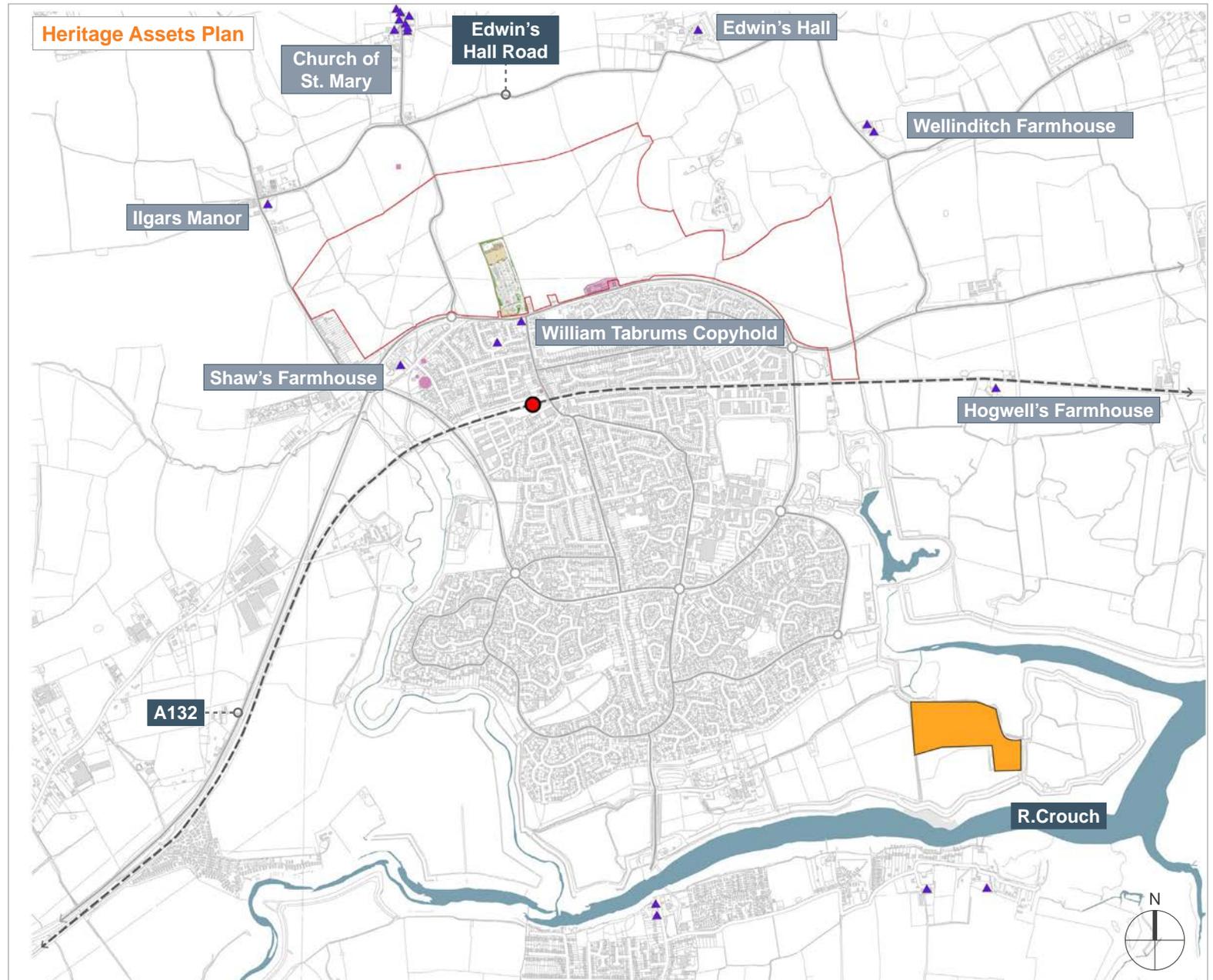
Edwin's Hall, South Woodham Ferrers



Ilgars Manor along Willow Grove

KEY

- Site
- ▲ Listed Building
- Non-Designated Heritage Assets
- Scheduled Monument - Medieval Saltern  
Adjacent to Hawbush Creek



# CONTEXT ANALYSIS

## ECOLOGICAL DESIGNATIONS

South Woodham Ferrers lies on the northern edge of the Crouch Estuary. This estuarine landscape is highly valued for its ecological significance and is an important wintering site for migratory birds including Dark Bellied Brent Geese, being protected as RAMSAR, Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI). There are areas that are also designated as Special Areas of Conservation (SAC). These areas lie predominantly to the south of the town, however, the land around Fenn Creek to the west and the land around Saltcoats Park to the east is also highly valued for its ecological significance.

The northern edge of the town is, however, not the subject of any such designation, with the exception of the Bushy Hill Local Wildlife Site (LWS) which comprises a mosaic of acid grassland, scrub and old broad-leaved woodland. The southern tip of the Bushy Hill LWS is situated within a species poor cattle pasture, with a series of terraced slumps, important for scarce invertebrates. The LWS formerly extended eastwards, however the condition of this area has deteriorated due to lack of grassland management and a return to arable agriculture in some areas.



View of the River Crouch from the northern bank.



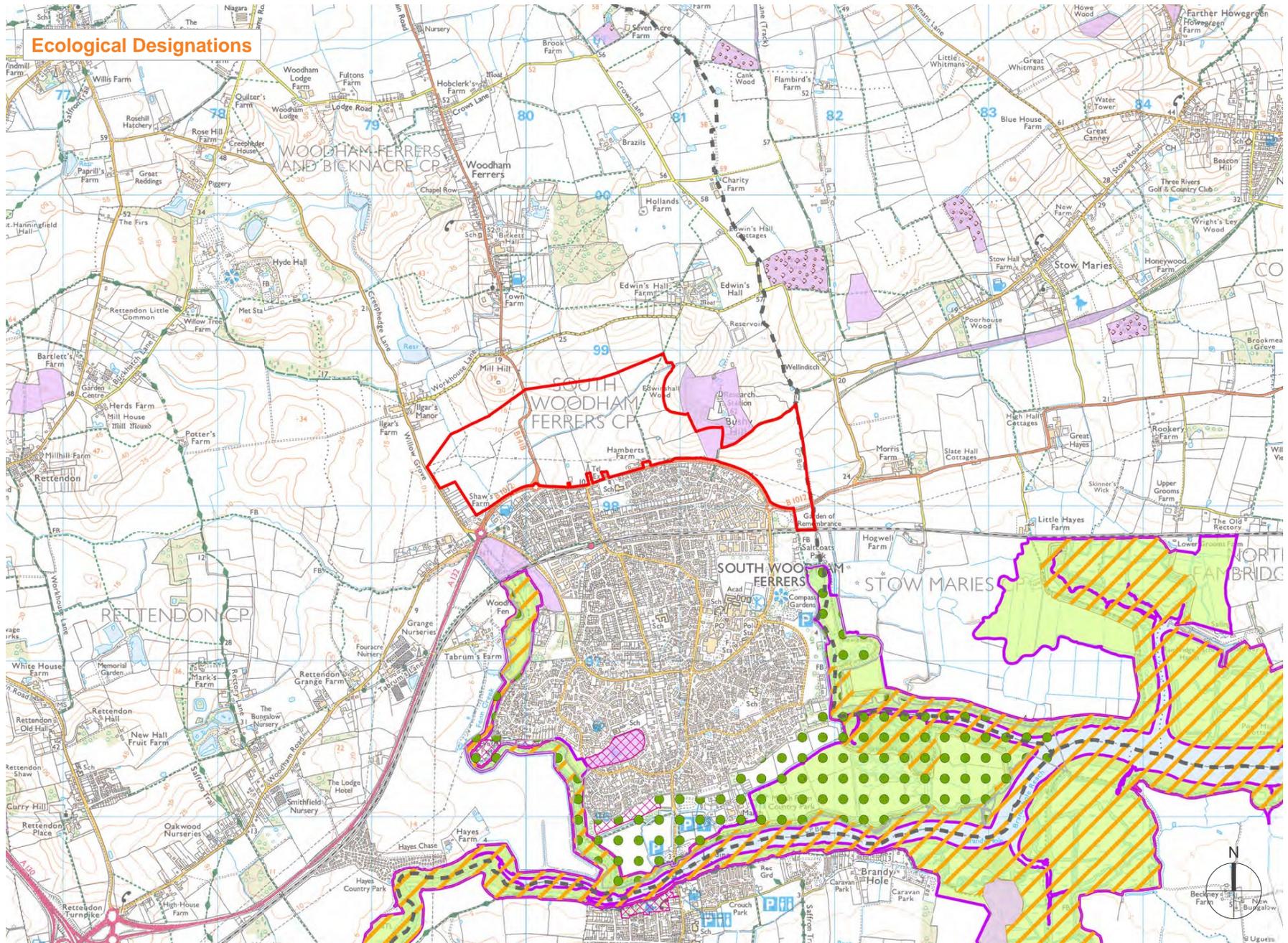
View towards the eastern boundary of the site and Bushy Hill

**KEY**

- Site
- District Boundary
- Local Wildlife Sites

**Natural England**

- Ancient Woodland
- Sites of Special Scientific Interests (SSSI) / Special Protection Areas (SPA) / RAMSAR Areas
- Local Nature Reserves
- Country Parks
- Special Area of Conservation



# CONTEXT ANALYSIS

## LANDSCAPE CHARACTER

The site lies within Chelmsford City Council F12 East Hanningfield Wooded Farmland Landscape Character Area (LCA) . This character area encompasses gently rolling/ undulating wooded farmland to the north of South Woodham Ferrers and south of Chelmsford.

Field boundaries are noted to be predominantly well stocked with mature trees, although it cites a presence of simple wooden post fences and evidence of boundary loss and hedgerow gapping. Whilst it describes a sense of enclosure associated with the network of treelined lanes and patches of mature deciduous/ mixed woodland, it does also note the presence of open views across the Crouch River valley (and drained estuarine marsh) that provide a sense of place, open and framed views to wooded horizons (including those within adjoining LCAs) and open views to the urban edges of South Woodham Ferrers. It further describes the sense of tranquillity as being disturbed to the south of the area by activity associated with South Woodham Ferrers and A130/A132 road corridors.

The lower lying land to the west, south and east of the town falls within the D9 Fambridge Drained Estuarine Marsh Landscape Character Area. The site and its immediate environs do not share characteristics of this LCA.

The character area is assessed as having a relatively high sensitivity to change.



View north from the B1012 looking toward Woodham Ferrers



Looking east over Bushy Hill and Edwinshall Wood



View east across the western edge of the site from Willow Grove

**KEY**

- Site
- District Boundary

**National Landscape Character**

© Natural England 2018

- National Character Area

**Regional Landscape Character**

© Essex County Council

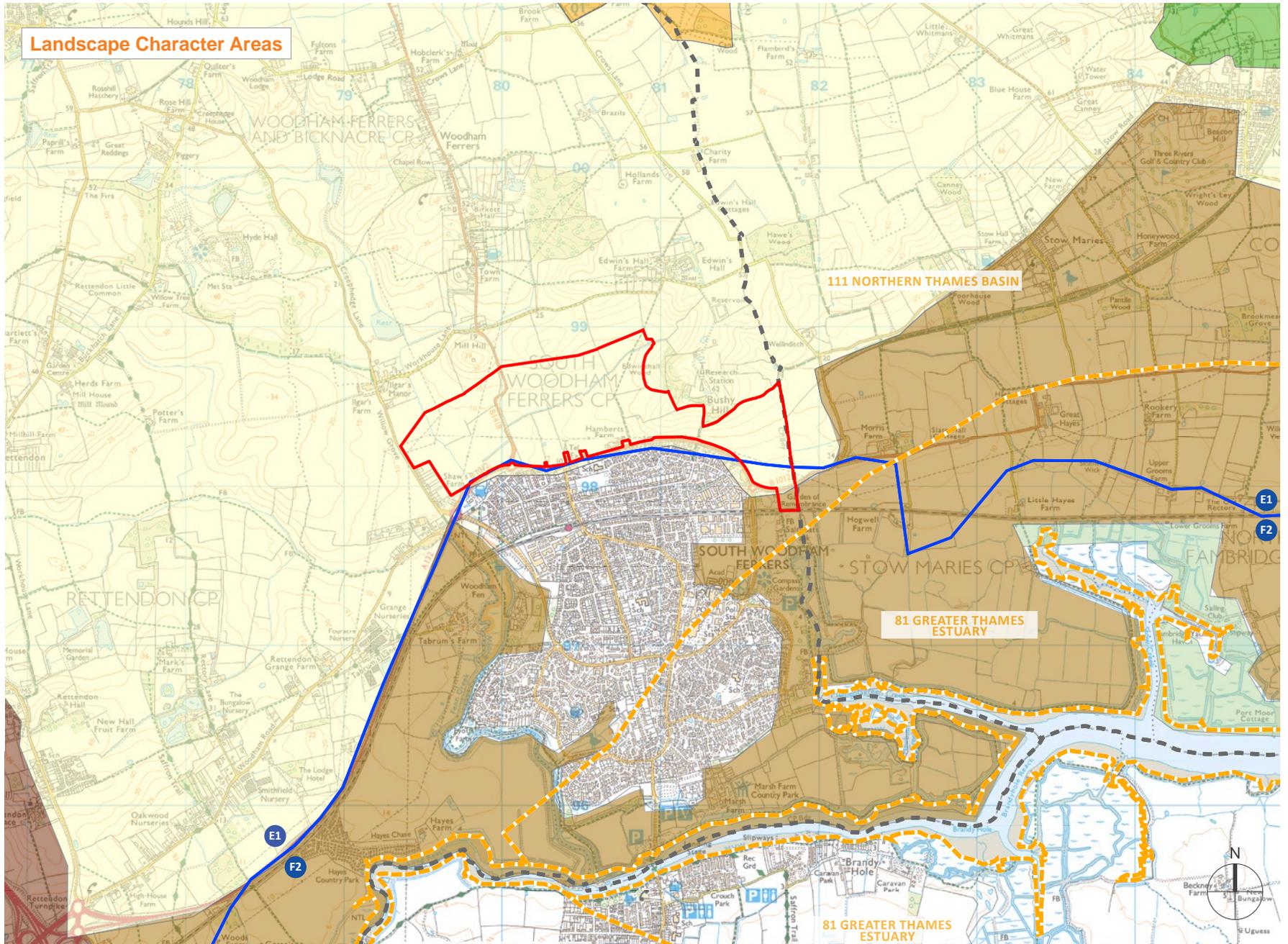
- E1 South Essex Farmlands

- F2 Crouch & Roach Farmlands

**District Character Areas**

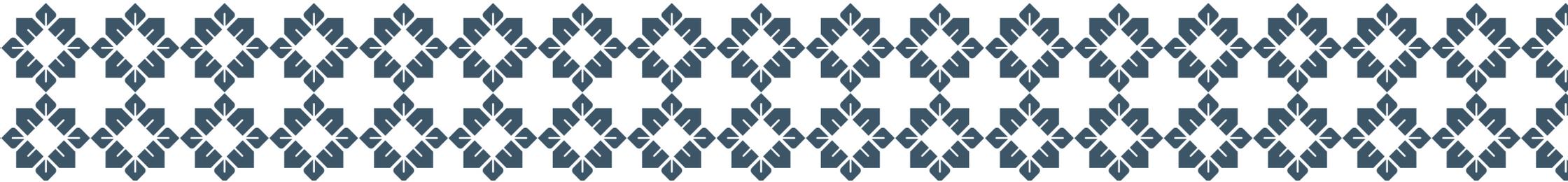
© Chelmsford and Maldon Districts

- C4 - Fleet Estuarine Marsh / Mudflats
- D9 - Fambridge Drained Estuarine Marsh
- E2 - Tillingham and Latchingdon Coastal Farmland
- F6 - Woodham Wooded Farmland
- F11 - South Hanningfield Wooded Farmland
- F12 - East Hanningfield Wooded Farmland

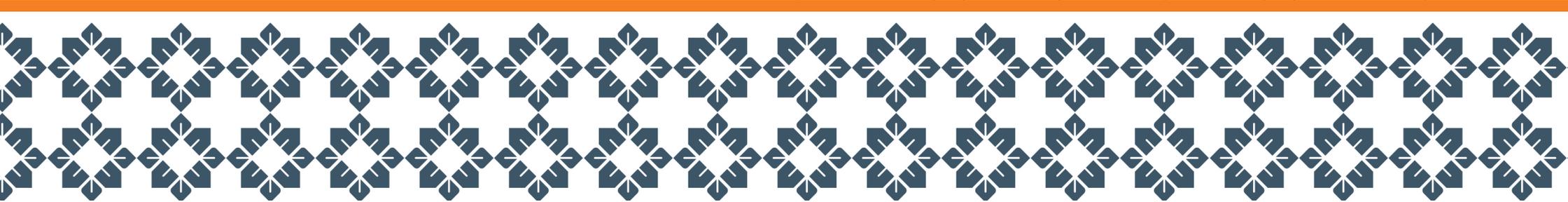
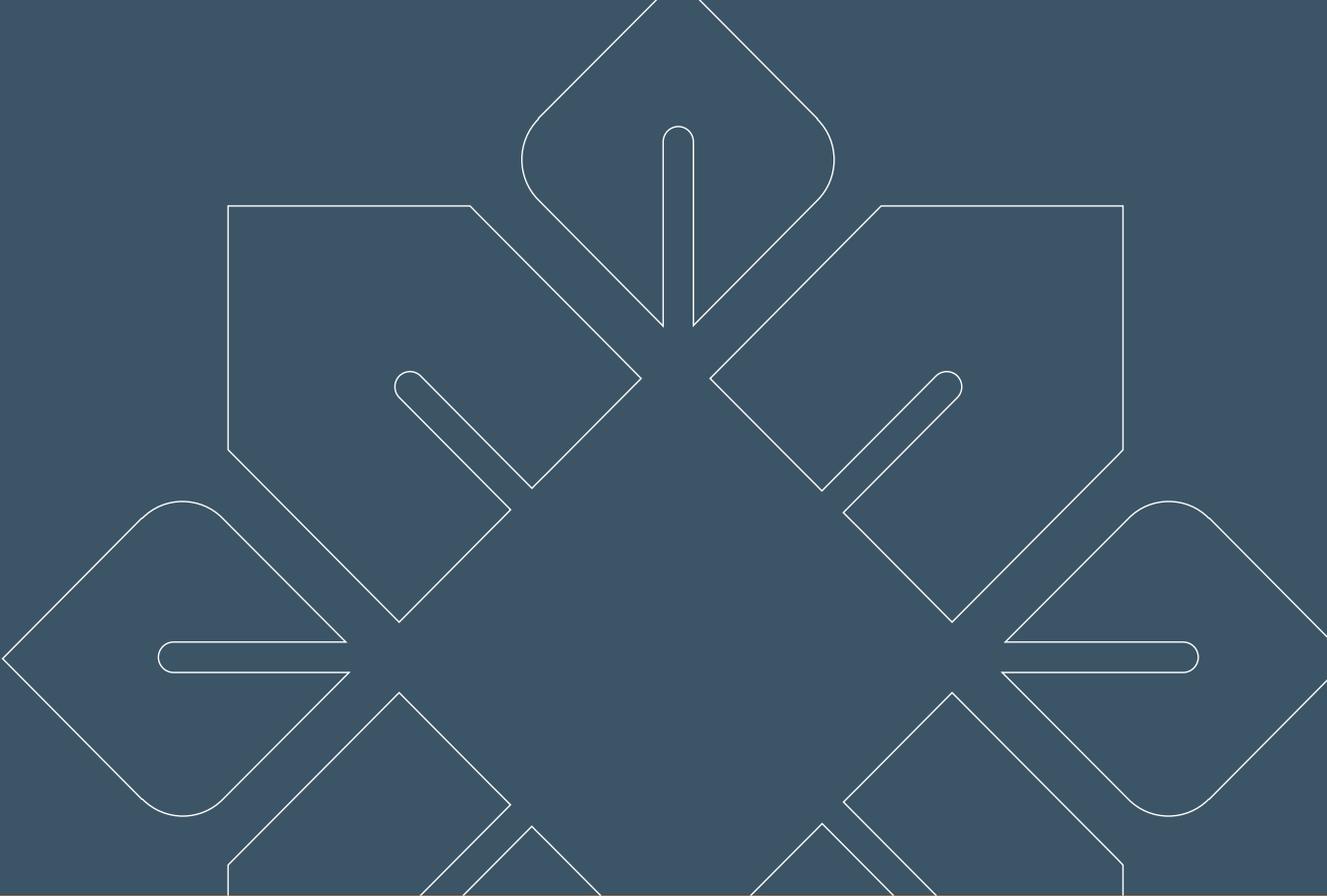


# SECTION 3

## SITE ANALYSIS



The site appraisal undertaken has identified a number of key features which have informed the initial concept and masterplan for the site.



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# SITE ANALYSIS

## LAND OWNERSHIP

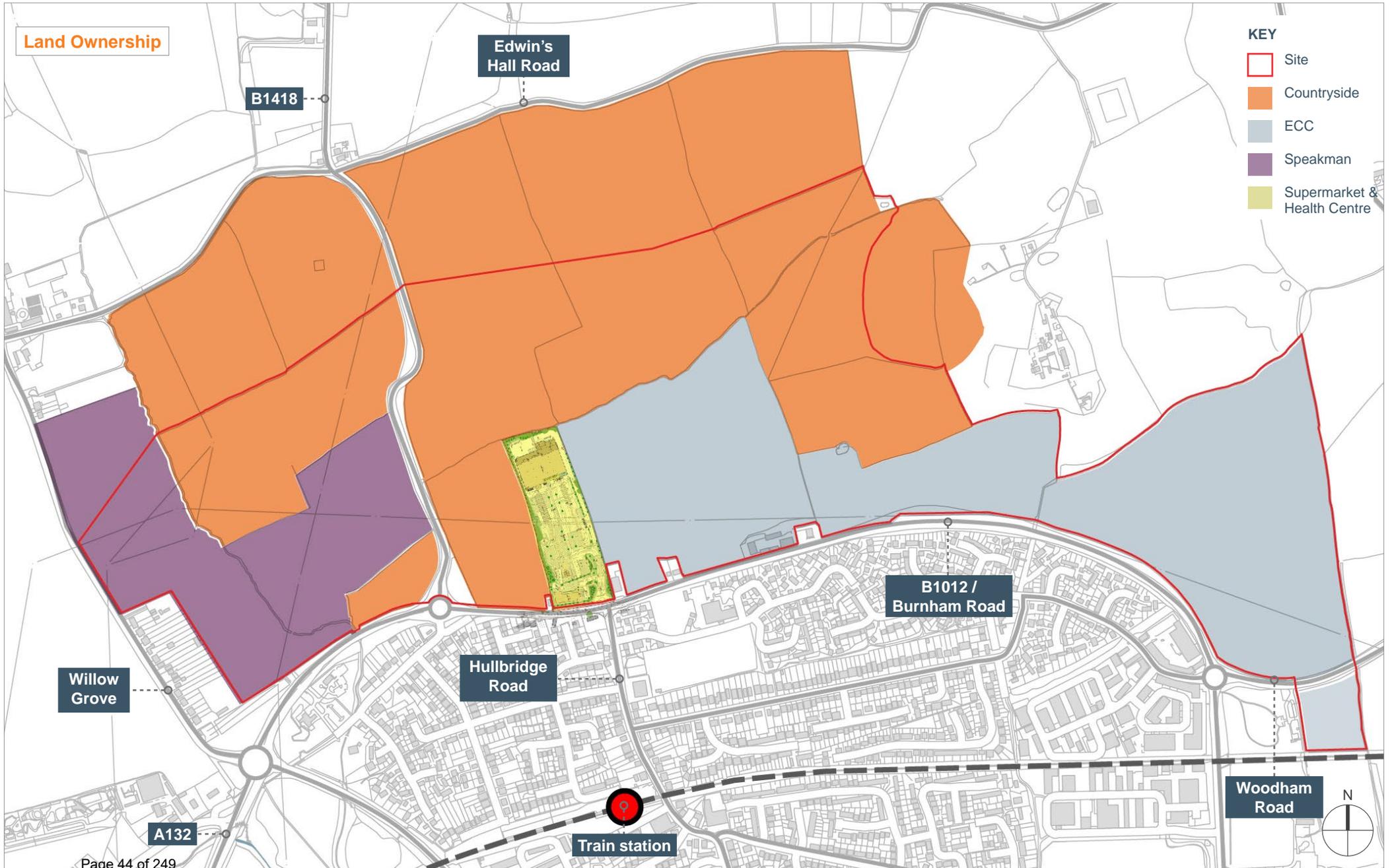
The site is made up of four land ownerships.

Land shown in orange on the plan opposite is under option with Countryside Properties, whilst land to the west of this (outlined in purple on the plan opposite) is under option with Bellway.

The land to the east and south-east, stretching to the eastern boundary of the site (shown in light blue on the plan opposite), is within Essex County Council's ownership.

During 2019, a new development was completed at the centre of the site (as identified on the plan opposite in yellow). This comprises a large new Sainsburys supermarket with associated petrol filling station, and the Crouch Vale medical centre. This is currently the only major development on the site.





# SITE ANALYSIS

## ACCESS AND MOVEMENT

The southern boundary of the site is defined by the B1012 Burnham Road. This continues south-westwards, beyond the town, becoming the A132 and forming the main vehicular access route to and from South Woodham Ferrers. The B1012 continues east from the town along Woodham Road, either side of which the easternmost parts of the site are located.

The western boundary of the site is defined by Willow Grove, an unclassified local road that leads to Hyde Hall and East Hanningfield. Within the western part of the site, the B1418 leads northwards from Burnham Road towards Woodham Ferrers and Bicknacre.

The key vehicular route from the site into the town is Hullbridge Road, which leads directly to the railway station and then into the wider town.

A network of cycle routes exists within and around the town, generally on street but with some off road and bridleway routes. However dedicated cycle routes around the northern edge of the town, along Burnham Road or within the site, are currently absent.

There is a well-developed network of Public Rights of Way in the local area, with a pedestrian route around the southern side of the town through Marsh Farm Country Park. From the site, pedestrian and cycle linkages into South Woodham Ferrers can be made across Burnham Road south-westwards via Old Wickford Road, south towards the railway station via Hullbridge Road, south towards the town centre via Bridleway 46, and south towards Saltcoats Park via Ferrers Road.

There are two Public Rights of Way which cross the site. Footpath 24 runs north from Burnham Road adjoining Hamberts Farm toward Edwin's Hall, from which connections with the wider network can be made. Bridleway 46 provides access south to the town centre and links with bridleway 25 which runs east, skirting the south-eastern part of Bushy Hill, before joining Woodham Road.



Bridleway no.46 provides links into South Woodham Ferrers from the site



Public footpath 24 looking south from Edwin's Hall Road



# SITE ANALYSIS

## TOPOGRAPHY AND VIEWS

The site lies on the boundary of two landscape character areas, both defined by distinct landforms. One is rolling Essex farmland and the other is a low lying estuarine landscape. The site slopes down toward the town, with high ground along Edwin's Hall Road and around Mill Hill and Bushy Hill. It forms the backdrop to the town in some views from the south.

The topography of the Site is in two parts. The western and central areas west of Bushy Hill are relatively flat, dropping from around 18m AOD in the centre of the site to 8m AOD in the southwest corner. To the north and east of this area the land rises steeply, often more than 1:15, to the higher ground along Edwin's Hall Road and east to Bushy Hill. The top of Mill Hill is approximately 40m AOD, Bushy Hill and Edwin's Hall Road are both around 60m AOD. A valley formation and stream is evident through this central part of the site, rising in Edwinshall Wood and draining south westwards toward Fenn Creek.

The eastern part of the site falls from Bushy Hill towards Woodham Road at approximately 25m. Again gradients of over 1:15 are reached in places.

The series of viewpoints identified offer an overview of the views into the site and beyond from publicly accessible routes. The views are shown on the following two pages. A description of each is provided here:

**View 1:** This view is taken from the western boundary of the site and portrays the character of the land west of the B1418, showing a relatively flat landform with the constraints of the pylons. Glimpses of the site beyond are visible through the field boundaries.

**View 2:** The view is taken at the bottom of Mill Hill from the B1418 looking across the site with glimpsed views of South Woodham Ferrers beyond. It portrays the character of the site when approached from the north and the visual connection between the proposed site and the town.

**View 3:** A view from the north-east, approximately 300m from the site boundary, illustrates the character of the central part of the site, between Bushy Hill and the B1418. This view also emphasises the undulating landform and its role in screening the site.

**View 4:** An expansive view taken from the north-east corner approximately 250m from the site boundary portrays the context of the site. Bushy Hill on the left-hand-side and Mill Hill on the right frame the view, screening parts of the site beyond. The densely vegetated corridor along the route of the brook is clearly visible and crosses through the heart of the site. This view also shows the visual relationship of the site with South Woodham Ferrers.

**Views 5 and 6:** Views from Woodham Road east of the site portray the character of the eastern-most field within the site boundary. They show that the majority of the site is screened from eastern views by Bushy Hill, the only part visible is the eastern most field.

**View 7:** Taken from Crouch Estuary, this viewpoint represents the distant views of the site from the open landscape south-east of the site, due to distance, topography, and vegetation, only the eastern-most field is visible.

**View 8:** This view from the junction of Burnham Road with Woodham Road illustrates the limited visibility of the site along Burnham Road. In most locations, only glimpsed views are afforded through the existing vegetation.

**View 9:** This view looks across Burnham Road up Bridleway 46. From this location, either side of the bridleway, the site is screened from Burnham Road by the existing planting and topography.

**View 10:** This view looks across Burnham Road up Public Footpath 24, beside Hamberts Farm. Glimpsed views of the site are afforded through the existing vegetation.

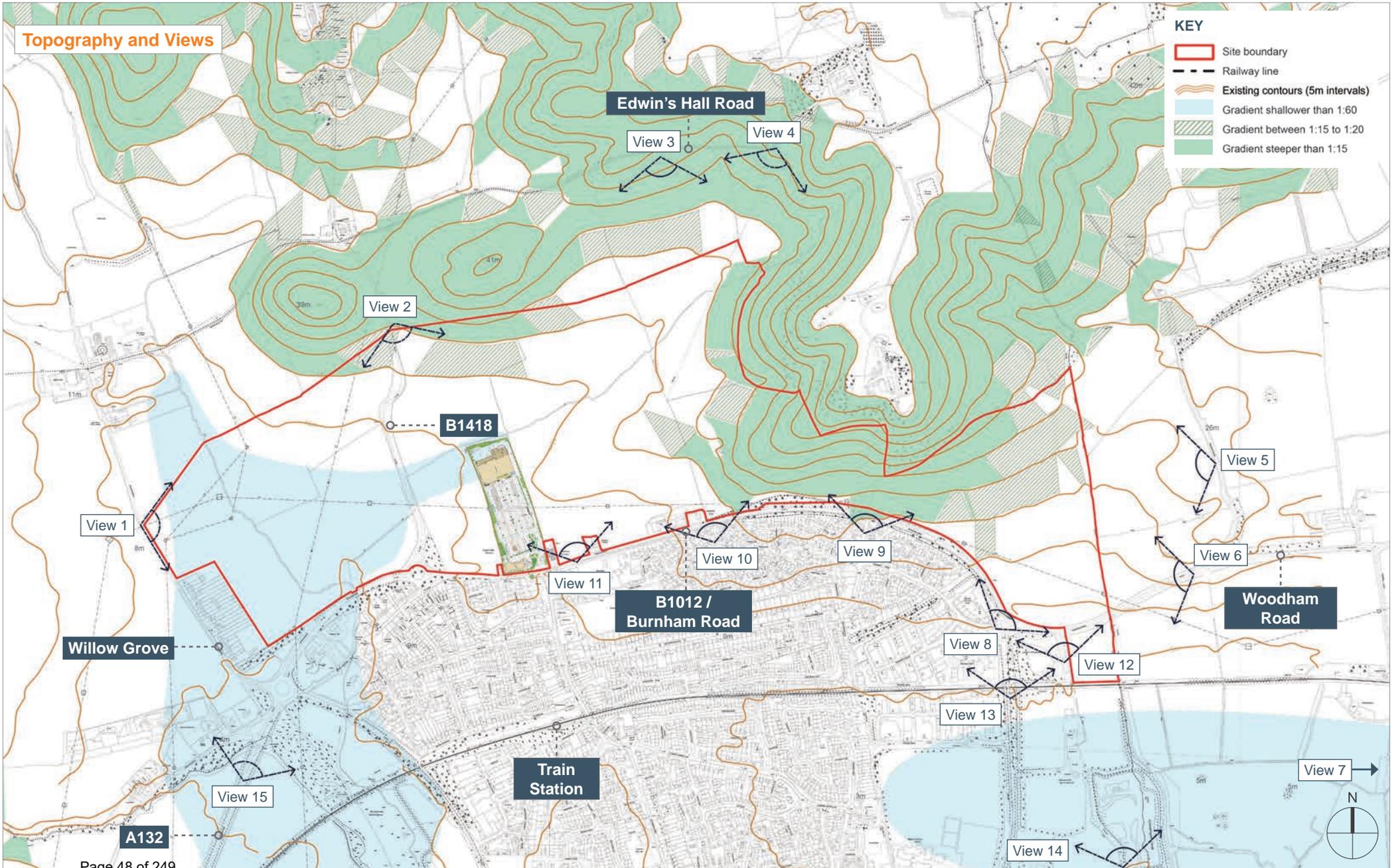
**View 11:** This view is taken approximately midway along Burnham Road and shows a wide opening in the field hedge and vegetation creating a rare opportunity for a long distance view across the site to the higher ground and countryside beyond. This visual connection makes this a key viewpoint.

**View 12:** This view shows the eastern part of the site from the Memorial Garden south of Woodham Road.

**View 13:** This view from the railway bridge on Ferrers Road shows part of the eastern most field, framed by existing trees along Ferrers Road.

**View 14:** This is a more distant view of the eastern part of the site from Compass Gardens.

**View 15:** This is a more distant view from Burnham Road to the south-west, with a glimpse of the higher ground to the north of the site above the tree line which screens the site itself.



# SITE ANALYSIS



View 1: from the site's western boundary



View 2: from the B1418



View 3: from the north-east



View 4: from the north-east



View 5: from Woodham Road



View 6: from Woodham Road



View 7: from the Crouch Estuary



View 8: from Burnham Road



View 9: from Burnham Road



View 10: from Burnham Road



View 11: from Burnham Road



View 12: from the Memorial Garden south of Woodham Road



View 13: from Ferrers Road



View 14: from Compass Gardens



View 15: from Burnham Road

# SITE ANALYSIS

## NATURAL ENVIRONMENT

The Bushy Hill Local Wildlife Site lies adjacent to the site on Bushy Hill, including Edwinshall Wood, an area of potentially ancient broadleaved woodland, and is protected by a Tree Preservation Order. The Local Wildlife Site extends southwards into part of the site to the north of Burnham Road, comprising an area of acid grassland, with a series of terraced slumps, important for scarce invertebrates.

The majority of the site is in arable agricultural use. The area around Mill Hill comprises an area of semi improved grassland. Within the remainder of the site there is a well-developed network of hedgerows, with a field pattern that is still recognisable in part from the 1881 Ordnance Survey map. Some lengths of hedgerow have been lost over time, occasionally marked by trees. Most hedgerows are predominantly comprised of Hawthorn and Blackthorn.

Two watercourses run through the site towards Fenn Creek, to the south-west. There is one pond on site, and one adjacent to the boundary. There are numerous ponds in the surrounding area, especially to the north and east of the site.

There are some good quality broadleaved trees within the site particularly along the central watercourse and the watercourse north of Shaw's Farm in the west of the site. A belt of relatively recent mixed planting is evident on the south edge of the site, associated with the construction of Burnham Road. Other trees are associated with field boundaries.

The hedgerows, watercourses, and field margins provide ecological connectivity through the site and into the wider landscape.

Ecological Surveys have been undertaken on site during 2017 and 2018 to identify the important habitat features. These features are identified on the plan opposite. Species found to be using the site include Reptiles, Bats, Breeding and wintering birds, Badger, and Great Crested Newt.



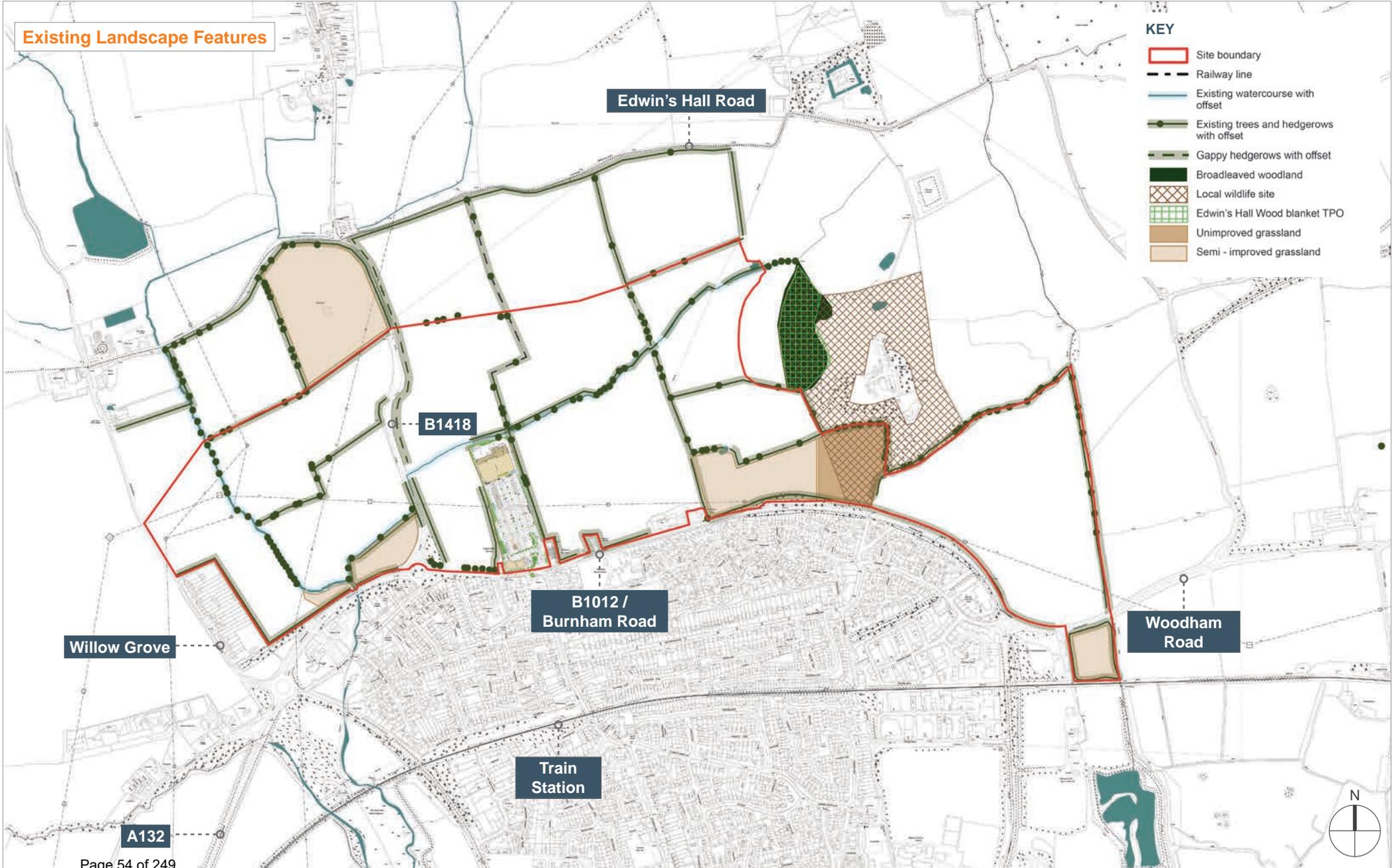
View west across site from the edge of Edwinshall Wood



Woodland margin along the edge of Edwinshall Wood



Mature trees within hedgerows and field margins



# SITE ANALYSIS

## FLOODING AND SURFACE WATER DRAINAGE

The existing topography of the site falls in general from the east to the west with steep falls from approximately 50m AOD on the north eastern boundary to approximately 10m AOD at the B1418. The site to the west of the B1418 is relatively flat and low lying in comparison to the eastern side.

An ordinary watercourse crosses the site flowing from north east to south west through the site before passing below the B1418. This picks up a number of tributaries across the site before connecting into the watercourse which flows from north to south along the western section of the site.

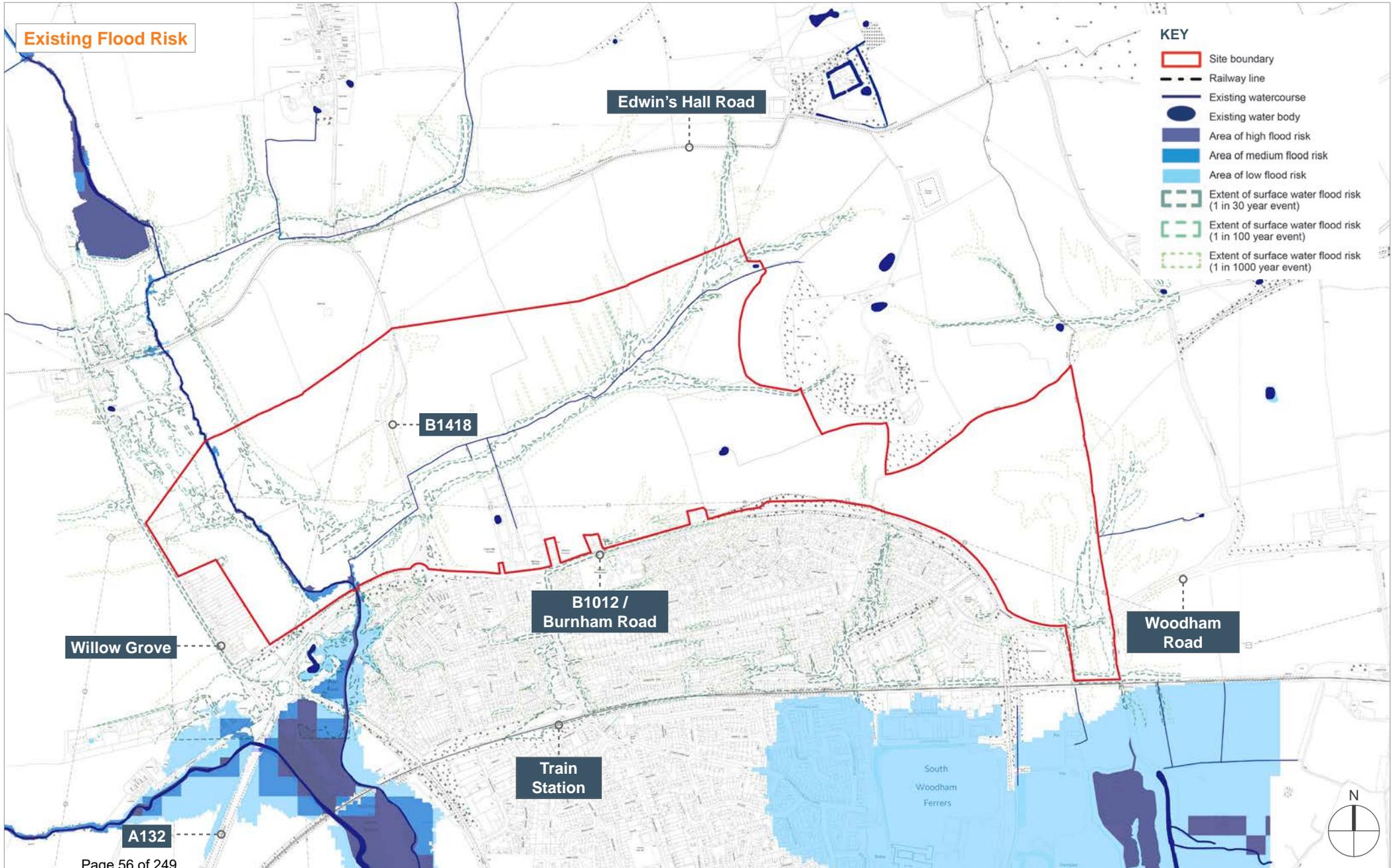
The Environment Agency (EA) Flood Maps for planning show the majority of the site falls within Flood Zone 1, which has a low probability of flooding. The site lies partially in Zone 2 (land having between a 1 in 100 and 1 in 1000 annual probability of river flooding) and Zone 3 (land having a 1 in 100 or greater annual probability of flooding) along the line of the watercourses in the south western section of the site.

The site is identified on the EA flood maps as being at risk from flooding from surface water. Discussions with the Lead Local Flood Authority have confirmed that the 1 in 1000 year surface water flood risk zone is not a constraint on proposed development. Development within the 1 in 100 or 1 in 30 year surface water flood risk zones will need careful consideration. Appropriate routing of overland flows will be included in the design to ensure surface water drainage is appropriately managed.

The site is not situated within a groundwater source protection zone and there are no abstraction points within 0.5km of the site.



Existing drainage ditch within site



# SITE ANALYSIS

## UTILITIES

A number of utilities run across the site, both over ground and underground. The most notable utility crossing the site comprises the overhead power lines. These are 132kV and require a 30m stand-off in relation to residential use. The main overhead power line affecting the site runs in an east-west direction closely following the southern boundary onto Burnham Road. Further overhead power lines criss-cross the site on the western side. It is assumed that, at this stage in the design process, these over head power lines will remain in place with the masterplan incorporating them into the overall design.

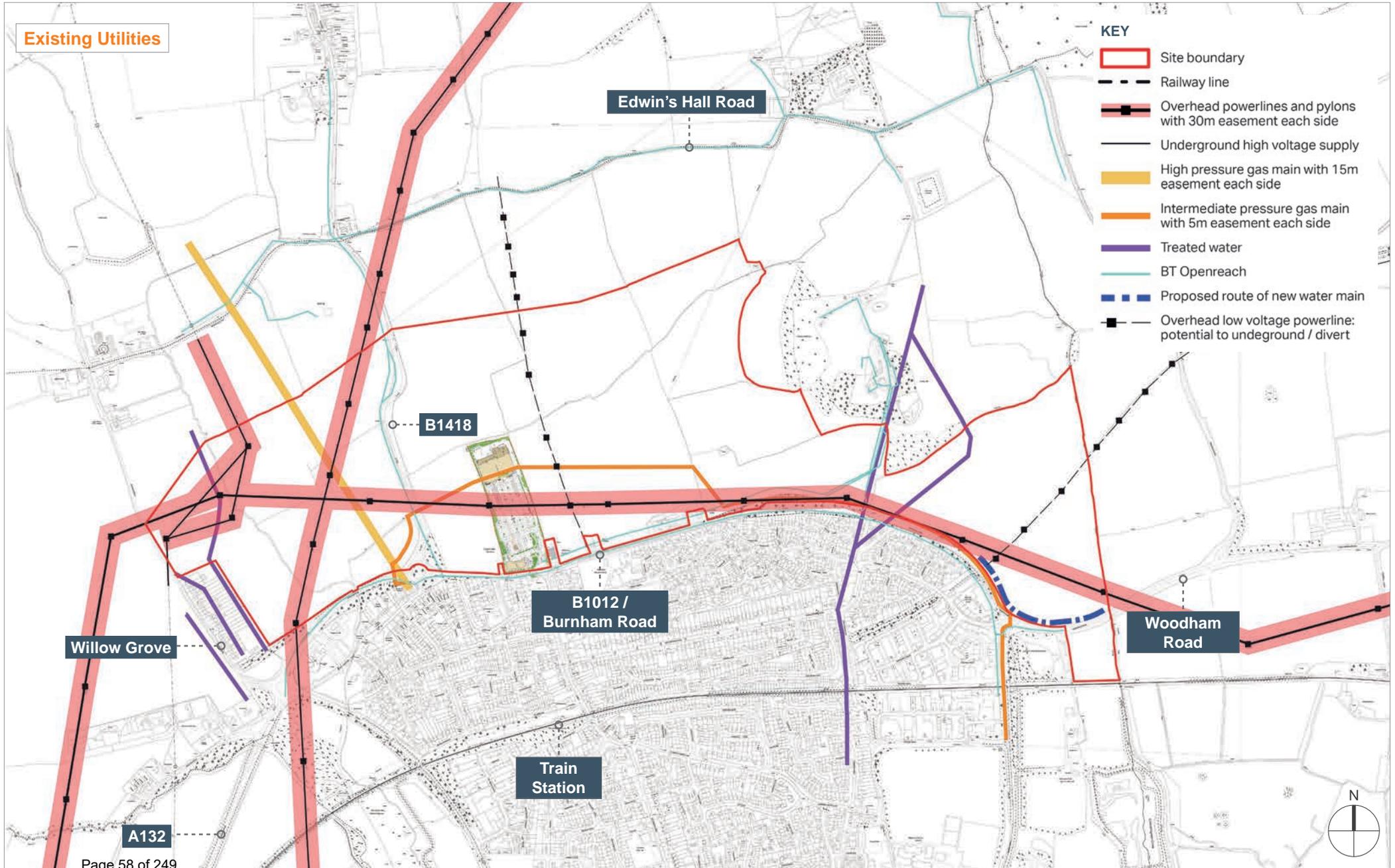
There are further low voltage power lines on the site, but these have been omitted as they can be placed underground.

A high pressure gas main runs underground in a south east – north west direction across the site. It originates from a point to the east of the junction between Old Wickford Road and Burnham Road. This has its own easement of 15m. An intermediate gas main, also originating from the same point, runs in an east-west direction across the site through the central areas. It crosses the new supermarket development site, just to the south of the new retail unit before heading back towards Burnham Road and then following the route alignment towards the south. Again, this has an easement of 5m.

Other utilities include a number of treated water and water distribution pipelines in the east and west of the site.

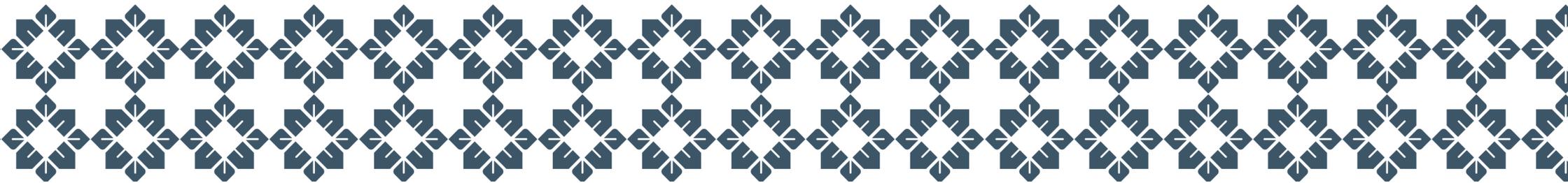


Overhead powerlines within the site

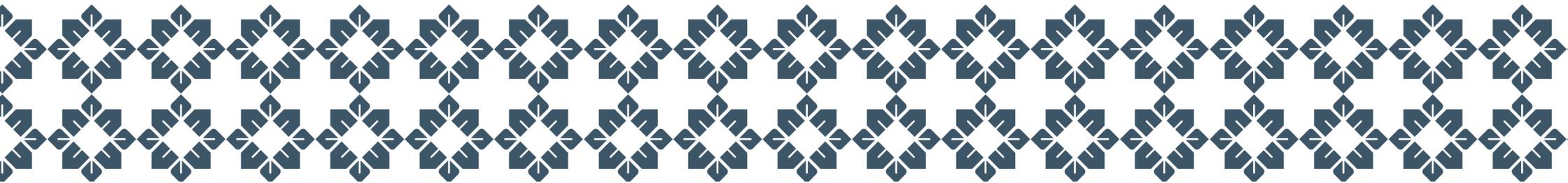
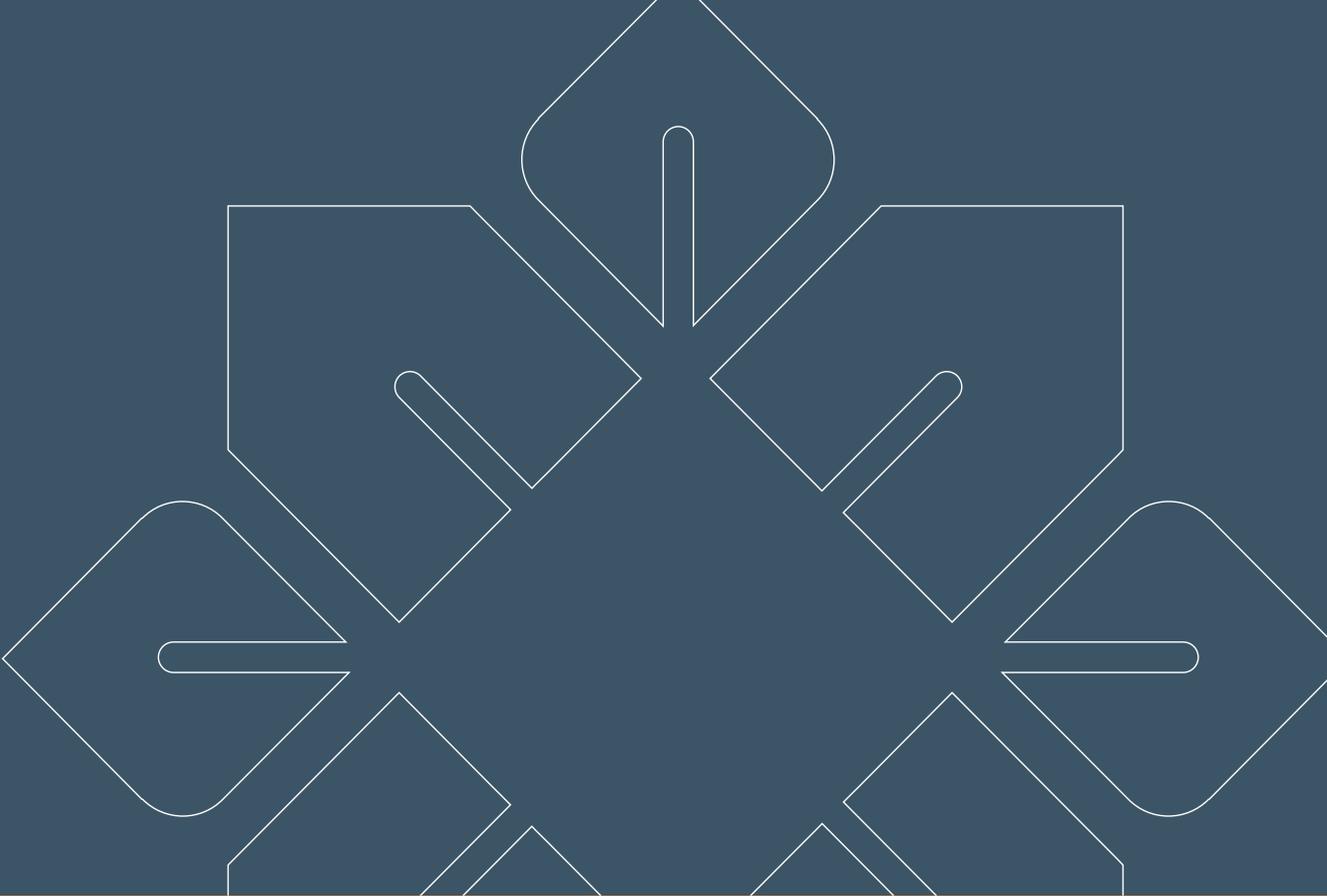


# SECTION 4

# THE VISION



**This section describes the Vision for Land North of South Woodham Ferrers, identifying the key aims and objectives for the site**



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# THE VISION

Land to the north of South Woodham Ferrers will become the next new chapter in the town's evolution and growth.

Our Vision is to create a high quality, sustainable and inclusive new neighbourhood that, once completed, will have the 'feel' and function of an integral part of the town, but with its own character and identity.

The new neighbourhood will sit within a **high quality and varied green infrastructure** framework that respects the existing landscape context



The new neighbourhood will be a **healthy place** that offers spaces for outdoor activity as well as quality walking and cycling routes both within the site and to the surrounding countryside



The new neighbourhood will be **fully integrated with the adjoining community** and well connected to key services and facilities in the town



The new neighbourhood will have a **strong sense of place and community**, focused around a central, accessible and mixed use local hub



The new neighbourhood will cater for a **cross section of society**, offering market and affordable housing as well as a location for travelling show people

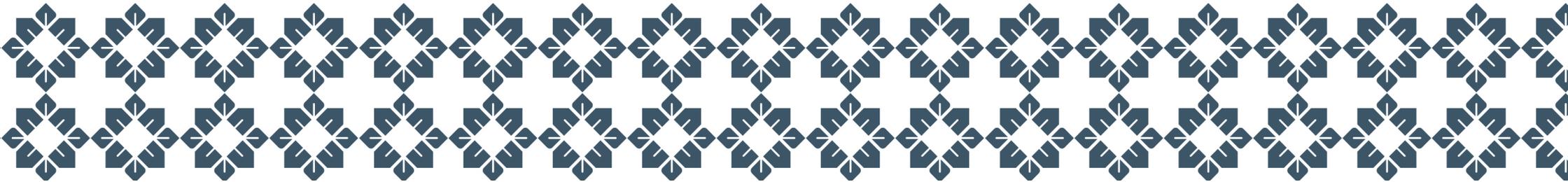


The new neighbourhood will be an **attractive and characterful** place and a new northern gateway into the town

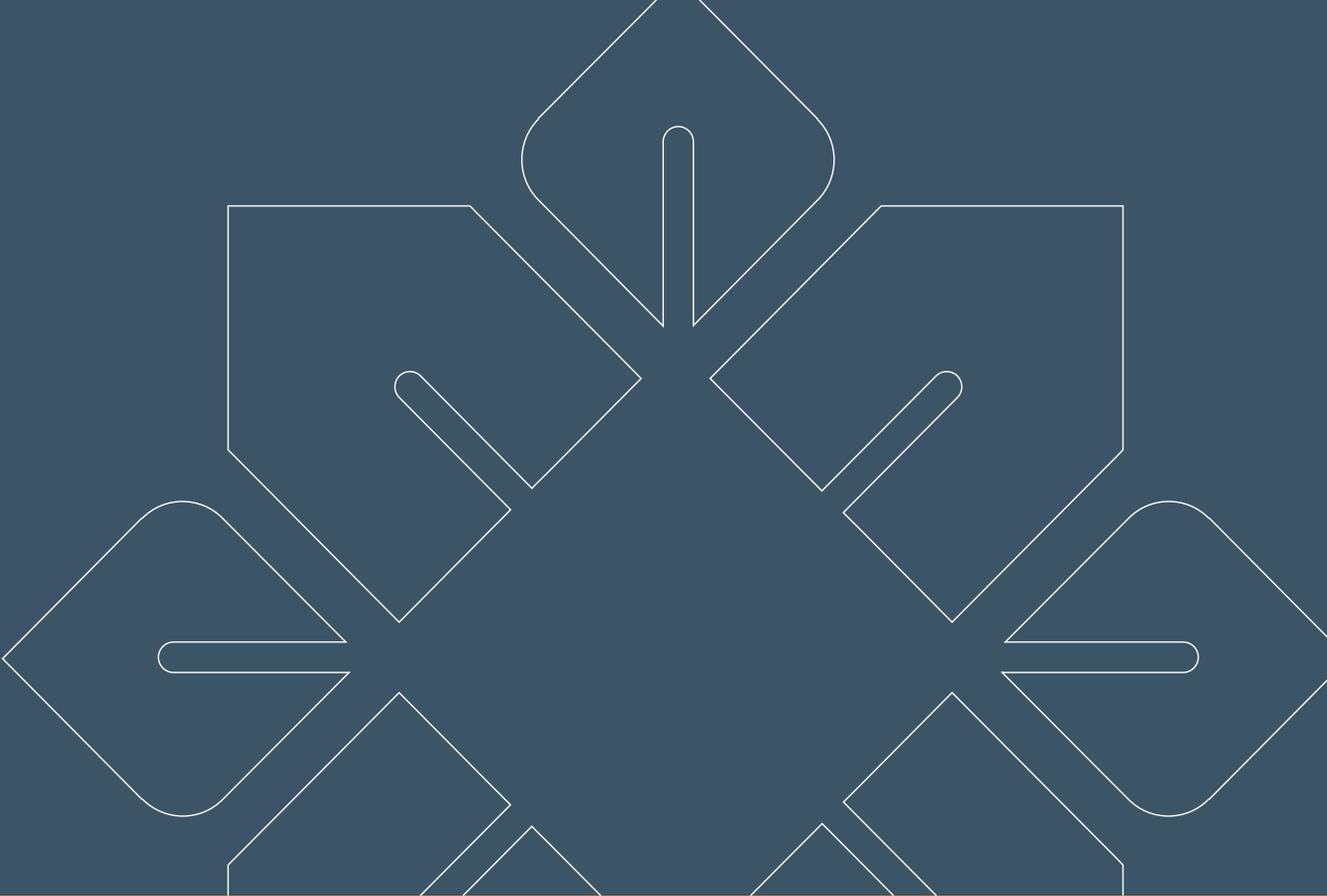


# SECTION 5

## CREATING THE GREEN GRID



This section outlines the key strategies which together enable the creation of the 'Green Grid', the landscape led framework which provides the structure for the proposed masterplan



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# DRAINAGE STRATEGY

## DRAINAGE

In accordance with Planning Practice Guidance the proposed development will aim to keep more vulnerable development, such as residential, in areas identified as being within Flood Zone 1. Where development is adjacent to Flood Zone 2 and 3, appropriate checks will be undertaken to ensure that the development is at an appropriate level above the adjacent Flood Level and that safe access and egress can be achieved.

The site is also subjected to Pluvial/Surface Water Flooding Risk. The ordinary watercourse that crosses the site with a North-East to South-West direction has a total contributing catchment of approximately 170ha. The total area of the central area of development, to the east of the B1418 and to the west of Bushy Hill, is approximately 38ha, amounting to 22% in relation to the total ordinary watercourse catchment.

The drainage strategy is in accordance with the Essex County Council SUDS Design Guide and will manage rainfall at source by providing five attenuation ponds, mimicking the natural drainage regime and limiting discharge from the developed areas to the equivalent 1 in 1 year greenfield run off rate. This will significantly reduce the pluvial flows for the catchment and reduce the pluvial risk. The drainage strategy will mimic the natural flows for the site and attenuation features will be placed within existing pluvial flood risk areas, sized appropriately to manage pluvial flows.

To further protect the development and manage the pluvial flows, a network of swales around the boundary of the site will be provided to not only protect the site from overland flow but also to preserve the existing drainage regime. The swales will be of adequate capacity to convey the 1 in 100 years Greenfield Runoff including a 40% allowance for climate change.

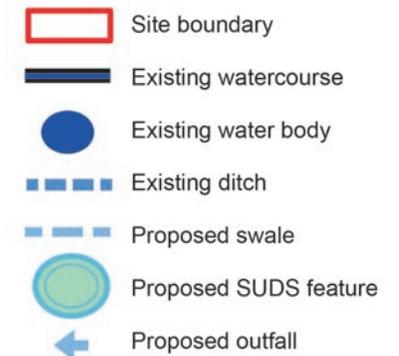
The eastern part of the development, north of Woodham Road and to the south of Bushy Hill, is drained via 2 attenuation ponds, applying a source control approach. There are known local issues in this area which originate from a small catchment and where possible the development will seek to address these through the new SUDS scheme. Swales will not only provide protection from overland flow flooding the site but mimic the current drainage regime of the wider area.

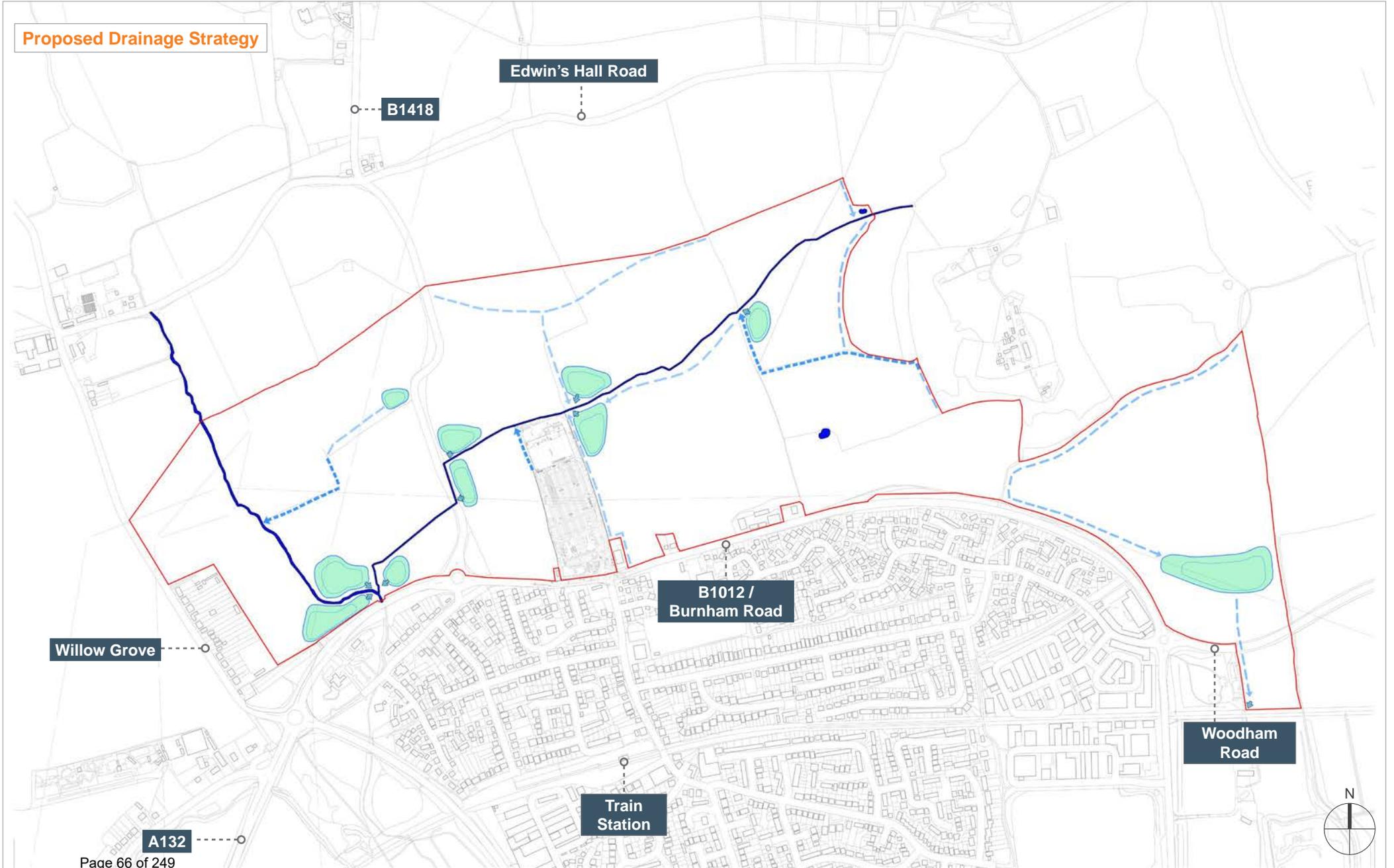
For the western part of the development, pertaining the plot west of the B1418, an attenuation pond is provided in accordance to the aforementioned design rationale, discharging to the existing ditch. Most of the contributing catchment to the existing ditch originates from the development land promoting betterment to the Pluvial Flooding issues downstream since the development will limit the discharge to the equivalent 1in1 year greenfield runoff.

In order to ensure no disruption to the current drainage regime and also to safeguard the development from overland flows, a series of swales is provided with the main watercourse as the ultimate receptor. The swales will be sized according to the contributing catchment ensuring their conveyance capacity. Furthermore, controls could be put in place to control velocities in the swales, promote sedimentation and attenuation if required in the detailed design stage.

The drainage strategy for the individual development parcels will include, where possible and applicable, permeable paving and open swales for the provision of highway drainage to promote attenuation and treatment.

Through the implementation of the new drainage system, flows of water into the existing system will be slowed which could see an improvement on the existing drainage.





**Proposed Drainage Strategy**

**Edwin's Hall Road**

**B1418**

**Willow Grove**

**A132**

**Train Station**

**B1012 /  
Burnham Road**

**Woodham Road**

# ECOLOGY STRATEGY

## ECOLOGY

Ecological Surveys undertaken on site in 2017 and 2018 identified the Bushy Hill Local Wildlife Site, grasslands, ponds, watercourse, and hedgerow and tree habitats as important for foraging and roosting bats, Great Crested Newt, reptiles, foraging and breeding birds, and Badger.

The intrinsic value that habitats including mature trees, ditches, hedgerows and ponds have with regards to biodiversity has been key in the design of the masterplan with a focus on a living landscape that benefits all. As such, habitats of importance will be retained, protected and enhanced within the scheme to provide improved habitat for protected species in the long term.

The existing stream, mature trees and hedgerows are retained and a grassland buffer will be established along ditches and hedgerows to improve the quality of the habitat provided there for invertebrates, reptiles, amphibians and foraging bats.

Although some existing grassland will be lost as a result of the development, additional acidic grassland and wildflower rich meadows areas will be created around the Bushy Hill Local Wildlife Site to enhance the wildlife habitat. This site will be further enhanced with the creation of new ponds, providing additional breeding habitat for Great Crested Newts, reptiles, and breeding and wintering birds and the replanting of gappy hedgerows to provide multi-functional wildlife corridors for mammals, amphibians and reptiles.

The drainage strategy has been designed to complement existing ecological features to provide a Blue / Green corridor through the site and to ensure habitat connectivity between these features for protected species and providing a multifunctional open space for residents and wildlife, thus reducing recreational pressure on local designated sites. In addition, an increase in ponds will provide a net gain in breeding habitat locally available to Great Crested Newts.

The site will be designed to provide at least 10% biodiversity net gain, which will be detailed and secured through future planning applications. A lasting management regime will be established to ensure that the habitats are maintained in optimum condition for protected species. The grassland areas will be managed as wildflower meadows with scrub patches, providing habitats that are in decline within the existing agricultural landscape. At least one new tree will be planted for every new resident.



View east across site towards Edwinshall Wood



View west across site from the edge of Edwinshall Wood

-  Site boundary
-  Existing watercourse
-  Existing water body
-  Existing trees
-  Existing hedgerow
-  Existing local wildlife site
-  Grassland habitat
-  Proposed new hedgerow
-  Proposed SUDS feature
-  Stream corridor habitat

Proposed Ecology Strategy



# LANDSCAPE STRATEGY

## LANDSCAPE

### Parkland arc

The site forms part of the missing link in the arc of parkland and public space around the town. A band of publicly accessible space and/or routes around the site's northern edge would complete the parkland ring.

### Areas of local importance in the landscape

The parkland arc would link the four areas of particular local importance in the landscape; namely Fenn Creek, Mill Hill, Bushy Hill and Saltcoats Park. Of these areas Mill Hill, Bushy Hill and the connecting ridgeline are visually significant. Key views of these areas from the edge of the town and the surrounding landscape should be protected and enhanced.

The northern edge of the site was the subject of much analysis in the Northern Boundary Study submitted in determining the extent of the allocation. It is recognised that the form of development proposed and the open spaces created must be sympathetic to this sensitive edge. Building heights would be restricted so as not to be visible over the ridgeline to the north.

The eastern edge of the site is also visually sensitive and will form part of the new gateway into the town. The field boundary is straight so care must be taken to create a sinuous edge to the built form, stepping back in places and punctuated with small open spaces and tree planting.

The Bushy Hill Local Wildlife Site (LWS) forms the green heart to the site. There are opportunities to create pedestrian and cycle links through its lower parts to connect the two parts of the site. This must be carefully done to avoid compromising the LWS.

### Central green spine

The central water course and treeline forms a strong green spine running through the centre of the site. Similarly, the western watercourse would be retained as the backbone of a strong green infrastructure network. Both retained spines would be enhanced with links to other interconnected open spaces, forming a green infrastructure network that permeates the site. Open spaces would be multi-functional, incorporating amenity space, opportunities for play, SUDS and water management, and biodiversity benefits where possible.

### Landscape routes

The proposed landscape routes between the existing town / new development and the wider countryside are formed around existing Public Rights of Way or as connections between areas of particular importance in the landscape, for example the link between Burnham Road and Mill Hill.

### North-western edge

The large area of flat ground to the north west of the site near Ilgars Manor contains fewer field boundaries and would be suitable for the provision of formal sports facilities, including the potential relocation of the rugby club. This use forms a soft buffer to the Ilgars Farm complex and a gentle transition to the open countryside beyond. Any pitches here would be unlit.

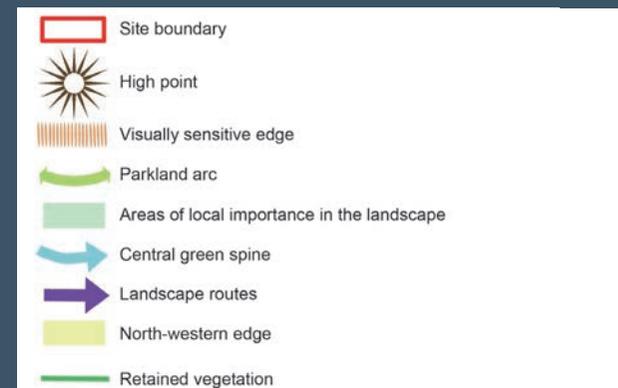
### Retained vegetation

The majority of the existing trees and hedgerows would be retained and incorporated into the wider green infrastructure network. Particularly good quality trees identified in the arboricultural survey would be celebrated as the focal points of open spaces, on key views or as features in their own right.

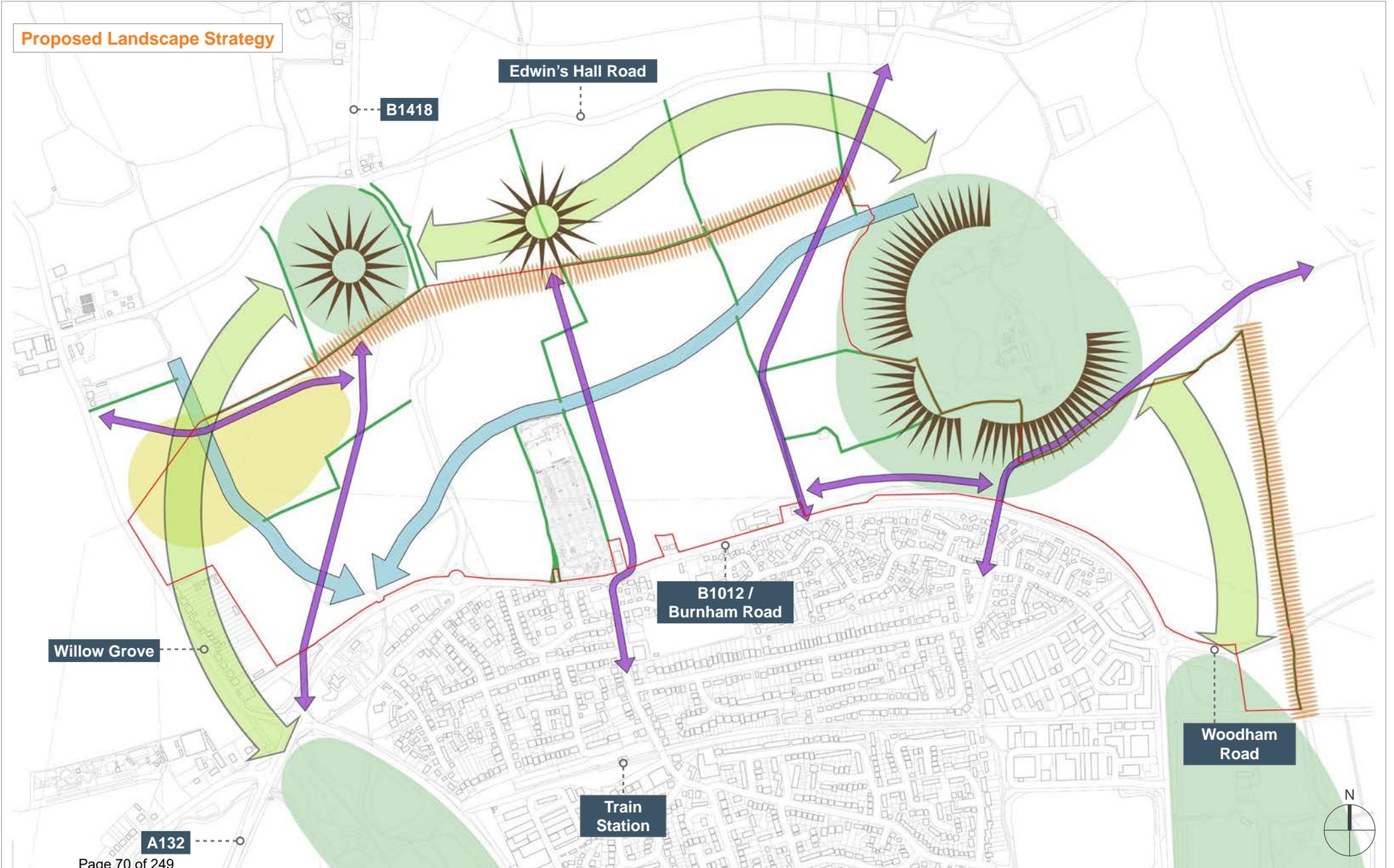
### Public rights of way

The existing public rights of way (PROW) network within the site would be retained, and enhanced with links to the wider network and within the site, for example connecting the western and eastern parts of the site through the LWS.

A Habitat Regulations Assessment (HRA) identified a potential increase in recreational pressure on the nearby Crouch and Roach Estuaries (SPA, SAC, Ramsar). Discussions have taken place with Natural England on the HRA and the provision of wider access to the countryside. Potential additional routes for improved access could link to the high ground at Mill Hill to the west, through the site to the west, and to Edwin's Hall Lane and nearby PROW to the north. Access will be provided throughout the site to allow links to the wider PROW network. These HRA routes fall outside the allocation and would be grassed paths on field edges. By creating suitable routes for walkers on the northern side of the site, the pressure for recreational walking on the more sensitive routes around the estuary can be reduced.



Proposed Landscape Strategy



# PEDESTRIAN AND CYCLE DESIRE ROUTES

## DESIRE ROUTES

Walking and cycling are the priority forms of travel within the development. The pedestrian and cycle access strategy described here has been developed in consultation with Chelmsford City Council. Discussions with Essex County Council Highways officers are ongoing in regard to the nature of use of existing public rights of way, their surfacing and integration into the proposed wider footpath and cycleway network.

### Crossing points

A key element within the Pedestrian and Cycle Strategy has been the identification of crossing points across major roads, in particular Burnham Road. These are vital for the creation of pedestrian and cycle linkages from South Woodham Ferrers into and through the site.

These crossing points are shown on the diagram opposite, and proposals for each location are described in greater detail within Section 5 of this document.

### Key pedestrian and cycle routes

The diagram also identifies key pedestrian and pedestrian/cycle desire routes within the site, showing how these integrate with existing pedestrian / cycle corridors within South Woodham Ferrers and existing public rights of way through the site.

Creating links to public rights of way beyond the site is also a key consideration. In particular, the following routes have been taken into account:

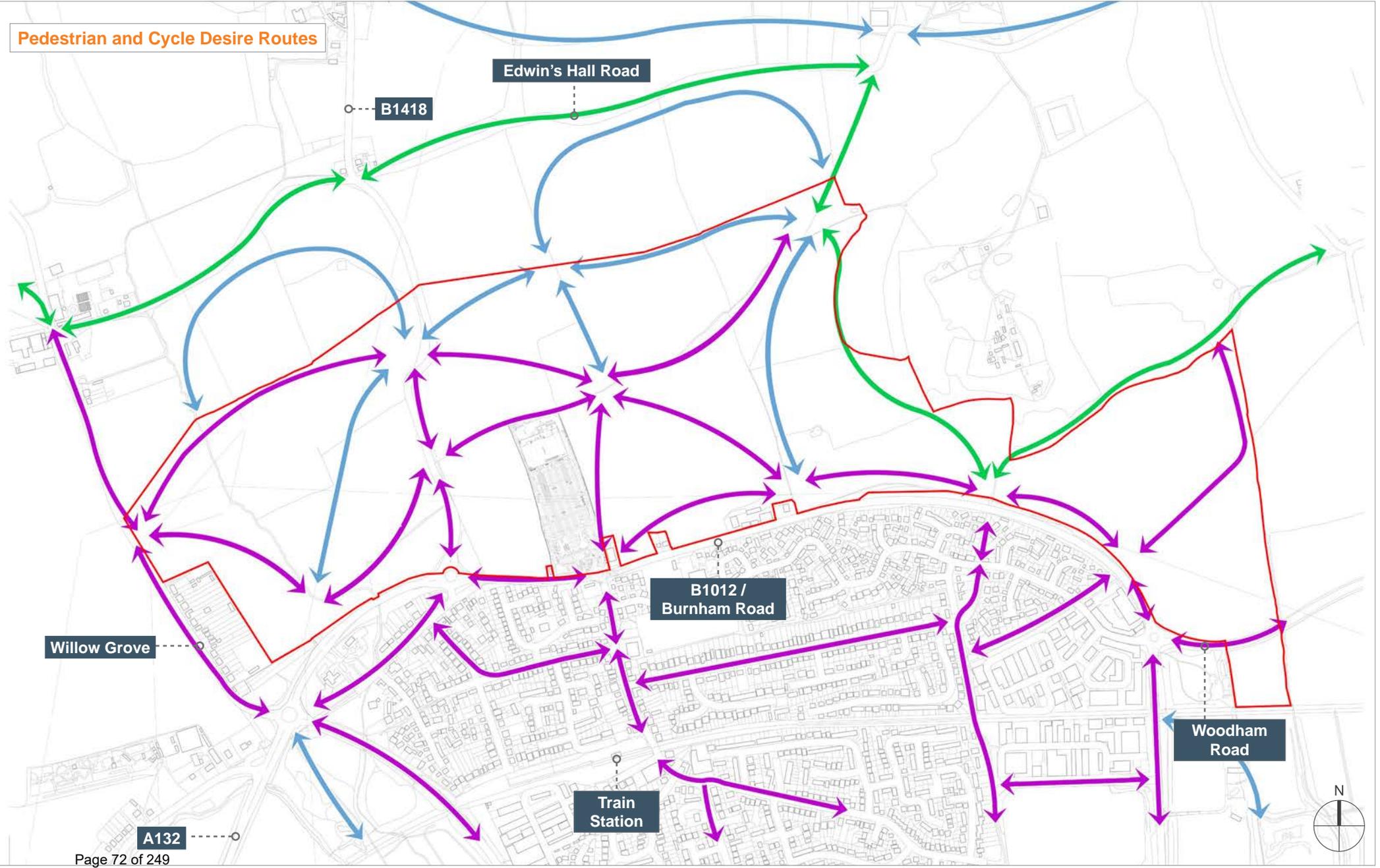
- The network of public footpaths to the north of the site connected by Footpath 24 running through the site;
- Public Bridleway 25, continuing eastwards as Bridleway 17 towards Stow Maries;
- The potential for establishing a new route along the alignment of the former railway line to Maldon, linking via Bridleway 17 with existing Bridleway 24 which follows the former railway line to the east of the site;
- The opportunity to create a pedestrian, cycle and bridleway link partially through the site to provide access from Bridleway 25 towards Bridleway 21 which runs west from Ilgars Manor towards RHS Hyde Hall.

Provision of these routes will enable convenient non-vehicular access to key amenities and destinations within the town, together with increased recreational opportunities within the site and improved linkages to the existing network of public rights of way beyond the site.

The Pedestrian and Cycle Strategy also identified a number of proposed improvements to the existing pedestrian / cycle corridors within South Woodham Ferrers.



**Pedestrian and Cycle Desire Routes**



# THE GREEN GRID

## GREEN GRID

The 'Green Grid' constitutes the spatial framework for the proposed masterplan, providing a comprehensive landscape led structure within which the proposed uses can be distributed.

The 'Green Grid' is generated by combining the strategies for drainage, ecology and landscape, also taking into account the constraints imposed by the various utilities that run through the site, in particular the overhead power lines. The edges of the corridors created by the utility easements will be softened to avoid overly straight linear open spaces.

The 'Green Grid' can be understood as comprising a number of interlinked elements:

### Higher Ground

The higher ground including Bushy Hill and the rising land and prominent hilltops to the north, much of which lies beyond the site boundary, establishing the northern edge to the masterplan and providing a landscaped setting of strong character to the masterplan as a whole.

### Stream Corridor

The corridor alongside the central tree lined watercourse, creating a strong green spine through the main part of the site, with ecological enhancements and integrating many of the proposed SUDS features

### North / South Corridors

These three corridors cross the main part of the site roughly perpendicular to the central stream corridor. The alignment of each corridor is generated by a combination of existing site features and potential opportunities:

The central corridor runs between the Burnham Road / Hullbridge Road junction and the central hilltop to the north of the site. This alignment retains and reinforces the existing visual connection across the site from Hullbridge Road and Burnham Road, and also provides an extension through the site of the existing movement corridor along Hullbridge Road, linking the heart of the new development with the railway station and the heart of the town.

The western corridor runs from the Burnham Road / Willow Grove / Ferrers Road junction towards the western hilltop. This provides the opportunity to create a visual link through the site focused on the hilltop, incorporating pedestrian and cycle access. It also enables the retention of the existing overhead power lines, by following their alignment.

The eastern corridor is aligned on the existing Footpath 24 and the retained hedgerow alongside, creating a further visual and movement connection through the site aligned to important existing site features.

### East / West Corridor

This corridor runs intermittently from east to west across the whole site, providing further connectivity across the site parallel to Burnham Road. It also enables the retention of the existing overhead power lines, by following their alignment. This corridor will be meadow and grassland with occasional tree planting where utility constraints allow.

### Eastern and Western Edges

These areas define the eastern and western edges of the masterplan. Their landscaped character will respond to their location on the edges of the masterplan and the creation of appropriate relationships with the wider landscape.

-  Site boundary
-  Higher ground around Bushy Hill
-  Higher ground to the north
-  Stream corridor
-  North / south corridors
-  East / west corridor
-  Eastern and western edges

Proposed Green Grid Strategy

Edwin's Hall Road

B1418

Willow Grove

B1012 /  
Burnham Road

Train  
Station

Woodham  
Road

A132



# THE GREEN CIRCLE

## GREEN CIRCLE

The Masterplan will make a significant contribution towards the establishment of a 'Green Circle' of interlinked landscaped spaces and routes all around South Woodham Ferrers:

### Existing landscaped areas to the south of the site

Fenn Creek, Marsh Farm, Compass Park, Saltcoats Park, Memorial Garden. Adjoining current edges of the town to the west, south and east. Accessible from the town and providing a recreational pedestrian route around the edge of the town.

### Radar Hill

Radar Hill (more accurately called Bushy Hill) is prominent visually as a tree lined backdrop to the town. Its lower slopes are located within the site. Other than Bridleway 25 running along its southern edge, it is not currently accessible for public access.

Additional tree planting within the site around the base of Radar Hill will be incorporated, together with enhancements to existing grassland areas. A new recreational route within the site around the western edge of the hill will provide a link between Bridleway 25 and Footpath 24, leading north-eastwards from the site into the surrounding countryside.

### Mill Hill

Mill Hill, located adjoining the site to the west of the B1418, is another prominent high point to the north. It is not currently accessible for public access.

On the southern slope of Mill Hill, the existing grassland will be enhanced, with new tree planting creating a form of community woodland on its northern slope. A new permissive pedestrian route will enable public access from the site to the summit, enabling enjoyment of the extensive views available over the town and across the wider Crouch Estuary. An information board could be provided here.

Page 75 of 249

### Northern boundary

Where the site's northern boundary is defined by existing hedgerows, these will be retained and enhanced. New buffer planting will be provided elsewhere along this boundary.

The lower north-western part of the site will be excluded from development, with this area incorporating landscaping and formal recreation provision.

New routes will be established along the site's northern boundary to enable public access along this entire edge.

### Stream corridor

The existing stream corridor through the centre of the site will be enhanced, with pedestrian and cycle routes enabling access from east to west within the site as well as along its northern edge.

### Community open space and Hullbridge Hill

Within the centre of the site, a landscaped corridor will provide a visual and accessible link between Hullbridge Road and 'Hullbridge Hill', located adjoining the site to the north. Within the northern part of this corridor, a community open space will be located, potentially incorporating an informal kickabout area, amenity space with seating and outdoor exercise equipment. A permissive route can also be established east between Hullbridge Hill and Footpath 24.

### Eastern boundary and allotments

The establishment of a landscaped buffer along the site's eastern boundary, together with the provision of pedestrian and cycle routes within the site, will enable connection between Radar Hill and Woodham Road.

To the south of Woodham Road, new allotments provision will reinforce the landscape-led character established by the existing parks and gardens here.

-  Landscape buffer
-  Community Open Space
-  Grassland
-  Sports Facilities
-  Stream Corridor
-  New Woodland Planting
-  Allotments
-  Radar Hill
-  Existing woodland
-  Existing landscaped area
-  High ground with view south to the River Crouch
-  Proposed green links
-  Existing green links
-  Developable Area



Proposed Green Circle Strategy

Edwin's Hall Road

B1418

B1012 /  
Burnham Road

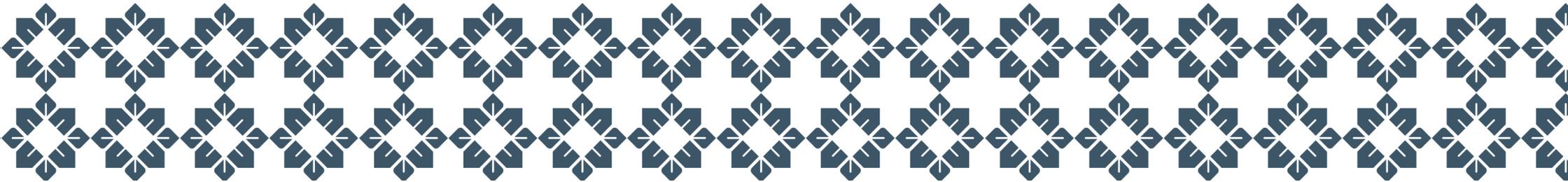
Willow Grove

A132

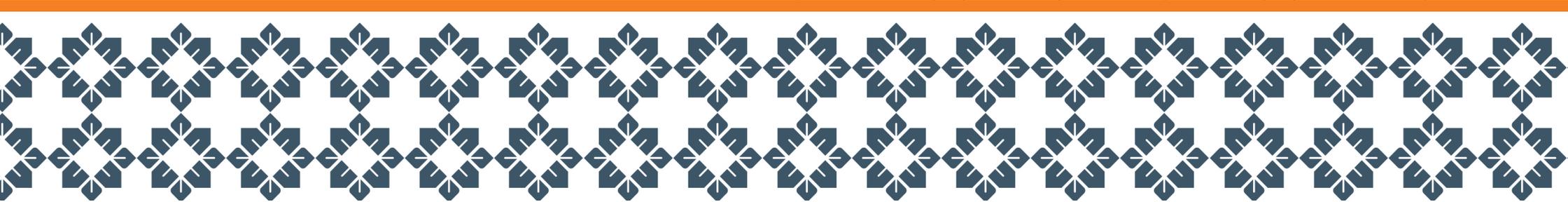
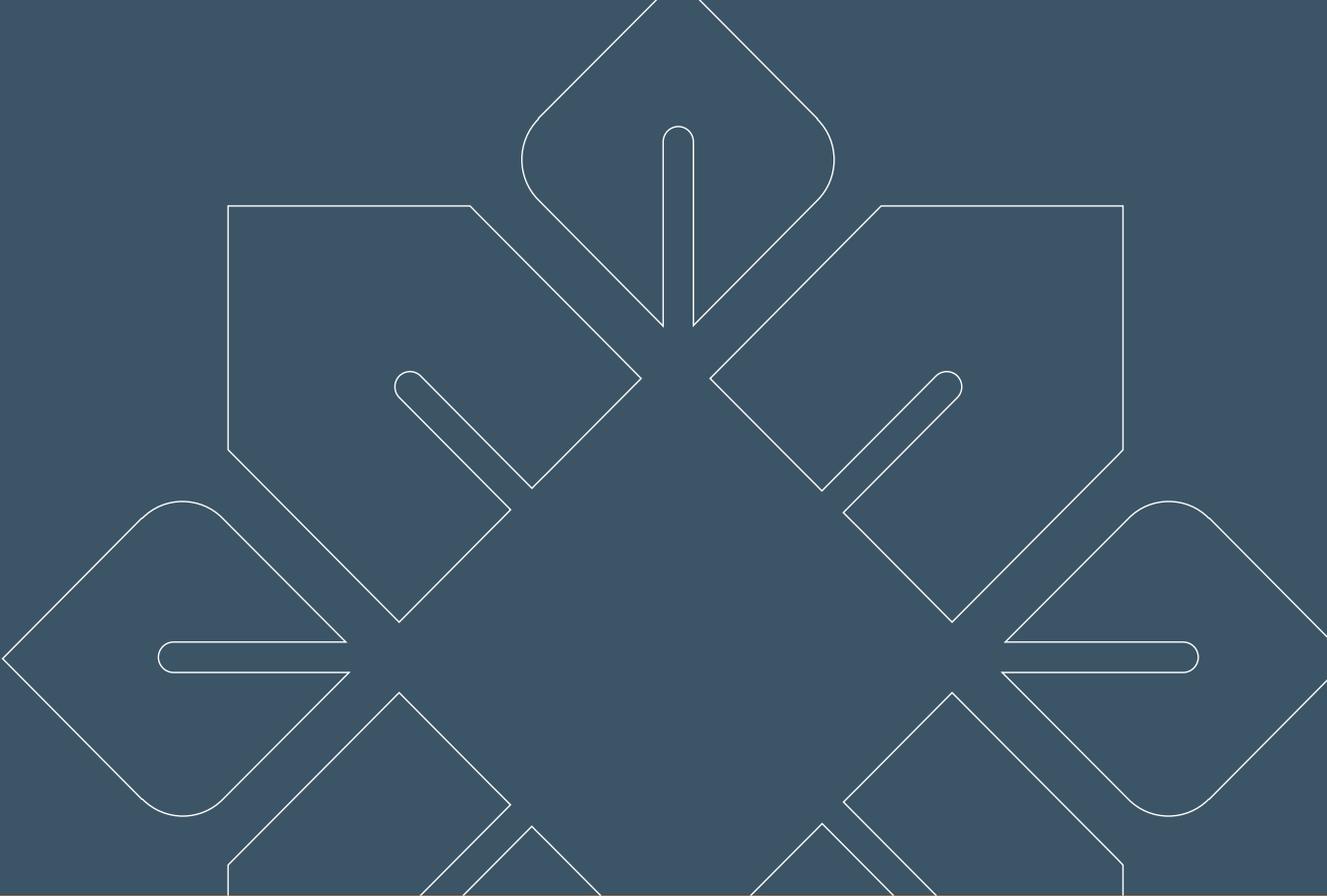
Train  
Station

# SECTION 6

## CREATING THE FRAMEWORK MASTERPLAN



This section describes the proposed distribution of community and recreational facilities, land uses and development areas within the framework established by the 'Green Grid'



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# OPEN SPACE PROVISION

## OPEN SPACE

Despite the various constraints within the site there is scope to provide a well-connected network of multi-functional open spaces and formal provision whilst maintaining the sensitive northern boundary. The open space requirement for the masterplan site sets out a minimum of 5.88 ha for the allocation of 1,000 units.

The precise arrangement of open spaces is to be determined but the general distribution is shown opposite. This will be refined in tandem with the development of the masterplan. This will include the location and arrangement of the formal sports facilities.

Current standards require 4 ha of formal recreation for the allocation of 1,000 units. The large area of flat ground to the north west of the site near Ilgars Manor would be suitable for the provision of the formal playing facilities. This would form a soft buffer to the Ilgars Farm complex and a gentle transition to the open countryside beyond.

The full extent of this area as identified on the diagram opposite measures 12.7 hectares, within which an area of 6.2 hectares is unconstrained for formal recreational use by existing features such as overhead power lines or the stream.

Play spaces would be distributed around the site to give good walkable access to users of all ages. The quantum of space proposed and the content of the play spaces will be compliant with the requirements of the relevant planning policies. Play facilities would be grouped, and form part of larger multi-functional open spaces. Natural play will be encouraged, and the use of natural materials favoured. Opportunities for informal play throughout the site will be maximised, including play trails and trim trails.



Precedent examples of play spaces



-  Site boundary
-  Formal recreation - full extent
-  Formal recreation - unconstrained land
-  Childrens' and Teenagers' play facilities
-  Childrens' play facilities
-  Allotments

Proposed Recreation Strategy



# FORMAL RECREATION FACILITIES

## LOCATION OPTIONS

The location of the formal recreation facilities within the masterplan has been the subject of extensive analysis. Three potential locations were considered, and a proposed location has been determined.

### Key location principles

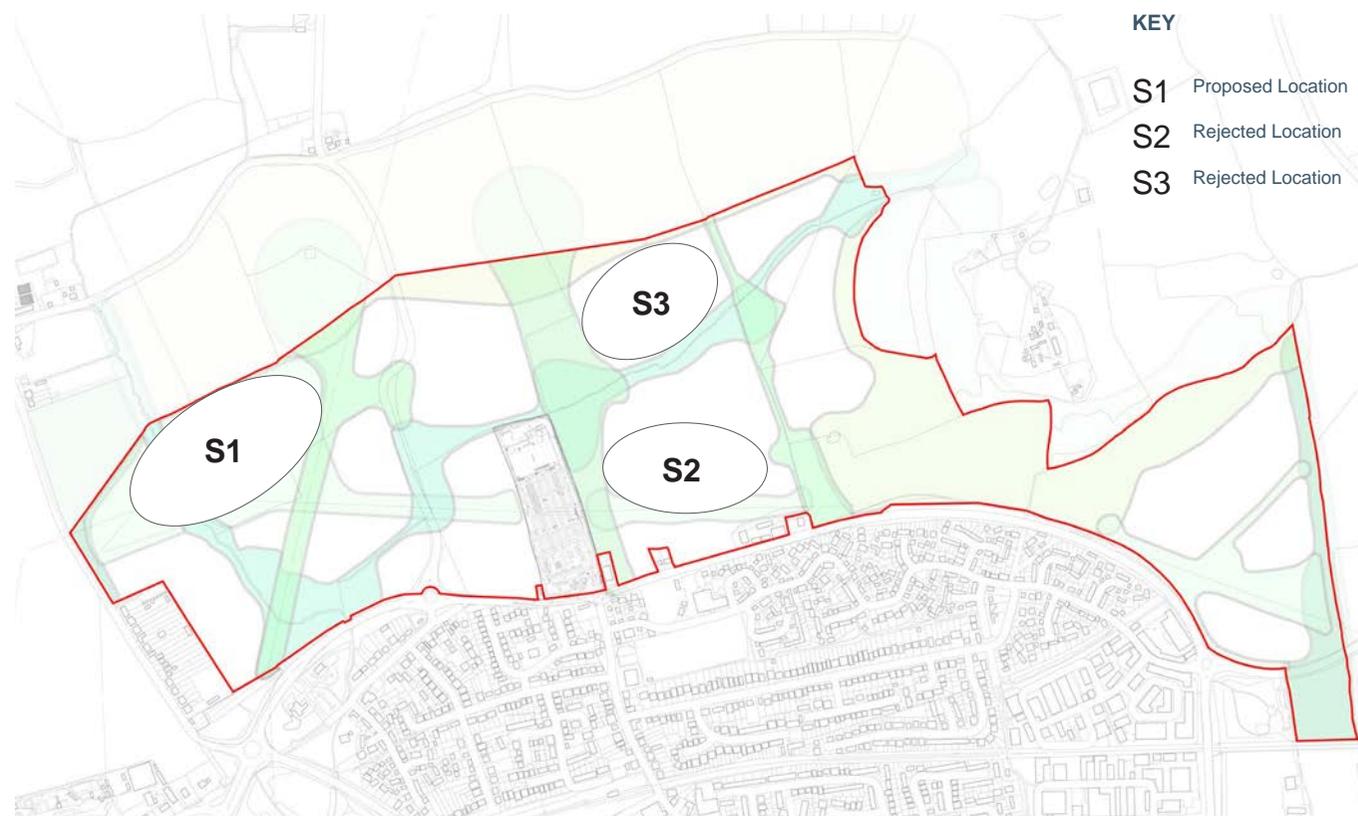
In considering potential locations for the formal recreation facilities, key principles were identified:

- Sufficient land area not constrained by existing site features such as overhead powerlines;
- Land with flat or relatively flat topography;
- Single contiguous location preferred to facilitate efficient management and avoid unnecessary duplication of associated facilities;
- Ease of access and potential for early delivery;
- Does not compromise the wider masterplan.

### Area S1 - Proposed location

This location is the only area within the site which satisfies the key location principles identified above.

It provides a single contiguous area with sufficient unconstrained land to meet policy requirements, incorporating some of the flattest land within the site. Accessibility is good, and the location close to the new B1418 junction would potentially enable early delivery. Its location adjoining key pedestrian / cycle desire routes would enable safe and convenient connectivity to the wider site. Connection over the stream can be made via a footbridge.



### Area S2

This area was rejected primarily because of the resulting impact on the wider masterplan.

This area is envisaged as the focal heart of the masterplan, with a local centre, primary school, and associated new homes together creating a strong sense of place and identity within the masterplan as a whole. Locating the formal recreation facilities here would prevent the creation of a focal heart in this central location, with its great connectivity to the existing settlement and its proximity to the supermarket and health centre development immediately to the west.

### Area S3

This area was rejected because, due to its topography, it is unable to provide sufficient land area in a single contiguous location.

The topography in this area increases in gradient northwards. The flatter land in the southern part of this area is not of a sufficient size to accommodate the full requirement for formal recreational provision in a single contiguous location.

The location of this area away from Burnham Road or the B1418 would also prevent early delivery.

## PROPOSED LOCATION

The diagram here analyses the proposed location for formal recreation facilities in greater detail.

The full extent of this area (within the orange dashed line) measures 12.7 hectares. Combining the two areas within the yellow dashed lines creates an area of 6.2 hectares, within which sports pitches can be laid out in an unconstrained way according to more detailed requirements. Current standards require 4 hectares of formal recreation for the allocation of 1,000 units.

The extent of the unconstrained land has taken into account existing man-made constraints such as the overhead power lines and existing natural features such as the stream. The high pressure gas main and associated easement running roughly north to south through this area is not considered a constraint on formal sports pitch provision, albeit that homes would not be able to be located within 30m of the power lines.

This area can be conveniently accessed from the B1418 via a new junction, with pavilion / changing facilities and associated car parking provided within the eastern part of the area.

It is envisaged that a new pedestrian and cycle link is to be constructed across the existing stream; as well as linking the two areas of unconstrained formal recreation, this link will also form part of the wider pedestrian / cycle route network within and beyond the site, connecting the wider site with wider recreational routes to the north-west such as Bridleway 21 towards RHS Hyde Hall.



# DEVELOPMENT AREAS AND LAND USE

## | DEVELOPMENT AREAS AND LAND USE

The diagram opposite identifies the potential development areas within the site.

The majority of the development areas within the masterplan are proposed for residential use, incorporating a wide range of dwelling types and tenures across the site as a whole, including self build and specialist residential accommodation.

To enable the creation of a balanced new community, a number of non-residential uses are also proposed within the masterplan. These uses are summarised here.

Potential options for their location are considered later within this document. The preferred locations for these non-residential uses are shown on the proposed framework masterplan.

The extent of potential development areas shown are of sufficient capacity to accommodate all policy requirements.

The extent of potential residential development has taken into account the required offsets in relation to the overhead power lines; no homes are proposed within a 30m easement zone each side of the power lines.

### Local Centre

The Local Centre is envisaged as creating a central focus for the new community. It is envisaged that the significant retail and health facility provision currently under construction on the former Crouch Vale Nursery site will provide these specific functions in relation to the proposed new community. However the Local Centre is likely to incorporate complementary services from the tertiary sector (for example a hairdressers) and community uses such as a nursery or community hall / focal building.

### Primary School

The masterplan incorporates land for a new primary school, to be delivered by the local education authority, likely to be co-located with an early years and childcare nursery.

### Mixed Use and Employment

Provision of 1000 sqm of business floorspace, which could include a range of unit sizes and types, within a range of use classes, forms part of the proposals. A second early years and childcare nursery is likely to be located within this area, as well as small scale convenience retail to serve this area within the site.

### Travelling Showpeople

Emerging policy requires the provision of five serviced plots for travelling showpeople within the masterplan. A key requirement for this is convenient vehicular access from a main road, avoiding lengthy routes within the site.





# ACCESS AND MOVEMENT

## ACCESS AND MOVEMENT

### Pedestrian and cycle links

Provision for walking and cycling within and to and from the site is a priority. The site can be satisfactorily connected on foot and by cycle to the main facilities within South Woodham Ferrers, including local schools, the railway station, the shopping and employment areas. More details of these connections are shown on page 71.

Integrating the proposed development into the existing settlement is essential. Providing appropriate crossing facilities to Burnham Road and improving the environment for pedestrians and cyclists by reducing vehicle speeds will therefore be important. More details of these crossing facilities are shown on pages 72 and 73. All parties agree that reducing the speed limit on Burnham Road to a maximum of 40mph would be desirable subject to appropriate traffic modelling at the planning application stage to demonstrate that the impact on journey times would be acceptable.

This diagram shows in greater detail how the pedestrian, cycle and bridleway desire routes identified in the previous section of the document are integrated with the 'Green Grid', recreational uses, development areas, and the site's surrounding context.

### Vehicular access

The diagram also shows the principles of how vehicular access to the development areas can be achieved throughout the proposed masterplan. Access into the development from the existing highway network is proposed at a number of locations, either through the modification of existing junctions or the creation of new junctions.

Within the site, a hierarchy of streets with a range of typologies will be established, providing appropriate accessibility and reinforcing placemaking, in accordance with local and county-wide guidance.

The Bradwell B proposals, whilst at an early stage, indicate the use of Burnham Road for HGV movements through the construction process. The planning applications for this masterplan and the Bradwell B proposals will identify and assess impacts on the highway and mitigate these accordingly.

### Wider highway mitigation

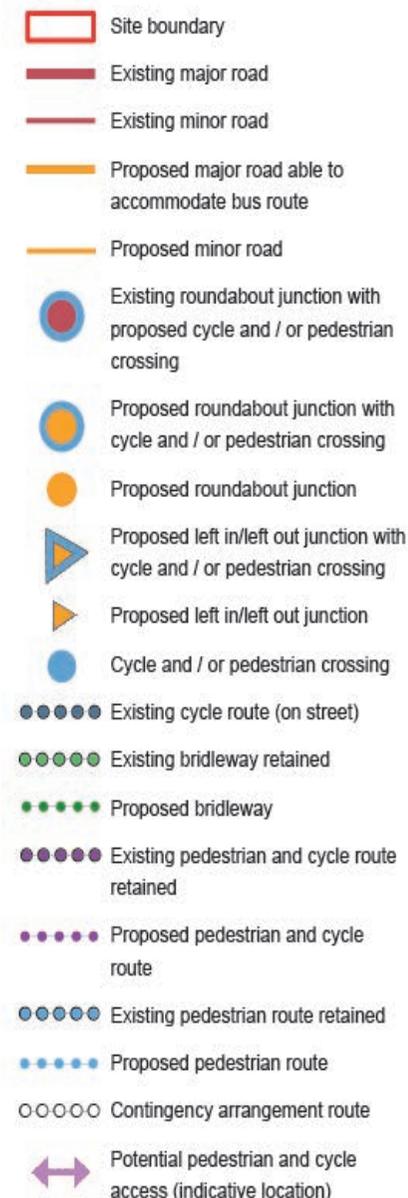
Policy SGS10 requires Improvements to the local and strategic road network as required by the local highways authority. The improvements include capacity improvements to the A132 between Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements.

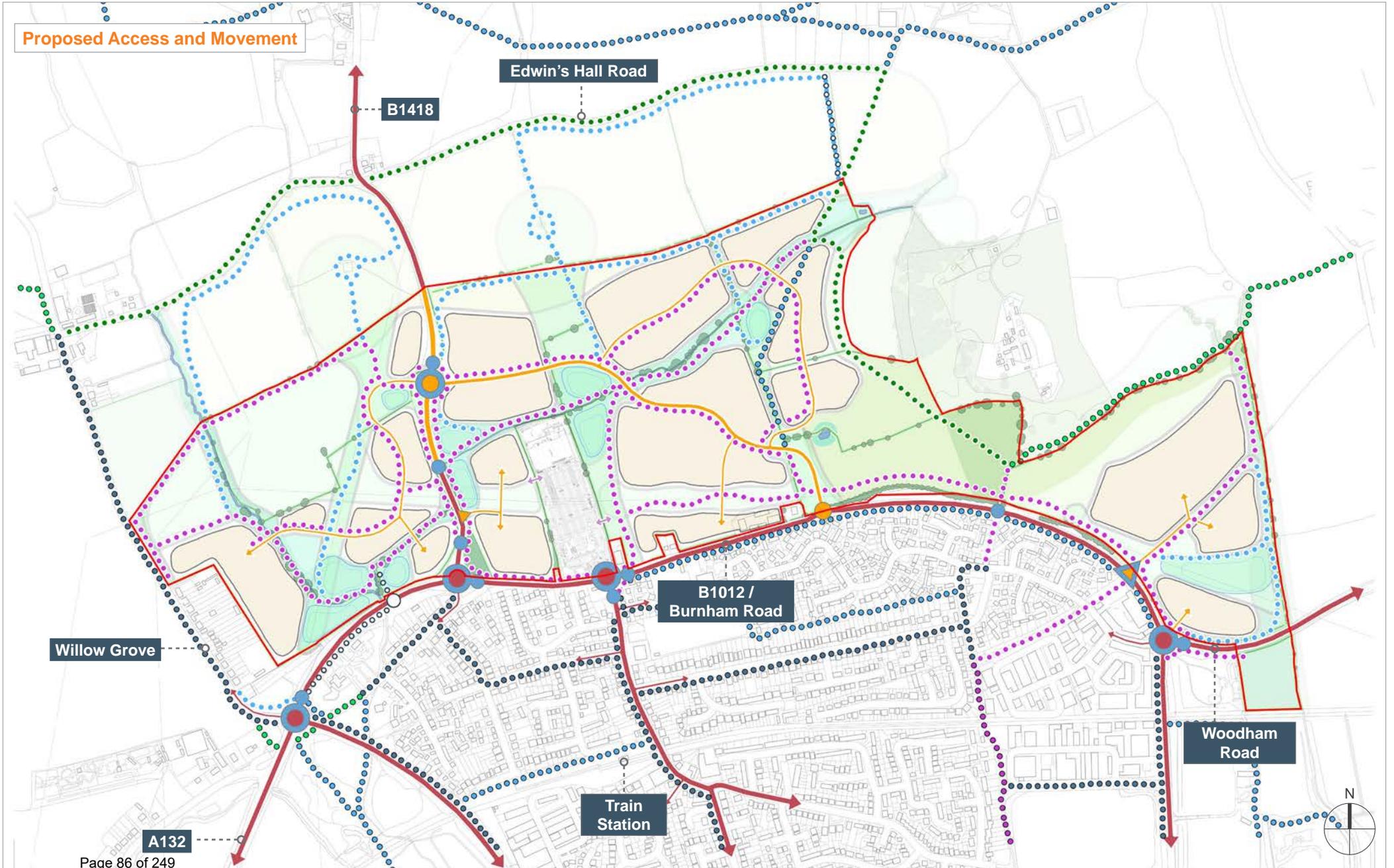
In collaboration with the local highways authority, a number of options are being considered to improve capacity at the Hawk Hill and Rettendon Turnpike Junctions as well as the A130 Northbound slip for the purpose of agreeing a final scheme to be implemented as a result of a Planning Condition attached to a future permission. These options are set out in the infrastructure schedule in Appendix 1 at the end of this document.

### Rat running through the town and via Ferrers Road

The capacity of the B1418 / Burnham Road junction is currently a major constraint which causes traffic to block back on Burnham Road to and through the Hulbridge Road junction leading to congestion, which encourages rat running. The proposed improvement to the Burnham Road/B1418 Junction which is subject to ECC testing will add additional lanes on the Burnham Road and the B1418 which will therefore reduce queuing and rat running.

Notwithstanding the above, to provide comfort that the issue of rat running is being addressed, the developers would propose to provide a contribution through the S106 Agreement to cover the implementation costs of a package of traffic calming measures on local roads.





# ACCESS AND MOVEMENT

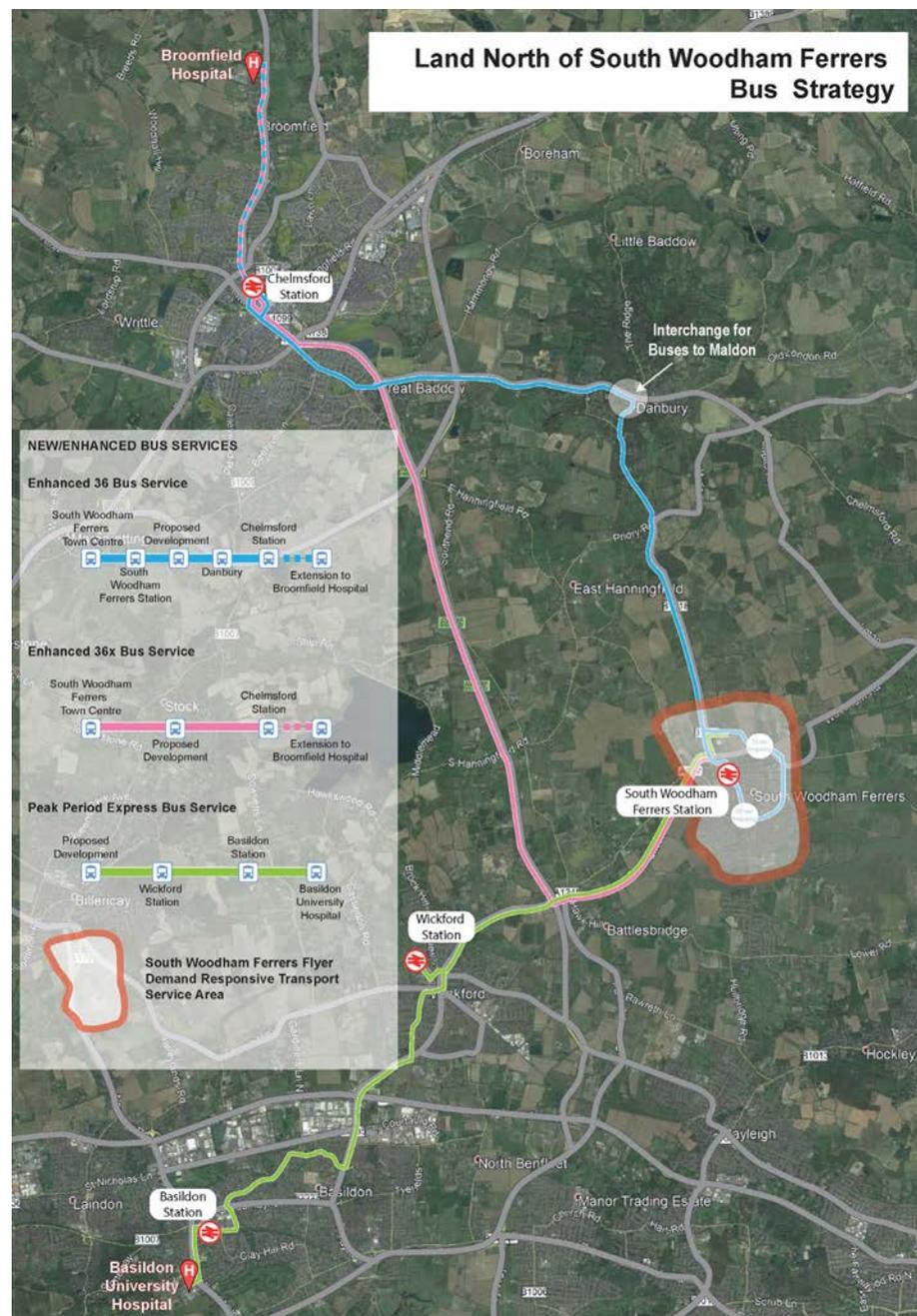
## SUSTAINABLE TRANSPORT

As part of the development, the following sustainable transport options are being considered in order to support a shift away from private car use:

- Divert the 36 bus service (or equivalent) through the development providing a clockwise and anti-clockwise service to serve the development and town centre. The masterplan is designed to allow bus services to be routed through the development. Services would be introduced through a phased approach to the introduction of bus services with interim solutions such as taxi-buses considered at the initial occupation prior to a full service becoming viable;
- Increase the frequency to a 20 minute service;
- Enhanced frequency commuter service (36X or equivalent) to Chelmsford benefitting from infrastructure upgrades described above;
- Provision of a Demand Responsive Bus Service for the South Woodham Ferrers Area;
- Peak period service to Wickford and Basildon that could be delivered in two ways: a) as part of a wider network adjustment by ECC using contributions to provide a South Woodham-Wickford-Basildon Service; or b) the use of the Demand Responsive Bus Service to provide a shuttle service;
- Improvements in services to Broomfield Hospital.

A number of measures to encouraged reduced use of the car will also be considered through future planning applications, which may include:

- The provision of a Smarter Choices Campaign for the wider area promoting sustainable travel;
- The implementation of a Better Points Scheme where residents car earn rewards for their 'green' travel choices to be extended to include South Woodham Ferrers;
- Provision of up to one years' free bus travel on local and proposed bus services for up to four persons in each household;
- Provision of a cycle training/cycle maintenance course on site for all residents;
- Provision of Travel Packs for all residents to include sustainable travel information;
- Car club provision for residents and businesses on site and available to the rest of South Woodham Ferrers.



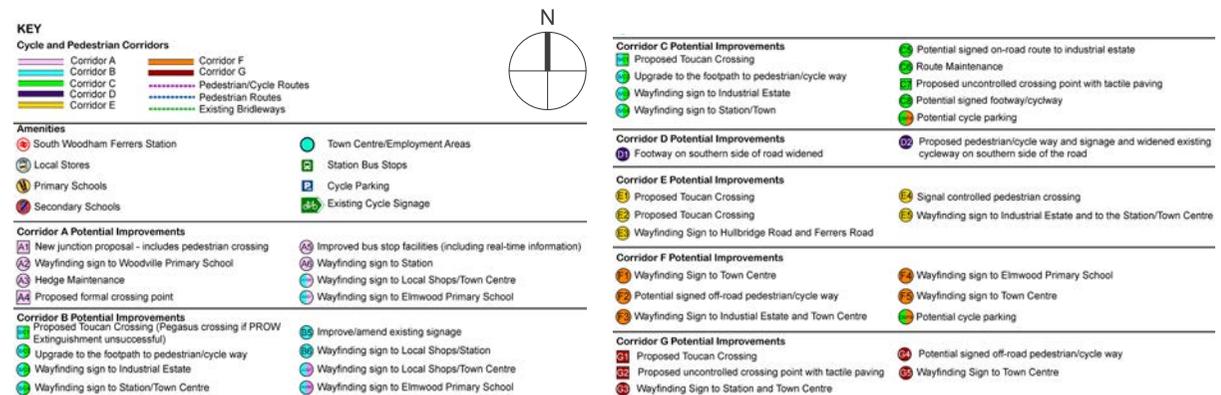
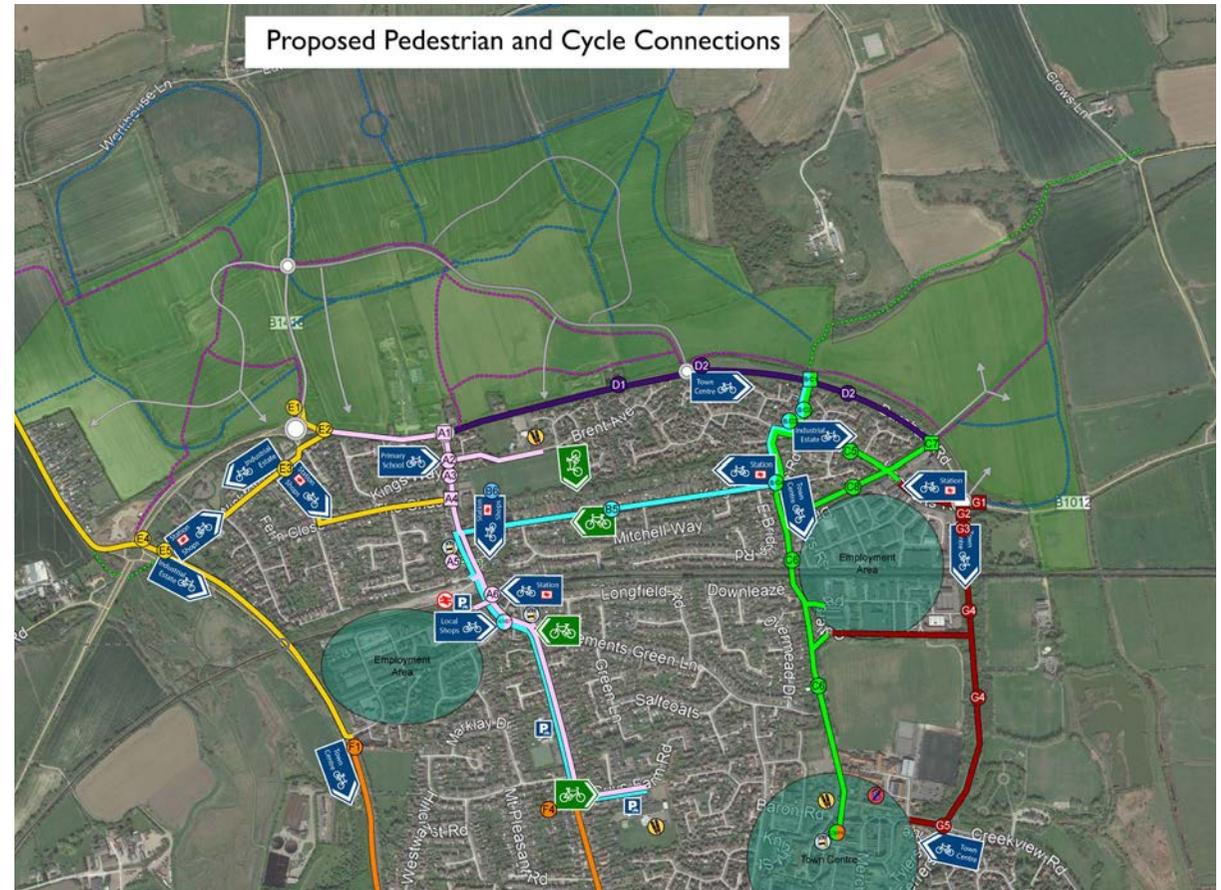
## PEDESTRIAN AND CYCLE LINKS

The vision for the masterplan identifies integration with the existing town as a key component for the delivery of new development. As well as providing a high quality movement and access network within the masterplan, there is an opportunity to enhance the pedestrian and cycle network within the existing town to make it a more attractive alternative to car use.

A pedestrian access strategy has been developed that has explored the key routes that could be used from the site over the Burnham Road and into key destinations such as the town centre, and interventions that may be possible to support the enhancement of the network.

Approval has been granted for a signalised crossing to serve the planned supermarket and healthcare development (application reference 14/00830/FUL), together with an informal crossing on the west side of the junction and a zebra crossing on Hullbridge Road. Opportunities exist for further crossings within land controlled by the promoters or within the highway boundary. There is a preference for the extinguishment of Bridleway 46 to become a cycle route, with a crossing on to Burnham Road designed for cyclists. Extinguishment of PROWs is a separate matter to planning. Additional pedestrian and cycle linkages between the supermarket and healthcare development and the wider site may be possible subject to technical and land ownership considerations.

A new bridleway connection is proposed to connect routes in the east to the west.



# ACCESS AND MOVEMENT

## BURNHAM ROAD CROSSING POINTS

A key objective of the masterplan is to provide safe crossing points on the Burnham Road to encourage walking and cycling along with the reduction of the speed limit on Burnham Road to 40mph to prioritise pedestrians. A range of crossing options have been considered, and the proposed crossing points are identified on the drawing opposite and described below. Discussions are ongoing with Essex County Council Highways about preferred and alternative design solutions, and further survey work will be required to inform decisions to be made on final designs (including a Transport Assessment to be submitted as part of any future planning application for the site).

### Crossing 1 - Existing Burnham Road / Ferrers Road / Willow Grove Roundabout

There is an opportunity to provide a staggered signal controlled pedestrian crossing at the Burnham Road / Ferrers Road / Willow Grove roundabout with footways to be extended on both sides of the Burnham Road. A connection from the masterplan can be provided to the application boundary for that part of the site. A contingency route is shown incorporating an alternative crossing location in the event that this does not prove possible.

### Crossings 2 and 7 - Existing Burnham Road / B1418 / Old Wickford Road Roundabout

Capacity improvements at the Burnham Road / B1418 junction will allow for toucan crossings to be provided on Burnham Road (crossing 2) and the B1418 (crossing 7) forming part of a cycle route towards the railway station and commercial areas. Discussions are taking place with Essex County Council regarding the most appropriate design to achieve these capacity improvements.

### Crossing 3 - Existing Burnham Road / Hullbridge Road Roundabout

The masterplan can upgrade the recently implemented signalised crossing on Burnham Road, provided as part of the Sainsburys development, to a toucan crossing. This provides a pedestrian and

cycle route towards the railway station.

### Crossing 4 - Existing Bridleway no.46 crossing point

A toucan crossing is proposed here if the existing bridleway is successfully extinguished, to allow for strategic connections to the town's cycle network linking to the town centre and railway station, along with a new footway / cycleway along the frontage of the site. If the bridleway is not extinguished, a Pegasus crossing would be required. An alternative option of a footbridge has been considered in this location, but this is not considered appropriate as the change in levels would discourage its use, the structure would adversely impact existing residents living either side of the existing bridleway.

### Crossing 5 - New Junction on Burnham Road North of Hamberts Road

A left in left out junction is proposed here, along with a new footway / cycleway on the frontage of Burnham Road that links to pedestrian and cycle routes within the development. An uncontrolled crossing over the Burnham Road with tactile paving would be located here, aligning with the route of the former South Woodham Ferrers to Maldon railway.

### Crossing 6 - Existing Burnham Road / Woodham Road / Ferrers Road / Hamberts Road Roundabout

An enlarged roundabout junction is proposed here to allow separate connections to the proposed mixed use area. The enlargement of the roundabout will also include a controlled crossing.

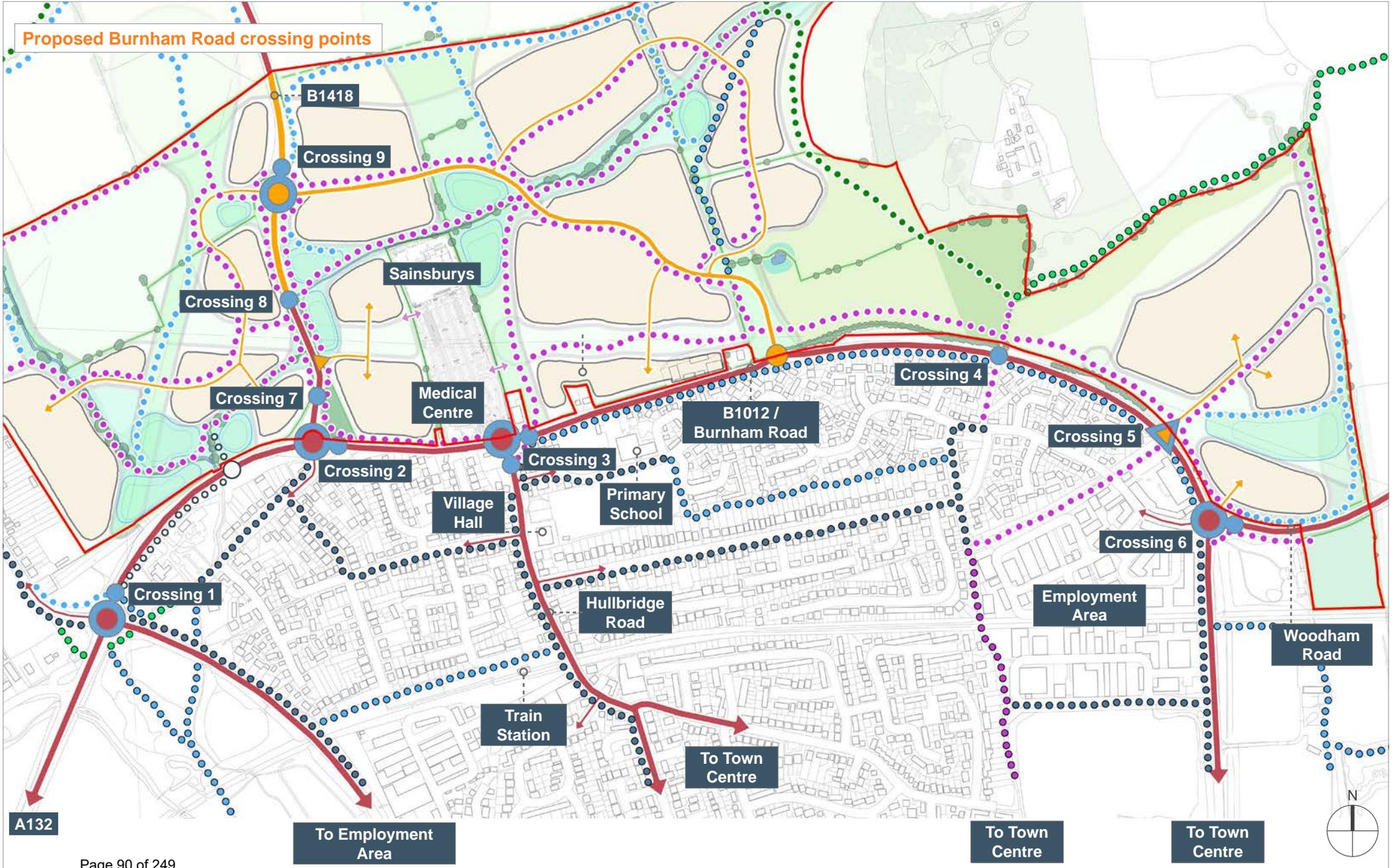
### Crossing 8 - B1418

A controlled crossing here connects routes to the east and west of the B1418.

### Crossing 9 - B1418

A crossing to the north of the new roundabout access junction on the B1418 connects routes between the eastern and western development parcels.

-  Site boundary
-  Existing major road
-  Existing minor road
-  Proposed major road able to accommodate bus route
-  Proposed minor road
-  Existing roundabout junction with proposed cycle and / or pedestrian crossing
-  Proposed roundabout junction with cycle and / or pedestrian crossing
-  Proposed roundabout junction
-  Proposed left in/left out junction with cycle and / or pedestrian crossing
-  Proposed left in/left out junction
-  Cycle and / or pedestrian crossing
-  Existing cycle route (on street)
-  Existing bridleway retained
-  Proposed bridleway
-  Existing pedestrian and cycle route retained
-  Proposed pedestrian and cycle route
-  Existing pedestrian route retained
-  Proposed pedestrian route
-  Contingency arrangement route
-  Potential pedestrian and cycle access (indicative location)



# LAND USE LOCATION OPTIONS

## LOCAL CENTRE

The Local Centre is envisaged as comprising a central focus for the new community. It is likely to incorporate complementary services from the tertiary sector (for example a hairdressers) and community uses such as a nursery or community hall / focal building.

### Key location principles

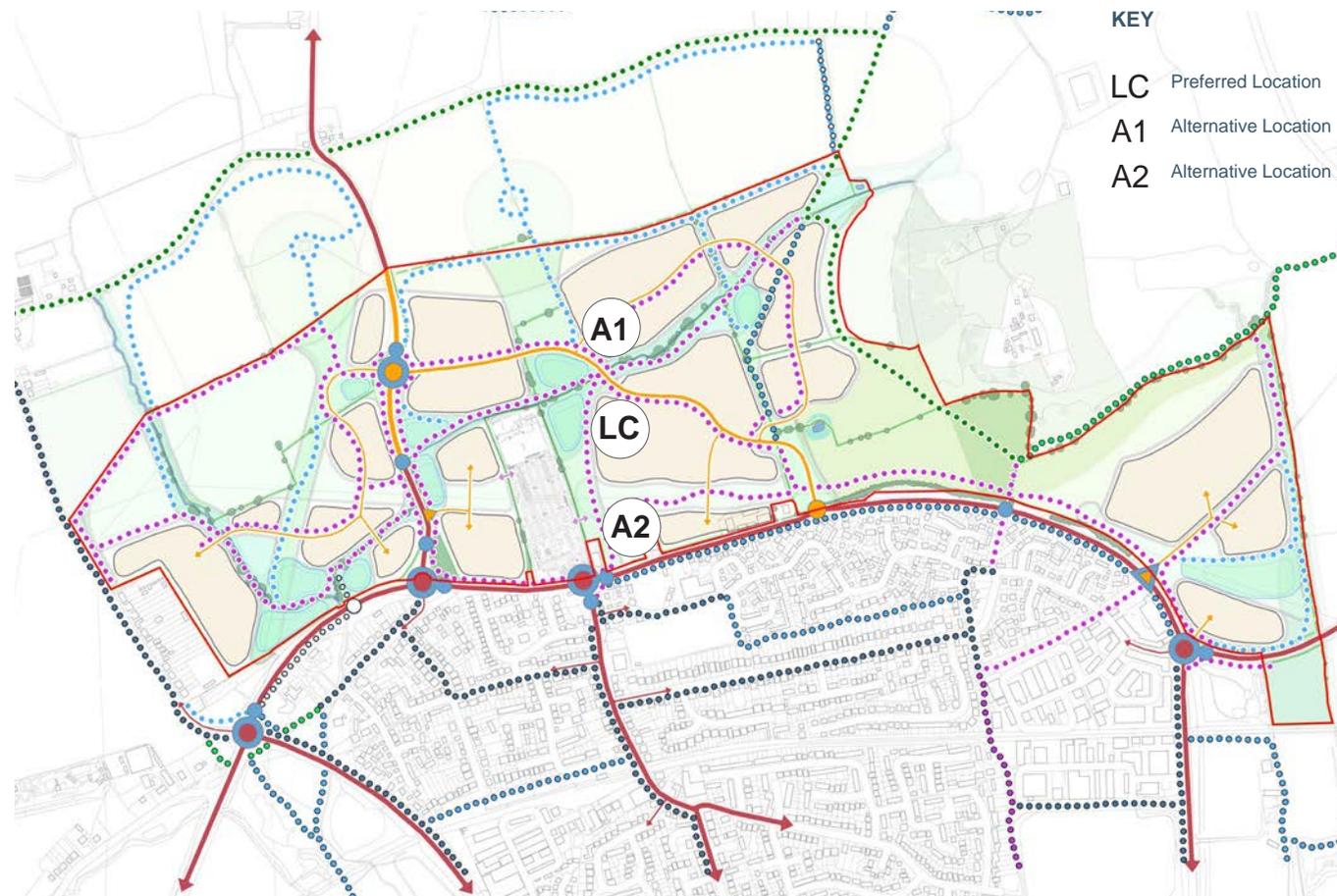
In considering potential locations for the local centre, key principles were identified:

- Central location within the masterplan;
- Proximity to the new retail and health facilities on the former nursery site;
- Relatively flat topography to enable co-location with the primary school;
- Ease of pedestrian and cycle access, ideally via the central north / south corridor;
- Ease of vehicular access, ideally via the spine street.

### Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Well connected via the central north / south corridor, the east / west stream corridor and the spine street, a local centre here would become a central focus for the new community, especially when co-located with the primary school.



### Alternative location 1

This alternative location is the only other location within the masterplan that would meet all the key location principles.

However its location further to the north makes it less central in relation to the wider site and takes it further away from the new retail and health facilities.

### Alternative location 2

This alternative location would give the local centre greater proximity to the new retail and health facilities. However it is less central within the development, and would require more convoluted vehicular access or the creation of an additional vehicular access off Burnham Road. The existing overhead power lines to the north also prevent co-location with the primary school.

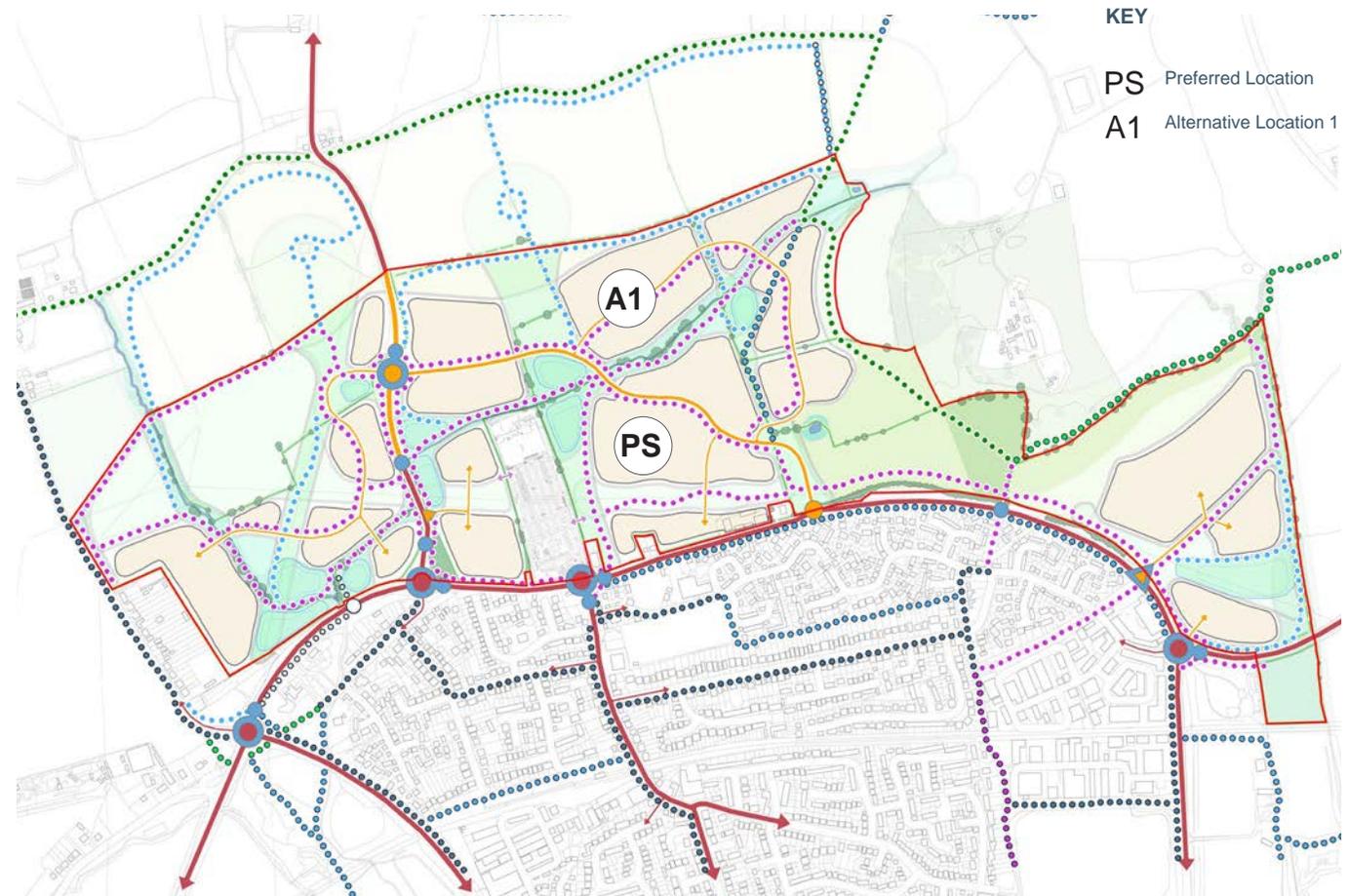
## PRIMARY SCHOOL

The masterplan incorporates land for a new primary school, to be delivered by the local education authority, likely to be co-located with an early years and childcare nursery.

### Key location principles

In considering potential locations for the primary school, key principles were identified, with reference to Essex County Council's 'Education Site Suitability Checklist':

- Central location within the masterplan;
- Proximity to the local centre to create a 'community hub';
- Ease of pedestrian and cycle access from within the development.
- Relatively flat topography;
- Absence of existing utility constraints;



### Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Adjoining the preferred Local Centre location, close to the new retail and health facilities, creating a central community focus at the heart of the masterplan.

### Alternative location 1

This alternative location could be considered if alternative location 1 for the Local Centre was chosen, to maintain co-location of the Local Centre and primary school.

However its location further to the north makes it less central in relation to the wider site and takes it further away from the new retail and health facilities.

## MIXED USE AND EMPLOYMENT

Provision of 1000 sqm of business floorspace, which could include a range of unit sizes and types within a range of use classes, forms part of the proposals.

### Key location principles

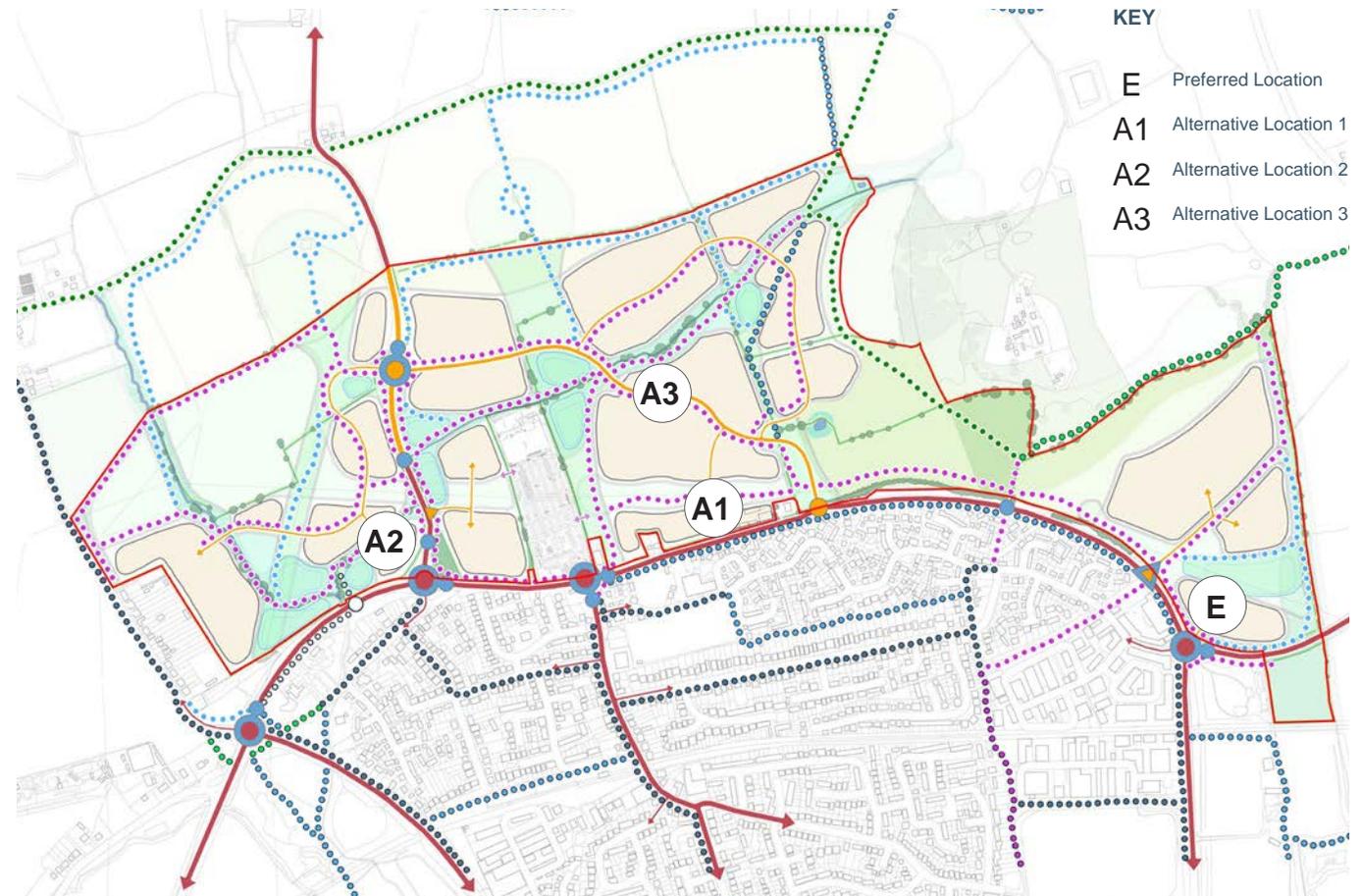
In considering potential locations for employment provision, key principles were identified:

- Ease of pedestrian and cycle access from within and beyond the development;
- Ease of vehicular access from the surrounding highway network;
- Relatively flat topography;
- Need for sensitivity to potential existing and proposed adjoining residential areas;
- Potential integration with existing utility constraints;

### Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Access (vehicular, pedestrian and cycle) in this location is straightforward, and does not compromise potential residential parcels. Proximity to the existing Hamberts Road employment area is also of benefit.



### Alternative locations 1 and 2

These locations fronting Burnham Road have appropriate topography and enjoy straightforward pedestrian and cycle access from the existing town and the new development. Vehicular access direct from Burnham Road however is subject to assessment of junction proximity. There is the potential of some disturbance to existing residents to the south of Burnham Road.

### Alternative location 3

This location would enable the provision of employment uses within the centre of the layout, co-located with the Local Centre. This location would be slightly less convenient for vehicular, pedestrian or cycle access from the existing town. Its proximity to new homes would also be likely to restrict the range of employment types appropriate within this location.

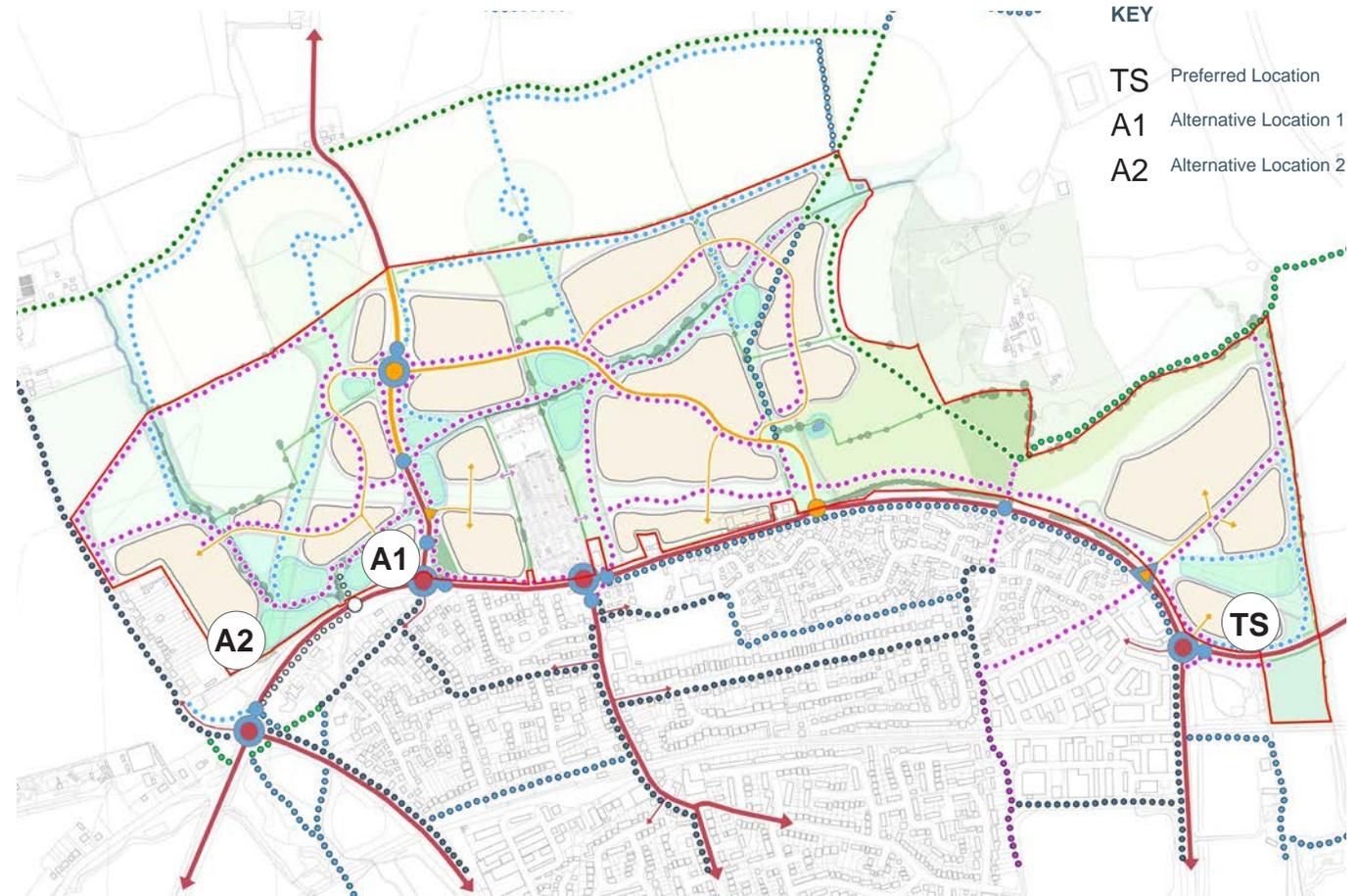
## TRAVELLING SHOWPEOPLE

Emerging policy requires the provision of five serviced plots for travelling showpeople within the masterplan.

### Key location principles

In considering potential locations for the travelling showpeople provision, key principles were identified:

- Ease of vehicular access, ideally directly from the wider major highway network;
- Avoidance of areas of high flood risk;
- The ability to create a clearly defined area;
- Need for sensitivity to potential existing and proposed adjoining residential areas;
- Minimise visual impact;



### Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Vehicular access off the existing Burnham Road / Woodham Road / Ferrers Road roundabout, possibly in association with the employment area, would be relatively straightforward, and the risk of impact on existing residents and the new homes would be minimised.

### Alternative location 1

This location off Woodham Road would also potentially be suitable. Vehicular access direct from Burnham Road however is subject to assessment of junction proximity.

### Alternative location 2

This location could also be suitable, subject to vehicular access from Burnham Road being feasible. This location would minimise the travel distance to the site for the residents. It would however potentially be perceived as generating disturbance to existing residents on Willow Grove.

# FRAMEWORK MASTERPLAN

## FRAMEWORK MASTERPLAN

The framework masterplan opposite has been generated by bringing together the design strategies described in Section 4, the Green Grid, and the uses, facilities and access proposals described on the previous pages:

### Drainage strategy

Restricting development to areas of lower flood risk and incorporating a network of SUDS features and swales to limit discharge rates and manage overland flows.

### Ecology strategy

Retention and enhancement of important existing habitats, with the creation of additional grassland areas, tree and hedge planting, creation of new ponds, and establishing a lasting management regime.

### Landscape strategy

Responding sensitively at the edges of the proposed development, and structuring the layout around the green grid created by existing watercourses and hedgerows.

### The Green Grid

The 'Green Grid' constitutes the spatial framework for the proposed masterplan, providing a comprehensive landscape led structure within which the proposed uses can be distributed.

### Desire routes

Identifying key pedestrian and cycle desire routes through the site, together with connection points with the existing town.

### Open Space

Provision of a well-connected and distributed network of open space and formal provision, meeting policy requirements whilst maintaining the sensitive northern boundary.

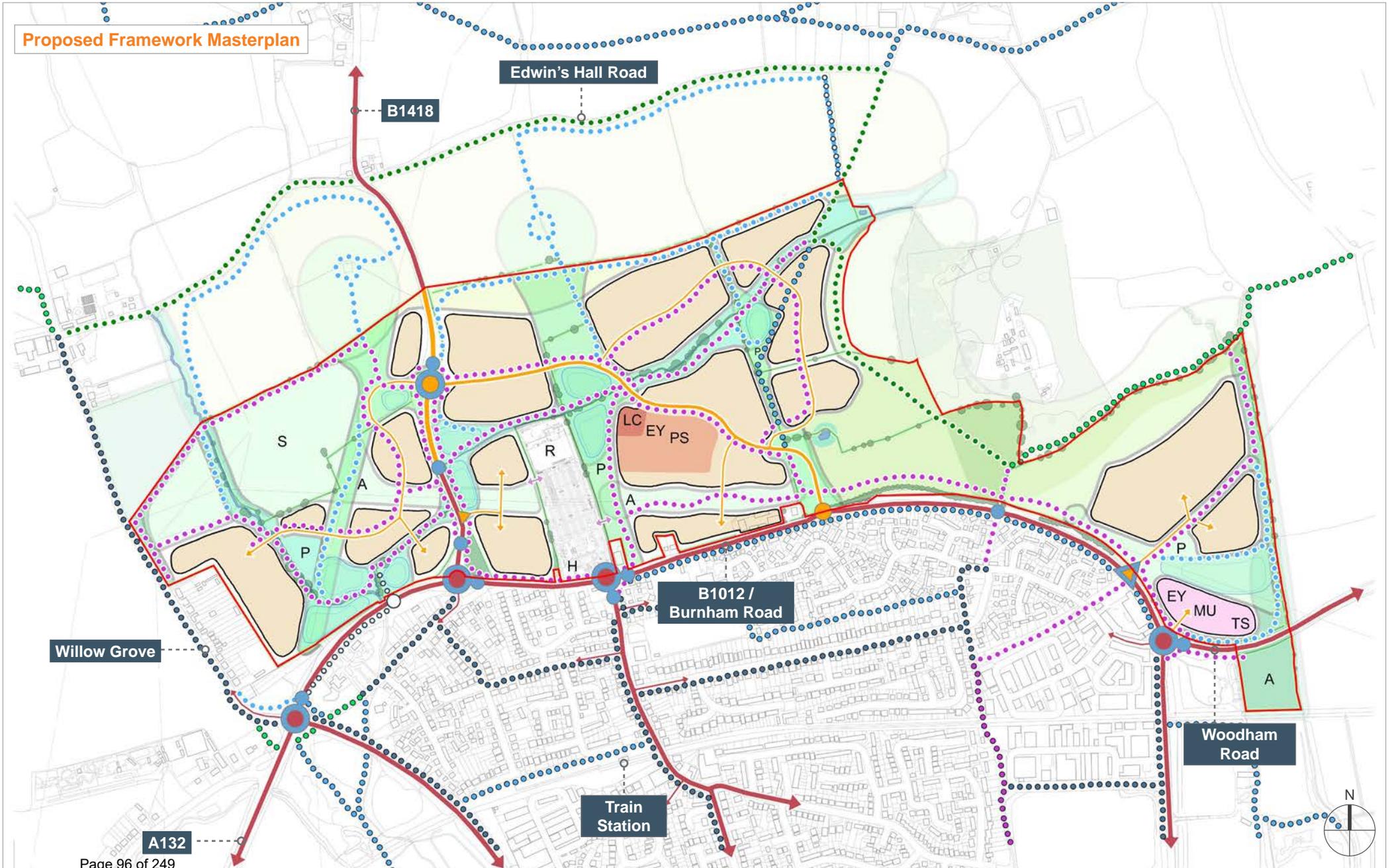
### Development areas and land use

The creation of development parcels set within the framework established by the 'Green Grid', incorporating a wide range of residential dwelling types and tenures across the site as a whole, as well as focal community and education facilities, employment, retail and healthcare, with their preferred locations identified.

### Access and movement

Creating pedestrian and cycle links responding to identified desire routes and safely connected with the existing town. Provision of vehicular access throughout the proposed development including for public transport.

	Site boundary		Childrens' and Teenagers' play facilities
	Existing watercourse		Childrens' play facilities
	Existing water body		Allotments
	Existing trees		Existing minor road
	Existing hedgerow		Proposed major road able to accommodate bus route
	Existing local wildlife site		Proposed minor road
	Grassland habitat		Existing roundabout junction with proposed cycle and / or pedestrian crossing
	Proposed new hedgerow		Proposed roundabout junction with cycle and / or pedestrian crossing
	Proposed SUDS feature		Proposed roundabout junction
	Stream corridor habitat		Proposed left in/left out junction with cycle and / or pedestrian crossing
	Higher ground around Bushy Hill		Proposed left in/left out junction
	Higher ground to the north		Cycle and / or pedestrian crossing
	Stream corridor		Existing cycle route (on street)
	North / south corridors		Existing bridleway retained
	East / west corridor		Proposed bridleway
	Eastern and western edges		Existing pedestrian and cycle route retained
	Development parcel (residential unless otherwise indicated)		Proposed pedestrian and cycle route
	Local Centre (indicative extent)		Existing pedestrian route retained
	Primary School (indicative extent)		Proposed pedestrian route
	Mixed Use and Employment		Contingency arrangement route
	Early Years Provision		Potential pedestrian and cycle access (indicative location)
	Retail		
	Healthcare		
	Travelling Showpeople		
	Formal Sports facilities		



Proposed Framework Masterplan

Edwin's Hall Road

B1418

LC EY PS

Willow Grove

B1012 /  
Burnham Road

Woodham  
Road

Train Station

A132

# RESIDENTIAL DENSITY

## RESIDENTIAL DENSITY

The diagram opposite identifies the principles of how residential density varies across the development areas within the site which include residential use.

Variations in residential density across a masterplan are important for a number of reasons, including:

- Reinforcing the creation of different characters within the masterplan, helping establish richness of local identity in a considered way for different areas within a wider coherent whole;
- Responding to existing constraints within or directly adjoining the site, helping to enable different areas within the proposed development to relate to their immediate contexts in an appropriate way;
- Ensuring that a wide range of dwelling types can be successfully accommodated and located appropriately within the wider masterplan so that a mixture of household needs can be met.

Three density types are proposed within the masterplan; the principles guiding their characteristics and location within the masterplan are described here.

The residential density approach described here results in the potential for up to 1,200 new homes across the masterplan as a whole.

### Residential Density - higher

Areas of higher residential density are clustered within the central part of the masterplan. These are the areas closest to the existing supermarket and medical centre as well as the proposed local centre and primary school. They also enjoy the closest access to the railway station via Hullbridge Road.

These areas are likely to contain a mix of flats and houses, with the houses predominantly being smaller or medium sized. There will be a smaller proportion of larger detached houses in these areas. The residential density here is envisaged as being around 40 dwellings per hectare.

### Residential Density - medium

Areas of medium residential density are distributed throughout the masterplan. These areas are generally not immediately adjacent to the local centre, nor in the most sensitive locations around the site's boundaries.

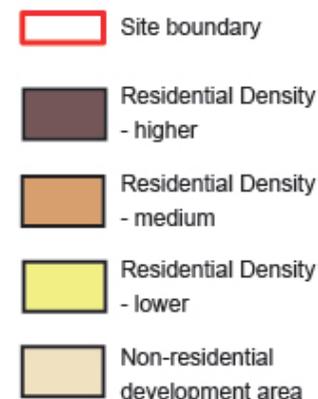
These areas are likely to predominantly contain houses, with occasional flat buildings. A wide range of house sizes and typologies are appropriate. The residential density here is envisaged as being around 30 dwellings per hectare.

### Residential Density - lower

Residential development in the most sensitive locations within the site are generally envisaged as lower in density. Particularly sensitive locations include:

- The edges of the development closest to the site's northern and eastern boundaries, adjoining the countryside beyond;
- The undesignated heritage asset of Hamberts Farm;
- The existing residential properties along Willow Grove, adjoining part of the site's western boundary.

Lower density areas are likely to predominantly contain medium or larger houses, generally detached or semi-detached in typology. The residential density here is envisaged as being around 20 dwellings per hectare.





# CREATING THE HEART OF THE PLACE

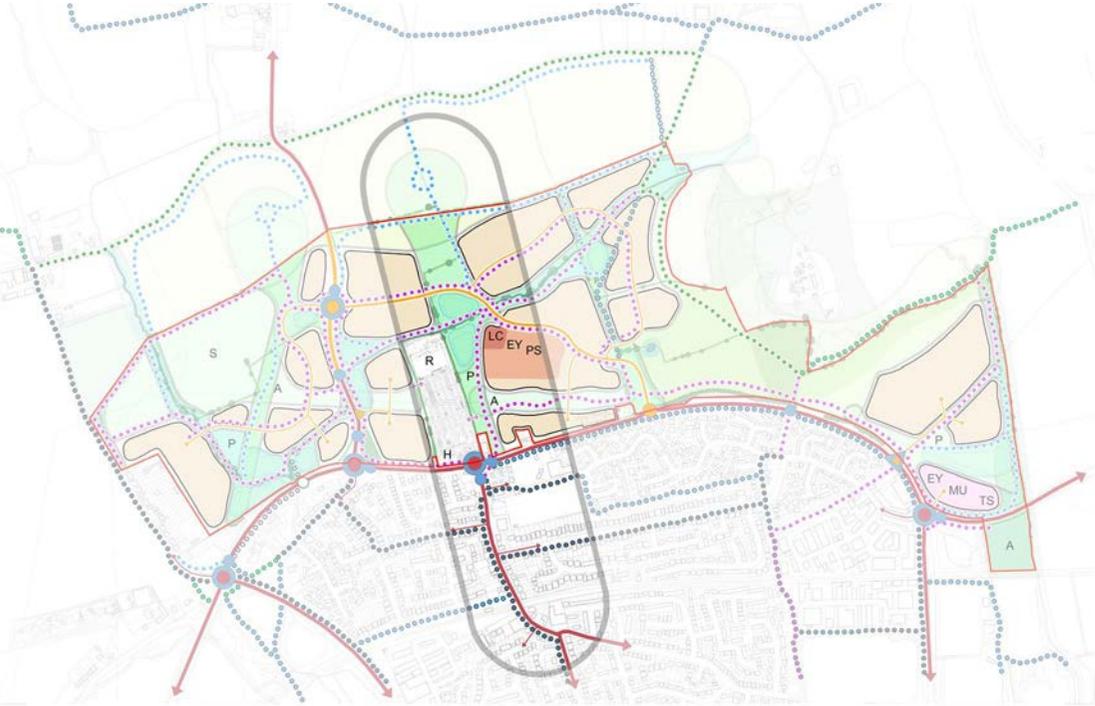
## THE CENTRAL CORRIDOR

The central corridor is a key element within the masterplan. It provides a linkage between the site across the Burnham Road / Hullbridge Road junction towards the railway station and the heart of the town. A number of the key recreational and community uses within the masterplan are likely to be located along it.

The plan opposite shows in illustrative format how this corridor might incorporate a variety of community uses and amenities. These are linked together by pedestrian and cycle routes, and are connected to the existing town across Burnham Road.

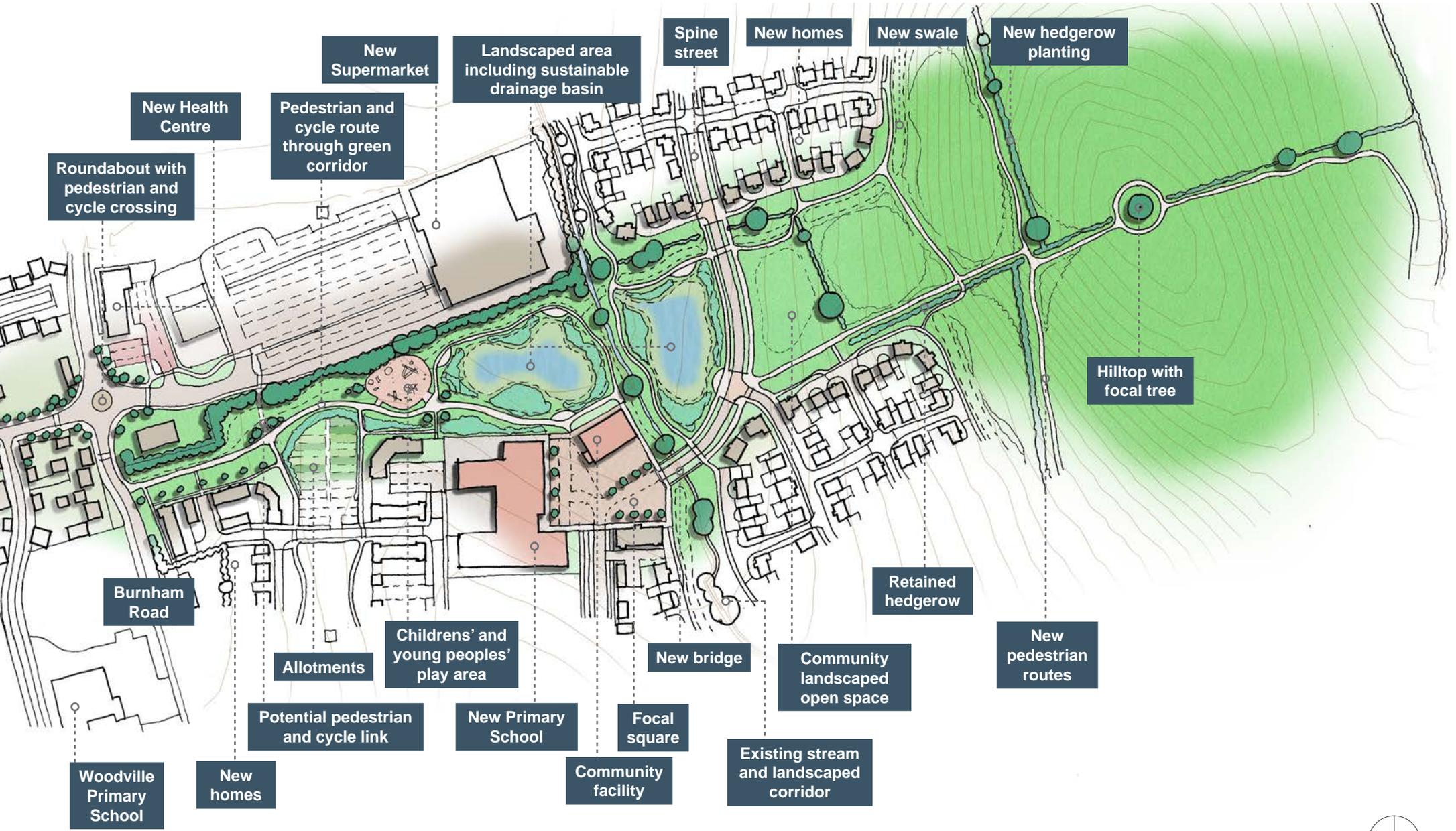


View from Burnham Road across the site towards the



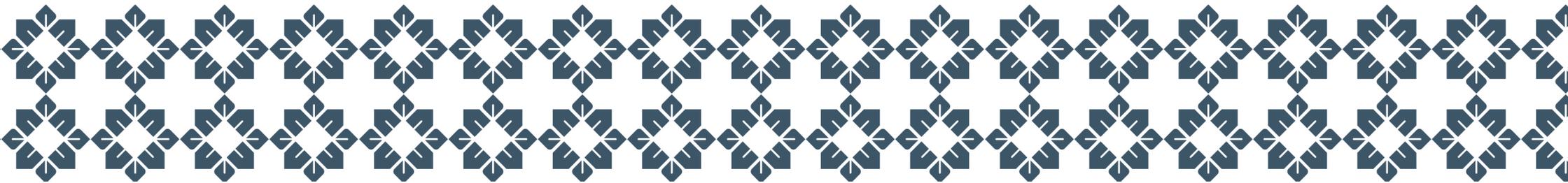
Central Corridor location  
Page 99 of 249



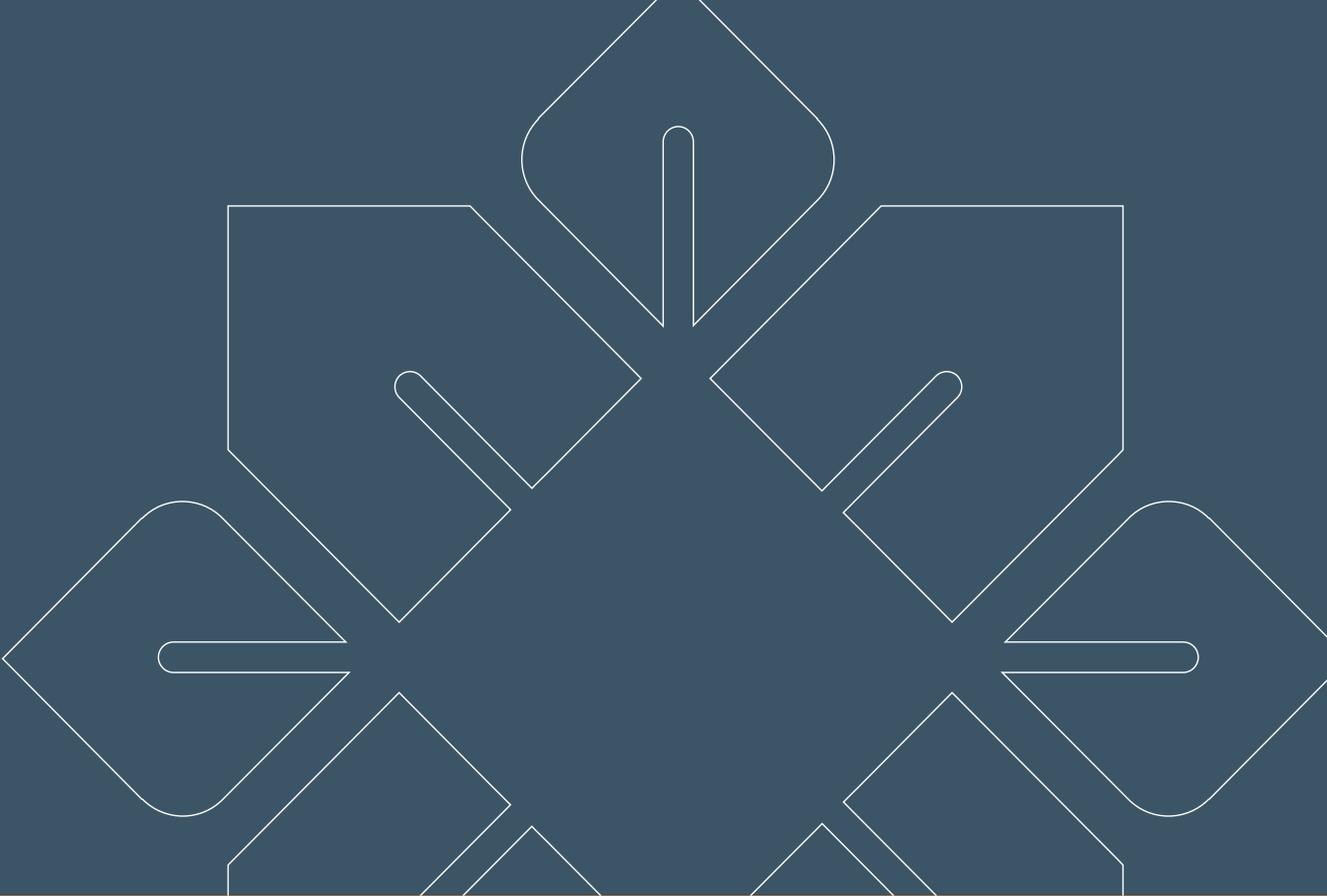


# SECTION 7

## SUMMARY AND NEXT STEPS



**This section summarises the key elements which will be provided within the proposals, and outlines the next steps towards their delivery**



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# SUMMARY AND NEXT STEPS

## THE MASTERPLAN WILL DELIVER THE VISION IN THE FOLLOWING WAYS:

### The new neighbourhood will sit within a high quality and varied green infrastructure framework that respects the existing landscape context:

- Retention and enhancement of key existing site features such as streams, trees and hedgerows;
- Around 45% of the site area will become public open space;
- Delivery of 10% biodiversity net gain;
- Planting at least one tree for each new resident;
- New planting buffers along northern and eastern site boundaries;

### The new neighbourhood will be a healthy place that offers spaces for outdoor activity as well as quality walking and cycling routes both within the site and to the surrounding countryside

- Around 6 hectares of land for formal recreation including sports pitches;
- Over 10 kilometres of new pedestrian and cycle routes and bridleways within the site;
- Childrens' and young peoples' play provision in four locations across the layout;
- New allotments provided in various locations including south of Woodham Road;

### The new neighbourhood will be fully integrated with the adjoining community and well connected to key services and facilities in the town

- Existing Burnham Road crossing points enhanced;
- New crossing points provided across Burnham Road and the B1418;
- Provision for public transport to be routed through the site;
- The centre of the layout adjoins Sainsburys and the Crouch Vale Medical Centre;

### The new neighbourhood will have a strong sense of place and community, focused around a central, accessible and mixed use local hub

- The Local Centre is likely to incorporate complementary services from the tertiary sector and community uses such as a nursery or community hall / focal building;
- Land for a new primary school, to be delivered by the local education authority, likely to be co-located with an early years and childcare nursery;
- 1,000 sqm of business floorspace, which could include a range of unit sizes and types within a range of use classes;

### The new neighbourhood will cater for a cross section of society, offering market and affordable housing as well as a location for travelling show people

- Around 35% of the site area will become land for new homes, incorporating a range of dwelling types and residential densities;
- New homes will comprise a range of tenures including affordable, intermediate and private sale;
- Five serviced plots for Travelling Showpeople;

### The new neighbourhood will be an attractive and characterful place and a new northern gateway into the town

- The layout will be structured around a 'green grid' comprising a variety of interlinked landscaped spaces;
- New homes will be arranged around a hierarchy of streets with a range of typologies, providing appropriate accessibility and reinforcing placemaking, in accordance with local and county-wide guidance;
- Buildings and the spaces between them will be of high quality design, responding to local and regional context and creating a strong identity;



**10%**  
biodiversity Net  
Gain



**6 ha**  
of new sports  
and recreation  
facilities



**10 km**  
of new foot and  
cycle paths



**Integrated  
placemaking**  
with a strong  
sense of  
community and  
character



**New  
Community  
Facilities**  
for the benefit  
of all



**45%**  
of the site will  
be public open  
space



Up to  
**1,200**  
New homes of  
mixed type and  
tenure



**One tree**  
planted for every  
resident



## NEXT STEPS

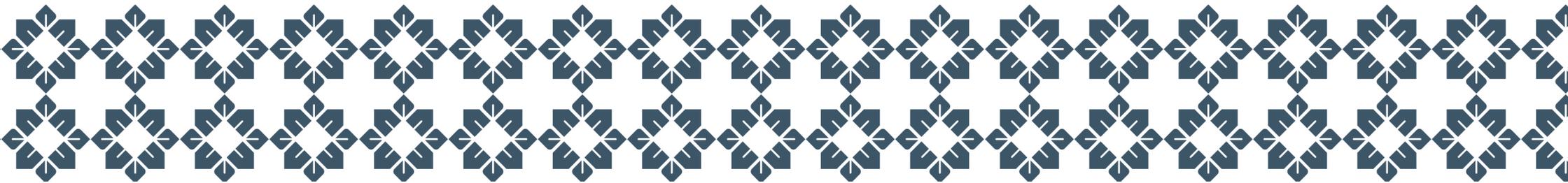
This Masterplan, once approved, gains formal status as part of planning policy in relation to the site.

Future planning applications will use this Masterplan as a basis for development of its principles in greater detail.

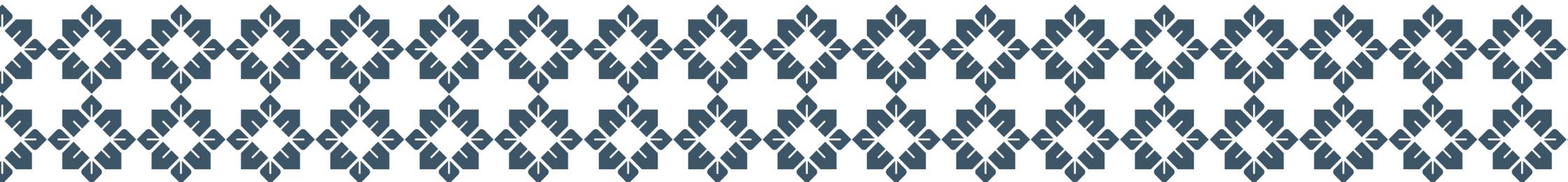
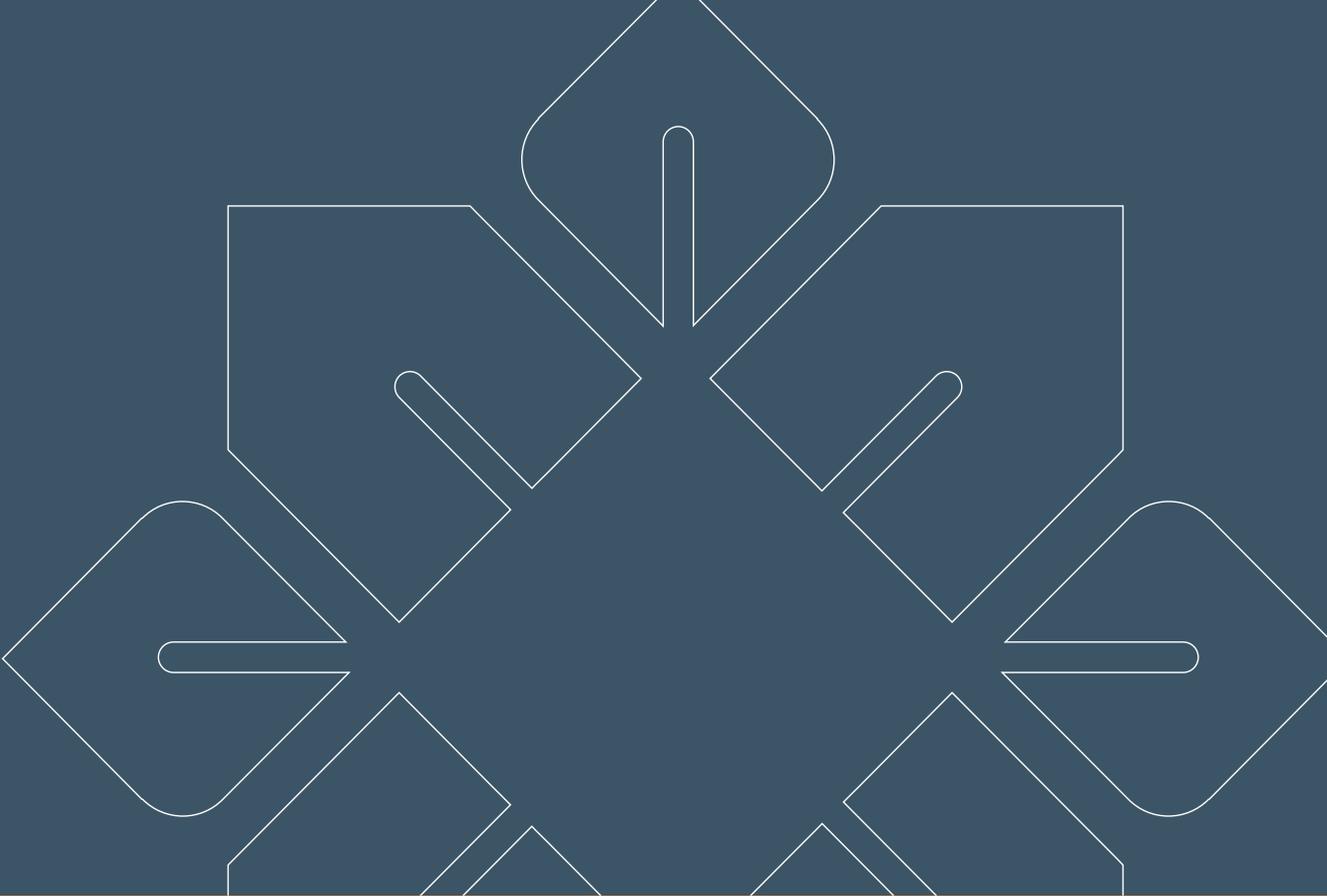
This document will be a material consideration in the approval process for future planning applications, which are envisaged as the next stage in the process of delivery of this site

# SECTION 8

# APPENDIX 1 - INFRASTRUCTURE TO BE DELIVERED



**This appendix sets out the level of infrastructure to be provided as part of the allocated development at Land North of South Woodham Ferrers.**



LAND NORTH OF  
**SOUTH WOODHAM  
FERRERS**  
ESSEX

# APPENDIX 1 - INFRASTRUCTURE TO BE DELIVERED

## Introduction

This appendix sets out the level of infrastructure to be provided as part of the allocated development at Land North of South Woodham Ferrers, taking into consideration the high level requirements as set out within Policy SGS10. The quantum of infrastructure will be refined as the development progresses from masterplan through pre-application and application submission to determination.

This summary shows that through the masterplan, the infrastructure required to comply with Policy SGS10 will be delivered and in some cases exceeded.

## 1. Highway Infrastructure

The Local Plan requires:

- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority;
- Appropriate measures to promote and enhance 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.

A schedule of highways improvements is set out below. These improvements will be scoped and agreed with ECC and then tested to inform Transport Assessments which will support future planning applications, to the satisfaction of the Highway Authority.

As such, the schedule of improvements is subject to further refinement as the proposals develop.

The improvements as set out below are required for all development scenarios with some further improvements identified above that which was tested at the Local Plan stage.

### 1.1 B1012 / B1418 Improvements

#### Burnham Road/Woodham Road/Ferrers Road roundabout and Crossing 6:

- Enlarged five arm roundabout with new development access arm;
- New Toucan Crossing on Woodham Road;
- Improved Island Crossing Points on Ferrers Road and Hamberts Road;
- New/improved footway from development on Woodham Road and Hamberts Road.

#### Burnham Road/Left in/Left-out access:

- New left-in/left-out junction with a central island.

#### New junction and Crossing 5:

- New island crossings across the junction and to the southern side of Burnham Road connecting to proposed cycle link.

#### Burnham Road Toucan Crossing at Crossing 4:

- New Toucan Crossing on Burnham Road;
- Extinguish the Bridleway on Southern Side of Burnham Road and provide pedestrian/cycle route.

#### Burnham Road New Access Junction:

- Proposed new 3-arm roundabout junction to serve as development access;
- Proposed footway/cycleway from development along northern side of Burnham Road;
- Widening of footway to south of B1012 between Hullbridge Road and Woodham Road.

The new roundabout would not restrict flow on Burnham Road and will be appropriately sized to serve the development.

#### Hullbridge Road/Burnham Road Pedestrian Crossing 3:

- Upgrading crossing to Toucan Crossing.

The Local Plan identified that this junction would be over capacity, and that as much capacity could be provided by a new roundabout brought forward by the new retail store. It was recognised that the developer should look to further mitigate the impact of their development through other access arrangements and sustainable transport links. The upgrade proposed will provide additional capacity above the conclusions of the local plan evidence base.

#### B1418/Burnham Road Junction and Crossings 2 and 7:

Junction modelling at the Local Plan stage suggested the junction would be over capacity. Mitigation was not designed as it was identified that this would be a main site access point and so any new site access would need to ensure all forecasted growth is accommodated in access proposals. The two options to be tested with the local highway authority are:

### Option 1:

- Enlarged Roundabout junction to provide additional capacity and reduce queuing at junction;
- Proposed Toucan crossing on Burnham Road east of the roundabout;
- Proposed Toucan crossing on B1418 arm of the roundabout;
- Proposed footway/cycleway from development along B1418 eastern side and Burnham Road northern side.

### Option 2:

- Provision of a signal junction to provide additional capacity and reduce queuing at junction;
- Proposed Toucan crossing on Burnham Road east of the roundabout;
- Proposed Toucan crossing on B1418 arm of the roundabout;
- Proposed footway/cycleway from development along B1418 eastern side and Burnham Road northern side.

### Burnham Road/Ferrers Road Crossing 1:

- Provide a staggered pedestrian crossing on Burnham Road (cyclists dismount signs would be provided);
- Burnham Road localised widening west of the Willow Grove/Ferrers Road/Burnham Road junction;
- Extension of the two lane taper southbound, west of the Willow Grove/Ferrers Road/Burnham Road junction arm of the roundabout;
- At the eastbound approach to the junction, widen the flare to 3 lanes at the junction.

### Tabrum's Farm Junction:

- New taper lane on Burnham Road for left-turning vehicles into Tabrum's Lane.

### 1.2 A130 / A132 Improvements

#### Hawk Hill Junction:

The Local Plan evidence identified a capacity issue at the Hawk Hill junction and identified that the junction could be widened. It is expected that the developers implement the identified improvement or something similar, to the satisfaction of the highway authority, to reduce the impacts on the network. Examples of the options that the developer is considering to fully mitigate the impacts are:

#### Hawk Hill Junction Option A:

- Proposed hot cross bun junction, from A130 to A1245 with signalisation.

#### Hawk Hill Junction Option B:

- Signalisation of A130 off-slip arm.

The final option will be defined through the determination of future planning applications.

#### Rettendon Turnpike Junction:

The suggested mitigation proposed by Essex Highways at the Local Plan stage for this junction is to increase the flare length on Main Road and to create 3 lanes from the A1245.

If this mitigation is not sufficient, a developer would have to demonstrate that they can sufficiently mitigate this junction through a combination of infrastructure improvements and sustainable transport improvements for the development. The two options to be tested with the local highway authority are:

#### Option A:

- Left-turn only onto A132 and removal of the Turnpike West bus stop.

#### Option B:

- Signalisation of junction;
- Off-site cycle and pedestrian improvements;
- Upgrades to the network from the crossing points through to key destinations within South Woodham Ferrers.

## 2. Public Transport Infrastructure

### Bus services

The following interventions have been identified to date so as to improve local bus services so that they are an attractive alternative to private car use. Along with extensions to local bus services, demand responsive technologies are proposed to enable residents to travel anywhere within a catchment area. Contributions will be secured through a Section 106 Agreement so that the developers support the creation of these new services for a set period of time to support them becoming viable options.

Policy SGS10 also requires creation of, or contributions towards the creation of a car club for new residents and businesses and existing businesses. The exact details of how a car club can be brought forward will also be secured through a Section 106 Agreement.

### Extension of 36 bus service (or equivalent):

- Divert the existing 36 bus service (or equivalent) through the development providing a clockwise and anti-clockwise service to serve the development, town centre and Chelmsford;
- Provide the above service at a 20 minute frequency;

# APPENDIX 1 - INFRASTRUCTURE TO BE DELIVERED

- Extend the service to Broomfield Hospital.

## **Extension of 36X bus service (or equivalent):**

- Enhanced frequency commuter service to Chelmsford benefitting from the infrastructure upgrades described above. It is considered this is a measure that will increase bus modal share above that envisaged in the Local Plan evidence base.

## **Introduction of DRT service:**

- Provision of a Demand Responsive Bus Service for the South Woodham Ferrers Area;
- A DRT service is an additional intervention to be delivered on the site compared to what was considered at the Local Plan. This would be a material benefit reducing car journeys within South Woodham Ferrers.

## **Peak period service to Wickford and services to Basildon:**

This is delivered in two ways:

- As part of a wider network adjustment by ECC using contributions to provide a South Woodham-Wickford-Basildon Service; or
- The use of the DRT service to provide a shuttle service; or
- Developer contribution towards alternative proposals.

An additional peak period service to Wickford is considered above that which was assessed at the Local Plan.

The service period will be defined through the determination of future planning applications.

## **Provision of bus stops:**

- Provision of new bus stops within the site and on Burnham Road to serve the whole development. The locations will be determined by the maximum travel distances from the spine road to serve residents.

## **3. Travel Plan**

Travel Plans are used as a way to identify a number of soft measures to encourage residents to use more sustainable modes of transport.

Measures identified to date are summarised below. Measures would be identified within a Travel Plan and implemented as the development comes forward. These measures will be subject to change as the development progresses through the determination of future planning applications.

It is also likely that Chelmsford City Council and the Local Highway Authority would require Travel Plan monitoring to explore which measures are working effectively and which are not.

Specific Travel Plans would also be created for the employment and mixed-use areas and the primary school alongside the residential development.

## **Smarter Choices Campaign:**

- The provision of a Smarter Choices Campaign for the wider area to promote sustainable travel. The Smarter Choices campaign is an additional intervention to be delivered on the site compared to what was considered at the Local Plan.

## **Better Points Scheme:**

- The implementation of a Better Points Scheme where residents can earn rewards for their

'green' travel choices, to be extended to include South Woodham Ferrers. This would be a material benefit in reducing car journeys to and from South Woodham Ferrers.

## **One-year free Bus Travel for residents of the development:**

- Provision of up to one years' free bus travel on local and proposed bus services for up to four persons in each household.

## **Cycle training/courses for residents:**

- Provision of a cycle training/cycle maintenance course on site for all residents.

## **Travel Packs for residents:**

- Provision of Travel Packs for all residents to include sustainable travel information.

## **Provision of a Car Club for residents and businesses on site:**

- Provision for residents and businesses on site and available to the rest of South Woodham Ferrers.

## **4. Footpath, Cycle Path and Bridleway Infrastructure**

### **Footpaths and Cycle Paths:**

Within the masterplan, over 10km of footpaths and cycle paths are proposed. These paths are either new links or connecting existing paths into a wider network, including paths south into the town. Routes are also identified north of the allocation boundary and up to Woodham. Whilst these routes are outside of

the allocation boundary, they form part of the network being created. Delivery of these external routes will be secured through legal agreement.

#### **Bridleway Provision:**

The masterplan shows the extinguishment of Bridleway 46, 108m in length, in favour of a pedestrian/cycle route, along with cycle track downgraded to footpath from Bridleway so cyclists can legally link to the new and existing Bridleways. These two bridleways will be replaced with a route up to Edwin's Hall Road which is approximately 1,100 m in length; 860m of this is within the allocation boundary.

The bridleway will be secured through a legal agreement to be attached to an outline planning permission to ensure its delivery as part of a comprehensive package of sustainability measures.

#### **5. Open Space Infrastructure**

Policy SGS10 requires the provision of open space across the site.

Requirements for open space are as follows:

- Allotments and community gardens - 0.864ha;
- Amenity green space- 1.152ha;
- Play space (children) - 0.144ha;
- Play space (youth) - 0.144ha;
- Parks and recreation grounds - 4.752ha of which 4.4ha may be rugby club.

As shown within the masterplan, the site provides 64ha of green space. As such the site over-provides on all types of the open space. Sufficient provision is made within the masterplan for formal recreation facilities such as the relocation of the rugby club if Chelmsford City Council wish to pursue this option.

#### **6. Education Infrastructure**

##### **Early Years and Primary School:**

Policy SGS10 requires land to be reserved for the provision of a 2 form entry primary school (420 pupil places) along with an early years and nursery facility or two standalone nursery facilities. This will also be secured through a Section 106 Agreement.

Sufficient land is identified within the masterplan for a 2 form entry school and nursery, and a standalone nursery. The development would generate 58 nursery school places when completed, and 191 primary school aged pupils.

The delivery of a school on this site would will serve the development and a wider catchment if the County Council choose to call upon the land.

##### **Secondary and Post 16 Provision:**

Secondary, post 16 and SEND places will be addressed through Section 106 contributions and the sums will be based on the forecasted populations within these age groups based on the housing mix to be secured.

##### **School Transport:**

Alongside the school places, sums would be required in order to provide the transport for children to attend schools. Contributions for transport will be secured through a S106 Agreement based on the submitted housing mix and forecasted school age population.

#### **7. Environmental Infrastructure**

Chelmsford City Council declared a climate emergency in July 2019. An Environmental Action Plan was adopted in January 2020. Within the plan, there is a clear commitment for the City Council to undertake

a greening programme to significantly increase the amount of woodland and the proportion of tree cover in Chelmsford.

The site can provide new trees at a rate of at least one new tree per every new resident. Based on an average occupancy, the site would deliver a minimum of 2400 trees (1000 homes) up to 2880 trees (1200 homes). These trees will form part of the community woodland proposals as they develop, alongside the site wide landscaping that will be secured as proposals progress.

An extension to Bushy Hill Local Wildlife Site is also proposed and further details will be secured through the planning application process. The site will also provide electric vehicle charging capacity as required by Development Management Policies.

#### **8. Summary**

This schedule is provided to set out the high level approach to infrastructure provision at Land North of South Woodham Ferrers. It demonstrates that the site meets Local Plan policy requirements, and in some cases exceeds these. The schedule above includes a range of off site highways works that are not set out in masterplan, and it gives a clear indication of the commitment to deliver appropriate infrastructure.

The masterplan is the stage of the process where high level land use principles are secured. Further work is ongoing to agree the design solution to off site highway work. The various options put forward are subject to further refinement and testing through pre-application and determination of future planning submissions.

LAND NORTH OF  
SOUTH WOODHAM  
FERRERS  
ESSEX



BroadwayMalyan<sup>BM</sup>

David Lock Associates  
Town Planning and Urban Design



Bellway

## Matrix for stage two consultation responses South Woodham Ferrers – Strategic growth site 10

Consultee	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC
Natural England	<ul style="list-style-type: none"> <li>- Greater detail on proposed habitat creation</li> <li>- Biodiversity Net Gain and management plan</li> <li>- Are there any priority habitats?</li> </ul>		<ul style="list-style-type: none"> <li>- Project level HRA required</li> <li>- RAMS</li> </ul>	
Maldon District Council	<ul style="list-style-type: none"> <li>- The absence of new bridleways is a missed opportunity within the schemes access and green infrastructure design</li> <li>- Supports the provision of a new primary school but it is not clear how secondary educational needs will also be met – this must be better addressed as there is inadequate explanation</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Accesses must be compatible with HGV use</li> <li>- Need to consider cumulative impact with Bradwell B</li> <li>- The majority of crossing points are proposed in conjunction with roundabouts – the development must ensure that these are safe and perceived to be safe to use.</li> <li>- Concerns about eroding the rural character to the east of the site – further landscape buffers required to the north and east</li> </ul>		<ul style="list-style-type: none"> <li>- Concerns about the highway impact of the development – capacity improvements should be carried out in the Maldon District villages to the east</li> <li>- The eastern development parcel will be too isolated leading to an increase in short road trips</li> <li>- Question the location of the local centre given the remoteness of the eastern development parcels</li> </ul>

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

		<ul style="list-style-type: none"> <li>- The employment area must be adequately screened</li> </ul>		
			<ul style="list-style-type: none"> <li>- The development should contribute to RAMs and have a project level HRA to identify any further mitigation requirements</li> </ul>	
Essex Police		<ul style="list-style-type: none"> <li>- The development should adopt the Essex Design Guide and adopt Secured by Design</li> <li>- Routes should promote natural surveillance</li> <li>- Burnham Road Crossing Points could be a crime and anti-social behaviour hotspot – recommend early engagement with DOCO</li> <li>- Recommend SMART technology and the use of a Central Management System for lighting</li> </ul>	<ul style="list-style-type: none"> <li>- Essex Police would seek suitable developer contributions to mitigate the impact of the project during construction and upon completion</li> </ul>	

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

		<ul style="list-style-type: none"> <li>- Essex Police Designing out Crime would welcome consultation around any proposed design for retirement living or elderly accommodation</li> <li>- SBC Commercial aware should be sought for the mixed use retail area</li> <li>- Essex Police would welcome the opportunity to liaise with the development around the design of green spaces such as play areas and allotments</li> <li>- Engagement required regarding the security of pylons via the relevant Counter Terrorism Security Advisors</li> </ul>		
<b>Essex County Council Major Development and New Communities</b>	<ul style="list-style-type: none"> <li>- The focal square must be traffic free and designed in such a way to encourage active travel and discourage inappropriate drop off. ECC object to the focal square as shown</li> <li>- Consideration should be given to the</li> </ul>	<ul style="list-style-type: none"> <li>- There should be a clear consideration of the design principles of the Essex Design Guide</li> <li>- The masterplan should provide an indication of the potential mix of densities</li> </ul>	<ul style="list-style-type: none"> <li>- ECC has a statutory responsibility to plan for and deliver Special Education Needs and Disabilities Provision (SEND). The development of this scale will generate a</li> </ul>	<ul style="list-style-type: none"> <li>- Concerns that the employment uses are less integrated with the rest of the development particularly the neighbourhood centre and favour car based</li> </ul>

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

	<p>creation of a stretch of bridleway to mitigate the impact of the extinguishment</p> <ul style="list-style-type: none"> <li>- Additional cycle routes required to the northeast and southwest, from crossing 5 and the Sainsburys crossing needs to be upgraded to a toucan including a cycle link to the south</li> <li>- Southern access route from the site onto willow grove should also accommodate cyclists</li> <li>- Pedestrian route east from B1418 crossing point south of the new roundabout should be a cycle route</li> <li>- Ped/cycle route needs to be shown on the eastern side of the B1418 from the crossing point south of the new roundabout to Burnham road</li> <li>- Ped route along the south side of Burnham Road will need widening</li> <li>- Crossing 1 – can a connection be provided from application site to proposed crossing location?</li> <li>- Crossing 3 – both ped and cycle</li> </ul>	<p>and building heights across the site and phasing</p> <ul style="list-style-type: none"> <li>- Health Impact Assessment – ECC wish to be engaged in the scoping of this</li> <li>- Sport England Active Design Checklist should be part of any assessment</li> <li>- ECC would welcome the provision of grow on space as there is an identified shortage of such provision</li> <li>- The development should not further contribute to the carbon footprint of the county or the UK, recognising that homes built now that do not reach this standard <i>add</i> to the size of the challenge to be net zero by, at the latest, 2050</li> <li>- energy onsite should be decarbonised and incorporate renewable energy generation and low carbon heating into housing</li> </ul>	<p>need for pupils of primary and secondary school age with SEND requirements. Where needs cannot be met onsite through co-located facilities then financial contributions will be sought</p> <ul style="list-style-type: none"> <li>- The applicant would be expected to prepare an Employment and Skills Plan (ESP) and make a financial contribution towards skills</li> <li>- Consideration of local capacity for post 16 provision needs to be assessed within the sites IDP and this will determine if a contribution for post 16 infrastructure is required</li> </ul>	<p>movement as they are away from the rail station</p>
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Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

	<p>improvements needed</p> <ul style="list-style-type: none"> <li>- Crossing 6 – this needs to be a controlled crossing</li> <li>- The primary school should include access to greenspaces and play areas to allow connection to nature</li> </ul>	<p>and throughout the site to satisfy all or close to all of the energy demand</p> <ul style="list-style-type: none"> <li>- Welcome more information on how the design and layout of the development would contribute to microclimatic cooling, and minimising solar glare on buildings</li> <li>- It is recommended that the development applies the Building with Nature standards endorsed by Natural England</li> </ul>		
<b>Stow Maries Parish Council</b>		<ul style="list-style-type: none"> <li>- Strongly object to building on the higher ground below Bushy Hill</li> </ul>		<ul style="list-style-type: none"> <li>- The pedestrian crossings and roundabouts will slow traffic more – suggest the use of bridges/underpasses</li> </ul>
<b>Planning Listed Buildings and Conservation</b>		<ul style="list-style-type: none"> <li>- There is a need for a detailed heritage assessment, to inform the layout and design precisely what buffers are required,</li> </ul>		

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>which views should be protected and how the landscape framework should be used to mitigate the impacts. This detailed study should be reflected within a section on heritage within the site analysis element</p>		
<b>Runwell Parish Council</b>		<ul style="list-style-type: none"> <li>- Concerns about the impact of the development on roads in this area which are already at or close to capacity. Also the potential of the Bradwell B development to add to further transportation issues</li> <li>- Concerns about management of water and drainage and protection of the River Crouch from pollution</li> </ul>		
<b>East Hanningfield Parish Council</b>		<ul style="list-style-type: none"> <li>- The B1012 is already over capacity – concerns that residents of the new development will use the minor road network to the A12 and Chelmsford</li> </ul>		

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

		<ul style="list-style-type: none"> <li>- Suggestion for traffic calming at the East Hanningfield end of Creephedge Lane</li> </ul>		
<b>ECC Historic Environment Branch</b>			<ul style="list-style-type: none"> <li>- the EIA, when it is submitted, should contain a section for the Historic Environment which includes the summary of the Desk Based Assessment, and Aerial Photo and Lidar surveys, and reference to further mitigation measures which should include evaluation by trial trenching, even if it is suggested they are covered by conditions on any planning approval.</li> </ul>	
<b>Public Health and Protection</b>		<ul style="list-style-type: none"> <li>- EV charging point infrastructure should be provided</li> </ul>	<ul style="list-style-type: none"> <li>- There is a potential for contamination from agricultural uses</li> <li>- An air quality impact assessment will be</li> </ul>	

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

			required for this development	
<b>Planning Trees and Landscaping</b>	<ul style="list-style-type: none"> <li>- The planning application should seek a minimum 10% net gain in biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>- The phasing of development should be mindful that habitat should be created early on in the development, such as restoration to the local wildlife site, to avoid or reduce the time-lag between losses and gains.</li> </ul>		
<b>Parks and Green Spaces</b>		<ul style="list-style-type: none"> <li>- A sports pavilion/changing rooms and 120 parking space car park will be needed</li> </ul>		
<b>Councillor Poulter – Ward of Bicknacre and East and West Hanningfield</b>		<ul style="list-style-type: none"> <li>- Concerns relating to traffic management on the B1418 and to a lesser extent on Willow Grove and Crephedge Lane</li> <li>- The new proposed roundabout on the north of the site will encourage greatly increased use of the B1418 unless there are physical restrictions preventing traffic turning north out of the site or</li> </ul>		

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>south into it</p> <ul style="list-style-type: none"> <li>- Creephedge Lane north of Hyde Hall is a narrow winding road, not suited to an increase of traffic. This issue could be addressed by physical methods of road width restrictions but taking account of the use of the road by agricultural machinery</li> </ul>		
<b>Sport England</b>	<ul style="list-style-type: none"> <li>- Consultation should take place with the National Grid to assess any restrictions the overhead powers lines on the western area would present to using this area</li> <li>- Need to consult with Cadent to assess whether the potential installation of a primary drainage system to support sports pitches would be a constraint</li> <li>- Concerns about two playing fields being separated by the stream</li> <li>- Some of the routes shown as pedestrian routes should be altered to pedestrian and cycle routes</li> </ul>	<ul style="list-style-type: none"> <li>- Consideration will need to be given to the design of the pavilion to ensure that it meets the needs of the users of the playing field</li> <li>- Attention should be given to the design of the green spaces and attenuation basins adjoining the local centre and primary school to ensure that they are as multi-functional as possible because this open space is likely to provide a focal point where the community will walk/cycle to as a destination</li> </ul>	<ul style="list-style-type: none"> <li>- When a full planning application is being prepared, the detailed design and layout of the sports ground should be discussed with Sport England, CCC, the relevant sport's governing bodies and the potential clubs that would use the site</li> <li>- A planning application will need to be supported by a feasibility study which assesses the ground conditions of the site</li> </ul>	

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

			<p>and proposes a suitable scheme for addressing the ground conditions in order to ensure that the sports pitches will be fit for purpose.</p> <ul style="list-style-type: none"> <li>- A contribution will be required through CIL for off-site indoor sports facilities</li> <li>- The development should incorporate Sport England’s Active Design principles and a planning application should be accompanied by an Active Design guidance checklist</li> </ul>	
<p><b>South Woodham Ferrers Town Council</b></p>	<ul style="list-style-type: none"> <li>- There is an issue with the desired route through to William de Ferrers secondary school as children may not be safe using uncontrolled crossings</li> </ul>	<ul style="list-style-type: none"> <li>- Believe that a co-ordinated set of junction improvements should be established now at masterplan stage</li> <li>- The transport evidence base that was used for the local plan is no longer sound – evidence on traffic flows</li> </ul>	<ul style="list-style-type: none"> <li>- Traffic models conducted in 2016 are now out of date – peak time light control at the four current junctions would be required to maintain the balance of access between through traffic, traffic from the existing town</li> </ul>	<ul style="list-style-type: none"> <li>- Concerns that the road transport plan is too focused on traffic getting in and out of the individual building site sectors within the new development</li> <li>- Concerns about the health risk or</li> </ul>

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>needs to be carried out before adoption of the masterplan</p> <ul style="list-style-type: none"> <li>- Two new significant infrastructure projects (Lower Thames Crossing and North Chelmsford Link road) will put additional strain on the A130/A12 junction (at Howe Green), the ability to ingress at egress at the Turnpike and the A127/A130 junction.</li> <li>- It is not clear as to what sports will be serviced on the main sports area – the Town Council would like to liaise with the City Council to determine the best use of the recreation allocations.</li> <li>-</li> </ul>	<p>and the new site</p>	<p>perceived risk of people living/using the school under or close to the power lines</p> <ul style="list-style-type: none"> <li>- There is confirmation from Bradwell that any generating capacity would need a new connection to the national grid – concerns that this would affect the layout of the development. Power lines could be re-routed elsewhere.</li> <li>- Concerned that the sports and recreational areas are being too heavily decided on Chelmsford-centric commercial service operations of the City Council and not based on residential need</li> <li>- Underpasses could be</li> </ul>
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Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

				used at crossing points 4 and 5, but these would need to be lit, safe, free from flooding and should be 24/7 CCTV monitored
<b>Essex Bridleways Association</b>	<ul style="list-style-type: none"> <li>- The site policy requires the development to consider new and enhanced cycle routes, footpaths, public rights of way and bridleways</li> <li>- A bridleway is needed to link the eastern and western networks. Suggest using land to the north</li> </ul>			

## Matrix for stage two neighbour responses South Woodham Ferrers – Strategic growth site 10

Neighbour comments	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/ no further action needed
Principle of the Development		<p>Surprised not to see more retail areas</p> <p>This should be put on hold until after Bradwell B</p>		<p>Objections to the principle of the development</p> <p>Land should be allocated elsewhere</p> <p>Reducing the speed limit of Burnham Road will increase congestion</p> <p>The plan should be capped at 500-700 homes</p> <p>Local residents' opinions are not taken into account</p> <p>Will this be part of other schemes to join Battlesbridge, Rettendon and North Woodham Ferrers together</p>
Transport	<p>The pedestrian route through the BP garage seems ill conceived</p> <p>The traffic along the Burnham Road will be even worse if Bradwell B goes ahead</p>	<p>The traffic in and out of south Woodham Ferrers is already congested, especially at peak times. This will make it worse.</p> <p>There is not enough bus provision</p>	<p>Traffic in the southbound carriageway of the A132 results in recurring subsidence. The road surface of the A132 needs improving</p>	<p>Object to the building of more roundabouts</p> <p>Consideration should be given to widening the roads behind Radar Hill and using these to</p>

## Matrix for stage two neighbour responses

### South Woodham Ferrers – Strategic growth site 10

	<p>The existing footpaths should be kept and improved upon</p>	<p>There is an urgent need to upgrade the B1418 which has poor site lines at the junction with Edwins Hall Road and dangerous bends</p> <p>The current rail system does not have the capacity for this number of new residents. Train services need to be more regular, bigger trains and cheaper</p> <p>The Burnham Road should be improved for bicycles</p> <p>When the new Sainsburys was built a new round about was created and this caused months of traffic disruption</p> <p>The pedestrian route into the top of Hullbridge Road from the Health Centre roundabout is inadequate as the pavement is too narrow</p> <p>Junction improvements need to be considered now and not at planning application stage</p> <p>Traffic will increase on King Edward Roads Road, Ferrers Road and Inchbonnie Road to avoid</p>	<p>Will the new footpaths and cycle paths be regularly maintained as the existing paths in SWF are awful</p> <p>Who will run and manage the new commuter bus service and will this be permanent?</p> <p>Because of clay subsoil suggest that the new road should be piled with reinforced concrete slab on top</p>	<p>access the development</p> <p>Reducing the speed limit of Burnham Road will increase congestion</p> <p>There is a need for a footpath built from bottom of hill up to Woodham Ferrers</p> <p>The number of pedestrian crossings over Burnham Road will increase congestion</p> <p>The A130 needs an underpass/flyover to join at both ends</p> <p>A132 to and from Rettendon needs to be dual carriageway</p> <p>The road between the Shaw Farm roundabout and the junction of the B1418 needs to be dual carriageway</p> <p>Will Creephedge lane from the roundabout past M&amp;S petrol station be widened. It is dangerously narrow</p> <p>The B1012 needs to be dual</p>
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Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>congestion on the Burnham Road</p> <p>The Sainsburys roundabout is poorly designed and will create a bottleneck</p> <p>Traffic surveys need to be carried out at 7am</p> <p>Excess traffic uses Old Wickford Road and Creephedge lane</p> <p>This will result in parking problems in the town</p> <p>Traffic modelling must be completed before the masterplan is agreed</p> <p>Junctions 19,20 and 21 are all already over capacity</p> <p>The B1012 is a Priority One Route, which the masterplan fails to recognise</p>		<p>carriageway from the Burnham Roundabout next to the traveller's site up to the Rettendon turnpike</p> <p>There should be walkways or bridges to be built across Burnham Road</p> <p>Willow road should be widened and the houses to the left of the B1418 should access Shaw Farm roundabout from there</p>
Healthcare		<p>The existing doctors are already overwhelmed – it is very difficult to get an appointment</p> <p>There is only one person who can</p>		

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>do chiropodist</p> <p>The dentist is overstretched already</p> <p>Will the existing healthcare centre be extended to cope with the additional people?</p> <p>There is not enough car parking at the health centre</p>		
Travelling Showpeople	<p>The travelling showpeople site is too close to the early years</p> <p>The mixed use area will clearly all become travelling showpeople</p>			<p>It is not wanted or needed and should be moved further away from the main town due to the problems it will cause</p> <p>Concerns about the location close to the memorial gardens</p> <p>Do the showpeople buy or rent these sites?</p> <p>Do the showpeople pay council tax?</p> <p>How will this site be monitored and how will you prevent it from being used by other travellers?</p> <p>Will there be animals on the</p>

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

				<p>site?</p> <p>How many people would be allowed on each of the plots?</p> <p>Who would be responsible for managing the site?</p>
<p>Drainage</p>	<p>No greater than existing greenfield run off rate should be “less than”</p> <p>The road by the new Sainsburys is known to flood</p> <p>There should be consultation with Anglian Water to ensure that there is sufficient capacity within the existing local sewage system</p>	<p>How does a hydro brake device work and how does this interact with a vortex flow control at high rainfall events?</p> <p>How will the weir on the fishing reservoir upstream of Fenn Brook interact with the proposed flood prevention measures?</p> <p>There are two pinch points on Fenn Brook which has the effect of backing up the discharging Brook causing an over topping of the channel into the Old Wickford Road – suggest a swale to be constructed alongside the roadway</p> <p>Fenn Brook needs dredging and a maintenance schedule put in place</p> <p>When the River Crouch is at high tide, Fenn Brook is affected by a negative return of sea water from</p>	<p>Who would be financially responsible for the maintenance of the flood prevention measures?</p> <p>What contribution is being made to the other flood defences around SWF?</p> <p>Rainwater should be re-used and treated as a valuable resource</p>	

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>the river</p> <p>A previous overtopping of the Fenn Brook watercourse adjacent to the Old Wickford Road/Fennfields Road area caused flooding, including raw sewage</p>		
<p>Impact on the town centre</p>	<p>What provision is being made for teenagers?</p> <p>There are no employment opportunities locally for all of the new residents</p> <p>What impact will the new local centre have on the existing town centre and businesses</p>	<p>The Asda shopping area is now full of empty units, we need banks, building societies and a range of high street shops</p> <p>The existing town centre needs rejuvenation</p> <p>What we need is cinemas, restaurants and pubs to be built not more houses</p> <p>We need a better swimming pool as this is old, dated and too small</p> <p>Where will everyone park when using the town?</p> <p>This will result in more cars parking in residential streets for the train station</p>	<p>What provision is there for increased police, fire and ambulance coverage</p>	<p>This will result in a rise in crime in the area</p> <p>This will turn SWF into a borough of Chelmsford, losing its individuality</p>

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

Education	<p>Will the primary school be able to accommodate the average number of new families in the development?</p> <p>The new primary school should have its own sports field</p>	<p>Has the Council given consideration for the provision of a new secondary school as William De Ferrers will not cope</p>		<p>If you need to open another school then the Chetwood Primary school should be re-opened</p> <p>The town has ample early years provision, this is not needed</p>
Character of the Area	<p>Will access to Radar Hill still be in place for walkers?</p> <p>The proposal will harm the beautiful countryside and views</p> <p>The Burnham Road will divide the new and old parts of the town</p>			
Housing provision		<p>We would be interested in large 4/5 bedroom houses on good sized plots with large gardens</p> <p>What provision has been made for elderly housing/care homes and bungalows?</p> <p>You should build affordable housing</p>		<p>Will existing SWF residents be given first refusal on the affordable housing</p>

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>for younger people – freehold not leasehold</p> <p>Is there any provision for over 55 supported housing?</p> <p>Keen to make sure that smaller houses are built – 2/3 bedroom homes</p> <p>Affordable housing will not be affordable enough</p>		
Trees and Wildlife	<p>There is no mention of a consideration for wildlife - the site has pheasants, hares, rabbits, foxes and birds of prey</p> <p>There are badgers and bats in the area</p> <p>There is a pair of nesting buzzards right in the middle of the development site</p> <p>The open space to the south of Bushy Hill should remain natural for wildlife and not be mown grass</p> <p>There are significant trees in the field to the left of the B1418 and behind Sainsburys which should be kept</p>	<p>What provision is made to protect species such as hedgehogs and swifts</p> <p>A dry culvert should be installed beneath B1012 Woodham Road, together with appropriate fencing, in the south eastern corner of the site to encourage mammals to travel beneath the road rather than over it to access land to the south</p> <p>Lighting should be designed to avoid disturbance to wildlife</p> <p>Suggest provision of owl boxes, swift bricks, bird boxes, bat roosts and wildlife permeable boundaries</p>	<p>Who will manage and maintain the new landscaping</p> <p>The adjacent nature reserve should not be impacted by the increased number of people</p>	

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

		Apple trees should be planted in every garden		
Employment	What is “mixed use” area – this is too vague  What is meant by “local centre”			The 1000 sqm of business floor space is not needed – there are plenty of empty premises in the town centre
Residential Amenity	When Bradwell is complete this section of road will be used to move low level nuclear waste, putting the health and safety of residents at risk  The area will become overpopulated	Noise pollution  Properties on Willow Grove will be overlooked	The extra traffic will result in an increase in pollution which would be harmful to the people living in the area	Increased use of footpath 24 will affect the privacy of Edwins Hall
Utilities	30% of properties between The Whalebone pub and Cornfields Road have WC backing up problems  Has consideration been given to the fact that the pylons might need to be made bigger for Bradwell B  Anglian Water have confirmed capacity issues with sewers in this area and are	The development should use solar power on buildings  Will there be water saving features on the new buildings		

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

	<p>unable to cope with the volume during heavy rain periods</p> <p>What will happen to the overhead power cables and pylons? It is not good for residents to live close to them</p>			
Local Infrastructure		<p>The development should include a high street and a pub</p> <p>The fire station is too small to cope with such a big area to cover</p> <p>Can there be an athletics track on the proposed sports facilities?</p>		<p>Postal services will not be able to cope with 1000 more houses</p> <p>We don't need a taxpayer's clubhouse. All sports should use the facilities at Saltcoats</p> <p>The current proposed position of the sports facilities is remote, and thus unlikely to provide enhancement to the town</p> <p>Question the need for allotments</p>
Other matters		<p>Parks and river walks will be over run</p> <p>There should be real carbon zero solutions</p>	<p>What archaeological supervision will be provided for?</p>	<p>Will the rates go down in the area?</p> <p>The Council's website is cumbersome and deliberately</p>

Matrix for stage two neighbour responses  
 South Woodham Ferrers – Strategic growth site 10

		<p>There is no mention of complying with the cop 21 Paris agreement on climate change</p> <p>The development should be constructed to minimise light pollution for the benefit of wildlife and local amateur astronomers</p> <p>Surplus heat from Bradwell B should be used to introduce district heating to developments nearby</p> <p>The development will adversely affect the setting of Edwins Hall, which is listed</p> <p>There is a high risk of landslip on this site</p>	<p>prevents people from submitting comments online</p> <p>Will this reduce house prices in the area</p>
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Matrix for stage two – Essex Quality Review Panel  
 South Woodham Ferrers – Strategic growth site 10

Issue	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/No further action needed
Connectivity/Movement Strategy	<p>Further opportunities to enhance the movement strategy across the site, in particular, integrating walking and cycling routes into the layout for better connections.</p> <p>Greater consideration to the treatment of Burnham Road will be key in ensuring that this carriageway does not act as a physical barrier and reduce connectivity between the existing and new settlements.</p>	<p>Burnham Road should be considered as a 'street' rather than as a 'road'. This includes opportunities for street landscaping, wider pedestrian pavements and active frontages.</p>		<p>Reduce Burnham Road to 30mph.</p>
Sustainable Design	<p>It is considered that the large number of roundabouts contradicts the approach of providing a sustainable neighbourhood.</p> <p>The current masterplan layout does not promote the use of cycling/walking as a key mode of transport in particular south towards the existing town and station.</p> <p>Set out a clear list of sustainable design principles, which will inform the long-term building requirements for this masterplan and influence future codes and parameter plans.</p>	<p>A greater need for adaptability, flexibility and resilience in the designs of buildings and spaces.</p> <p>Shared facilities and IT hubs for remote working as well as other neighbourhood related facilities.</p>		

## Matrix for stage two – Essex Quality Review Panel South Woodham Ferrers – Strategic growth site 10

<p>Placemaking</p>	<p>The masterplan must demonstrate a clear link to the existing town and culture, as well as links to established destinations, and the impact the river and connections will have on the town.</p> <p>There is a great need to link in the development with the Sainsbury's building to provide a more connected amenity space. The series of ponds located here could be shifted to one side and allow space for more alternative uses onto this built form, creating a more inviting area that could be used all-year round.</p>	<p>This new community could be named as 'North Ferrers'; where a unique identity can be created, whilst also linking into the strong character established within South Woodham Ferrers.</p> <p>The spine road cutting through the site provides opportunities for this route to become more pedestrian friendly, and feature as a central element of the community.</p> <p>Further discussions with Sainsbury's in how the development will respond to the shop and vice versa, will help in drawing in a local centre with increased communal activities and active frontages at this key gateway location on site.</p> <p>The immediate surroundings around Sainsburys could become a detail area and help with creating a strong design code to be used as a standard framework for design quality over the long-term.</p> <p>Research into what amenities the</p>		<p>It is understood there is a 30 metres distance either side of these structures, and it is suggested for careful consideration of strategic open spaces to be implemented here.</p>
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Matrix for stage two – Essex Quality Review Panel  
 South Woodham Ferrers – Strategic growth site 10

		existing town currently lacks would be helpful in highlighting shortfalls and opportunities that could be captured within this masterplan. This would help to attract more non-residents to the site.		
Identity/Built Form	<p>Greater clarity on whether this development will be a series of extensions to South Woodham Ferrers, or a two-part extension.</p> <p>As the scheme appears to have 3 distinct areas of built-up residential development across the site, there is a possibility on linking these different areas onto the main road and creating their own primary connections to the town centre.</p>	<p>The proposed local centre has to be a welcoming and attractive place; the edges and relationships this area has to the wider context will be vital to the success of the space and making it an identifiable community.</p> <p>Visual assessments on key views from the south looking beyond the site to Mill Hill and Bushy Hill required.</p>		
Green and Blue Infrastructure	The current implementation of the green necklace strategy into the masterplan is weak and ineffectual, in particular across the north of the site.	Local planning authority policies on how green spaces are managed in the future outside the site will be important to discuss and understand the requirements of this approach.		The allotments and play areas are a critical social element for this development, and their current locations within the masterplan have caused some concern within the panel; a central approach would be more suitable in

Matrix for stage two – Essex Quality Review Panel  
South Woodham Ferrers – Strategic growth site 10

				creating increased opportunities for social activities and communal feeling.
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## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

Consultee	Matters that need to be addressed at masterplanning stage	Response	Change
Natural England	Greater detail on proposed habitat creation Biodiversity Net Gain and management plan Are there any priority habitats?	Ecology strategy section sets out the high-level proposals for habitat creation.  Masterplan document updated to include statement requirement a minimum of 10% BNG	Page 46: Last paragraph amended to read: <i>The site will be designed to provide at <u>least 10% biodiversity net gain which will be detailed and secured through the planning application.</u> A lasting management regime will be established to ensure that the habitats are maintained in optimum condition for protected species</i>
Maldon District Council	The absence of new bridleways is a missed opportunity within the schemes access and green infrastructure design.	The team are considering how the masterplan can look to connect the eastern bridleways to the western corridors.	
	Supports the provision of a new primary school but it is not clear how secondary educational needs will also be met – this must be better addressed as there is inadequate explanation	Masterplan document to be updated to include statement setting out that secondary education dealt with through s106 matters.	Page 6: Additional sentence added before The Site: <i><u>“Details of other infrastructure requirements not set out in the policy such as secondary education will be addressed through S106 and CIL”</u></i>
Essex County Council Major Development and New Communities	The focal square must be traffic free and designed in such a way to encourage active travel and discourage inappropriate drop off. ECC object to the focal square as shown.	The focal square as shown is indicative and form art of the central corridor image which is illustrative at this stage to show how this central area may look from Burnham Road up to the ridge.	No change

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

	Consideration should be given to the creation of a stretch of bridleway to mitigate the impact of the extinguishment	The team are considering how the masterplan can look to connect the eastern bridleways to the western corridors.	
	Additional cycle routes required to the northeast and southwest, from crossing 5 and	Cycle opportunities are proposed through a new pedestrian/cycle path from crossing 5.	No change

	The Sainsburys crossing needs to be upgraded to a toucan including a cycle link to the south	Change made	Access and movement plan and masterplan updated
	Southern access route from the site onto willow grove should also accommodate cyclists	This is noted but no change required to the masterplan.	no change
	Pedestrian route east from B1418 crossing point south of the new roundabout should be a cycle route.	Change made	Access and movement plan and masterplan updated
	Ped/cycle route needs to be shown on the eastern side of the B1418 from the crossing point south of the new roundabout to Burnham road.	Change made	Access and movement plan and masterplan updated
	Ped route along the south side of Burnham Road will need widening	The strategy proposes that the crossings link towards southern connections to the Burnham Road, so this is not required.	No Change required

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

	Crossing 1 – can a connection be provided from application site to proposed crossing location?	This connection to Crossing Point 1 can be provided along Willow Grove.	No Change required
	Crossing 3 – both ped and cycle improvements needed	Change made	Access and movement plan and masterplan updated
	Crossing 6 – this needs to be a controlled crossing	Change made	Access and movement plan and masterplan updated
	The primary school should include access to greenspaces and play areas to allow connection to nature	This is noted and welcomed. We are required to make the land available for the provision of the school at 2fe. The design and layout of the school will be decided by ECC	No Change required
Planning Trees and Landscaping	The planning application should seek a minimum 10% net gain in biodiversity	Masterplan document updated to include statement requirement a minimum of 10% BNG.	Page 46: Last paragraph amended to read: <i>The site will be designed to provide at least 10% biodiversity net gain <u>which will be detailed and secured through the planning application</u>.. A lasting management regime will be established to ensure that the habitats are maintained in optimum condition for protected species</i>

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

Sport England	Consultation should take place with the National Grid to assess any restrictions the overhead powers lines on the western area would present to using this area	Formal recreation section to be updated to include reference to easement of 30m. details of the formal recreation facilities will be secured at a later stage.	<p>Page 56 amended to include: <i>The full extent of this area as identified on the diagram opposite measures 12.7 hectares, within which an area of 6.2 hectares is unconstrained for formal recreational use by existing features such as overhead power lines or the stream. Easements of 30m either side of the power lines ensures that no development</i></p> <p><i>Page</i> <i>The high pressure gas main and associated easement running roughly north to south through this area is not considered a constraint on formal sports pitch provision, albeit that buildings would not be able to be located within the easement area.</i></p>
	Need to consult with Cadent to assess whether the potential installation of a primary drainage system to support sports pitches would be a constraint	This is a detailed element of design that will be refined through pre-application and planning application submission.	No Change required
	Concerns about two playing fields being separated by the stream	The stream is not considered a constraint to bringing the two sites forward.	No Change required
	Some of the routes shown as pedestrian routes should be altered to pedestrian and cycle routes	Amendment made to movement and access plan.	Access and movement plan and masterplan updated
South Woodham Ferrers Town Council	There is an issue with the desired route through to William de Ferrers secondary school as children may not be safe using uncontrolled crossings	The Sainsbury's crossing is proposed for upgrade to a toucan crossing.	Access and movement plan and masterplan updated

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

Essex Bridleways Association	The site policy requires the development to consider new and enhanced cycle routes, footpaths, public rights of way and bridleways. A bridleway is needed to link the eastern and western networks. Suggest using land to the north.	The team are considering how the masterplan can look to connect the eastern bridleways to the western corridors.	

Neighbour Comments			
<ul style="list-style-type: none"> <li>Transport</li> </ul>	The pedestrian route through the BP garage seems ill conceived	The masterplan identifies the potential for a link in the west of the site. The exact location and details of the route will be established through the planning application process.	No Change required.
	The traffic along the Burnham Road will be even worse if Bradwell B goes ahead	Reference to Bradwell B has been included within the masterplan. The Bradwell B project is at a very early stage and discussions are ongoing with the Bradwell team to establish where there may be opportunities to address issues through collaboration.	Page 64: Insert new paragraph at end of page: <i>“The Bradwell B proposals, whilst at an early stage, indicate the use of Burnham Road for HGV movements through the construction process. The planning applications for this masterplan and the Bradwell B proposals will identify and assess impacts on the highway and mitigate these accordingly”</i>
	The existing footpaths should be kept and improved upon	Comment noted.	No Change required
<ul style="list-style-type: none"> <li>Travelling Showpeople</li> </ul>	The Travelling Showpeople site is too close to the early years	Through discussion with ECC it has been suggested that the early years provision is proposed within the mixed use area to accommodate working parents and will be separate to the Travelling show people.	No Change required

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

	The mixed use area will clearly all become travelling showpeople	The mixed use area will be designed at a later stage, specifically for business and light industrial uses and would not suit the requirements for Travelling Showpeople.	No Change required
<ul style="list-style-type: none"> <li>Drainage</li> </ul>	No greater than existing greenfield run off rate should be “less than”		No Change required
	The road by the new Sainsburys is known to flood.	The implementation of the drainage scheme through the new development has the potential to provide a betterment within the existing drainage system. Page 44 updated.	Page 44: Insert additional sentence: <i>“With the implementation of the new drainage system through the development, there is an opportunity for the existing flood risk scenario to be improved as flows into the existing system are slowed down”.</i>
	There should be consultation with Anglian Water to ensure that there is sufficient capacity within the existing local sewage system	Discussions are ongoing with Anglian Water regarding the surface water and foul proposals and the most appropriate way to connect into the existing system. Discussions will continue through pre-application and planning application submissions.	No Change required
<ul style="list-style-type: none"> <li>Impact on the town centre</li> </ul>	What provision is being made for teenagers?	Teenagers are provided for with the creation of 3 children’s and teenage facilities. There will also be kickabout areas and the potential for facilities to cater for teenagers within the new Local Centre.	Open space plan updated to clarify children and teenage play areas.
	There are no employment opportunities locally for all of the new residents	Policy SGS10 requires 1,000sqm of business floorspace which is being provided. This new employment can provide the opportunity for jobs for new and existing residents.	No Change required
	What impact will the new local centre have on the existing town centre and businesses	The new development will seek to complement the existing town centre’s	No Change required
<ul style="list-style-type: none"> <li>Education</li> </ul>	Will the primary school be able to accommodate the average number of new families in the development?	Land has been made available through the masterplan for the education authority to bring forward a 2fe primary school based upon the projected increase in school children.	No change required.

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

	The new primary school should have its own sports field	Land has been made available for the school to be brought forward.	No Change required
<ul style="list-style-type: none"> <li>Character of the Area</li> </ul>	Will access to Radar Hill still be in place for walkers?	Radar Hill is outside of the masterplan boundary, however the masterplan proposals shows the provision of new walking routes around Radar Hill that may be connected to the routes around the hill.	No change required.
	The proposal will harm the beautiful countryside and views	The masterplan proposes to retain the views from the ridge down to the Crouch estuary and proposes a range of green areas and links.	No change required.
	What is meant by “local centre”	Development area and land use (page 60) and Land Use Location Options- Local Centre(page 66) describes what is meant by the local centre.	No change required.
<ul style="list-style-type: none"> <li>Residential Amenity</li> <li>Utilities</li> </ul>	When Bradwell is complete this section of road will be used to move low level nuclear waste, putting the health and safety of residents at risk	Reference to Bradwell B has been included within the masterplan. The Bradwell B project is at a very early stage and discussions are ongoing with the Bradwell team to establish where there may be opportunities to address issues through collaboration.	Page 64: Insert new paragraph at end of page: <i><u>“The Bradwell B proposals, whilst at an early stage, indicate the use of Burnham Road for HGV movements through the construction process. The planning applications for this masterplan and the Bradwell B proposals will identify and assess impacts on the highway and mitigate these accordingly”</u></i>
	The area will become overpopulated	Any increase in population will be assessed through the planning process and mitigation provided to ensure that the impacts are suitably addressed.	No change required.

Matrix for stage two consultation responses  
 South Woodham Ferrers – Strategic growth site 10

	30% of properties between The Whalebone pub and Cornfields Road have WC backing up problems	Discussions are ongoing with Anglian Water regarding the surface water and foul proposals and the most appropriate way to connect into the existing system. Discussions will continue through pre-application and planning application submissions.	No change required.
	Has consideration been given to the fact that the pylons might need to be made bigger for Bradwell B	The masterplan makes allowance for power cables and pylons that may be increase. There is no development within the easements. Clarification to be provided that the development allows for increased powerlines capacity.	“The extent of potential development areas shown are of sufficient capacity to accommodate all policy requirements. <u>Easements of 30m on either side of pylons will be retained and addresses the future upgrade of pylons as part of Brawdell proposals. No development will take place within these easements”</u>
	Anglian Water have confirmed capacity issues with sewers in this area and are unable to	Discussions are ongoing with Anglian Water regarding the surface water and foul proposals and the most appropriate way to connect into	No change required.

	cope with the volume during heavy rain periods	the existing system. Discussions will continue through pre-application and planning application submissions.	
	What will happen to the overhead power cables and pylons? It is not good for residents to live close to them	The masterplan makes allowance for power cables and pylons to be retained in situ and there is no development within the easements. Updates made where necessary to clarify.	No change required.
<b>Quality Design Review Panel</b>			

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

Connectivity/Movement	Further opportunities to enhance the movement strategy across the site, in particular, integrating walking and cycling routes into the layout for better connections.	Additional walking and cycling routes have been included within the masterplan.  The quantum of proposed new routes is also identified within the document.	Access and movement plan and masterplan updated
Strategy	Greater consideration to the treatment of Burnham Road will be key in ensuring that this carriageway does not act as a physical barrier and reduce connectivity between the existing and new settlements.	The masterplan is prepared within the context of the existing highway infrastructure. Burnham Road is to be reduced to 40mph, and as a key route, we are working within the existing highway infrastructure to improve connections. Between Sainsbury's and Hamberts Farm there are opportunities for rear vehicle access with frontage to Burnham Road- creates a road through the settlement rather than disconnected. Past Hamberts Farm, there is a change in levels and existing structural planting that will be retained. The central area and the eastern parcels are connected by a landscaped area.	No change required- to be addressed in more detail at planning application stage.
Sustainable Design	It is considered that the large number of roundabouts contradicts the approach of providing a sustainable neighbourhood.	The masterplan proposals focus on the existing highway context of Burnham Road and proposes a range of enhancements to support walking and cycling opportunities. A new roundabout on the B1418 and a new roundabout on the Burnham Road are proposed.	No change required

## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

	The current masterplan layout does not promote the use of cycling/walking as a key mode of transport in particular south towards the existing town and station.	The main connection point between the development and the town centre at Hullbridge road has been amended to a toucan crossing to support crossing to the south. An additional cycle route is also proposed east of the B1418.	Access and movement plan and masterplan updated
	Set out a clear list of sustainable design principles, which will inform the longterm building requirements for this masterplan and influence future codes and parameter plans.	Masterplan to be updated to include sustainable design principles and supplemented with sustainable design review document.	Supplementary sustainability review to be appended to the masterplan document.
Placemaking	The masterplan must demonstrate a clear link to the existing town and culture, as well as links to established destinations, and the impact the river and connections will have on the town.	The masterplan will include a vision for the new development that links to the existing town and reinforcing the county riverside town Essex Design Guide- using the traditional styles and Essex vernacular Edges- completing the green ring	New section on vision included.
	There is a great need to link in the development with the Sainsbury's building to provide a more connected amenity space. The series of ponds located here could be shifted to one side and allow space for more alternative uses onto this built form, creating a more inviting area that could be used all-year round.	The central corridor is a key element of the masterplan to connect the Burnham Road to the high views on the ridge line. The central corridor images as shown are illustrative and is proposed to include a range of activities. Links between the site and the existing town through Sainsbury's will be retained in perpetuity. A management body will be secured for the site and will ensure the green links are open. Built form that backs onto Sainsbury's would not create a suitable amenity for residents, a landscaped route is more suitable. There would be increased separation and disconnection between the site and Sainsburys.	No change required
Identity/Built Form	Greater clarity on whether this development will be a series of extensions to South Woodham Ferrers, or a two-part extension.	The form and function of the site will be established through pre-application and planning application submissions where there will be further consideration of character areas.	No change required

Matrix for stage two consultation responses  
South Woodham Ferrers – Strategic growth site 10

	As the scheme appears to have 3 distinct areas of built-up residential development across the site, there is a possibility on linking	A roundabout on the B1418 has been identified as the most appropriate strategy for access	No change required
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## Matrix for stage two consultation responses

### South Woodham Ferrers – Strategic growth site 10

	these different areas onto the main road and creating their own primary connections to the town centre.	across the masterplan area and avoids the proliferation of accesses on the Burnham Road.	
Green and Blue Infrastructure	The current implementation of the green necklace strategy into the masterplan is weak and ineffectual, in particular across the north of the site.	The landscaping and green infrastructure strategy has been enhanced, bringing in the northern boundary and creating a series of destinations with different functions within the site.	Additional green infrastructure plan included within the landscape section to reinforce the proposals for connecting to the existing green destinations within South Woodham Ferrers and the development.

## Essex County Council Highway Authority - Position Statement

### Strategic Growth Site Policy 10 – North of South Woodham Ferrers Masterplan

4<sup>th</sup> January 2021

*ECC provided Highways and Transport Evidence for the purpose of the Chelmsford Local Plan, Examination in Public to support the allocation for 1000 dwellings together with the other non-residential uses. This evidence identified through Transport Modelling the constraints on the network and the mitigation that would be required in terms of highways improvements and measures to encourage journeys by means other than the private car,*

*The developer has entered into pre-application discussions with ECC to support a future planning application on the basis that the Master Plan area could support up to 1200 dwellings, 200 above that tested in the Local Plan evidence base. We are working with the developer to assess the implications of the additional units through considering the vehicle trip rates and distribution and the operation of the critical network within South Woodham Ferrers and the surrounding roads including (A130/A132) Rettendon Turnpike Junction.*

*There are some parts of the network, for example the B1418/Burnham Road where the County Council accepts that the developer controls land that will allow for additional highways capacity to be provided above that tested in the Local Plan evidence base. However, there are other parts of the network for example the Burnham Rd/Hullbridge Road junction where the Local Plan Evidence Base identified that a transfer of trips to means other than the private car would be required in order to ensure that future congestion did not reach un-acceptable levels.*

*The developer in early pre-application discussions has indicated that a future application could include comprehensive enhancement to the Bus Network within South Woodham Ferrers providing links to Chelmsford and Wickford, including the potential implementation of Demand Responsive Travel, together with comprehensive cycle and pedestrian enhancements as well as fiscal and marketing incentives. The impacts of these and the residual impacts on highways movements will clearly be subject of detailed audit by the County Council in conjunction with the planning application and the County Council would need to be satisfied that the impacts can be addressed before the developers can proceed.*

*The County Council accepts there may be scope for some additional dwellings over the 1000 allocated. However, this is subject to assessment of the impact on the network and appropriate highway mitigation being provided in the form of a comprehensive package of highway measures, bus service improvements, cycle and pedestrian upgrades, and fiscal and marketing incentives to change travel behaviour.*



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## Chelmsford City Council Policy Board

14 January 2021

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### Planning Obligations Supplementary Planning Document (SPD) - Consultation Feedback and Proposed Changes

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#### Report by:

Director for Sustainable Communities

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#### Officer Contact:

Liz Harris-Best, Principal Housing Implementation and Strategy Officer, liz.harris-best@chelmsford.gov.uk, 01245 606378

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#### Purpose

To present feedback from consultation on the Council's Planning Obligations SPD, which includes the supporting Self-Build and Custom Build Design Code Template; and seek approval for proposed changes to both documents; and for consideration by Cabinet.

#### Recommendations

- 1 That the Board agree the proposed changes to the SPD attached at **Appendix 2** of this report and recommend to the Council's Cabinet that it be adopted in accordance with those changes.
- 2 That the Board agree the proposed change to the Self-Build and Custom Build Design Code Template attached at **Appendix 3** of this report and recommend to the Council's Cabinet that it be published in accordance with the change specified.
- 3 That the Board recommend to the Council's Cabinet that any subsequent minor textual, presentational or layout amendments to the final version of the SPD and the

Self-Build and Custom Build Design Code Template is delegated to the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable Development.

- 4 That the necessary legal and procedural processes are undertaken to adopt the SPD and the Board recommend to the Council's Cabinet that the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable is delegated to approve the necessary legal and procedural adoption material.

## 1. Introduction

- 1.1 This report follows the public consultation of the Council's draft Planning Obligations Supplementary Planning Document (SPD). It reports on the feedback received from the public consultation, which includes one comment on the supporting Self-Build and Custom Build Design Code Template. It recommends the adoption of the SPD and publication of the Self-Build and Custom Build Design Template, subject to some amendments following feedback received.

## 2. Background to the SPD and Self-Build and Custom Build Design Template

- 2.1 Once adopted the SPD will support the implementation of the new Local Plan. It sets out the City Council's approach towards seeking planning obligations which are needed to make development proposal acceptable in planning terms. It identifies topic areas where planning obligations may be applicable depending on the scale of development and sets out the required obligations or contributions.
- 2.2 The combination of the SPD and the Council's Community Infrastructure Levy (CIL) Charging Schedule set out a clear position to developers, landowners and stakeholders of the scope and scale of planning obligations applicable to difference scales and types of development. The guidance within the SPD is aligned with the priorities set out within 'Our Chelmsford, Our Plan' and will assist in creating development which is safer, greener, fairer, and better connected for all.
- 2.3 Once adopted the SPD will be a material consideration in the determination of planning applications and updates and replaces the following documents:
  - Planning Obligations Supplementary Planning Document approved on 26 February 2014 and effective from 1 June 2014.
  - Affordable Housing Implementation Guide (March 2015).
- 2.4 The Self-Build and Custom Build Design Template has been produced to assist in the implementation of the City Council's Local Plan Policy DM1 (Ci) and supports the

Planning Obligations SPD. It provides a template and supporting guidance to developers to ensure consistency across development sites and give developers greater certainty in the preparation of site-specific Design Codes for Self-Build and Custom Build Homes.

- 2.5 A Design Code is a form of design guidance that assists with the delivery of high-quality new development and is particularly useful for complex scenarios involving multiple parties.
- 2.6 The SPD states that sites with multiple services plots or other forms of self-build and custom housebuilding provision, will be required to be supported by a Design Code at outline planning stage.

### 3. Public consultation on the SPD

- 3.1 The draft SPD was approved for public consultation by Cabinet on 2 June 2020 but owing to the coronavirus situation public consultation was delayed until later in the year following the Council's adoption of a new Statement of Community Involvement (SCI) which set out revised forms of public consultation for such documents. Consultation took place between 15 October and 12 November 2020.
- 3.2 The draft SPD document which was the subject of public consultation can be viewed at: <https://www.chelmsford.gov.uk/resources/assets/inline/full/0/4645300.pdf>

### 4. Feedback from the public consultation

- 4.1. The consultation received 84 representations from 22 different individuals/organisations. All were from organisations/public bodies and developers. It should however be noted that one representation often referred to multiple sections/paragraphs within the document.
- 4.2. A feedback report, including a summary of the representations received can be found at **Appendix 1** of this report. This sets out who and how we consulted on the SPD and the feedback received from the consultation. The feedback is set out in document order and contain details of each representation and the Council's comments and/or change proposed as a result of those comments.
- 4.3. In general, there was support for the SPD and its contents, subject to some suggested changes. Most changes were to ensure clarity on what was required by development and consistency with Essex County Council's Developers' Guide to Infrastructure Contributions, which was recently revised.

4.4. It was also considered that elements of the SPD suggested that development was required to go beyond policy requirements in the Local Plan and / or relevant regulations.

## 5. Proposed changes

5.1. A final schedule of proposed changes to the SPD is found at **Appendix 2** of this report. This condenses proposed changes set out in the feedback report as well as some minor additional changes proposed, generally regarding drafting, to the SPD in document order. Changes are shown as ~~striketrough~~ where text is to be removed and underlined where additional text is proposed.

5.2. In summary the changes are:

- Clarification/wording changes to assist in clarifying where elements of the guidance are encouraged but not a mandatory policy requirement
- Changes to ensure greater clarity
- Minor word changes to ensure greater clarity on what is a policy requirement and what is a suggestion which goes beyond policy
- The inclusion of additional references/relevant documentation
- Minor typographic and editorial changes

5.3. A final schedule of the proposed change to the Self-Build and Custom Build Design Template is found at **Appendix 3** of this report.

5.4. Following agreement of the two schedules of proposed changes by the Board and Cabinet a final version of the document will be produced and published on the Council's website as soon as practicable.

5.5. As soon as reasonably practical following adoption of the SPD, in accordance with Regulation 14 of the Town and Country Planning (Local planning) (England) Regulations 2012 (as amended) the Council will make available the SPD and an Adoption Statement. The Council will also send the Adoption Statement to anyone who has asked to be notified of the adoption of the SPD.

## 6. Conclusions

6.1 The consultation on the draft SPD received a good level of response with general support for the document. Subject to the Board agreeing the schedule of proposed changes attached at **Appendix 2** of this report, the SPD is recommended to Council's Cabinet for adoption.

- 6.2 Subject to the Board agreeing the change attached at **Appendix 3** of this report, the Self-Build and Custom Build Design Template is recommended to Council's Cabinet for publication.

#### List of appendices:

- Appendix 1 Feedback Report for Planning Obligations Supplementary Planning Document
- Appendix 2 Schedule of proposed changes to the Planning Obligations Supplementary Planning Document
- Appendix 3 Schedule of proposed changes to the Self-Build and Custom Build Design Template

#### Background papers:

Planning Obligations Supplementary Planning Document Consultation Document :  
<https://www.chelmsford.gov.uk/resources/assets/inline/full/0/4645297.pdf>

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### Corporate Implications

#### Legal/Constitutional:

The SPD has been subject to consultation in accordance with the Planning and Compulsory Purchase Act 2004.

It complies with the statutory framework for planning obligations and CIL Regulations and guidance.

#### Financial:

Negotiated section 106 planning obligations, together with the Community Infrastructure Levy, make up the system of developer contributions used to secure funding towards mitigating the social and environmental effects of development. The value of section 106 contributions varies depending on the type of contribution.

#### Potential impact on climate change and the environment:

The SPD will seek to ensure new development within the administration area will contribute towards meeting the Council's Climate Change agenda.

#### Contribution toward achieving a net zero carbon position by 2030:

The SPD will seek to ensure new development within the administration area will contribute towards achieving a net zero carbon position by 2030.

#### Personnel:

There are no personnel issues arising directly from this report.

Risk Management:

None.

Equality and Diversity:

An Equalities and Diversity Impact Assessment has been undertaken for the Council's new Local Plan.

Health and Safety:

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

Digital:

There are no IT issues arising directly from this report.

Other:

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

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#### Consultees:

CCC – Development Management

CCC – Inward Investment and Economic Growth

CCC – Parks Services

CCC – Legal Services

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#### Relevant Policies and Strategies:

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

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

Statement of Community Involvement 2020

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## Our Chelmsford, Our Plan

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

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

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

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

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

# **APPENDIX 1: CHELMSFORD CITY COUNCIL PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT (SPD) FEEDBACK REPORT**

## **Introduction**

The SPD has been produced to assist in the implementation of the City Council's Local Plan policies to set out a clear position to developers, landowners and stakeholders, of the scope and scale of planning obligations applicable to different scales and types of development that are needed to make development proposals acceptable in planning terms.

## **Preparation of the draft SPD**

The review of this SPD commenced in April 2018 with an informal consultation with a range of internal City Council officers including those from:

- Development Management
- Inward Investment and Economic Growth
- Parks and Green Spaces
- Leisure Services
- Legal Services

Informal consultation was also carried out with a range of officers at Essex County Council.

Initially officers had input into the proposed content and format of the SPD. As sections were drafted officers were given the opportunity to comment on them and relevant changes were then incorporated into the draft SPD.

The City Council published the Chelmsford Local Plan Draft Planning Obligations Supplementary Planning Document (SPD) for consultation from 12 July to 6 September 2018 in accordance with Regulations 12, 13 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

A Consultation Feedback Report detailing representations to the formal consultation carried out from 12 July to 6 September 2018 and the City Council's responses to these representations, was reported to the Council's Development Policy Committee on the 8 November 2018.

The Draft Planning Obligations SPD that was published for consultation in July 2018 was submitted as an evidence base document (EB132) supporting the Independent Examination of the Local Plan.

In preparing this draft of the SPD, informal consultation has been carried out with the same range of City Council officers and representatives of the Housing Service, as well as officers from Essex County Council.

A workshop was also held for all City Council Members, where there were 26 attendees. This included a presentation on changes since the publication of the draft Planning

Obligations SPD in July 2018. Members provided comments on proposed policy and practice changes arising since the draft SPD was published for consultation in July 2018. These comments were incorporated into the final draft consultation SPD.

All the above consultations and consultees assisted in the structure and content of the revised consultation document. The formal and informal consultation stages resulted in relevant changes to the document including:

- Text updates to reflect City Council priorities, strategies, plans and initiatives
- Text updates to reflect changes in national planning policy guidance
- Text and structure changes to reflect changes to the Community Infrastructure Levy Regulations
- Text updates to reflect modifications to the Local Plan following the Independent Examination
- Additional examples of ways to mitigate development proposals
- Additional links to Council strategies and good practice examples
- Minor editorial and presentational changes to help clarify the SPD.

### **Self-Build and Custom Build Design Template**

The Self-Build and Custom Build Design Template (the 'Template') has been produced to assist in the implementation of the City Council's Local Plan Policy DM1 (Ci) and supports the Planning Obligations Supplementary Planning Document.

### **Preparation of the draft Template**

The Template was drafted in May 2020 following a review of the Planning Obligations SPD. It was developed through an informal consultation with a range of internal City Council officers including those from:

- Development Management
- Inward Investment and Economic Growth
- Legal Services

All the above consultees assisted in the structure and content of the consultation document

### **Who and how we formally consulted**

The formal public consultation took place between **10am Thursday 15 October 2020 until 4pm on Thursday 12 November 2020**.

The Council issued consultation notifications in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This included email/letter notifications to statutory bodies including Essex County Council, local Parish and Town Councils and Government bodies and all organisations/individuals on the Local Plan consultation mailing list, totalling 6,107 different consultees.

From Thursday 15 October 2020, the draft SPD and supporting documents were made available online at: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult) A dedicated web page was also set up on the Council's website containing detailed information about the consultation.

Paper copies were able to be viewed at the City Council's Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE, Monday to Friday 10.00am to 4.00pm.

The document was available to view at Chelmsford Library, County Hall, Market Road, subject to its restricted opening restrictions which people were notified about and directed to the following link for the latest information: <https://libraries.essex.gov.uk/contact-essex-library-service/coronavirus-andlibraries-fags/>

During the consultation period two virtual forums for Parish Council's and Agents/Developers were held on 2 and 4 November 2020, where a presentation was made on the SPD, questions were answered by the Council, and participants were encouraged to consider the SPD and make any necessary comments as part of the consultation.

An article about the SPD consultation was published in the Council's Winter edition of the 'City Life' magazine which is distributed to households across the administration area. Two press releases were issued and coverage of the consultation was made by the Council via Twitter and Facebook during the consultation period on 9 November 2020.

In accordance with the Council's Statement of Community Involvement (SCI) the Council published a Statement of Representations alongside the consultation, advising where and when comments could be made and alerting people to the consultation through the Council webpages. This was posted on the Council's website and sent to all those consulted. It also included details of how to make comments on our dedicated consultation portal.

The consultation portal provided a web-based feedback form to add comments to. A pdf form was also available from the Council's website to download and complete.

Comments were able to be made in the following ways:

Online: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

By email: [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)

By post: Spatial Planning Services, Civic Centre, Duke Street, Chelmsford, Essex, CM1 1JE

By hand: Monday to Friday 10.00am to 4.00pm - Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE

### **Number of comments received**

84 representations were received from 22 different consultees. These are summarised in the table below. It should however be noted that where one representation refers to multiple sections/paragraphs within the document the comments made in the representation has been split and set against the relevant section/paragraph against the document to aid in the consideration of the representations. Therefore, the same representation number may appear multiple times in the table below.

## Summary of main issues raised and how they have been taken into account

Please note these are a summary of comments received. Copies of all comments are available to view in full at:

[https://consult.chelmsford.gov.uk/portal/po\\_mp\\_spd\\_2020/planning\\_obligations\\_spd\\_2020?tab=list](https://consult.chelmsford.gov.uk/portal/po_mp_spd_2020/planning_obligations_spd_2020?tab=list)

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
PO(2020)SP D33	Historic Environment		General	As a result of the number of consultations we are currently receiving, we regret that we are unable to comment specifically at this time. We do however recommend that the advice of your local authority conservation and archaeological staff is sought as they are best placed to advise on local historic environment issues and priorities, including access to data, indicate how historic assets may be impacted upon by the Plan, the design of any required mitigation measures and opportunities for securing wider benefits for the future conservation and management of the historic environment.	Noted.
PO(2020)SP D06	Transport for London		General	Thank you for consulting Transport for London (TfL). I can confirm that we have no comments to make on the Planning Obligations SPD.	Noted.
PO(2020)SP D08	South Woodham Ferrers Town Council		General	It is important that the planning process is open to the public and that relevant facts are published and available. Therefore, in relation to the Masterplan for the strategic site in South Woodham Ferrers, it is necessary that traffic measurements and predictions should be published prior to decisions taken. Our understanding is that Essex County Council do not intend to publish their results until a later stage in the planning process. If this is correct, we believe the decision should be amended and available results published soon.	Additional text on the role of the Masterplan Procedure will be added to Section 3. The Masterplan Procedure includes engagement with stakeholders and the public. Masterplans are separate from the planning application process. Following approval of a Masterplan further detailed work is undertaken through the normal pre-application planning process. Add new paragraph 3.5 to read: <u>Planning obligations should be clearly identified as early as possible in the planning process. This includes the Masterplan process required for all strategic scale development, the pre-application process which is encouraged for all forms/scales of development and planning performance agreements to ensure all parties are clear what is required of them at each stage of the planning application process.</u>
PO(2020)SP D03	Anglia Ruskin University		General	Sections 6, 7, 9, 11 and 13 - The requirements for non-residential Planning Obligations to be directly related to the specific development rather than applying prescriptive standards across particular types of developments as proposed in the SPD meets the tests and is supported.	Noted.
PO(2020)SP D04	Bellway Homes Limited		General	For the most part the SPD is a very high-level document which sets out 'Possible S106 Obligations'. It is not specific. We are concerned that this may lead to double counting of Section 106 monies and CIL towards a specific piece of infrastructure. This risks rendering a development unviable (as well as not being fairly and reasonably related in scale and kind to the development as required by the CIL Regs). It is respectfully requested that the Council publish further information on this matter to give landowners and developers comfort - it is currently not clear how the Council will safeguard against this. One amendment to help ensure that developments on strategic sites aren't rendered unviable is for the SPD to explicitly state that the total Section 106 costs associated with a given development does not exceed the Section 106 cost per unit for a given cluster as stated within the latest Infrastructure Delivery Plan (IDP) i.e. For example, individual developments within the North of South Woodham Ferrers strategic growth site should not be required to pay more than £21,537 per dwelling towards identified infrastructure as set out within the June 2018 IDP.	The site policies for each site allocation set out the amount and type of development provided as well as the specific supporting infrastructure and other requirements needed for each site. This information is derived from the IDP and summarized in Appendix 1 for clarity. The removal of the Regulation 123 Infrastructure List and pooling restrictions through the Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019; gives local authorities two ways to provide greater flexibility for funding development: they can use as many planning obligations as they need to fund a specific piece of infrastructure, and they can use planning obligations and CIL revenues to fund the same infrastructure. The intended effect is to enable more flexible and faster infrastructure and housing delivery. Infrastructure Funding Statements (IFSs) are required to set out the infrastructure projects or types of infrastructure that the authority intends to fund, either wholly or partly, by the levy or planning obligations. IFSs will be required to be published annually from 31 December 2020 (for the preceding financial year 2019/20) reporting on CIL and planning obligations revenue received and allocated. The main purpose of

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
					the IFs is to enable greater transparency regarding the use of CIL and S106 receipts.
PO(2020)SP D10	Gladman		General	Gladman has concerns with the overlap between some of the elements that would be required through a Planning Obligation and those required under the Council's Community Infrastructure Levy. Issues arise particularly in relation to the provision of open space and recreation, and early years, childcare and education contributions where the potential for 'double dipping' is apparent. The SPD should be reviewed to ensure that the potential double charging for a single contribution does not occur as specified in the CIL regulations.	See above response.
PO(2020)SP D11	Countryside Properties		General	In certain areas, we are concerned that the SPD is straying into creating policy and proposing measures that were not considered as part of the viability assessment supporting the Local Plan.	The SPD provides implementation guidance to supplement the requirements set out in the Local Plan, it does not introduce new policies. Some of the amendments proposed in this document clarify this.
PO(2020)SP D11	Countryside Properties		General	The Draft SPD includes a number of topic areas which are the responsibility of Essex County Council to administer. SPD – Section 6 on highways says nothing of substance really and refers to things that ECC may want as Highway Authority. As the ECC SPD already covers highway matters, it is not helpful to have two documents addressing the same issues and that could give rise to contradictions. This also applies to Sections 7 (Flood Protection and Water Management) and 10 (Early Years, Childcare and Education). CCC should give consideration to omitting these sections or merely signposting the existence of ECC guidance.	Essex County Council's (ECC's) comprehensive comments on the draft SPD ensure that no contradictions arise. Amendments and additional references will be added, as summarized in this document, against the various representations made by ECC.
PO(2020)SP D41	Grosvenor Developments Limited and Hammonds Estates LLP		General	We support your clarification that while obligations in the SPD will apply to all types of developments, proposals will be assessed on a site-specific basis giving due consideration to the circumstances of each development individually.	Noted.
PO(2020)SP D62	Hopkins Homes		General	There are references within the SPD to it supporting Local Plan policies, providing guidance, and being a material consideration, but we suggest that text within the SPD should also make clear that it does not introduce new policy and is not part of the Development Plan. As a general comment, we note that many of the suggestions / guidance are worded in the manner of policies, and in a somewhat definitive manner. For example, there are frequent references to "should" and "must" when referring to certain suggested approaches. We suggest there would be merit in reconsidering the tone of the language used, which as currently drafted could set inappropriate expectations as to status of the SPD.	The language adopted is designed to provide clarity. The supplementary role of the document in relation to the Local Plan Policies is clarified in paragraph 1.5.
PO(2020)SP D62	Hopkins Homes		General	It should be recognised that the Council's adopted Masterplan Procedure ensures the iterative preparation of masterplans for the relevant strategic growth sites, through a process whereby bespoke, site-specific planning obligations are likely to be associated with them.	Additional text on the role of the Masterplan Procedure to be added to Section 3 as a new paragraph 3.5 referenced above.
PO(2020)SP D78	Ptarmigan Land Ltd		General	Ptarmigan Land welcome CCC's proposals to provide clarity on the Council's approach to seeking planning obligations needed to make development acceptable in planning terms to follow up the adoption of the Chelmsford Local Plan earlier this year.	Noted.
PO(2020)SP D54	Crest Strategic Projects Ltd	4	1.3	This draft SPD has been produced to apply to varying scales of development, but proposals will be assessed on a site by site basis with the individual circumstances of each site being taken into consideration. Comment: This is supported.	Noted.
PO(2020)SP D79	Ptarmigan Land Ltd	4	1.3	There is not an acknowledgement that its requirements are not entirely relevant to the emerging proposals for CGC. The CGC allocation, set out as Strategic Site 6 in the Local Plan, provides for substantial development and is a major component of the	Additional text on the role of the Masterplan Procedure will be added to Section 3 as a new paragraph 3.5 reference above.

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				<p>Council's growth and infrastructure needs for the Local Plan period and beyond. CCC have agreed in principle a bespoke approach to the masterplan process for CGC with a significantly different delivery structure than any other major site in the Local Plan. That delivery structure will comprise three main components: • a Development Framework Document (DFD); • an Infrastructure Delivery Plan (IDP); and • a Planning Framework Agreement (PFA). Relevant to the necessary planning obligations for CGC will be the IDP and PFA. These will set out the strategy and mechanisms for delivering the identified infrastructure for CGC to support the DFD. Against this background, whilst the SPD will assist in providing background guidance to the content and approach of certain future obligations for CGC, it should not prescribe what is actually required due to the nature, scale and complexity of the planning obligations necessary for CGC. It is therefore recommended that an additional paragraph should be inserted in the SPD in Section 1, Purpose of the Document, after 1.3 to confirm that: In this regard and as an exception, the SPD will provide guidance but will not be applied to Strategic Growth Site Policy 6 (Chelmsford Garden Community (CGC)) in the Local Plan. The planning obligations required for CGC by Policy 6 and other relevant policies in the Local Plan will be taken forward and delivered by separate and "bespoke" mechanisms being prepared in full consultation with the City Council, key stakeholders, landowners and developers in an intended Infrastructure Delivery Plan and Planning Framework Agreement to be approved by the Council.</p>	<p>Add new paragraph 3.6 to read:  <u>Due to the scale and complexity of delivering the infrastructure required for the Chelmsford Garden Community, bespoke infrastructure delivery mechanisms may be appropriate and will be considered through the existing garden community governance structure and consulted upon as part of the Development Framework Document (Masterplan) for the site.</u></p>
PO(2020)SP D66	Essex County Council	5 - 7	Section 2	<p>ECC would like to stress that the costs and requirements contained in the IDP and used within the viability work to support the Local Plan, are based on the information available at the time. ECC reserve the right to review developer contributions on development sites at the application stage once more detailed information is available. It is important to stress that the costs in the IDP are based on a 'reasonable' approach for plan making and should not be strictly adhered to at the planning application stage, if circumstances have changed. ECC continues to work collaboratively with the City Council to bring forward the allocated strategic sites through masterplanning and responding to planning applications to ensure the necessary infrastructure is identified, costed and delivered in a timely manner.</p>	<p>Noted. The site policies for each site allocation set out the amount and type of development provided as well as the specific supporting infrastructure and other requirements needed for each site. This information is derived from the Infrastructure Delivery Plan and summarized in Appendix 1 for clarity; but the costs associated with the identified infrastructure will be updated via the Infrastructure Delivery Plan.</p>
PO(2020)SP D03	Anglia Ruskin University	5	2.6	<p>The continuing Community Infrastructure Levy zero rating for all development other than residential and retail remains logical and justified.</p>	<p>Noted.</p>
PO(2020)SP D67	Essex County Council	5	2.6	<p>ECC acknowledge that CCC has adopted CIL and has established governance arrangements for spending the pooled receipts for infrastructure across the administrative area. It is noted that the City Council retains 80% of CIL monies as a Strategic Allocation reserved for strategic priorities, and to which expressions of interest are invited from stakeholders (including ECC) for funding periodically, and which are subsequently approved by the City Council Cabinet. As ECC is not the CIL charging authority, it is required to bid for CIL monies alongside other infrastructure providers and City Council priorities. ECC presently has no formal role in the CIL governance process, in particular regarding when CIL monies are made available for bids; the amount of funds made available to bid for and how any monies will be prioritised and apportioned to strategic projects. This has led to some difficulties in securing monies for infrastructure projects that ECC is required to deliver with any degree of certainty or when they may be required.</p>	<p>The CIL governance arrangements are considered satisfactory and relate to the infrastructure in the Local Plan, as indicated in Appendix 1 of the SPD and the Infrastructure Delivery Plan.</p>
PO(2020)SP D02	Galleywood Parish Council	7	2.15	<p>What is the determination of 'fairer' in Our Chelmsford, Our Plan?</p>	<p>A wider description is provided in the Plan itself, along with actions, expected outcomes and a description of what success will look like.  Add a new paragraph 2.16 to read:</p>

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					The Plan can be downloaded here <a href="https://www.chelmsford.gov.uk/your-council/our-chelmsford-our-plan/">https://www.chelmsford.gov.uk/your-council/our-chelmsford-our-plan/</a>
PO(2020)SP D68	Essex County Council	8	Section 3	<p>The SPD makes minimal reference to waste management with the only reference in Appendix 1 to municipal waste being funded by other developer contributions and CIL, as identified in Local Plan policies S9 and S10, which relate to infrastructure requirements and funding. ECC recommend further reference is made to waste management in the SPD, and in particular in relation to the proposed new Chelmsford Garden Village (CGV). ECC is both the Waste Planning Authority (WPA) for Essex and the Waste Disposal Authority (WDA), and is responsible for the disposal of Local Authority Collected Waste (LACW) and providing publicly accessible Recycling Centres for Household Waste (RCHW). The Joint Municipal Waste Management Strategy (JMWMS) for Essex details the vision for the management of LACW in Essex. The JMWMS will be subject to review during the lifetime of the Guide to reflect national policy and emerging legislative changes resulting from the adoption of the Government's Resource and Waste Strategy. ECC will be seeking contributions in respect of the new CGV to support development of local waste management infrastructure to deliver the operational integrity of the waste management system. The level of contributions requested will be assessed following evaluation of infrastructure capacity within the locality prior to development, and an operational needs assessment and will be used to mitigate the impact of the CGC. At present the draft CGV Infrastructure Delivery Schedule refers to municipal waste as being provided off-site. Discussions will need to take place with ECC, as the WDA, in relation to RCHW capacity in the proximity of the site, and how the impact of 5,500 new homes will be accommodated. The nearest RCHW is at nearby Drovers Way, which is a constrained site with limited scope for expansion, and presently experiences operational pressures, which impact onto the local highway network. With regards libraries, section 5.10 of the Guide seeks contributions to provide additional facilities where there is expected to be significant growth in population created by development, or where a new community remote from an existing provision is established. For provision of new libraries, including within community shared facilities, the process below is followed, with local district considerations taken into account:</p> <ul style="list-style-type: none"> <li>• Planning applications for developments with 20 or more dwellings will be considered</li> <li>• Other known growth in the area will be taken into account</li> <li>• Long term capacity and future requirements across the area</li> </ul> <p>Where the increase in projected population more than doubles an existing library catchment area, it is likely that a new facility or building will be required. Provision of this space could be as part of a shared community or educational facility for example – and would allow consideration to be made for varying scales of development.</p>	<p>Insert a new reference to Municipal Waste in paragraph 12.2; including a reference to CGV to support development of local waste management infrastructure to deliver the operational integrity of the waste management system.</p> <p>Add a new sentence at the end of the paragraph 12.2 to read: <u>This includes waste management, particularly in relation to the Chelmsford Garden Village.</u></p> <p>Additional wording to paragraph 12.4 will also clarify the threshold and form of provision for new libraries, to align the SPD with the guidance in the revised Essex County Council Developers' Guide to Infrastructure Contributions (Revised 2020).</p> <p>Amend the text in the second bullet point of paragraph 12.4 to read: <u>Space for library use which Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020), provides guidance on the threshold and form the contribution to library provision will take; but includes potentially being part of a shared community or education facility)</u></p>
PO(2020)SP D68	Essex County Council	8	Section 3	<p>ECC recommend reference is made in the SPD to the City Council pre-application process and Masterplan Procedure (including Planning Performance Agreements (PPAs)). This seeks to front load the planning process giving applicants a clear direction and understanding of their proposals, solving problems and seeking solutions, where possible. This will ensure that much needed and necessary infrastructure, services and facilities are delivered by development to create sustainable development and communities. The Making Places SPD, paragraph 4.3 could be incorporated into this SPD with regards the masterplan procedure and pre-application process of the City Council. In addition, ECC also has its own pre-application advice procedure and has also produced a model PPA to outline the offer and to assist partners in this process.</p>	<p>Additional text on the Masterplan Procedure, pre-application process and Planning Performance Agreements added in the context of their role in setting out necessary infrastructure, services and facilities in Section 3 as a new paragraph 3.5 referenced above.</p>

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				Charges for this approach are also detailed in the Guide to ensure that costs are clear and transparent to assist with early engagement, once a PPA is signed. The weblinks below provide relevant information. <a href="https://www.essex.gov.uk/planning-advice-guidance/community-infrastructure-planning-obligations-advice">https://www.essex.gov.uk/planning-advice-guidance/community-infrastructure-planning-obligations-advice</a> <a href="https://www.essex.gov.uk/planning-advice-guidance/planning-performance-agreements">https://www.essex.gov.uk/planning-advice-guidance/planning-performance-agreements</a>	
PO(2020)SP D66	Essex County Council	8	3.2	Paragraph 3.2 acknowledges that Appendix 1, which identifies sites and their potential funding from Section 106, Community Infrastructure Levy (CIL) and other sources is a guide only, as it was published prior to the introduction of the Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 enabling the pooling of s106 contributions. ECC welcomes the lifting of S106 pooling restrictions, as it will assist in mitigating the cumulative impact of smaller scale developments which do have an impact on existing local infrastructure. ECC will seek to pool funding and to deliver necessary infrastructure once sufficient funds are available and a suitable scheme identified.	Noted.
PO(2020)SP D42	Grosvenor Developments Limited and Hammonds Estates LLP	8	3.3	The annual reporting should also include details of the money / funds actually spent (not only to be committed) throughout the previous year and how progress on these projects is tracking the CIL schedule of works/projects. It should also contain an indication of risks and mitigations in working towards the completion of these works.	Add wording to clarify that the role of the Infrastructure Funding Statements included funds spent and progress on works for clarity. Amend the last sentence of paragraph 3.3 to read: Infrastructure Funding Statements will also report on CIL and planning obligations revenue received, <del>and allocated</del> <u>and spent; as well as reporting on progress of works that has received funding.</u>
PO(2020)SP D68	Essex County Council	8	3.4	For clarity, ECC recommends that paragraph 3.4 in the SPD is reviewed to provide additional reference to the type of contributions, and other matters covered by the update to the 2016 Essex Developers' Guide to Infrastructure Contributions (the 'Guide') that was published on 4 November 2020. Further points of clarification regarding the new sections, as indicated in Table 1 of the Guide should also be referenced in the SPD.	The reference to Essex County Council's Developers' Guide to Infrastructure contributions will be updated with a reference to Table 1 which outlines the new sections. Amend paragraph 3.4 to read: Essex County Council's (ECC) Developers' Guide to Infrastructure Contributions ( <del>2016</del> ) ( <u>Revised 2020</u> ) provides details of the impacts that development may have on ECC services and infrastructure, and guidance to developers regarding how Section 106 agreements and CIL may be used to secure works, finance and/or land to mitigate impacts. <u>Table 1 of the Guide outlines changes from the previous version. A copy of the Guide can be found here</u> <a href="https://www.essex.gov.uk/planning-advice-guidance/guidance-for-developers">https://www.essex.gov.uk/planning-advice-guidance/guidance-for-developers.</a>
PO(2020)SP D10	Gladman	9	Table 1	It should be made clear that the percentages shown in Table 1 will be used as the basis for negotiation on the mix of dwelling sizes as the actual mix will need to reflect the market conditions and housing need at the time of an application's determination.	Paragraph 4.3 states that Table 1 will be used to inform not determine the mix of market housing proposed as part of new residential development. The same table is included in the Reasoned Justification to Policy DM1 of the Local Plan. Paragraph 8.3 of the Local Plan already confirms that the final mix of housing/types will be subject to negotiation with the applicant.
PO(2020)SP D63	Hopkins Homes	9	Table 1	The SPD fails to acknowledge that the figures are used to inform negotiations, or to even acknowledge that there will negotiations, with the applicant. We consider that it is important that in respect of this issue the SPD makes clear that these figures are very much merely indicative, and that actual housing mix will be considered on a site-by-site, case-by-case basis. Factors could include, for example, responding to latest data on housing needs, responding to market sub-area needs, or redressing an existing imbalance in housing mix compared to local need. The need for flexibility is further underlined by the fact that the percentages cited in Table 1 of the SPD are taken from the SHMA 2015 and as such are now five years old and based on data that is older still.	Paragraph 4.3 states that Table 1 will be used to inform not determine the mix of market housing proposed as part of new residential development. The same table is included in the Reasoned Justification to Policy DM1 of the Local Plan. Paragraph 8.3 of the Local Plan already confirms that the final mix of housing/types will be subject to negotiation with the applicant. The Long-Term Balancing Housing Markets Model used to determine the market housing need in Table 1 provides a profile of market accommodation required in 22 years' time, in comparison to the size profile recorded when the SHMA Update (2015) was undertaken. It therefore provides a long-term projection that complied with relevant National Planning Policy Guidance and was considered robust at the Examination in Public of the Local Plan.

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PO(2020)SP D12	Countryside Properties	9	4.3	It is important that the SPD avoids undue prescription to ensure Policy H01 is workable. It is important that housing delivery is not be compromised or stalled due to: overly prescriptive requirements; requiring a mix that does not consider the scale or constraints of the site; or the need to consider additional evidence about market demand. Recommendation: Amend para 4.3 to state; 'Table 1 below will be used to inform the mix of market housing proposed as part of new residential development, it does not form a prescribed mix. Applications should justify the housing mix sought having regard to this mix'.	Paragraph 4.3 states that Table 1 will be used to inform not determine the mix of market housing proposed as part of new residential development. The same table is included in the Reasoned Justification to Policy DM1 of the Local Plan. Paragraph 8.3 of the Local Plan already confirms that the final mix of housing/types will be subject to negotiation with the applicant.
PO(2020)SP D43	Grosvenor Developments Limited and Hammonds Estates LLP	9	4.3	The SPD should clarify that this suggested mix is only indicative and should aim to enable flexibility that will help the deliverability and viability of schemes that are to be delivered over many years.	See above response.
PO(2020)SP D55	Crest Strategic Projects Ltd	9	4.3	The text should be revised to state that the indicative mix will be revised in line with future updates to the SHMA.	All relevant evidence base document will be reviewed at the time of the Local Plan review. It is not considered necessary to state this in the SPD.
PO(2020)SP D32	Mr Melville Dunbar	10	4.9 – 4.11	The explanation of the different types of self-build housing is helpful and welcomed.	Noted.
PO(2020)SP D04	Bellway Homes Limited	11	4.14	The Local Plan nor the draft Planning Obligations SPD make it clear how this requirement will be implemented across strategic growths sites. The SPD should make it clear that within strategic growth sites the provision of 5% self-build homes is expected to be delivered across the allocation in its entirety as opposed to individual development phases and / or applications.	The Council will not seek more than 5% but where the 5% requirement does not result in whole numbers of unit, the number will be rounded up. The masterplan approved for each strategic growth site will set out a clear vision for the wider development that will ultimately guide the preparation and assessment of outline and reserved matters applications. The SPD is not prescriptive about how the 5% requirement will be delivered as this will depend on the type and mix of self-build and custom build projects to be provided and identified in the masterplan where relevant, the occupation restriction on the market housing agreed in the Section 106 agreement and the phasing of a development; as well as the build sequence on a development phase.
PO(2020)SP D55	Crest Strategic Projects Ltd	11	4.14	At the time a planning application is submitted, the Council will review the requirements to provide 5% self-build and custom housebuilding against its register. However, the Council would not seek more than 5% self-build and custom housebuilding. Comment: This is supported.	Noted. The Council will not seek more than 5% but where the 5% requirement does not result in whole numbers of unit, the number will be rounded up.
PO(2020)SP D13	Countryside Properties	11	4.14	The SPD highlights that 'at the time a planning application is submitted, the Council will review the requirement to provide 5% self-build and custom housebuilding against its register'. Whilst we welcome that the Council will review need for such provision, this should be formally established through pre-application discussion with the Council, to inform the subsequent application. Advising of such a requirement during the application process would create significant delays and costs. Recommendation: Amend the text to refer to the need for self-build and custom housing to be agreed in writing in advance of the submission of the application. That such advice will establish the Council's position on this matter for a period of 6 months, if an application is lodged during this period, that will be the formal Council position on-need during the determination of the application.	Amend the text in paragraph 4.14 to acknowledge that it is preferable to review the requirement to provide the 5% self-build and custom householding against the register at the time a formal pre-application is submitted and not to review this need again if a full / detailed planning application is submitted within 6 months of the pre-application advice being provided. Amend paragraph 4.14 to read: At the time a <u>formal pre-planning</u> application is submitted, the Council will review the requirements to provide 5% self-build and custom housebuilding against its register. <u>It will not be necessary to review the requirements again if a full or detailed planning application is submitted within six months of the pre-application advice being provided.</u> <del>However, the Council would not seek more than 5% self-build and custom housebuilding.</del>
PO(2020)SP D14	Countryside Properties	11	4.14 – 4.15	CCC are clear in policy and para 4.14 that 'the Council would not seek more than 5% self-build and custom housing'. Where the percentage of self-build and custom housing sought does not result in whole numbers of units, the number of plots should	At paragraph 8.5 of the Local Plan the Council is clear that where the 5% requirement does not result in whole numbers of units, it is the numerical output of percentage calculation that will be rounded up. This may lead to

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				only be rounded up in the event this does not exceed the stated 5% cap. Recommendation: Amend the text to reflect that the rounding up should not give rise to the 5% cap being exceeded.	more than 5% provision in some rounding instances, but the starting point is 5% of the total dwellings. If the Council does not round the numerical output of the 5% calculation, then the policy requirement of 5% will not be achieved. This matter was discussed at the EiP of the Local Plan.
PO(2020)SP D55	Crest Strategic Projects Ltd	12	4.21	Additional text should state that "This mix should also take into account individual site characteristics and context, and viability".	A Design Code, as referenced in paragraph 4.30 will address the design rules and parameters in the context of the wider site. Based on the analysis undertaken in paragraphs 10.60 – 10.64 of the Local Plan Viability Study Including CIL Review (2018) the requirement for self-built plots will not adversely impact viability.
PO(2020)SP D15	Countryside Properties	12	4.24	For self-build and custom housing, the SPD seeks a 3-month priority window to residents or workers in the administrative area of Chelmsford. Given that no such tests are required by national policy or imposed on other forms of market housing, we are concerned that such an obligation could be deemed discriminatory and anti-competitive. Recommendation: Remove this priority window.	The Self-build and Custom Housebuilding Regulations 2016 (Statutory Instrument 2016: 950) allows local authorities to include a local connection test within the eligibility criteria for entry onto the Register. If a local connection test is applied, the Register is split into two parts; Part 1 for those who meet all eligibility criteria including the local connection test; and Part 2 for those who meet all eligibility criteria except for the local connection test. To date Chelmsford has not introduced a local connection test but taken the decision to prioritise applicants with a local connection for a short period of time at the marketing stage. Given the regulations permit Local Authorities to exclude applicants from Part A of the Register and the purpose of Policy DM1 (Ci) is to meet the need on the Register, this short period of prioritisation is not considered discriminatory nor anti-competitive.
PO(2020)SP D16	Countryside Properties	12	4.26	The SPD contains a stipulation that self-build and custom housebuilding will need to be made available and actively marketed before occupation of 50% of market housing provision. This is unduly low and prescriptive that could impact the location of such housing. Recommendation: That this is amended to a minimum of 70%.	There needs to be a mechanism by which to ensure the obligation is met and 50% of market occupation rather than completion is not considered unduly low or prescriptive, especially when applied to phased development. In order to avoid a situation where this stipulation could impact on the location of the self-build housing, the words 'seek to' will be inserted before, 'secure'. Amend paragraph 4.26 to read: The Section 106 agreement will <u>seek to</u> secure that self-build and custom housebuilding provision will need to be made available and actively marketed before occupation of 50% of market housing provision.
PO(2020)SP D17	Countryside Properties	12	4.27	The stipulated 12-month period for marketing before reverting to market housing is too long. Leaving land vacant and unutilised for this length of time runs counter to the objective of boosting housing delivery. As a guide, the average selling time for a house in the second-hand market is between 3.7 and 5.8 months, depending on the strength of market conditions. The majority of this time is in legal process, with only 1.1 > 3.3 months of marketing. Whilst it is recognised that self-build and custom house is a more niche market segment, it is considered that a 6-month marketing period would be sufficient to establish if there is demand. Recommendation: Amend the marketing period to no more than 6-months.	Market conditions will vary and for a niche market 12 months is considered reasonable. This period of time was considered as part of the discussion on the Policy at the Examination in Public.
PO(2020)SP D55	Crest Strategic Projects Ltd	13	4.31	Within the Self Build and Custom Build Design Code Template (supporting document) the following change is proposed: 3.1.2. While the character of the Self-Build/Custom Build area will need to be appropriate for the wider masterplan vision and surrounding context. (delete: it should can be distinctive and separate to the housing delivered by the site wide developer or existing development nearby) (new text) in order to deliver a cohesive new development, it should not overly constrain the flexibility and design freedom that makes Self-build and Custom Build an attractive prospect.	Noted. Amend paragraph 3.1.2 of the Self-Build and Custom Build Design Code Template to read: The context and setting of each Self-Build/Custom Build area and intended method of delivery should inform the intended character. While the character of the Self-Build/Custom Build area will need to be <u>appropriate for coherent and appropriate with</u> the wider masterplan vision and surrounding context, it can <del>should</del> be distinctive <u>and innovative.</u> <del>and separate to the housing delivered by the site wide developer</del>

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PO(2020)SP D34	Inspired Villages	14	4.41	Specialist Residential Accommodation must have regard to 'Housing for older and disable people' (26 June 2019) <a href="https://www.gov.uk/guidance/housing-for-older-and-disabled-people">https://www.gov.uk/guidance/housing-for-older-and-disabled-people</a> and at Paragraph: 010 Reference ID: 63-010-20190626 to note the 'different types of specialist housing for older people'. Para 4.41 briefly mentions sheltered housing to care homes. Suggested change:- Paragraph 4.41 must be expanded to explicitly reference the four different types set out in the guidance, being: age restricted general market housing; retirement living or sheltered housing; extra care housing or housing-with-care; and residential care homes and nursing homes.	Paragraph 4.41 is only providing an example of the physical form that different types of specialist housing can be delivered in. It is not an exhaustive list and is not describing specialist housing for older people only; as the preceding paragraphs relate to specific needs of a variety of people within the community.
PO(2020)SP D18	Countryside Properties	14	4.44	The Council should identify the quantum of specialist residential accommodation during discussions / initial pre-application engagement, not during the application as this could lead to a substantial uncertainty, revisions, delay and costs. No detail is provided within the SPD as to how this quantum will be assessed, calculated and spatially distributed. The SPD should provide clarification. Notwithstanding this lack of critical detail, the quantum and nature of Specialist Residential Accommodation should: (1) not prejudice the delivery of housing, (2) Specialist Accommodation should be viable in its own right. (3) not threaten overall development viability, (4) be capable of being accommodated on-site without prejudicing the delivery of the quantum of housing identified in the Local Plan. (5) Be based on an understanding of the end use and operator. Recommendation: Amend the SPD to make clear that the Council shall identify the quantum of specialist residential accommodation prior to the submission of the application / during initial pre-application engagement, not during the application. Detail within the SPD how this need will be assessed, calculated and distributed. Set out criteria in this regard, including points 1-4 above.	Amend the text in paragraph 4.44 and 4.47 to acknowledge that it is preferable to review the requirement to provide Specialist Residential Accommodation at the Masterplan stage and when a formal pre-application is submitted. The Local Plan Viability Study Including CIL Review (2018) modelled separate appraisals for older peoples housing but paragraph 4.45 states that the scale of Specialist Residential Accommodation sought will depend on the scale, type and commercial model of the Specialist Residential Accommodation required and therefore acknowledges that the Specialist Residential Accommodation cannot threaten the overall viability of the development. The Council's Housing Strategy due to be published in Spring 2021, will provide more information on the priorities, form and anticipated distribution of Specialist Residential Accommodation required in the administrative area of the City. Amend paragraph 4.4 to read: Because of the wide range of forms Specialist Residential Accommodation can take and the wide range of needs the accommodation can cater to, the Council will advise on the quantum of Specialist Residential Accommodation required at the time a formal pre-application is submitted. Amend paragraph 4.47 to read: At the time a formal pre-application is submitted, the Council will consider the Specialist Residential Accommodation needs identified in the Council's Housing Strategy as well as the latest assessments of need, including the Strategic Housing Market Assessment, Joint Strategic Needs Assessment and the Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment.
PO(2020)SP D64	Hopkins Homes	14	4.44	Different forms of Specialist Residential Accommodation, and the quantum expected, will have a fundamental impact on how proposals for the development of sites are formulated. It will be important to be able to determine the quantum of such accommodation expected ahead of the submission of a planning application. In respect of sites for which masterplans will be prepared, advice on the Council in this respect should come through the masterplan procedure, ensuring it can be properly considered and incorporated into proposals. In addition, as currently drafted, paragraph 4.44 reads as if the Council will simply inform the applicant as to how much Specialist Residential Accommodation will be expected. The text should be reworded to make clear there will be discussions between the Council and the applicant in respect of such provision.	Amend the text in paragraph 4.44 and 4.47 to acknowledge that it is preferable to review the requirement to provide Specialist Residential Accommodation at the Masterplan stage and when a formal pre-application is submitted. The Council's Housing Strategy due to be published in Spring 2021, will provide more information on the priorities, form and anticipated distribution of Specialist Residential Accommodation required in the administrative area of the City. Amended paragraphs 4.4 and 4.7 as referenced above.
PO(2020)SP D03	Anglia Ruskin University	14	4.44	The recognition that the quantum of Specialist Residential Accommodation including student accommodation will be advised "at the time an application is submitted" (rather than defined at any other time) is welcomed.	Noted although it is proposed to amend the text in paragraph 4.44 and 4.47 to acknowledge that it is preferable to review the requirement to provide Specialist Residential Accommodation when a formal pre-application is submitted; to address concerns that the 'application stage', is too late.

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PO(2020)SP D69	Essex County Council	15	4.48 – 4.49	Chapter 4 – Housing Paragraphs 4.48 and 4.49 include a commitment to consult ECC for advice on the priority Specialist Residential Accommodation needs, and that local demand will be identified through Position Statements regarding Independent Living for Older People and Adults with Disabilities, published by ECC. This is welcomed. Appendix K of the Guide provides details on the characteristics of suitable sites/buildings for older people and adults with learning disabilities.	Noted. A reference to Appendix K of the Essex County Council’s Developers’ Guide to Infrastructure Contributions (Revised 2020) will be added to the end of paragraph 4.48. Add a new sentence at the end of the paragraph 4.48 to read: <u>Further information on the characteristics of suitable sites/buildings for older people and adults with learning disabilities is available in Appendix K of Essex County Council’s Developers’ Guide to Infrastructure Contributions (Revised 2020).</u>
PO(2020)SP D03	Anglia Ruskin University	14	4.46	Paragraph 4.46 makes clear that Local Plan Policy DM1 does not apply to Specialist Residential Accommodation. The SPD should also make it explicit that Local Plan Policy DM2 (Affordable Housing) which refers to residential units does not apply to Specialist Residential Accommodation.	Paragraph 4.49 states that the Council will provide advice on the affordability evidenced by the local demand where this is not available in published assessments of need or statements of need such as the Council’s Housing Strategy. Policy DM2 (A) applies to all new residential development sites which comprise of 11 or more residential units and the relevant advice, if not published in assessments or statements of need, is set out in Section 5 of the SPD. It is proposed to amend paragraph 4.49 to clarify that the ‘default need’ is set out in Section 5 of the SPD where this is not separately identified in the Council’s Housing Strategy and Position Statements published by ECC. Add a new sentence at the end of the paragraph 4.49 to read: <u>Where affordability information is not provided in these statements / strategies; the default need is set out in Section 5 of this SPD.</u>
PO(2020)SP D35	Inspired Villages	15	4.52	Paragraph 4.52 sets out a local priority for ‘a set period of time’. This is vague and must be explicit of an appropriate period of time. Suggested change:- Paragraph 4.52 must define what ‘a set period of time’ is.	A period of three months to be inserted. Amend paragraph 4.52 to read: Where Specialist Residential Accommodation is meeting a housing need identified by Essex County Council and non-nomadic Gypsy and Travellers, a priority mechanism for households that reside, work or have strong family connections with persons living in the administrative area of Chelmsford City Council from whom they require support, will be prioritised for a <u>period of three months</u> <del>set period of time</del> .
PO(2020)SP D69	Essex County Council	15	4.52	Paragraph 4.52 states that where Specialist Residential Accommodation is meeting a housing need identified by ECC a priority mechanism for households that reside, work or have strong family connections with persons living in the administrative area of Chelmsford City Council from whom they require support, will be prioritised for a set period of time, and is welcomed.	Noted. A period of three months to be inserted in place of ‘set period of time’ as referenced above.
PO(2020)SP D19	Countryside Properties	15	4.53	The SPD stipulates that a ‘s106 agreement will secure the Specialist Residential Accommodation should be made available before occupation of 50% of market housing provision’. Paras 4.38-4.39 detail the wide-ranging definition of Specialist Residential Accommodation. Most forms of specialist residential accommodation (such as care homes, extra care, accommodation for those with support needs) require commissioning and delivery by specialist providers be they public, private or charity. Whist housing developers can make land available for such specialist accommodation, they are not necessarily in a position to build and then deliver specialist accommodation with the associated services (such as care provision). Recommendation: Para 4.53 should be amended to reference to the delivery of a serviced site only. The trigger for provision should be agreed as part of negotiations on the s106 agreement.	Paragraph 4.53 to be amended to acknowledge that the obligation could be met through the provision of a serviced site to a specialist provider. The trigger for the occupation restriction relating to the market housing will vary if the provision is through a serviced site or completed dwellings and the scale of the provision. Occupation text to be amended to state that the Council will seek to ensure that Specialist Residential Accommodation should be made available before occupation of 50% of market housing provision. Amend paragraph 4.53 to read: The Section 106 agreement will <u>seek to</u> secure that Specialist Residential Accommodation <del>is should be</del> made available before occupation of 50% of market housing provision, to ensure timely delivery of the Specialist Residential Accommodation. <u>The Specialist Residential Accommodation obligation could be met through the provision of a suitable serviced site or completed dwellings.</u>
PO(2020)SP D36	Inspired Villages	15, 19	4.54, 5.11 – 5.16	Support paragraph 4.54 – excludes Specialist Residential Accommodation (under DM1) from counting towards the affordable housing requirement (under DM2) as this	Policy DM2 (A) applies to all new residential development sites which comprise of 11 or more residential units and the relevant advice, if not published in

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				type of development “is meeting a different identified housing need”, which in the case of specialist housing for older people is significant in CCC. At paragraphs 5.11 to 5.16 (inclusive) the text should be clear that it applies to C3 residential units. Suggested change:- Paragraphs 5.11 to 5.16 (inclusive) to be amended to explicitly state that DM2 applies to ‘residential units (C3 dwelling houses)’.	assessments or statements of need, is set out in Section 5 of the SPD. It is proposed to amend paragraph 4.49 to clarify that the ‘default need’ is set out in Section 5 of the SPD where this is not separately identified in the Council’s Housing Strategy and Position Statements published by ECC. The Local Plan Viability Study Including CIL Review (2018) modelled separate appraisals for older peoples housing that included a range of affordable housing requirements. Add a new sentence at the end of the paragraph 4.49 to read: <u>Where affordability information is not provided in these statements / strategies; the default need is set out in Section 5 of this SPD.</u>
PO(2020)SP D55	Crest Strategic Projects Ltd	16	4.60	Water, electricity and foul drainage should replace the reference to ‘essential services’ and the reference to ‘a children’s play area’, should be replaced with ‘an area of play, adequate to serve the number of children on site’.	Essential services to be replaced with, ‘mains water, electricity supply, drainage and sanitation’. Additional text to state that ‘Sewerage should normally be through mains systems, however in some locations this may not always be possible and in that case suitable alternative arrangements can be made’. Additional text to also qualify that ‘all sanitation provision must be in accordance with current legislation, regulations and British Standards’. Reference to a children’s play area to be replaced with ‘Specifically designated play area should be provided that meets the normal council standards.’ Reference to be provided to the Ministry of Housing, Communities and Local Government’s Designing Gypsy and Travellers sites: good practice guidance’, which is also referenced in Homes England’s Capital Funding Guide. Amend paragraph 4.60 to read: Gypsy, Traveller or Travelling Showperson sites will need to provide a suitable living environment for the proposed residents, with safe and convenient access to the local highway network. <del>Essential services</del> <u>Mains water, electricity supply, drainage and sanitation should be available on-site or be made available on-site. Sewerage should normally be through mains systems, however, in some locations this may not always be possible and in that case suitable alternative arrangements can be made. All sanitation provision must be in accordance with current legislation, regulation and British Standards. Specifically designated play area should be provided that meets the normal Council standards. Sites should also include a children’s play area. Whilst there are no prescribed standards for the design and layout of traveller sites, site location and design should take into account the Ministry of Housing, Communities and Local Government’s Designing Gypsy and Traveller sites: good practice guide and where appropriate, relevant legislation.</u>
PO(2020)SP D84	Essex Police	16	4.62	Constructing well designed places and buildings is an objective that will be widely supported; however, they must also be safe, secure and accessible. The emergency services require development to adopt SBD guidance, incorporate fire safety measures and include suitable access for response vehicles (police cars, fire engines and ambulances alike) and provide the infrastructure necessary to enable service delivery and on-going coverage for the development in question. Current legislation and policy do not permit ambulance services, fire and rescue services and the police to downgrade the level of their provision to a new development because it incorporates crime prevention and fire safety design measures. Appropriate new infrastructure for the emergency services is therefore always required. Additionally, cognisant of future responses, the Essex Police DOCO would wish to clarify a component within 4.62 and understand the realisation of the size, construction and	A link to be provided to the Ministry of Housing, Communities and Local Government’s Designing Gypsy and Travellers sites: good practice guidance’, which is also referenced in Homes England’s Capital Funding Guide. This provides advice on a variety of matters, including designing a site to allow easy access for emergency vehicles and safe place for turning vehicles; as well as security.

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				security of the “amenity building containing a kitchen, lounge and dining area, shower and utility room; and separate toilet facilities”. The Essex Police Designing out Crime Team would welcome further consultation on the above.	
PO(2020)SP D55	Crest Strategic Projects Ltd	16	4.63	There is no standard size for a plot so delete ‘the Showmen’s Guild has published some model standards for sites, which are considered to form good practice guidance’, and replace with ‘The adopted Local Plan states that it is expected that 0.2 hectares per plot should be provided. This is considered sufficient to also enable the storage, repair and maintenance of equipment’.	Standards are different from size, so the reference to the Showmen’s Guilds’ model standards will be retained. However, the reference to no standard size for a plot will be replaced with the Local Plan expectation of 0.2 hectares per plot should be provided. Amend paragraph 4.63 to read: The term ‘plot’ refers to the space required on a site to accommodate a household of Travelling Showpeople. A number of plots are also sometimes referred to as ‘yards’. <del>There is no standard size for a plot, however</del> <u>The Local Plan expects 0.2 hectares per plot to be provided</u> and the Showmen’s Guild has published some model standards for sites, which are considered to form good practice guidance.
PO(2020)SP D55	Crest Strategic Projects Ltd	17	4.64	Delete – see reasons above.	Delete first sentence but retain the description and options for the layout of a plot. Amend paragraph 4.64 to read: <del>Plots for Travelling Showpeople should be of a size sufficient to enable the storage, repair and maintenance of equipment.</del> The area of land set aside for accommodation by one family unit and the area of land set aside for the storage and maintenance of equipment collectively forms a single plot. The storage and maintenance space can sometimes be a communal area, however, for security reasons there may be a preference for them to form part of individual plots.
PO(2020)SP D56	Crest Strategic Projects Ltd	18 - 27	Section 6	All references to Strategic Policy S8 should be revised to refer to Strategic Policy S6 and references to Policy HO2 should be revised to read DM2	These references have been amended in the draft document.
PO(2020)SP D44	Grosvenor Developments Limited and Hammonds Estates LLP	18, 19	5.4, 5.11 and 5.12	The SPD should clarify how and if the required percentage of Affordable Housing applies to Specialist Residential Accommodation and Self-build and Custom Houses. For example, it should be clarified if Self-build and Custom plots and Specialist Residential Accommodation units are exempt from both affordable housing and CIL.	Policy DM2 (A) applies to all new residential development sites which comprise of 11 or more residential units and the relevant advice, if not published in assessments or statements of need, is set out in Section 5 of the SPD. It is proposed to amend paragraph 4.49 to clarify that the ‘default need’ is set out in Section 5 of the SPD where this is not separately identified in the Council’s Housing Strategy and Position Statements published by ECC. Paragraph 4.20 advises that the Council will review the preferences on the register to advise developers and landowners on the type of self and custom housebuilding required.
PO(2020)SP D45	Grosvenor Developments Limited and Hammonds Estates LLP	21	5.23 – 5.27	We are concerned that a blanket approach to defining the proportion of affordable rent to ownership is too prescriptive and should be considered on a site specific basis and be driven by local need, site viability and deliverability. We think that this should include early conversations with local registered providers about the types of units that they would be willing to build and/or manage.	Paragraphs 5.23 – 5.27 are based on the Strategic Housing Market Assessment (SHMA) and assumptions in the Local Plan Viability Study. They are also set out in the Reasoned Justification to Policy DM2. Consultation with Registered Providers has recently occurred in relation to the development of a Housing Strategy, due to be published in Spring 2021. As a result of this consultation additional text will be added to the end of paragraph 5.30 to advise that 3 bedroom 6 persons affordable housing units for rent could be acceptable in lieu of 4 bedroom 6 person dwellings, when they comply with the minimum gross internal floor areas and storage requirements set out in Table 1 of the Nationally Described Space Standards and two separate reception rooms are provided. Add a new sentence at the end of the paragraph 5.30 to read:

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					<u>Three bedroom, six persons affordable housing for rent could be acceptable in lieu of four bedroom, six person dwellings, when they comply with the minimum gross internal floor areas and storage requirements set out in Table 1 of the Nationally Described Space Standards and two separate reception rooms are provided.</u>
PO(2020)SP D56	Crest Strategic Projects Ltd	21	5.24	Paragraph should include additional text in the first part of the sentence referencing the findings of the latest SHMA and include current in the latter part of the sentence to reference the need for 22% of the total number of dwellings within the development as either social or affordable rented accommodation.	Were the evidence base to change, the SPD would be updated.
PO(2020)SP D20	Countryside Properties	21	5.24	For clarity, this para should state that 'Specialist Residential Accommodation' is not included within the definition of the total number of residential units for the purposes of calculating affordable housing requirements (as per 4.54). Recommendation: See above amendment to wording.	Policy DM2 (A) applies to all new residential development sites which comprise of 11 or more residential units and the relevant advice, if not published in assessments or statements of need, is set out in Section 5 of the SPD. It is proposed to amend paragraph 4.49 to clarify that the 'default need' is set out in Section 5 of the SPD where this is not separately identified in the Council's Housing Strategy and Position Statements published by ECC. Specialist Residential Accommodation is a separate Policy requirement and paragraph 4.54 is clarifying that Policy DM2 will not be met through the provision of Specialist Residential Accommodation obliged to be provided under Policy DM1 (Ci). This is also clarified in paragraph 8.8 of the Local Plan.
PO(2020)SP D21	Countryside Properties	21	5.25	The SPD references the definition of affordable housing in Annex 2 of the NPPF. The SPD stipulates 22% 'Affordable Rent' and 13% 'affordable home ownership'. The definition of affordable housing in the NPPF is broader and incorporates 'starter homes', 'discounted market sale' and 'other affordable routes to home ownership'. The SPD should not exclude these forms of 'intermediate tenure' as they help address a range of housing needs. Recommendation: Amend the SPD to broaden the definition for the 13% to include the range of tenures in the NPPF Annex 2.	The term affordable home ownership housing refers to the different affordable ownership products listed in Annex 2 of the National Planning Policy Framework (NPPF) without seeking to repeat the definitions in the NPPF. 'Affordable home ownership' is the same term used in paragraph 64 of the NPPF.
PO(2020)SP D56	Crest Strategic Projects Ltd	21	5.26	The affordable housing provision (delete: for rent) should proportionately reflect the needs identified in the latest SHMA and shortages relative to supply, in determining the optimum affordable housing mix by size and type. Comment: central government is pushing for a higher number of dwellings to be delivered as shared equity or low cost home ownership, therefore the SPD should accommodate the flexibility needed to meet increases in demand for this type of dwelling in line with the latest SHMA.	The SHMA only identified a need for affordable housing for rent. The SHMA did demonstrate a demand for discounted market housing and shared ownership housing and this is reflected in the 13% specified, which is above the NPPF requirement for at least 10% of homes to be available for affordable home ownership.
PO(2020)SP D22	Countryside Properties	21	5.27	Table 5.13 in the SHMA relates to the 'Size of additional units required to meet housing need in Chelmsford' and as such does not differentiate by tenure. In light of this, the SPD should make clear that Table 3 relates to all affordable housing and not just the Affordable Rent component. Recommendation: Amend the SPD table 3 to make clear that it relates to the totality of affordable housing and not just the Affordable Rent component.	The SHMA only identified a need for affordable housing for rent.
PO(2020)SP D10	Gladman	21	Table 3	Flexibility should be built in to reflect the market conditions and housing need at the time of an application's determination.	Paragraph 5.27 states that the affordable housing provision for rent should reflect the 'Need requirement' where possible. Paragraph 5.28 notes that the Housing Strategy, which will be reviewed and published on a shorter timescale, will provide any additional information on the size and type of affordable housing required to meet priority housing needs.
PO(2020)SP D02	Galleywood Parish Council	23	5.36	How and to whom will robust justification be made?	Paragraph 5.36 sets out the position in the NPPF. Paragraph 5.37 sets out the circumstances when the Council may consider a financial contribution in lieu of on-site provision and why.
PO(2020)SP D32	Mr Melville Dunbar	25	5.48	The requirement for affordable housing to be provided in groups of no more than 15% of the total number of dwellings being provided or 25 affordable dwellings,	The purpose of an SPD is to provide clear guidance on the implementation of Local Plan Policies. Policy DM2 (A) iii states that affordable housing must be

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				whichever is the lesser is too prescriptive and goes beyond policy. The requirement for affordable housing to be dispersed in larger developments should be stated in more general terms.	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 integration between market and affordable elements of a scheme. The advice in paragraph 5.48 enables developers and landowners to understand how the Council will interpret this policy requirement.
PO(2020)SP D46	Grosvenor Developments Limited and Hammonds Estates LLP	25	5.48 – 5.49	We are concerned that the clustering of no more than 25 affordable dwellings is not achievable on strategic sites with multiple thousand units in total. This is too arbitrary an approach that does not fully consider the management obligations both of buildings and the surrounding public realm.	Strategic sites are normally developed in phases and the purpose of an SPD is to provide clear guidance on the implementation of Local Plan Policies. Policy DM2 (A) iii states that affordable housing must be 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 integration between market and affordable elements of a scheme. The advice in paragraph 5.48 – 5.49 enables developers and landowners to understand how the Council will interpret this policy requirement.
PO(2020)SP D32	Mr Melville Dunbar	25	5.50	Paragraph 5.50 The requirement that single tenure blocks will not be accepted on flatted developments goes beyond policy and is too prescriptive. It is difficult to mix some types of tenures. This would give rise to management issues and difficulties in apportioning charges for maintenance. The specification of tenure mix is not a land use planning matter and should not be included in an SPD. This requirement should be deleted.	The purpose of an SPD is to provide clear guidance on the implementation of Local Plan Policies. Policy DM2 (A) iii states that affordable housing must be 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 integration between market and affordable elements of a scheme. The advice in paragraph 5.50 enables developers and landowners to understand how the Council will interpret this policy requirement. Paragraph 5.50 does enable flexibility on management or maintenance grounds and does allow for different affordable housing dwellings to be arranged in cores around stairwells.
PO(2020)SP D47	Grosvenor Developments Limited and Hammonds Estates LLP	25	5.50, 5.52	Prescribing multi-tenure in single residential blocks may not be practical or desirable in the context of management structures and challenges. Maximum flexibility should be allowed that enables Registered Provider to optimise their offers and long-term management of the buildings as well as public realm and communal areas.	The purpose of an SPD is to provide clear guidance on the implementation of Local Plan Policies. Policy DM2 (A) iii states that affordable housing must be 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 integration between market and affordable elements of a scheme. The advice in paragraph 5.50 and 5.52 enables developers and landowners to understand how the Council will interpret this policy requirement. Paragraphs 5.50 and 5.52 does enable flexibility on management or maintenance grounds and does allow for different affordable housing dwellings to be arranged in cores around stairwells.
PO(2020)SP D02	Galleywood Parish Council	25	5.52	What does the term pepper-potting mean?	Dispersal and arrangement of the affordable housing in accordance with paragraph 5.48. Amend paragraph 5.52 to read: If the Council accepts that there are legitimate concerns relating to management or maintenance of predominantly flatted development, which prevents pepper-potting in strict accordance with paragraph 5.48 this SPD, the Council will expect the provider of the affordable housing to be given an option to opt-out of any management arrangements and costs associated with the remainder of the site.
PO(2020)SP D48	Grosvenor Developments Limited and Hammonds Estates LLP	25	5.53	While we fully support that affordable housing should not be concentrated in particular areas of a development and especially not in less desirable locations, it is not possible or indeed desirable to define this at Outline Planning Application stage for strategic sites but rather should be a matter for Reserved Matters Applications. We suggest a tiered approach, whereby the principles for the delivery of Affordable	Noted. Insert the word 'Detailed' at the start of paragraph 5.53. Amend first sentence to read: <u>Detailed</u> Plans submitted to the Council for planning consideration should clearly show the location and layout of all affordable dwellings within the development.

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				Housing should be contained in an Affordable Housing Strategy which is conditioned via an Outline Planning Permission, with further Reserved Matters Applications bringing forward detailed proposal for each phase pursuant to the agreed Strategy.	
PO(2020)SP D23	Countryside Properties	25	5.54	Affordable housing is designed to be tenure blind and pepper potted in small groups. The example of 'less desirable' given in the SPD relates to the relationship to potential (not actual) sources of pollution. In considering planning applications, the Council will need to consider that the location and design of the whole scheme provides acceptable living conditions for all future residents, irrespective of tenure. This includes the relationship to other land uses. Therefore, no development should be permitted in an area that leads to unacceptable living conditions for future occupiers. Whether an area within a site is considered 'less desirable' than another is subjective. It is also a relative test, i.e. the whole of a development could be 'exemplar' but subjectively contain areas deemed 'less desirable' than others. For example, by applying the proposed test to an application for the Royal Crescent in Bath, how would you objectively assess the less desirable parts? This proposed stipulation is too imprecise and seeking to impose an additional policy requirement via the SPD. The location of affordable housing will need to be agreed with the Council as part of the application process. Recommendation: Remove this stipulation.	Delete the first sentence of 5.54 as it doesn't provide clarity. Retain the advice and guidance on car parking provision. Amend paragraph to read: <del>Proposals that locate affordable housing in the less desirable parts of a development will be resisted (e.g. closest to sources of potential pollution).</del> The Council requires the same level, design and layout of car parking provision to apply to affordable and market housing.
PO(2020)SP D24	Countryside Properties	26	5.62	NPPF para 71 is clear that LPA's should support the development of entry-level exception sites (ELES), suitable for first time buyers (or those looking to rent their first home). The NPPF is also clear that entry-level homes can comprise one or more types of affordable housing as defined in the NPPF. It is clear from the NPPF that ELES can contain one type of affordable tenure. The SPD is seeking to be prescriptive in requiring ELES to include affordable housing for rent. This level of prescription is contrary to the NPPF. ELES will contribute a small proportion to Chelmsford's overall Affordable Housing needs. If a single tenure type is advanced on an ELES site, such homes would still assist meeting Chelmsford's Affordable Housing Needs. Therefore, this level of prescription on affordable housing tenure for ELES is not necessary and contrary to the NPPF. Recommendation: Amend the SPD to make it clear that entry-level homes can comprise one or more types of affordable housing as defined in the NPPF.	Paragraph 5.62 is providing advice on what housing isn't being met in the administrative area of Chelmsford and what mix of affordable housing would be suitable to meet the need in the authority's area. This accords with the purpose of an SPD (to provide guidance on the implementation of policies) and the introductory text to paragraph 71 of the NPPF. The SHMA only identified a need for affordable housing for rent but paragraph 5.63 suggests that affordable home ownership product suitable for first time buyers could also be suitable to meet housing demand.
PO(2020)SP D70	Essex County Council	28	6.7	ECC notes the reference to public transport and sustainable travel planning, and further guidance on these matters is provided in the Guide in sections 5.6 and 5.7 respectively. However, ECC recommend that Public Rights of Way are included within paragraph 6, as the Highways Act 1980 places a responsibility on all Councils to protect Public Rights of Way, and they are a material consideration in the determination of any planning application. Section 5.8 of the Guide states that the Highway Authority may seek works or a financial contribution from developers to ensure that Public Rights of Way either on, or in areas adjoining new developments, are appropriate to accommodate the additional use new residents will generate. This may be via a Section 278 agreement if the land is within the developers control, or if works require the agreement of any third party owners, ECC may agree to take a financial contribution, and complete the appropriate works, but will only do so where it is evident that the upgrade is achievable.	Pubic Right of Way will be added to the list in paragraph 6.7. Add bullet point to paragraph 6.7 to read: <u>Public Right of Way</u>
PO(2020)SP D72	Essex County Council	28	6.6	ECC welcomes reference to 'cycling and footway links/improvements/crossing cycle/footbridges' as being necessary highway infrastructure obligations.	Noted.

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PO(2020)SP D82	Essex County Council	29	6.8	ECC recommend an amendment to paragraph 6.8 to provide clarification that works need to be 'built' to an adoptable standard. The developer is required to implement the agreed highway infrastructure works in such a way that the works can be adopted by the Highway Authority once it has been agreed that they are built to an adoptable (DELETE: in an adopted standard). In general, the developer is obliged to submit suitable detailed engineering drawings to the Highway Authority prior to any commencement of the development on site, for the Highway Authority's approval.	Noted. Wording to be amended to state that the developer is required to implement the agreed highway infrastructure works in such a way that the works can be adopted by the Highway Authority once it has been agreed that they are built to an adoptable standard. Amend first sentence of paragraph 6.8 to read: The developer is required to implement the agreed highway infrastructure works in such a way that the works can be adopted by the Highway Authority once it has been agreed that they are <u>built to an adoptable</u> <del>an</del> standard.
PO(2020)SP D57	Crest Strategic Projects Ltd	29	6.9	Insert "Unless otherwise agreed with the Highway Authority" at the start of the paragraph as larger developments and strategic schemes may require off-site highway works to be phased and, in some cases, the Highway Authority may elect to carry out the works themselves, particularly if they are funded through CIL, HIF or by the developer.	Noted. Requested wording will be inserted. Amend first sentence of paragraph 6.9 to read: <u>Unless otherwise agreed</u> , <del>Before</del> occupation of a development, the developer is usually obliged to implement the approved scheme and the Highway Authority will issue a certificate of practical completion.
PO(2020)SP D70	Essex County Council	29	6.10	Reference should also be made to the need to cover the costs of processing and advertising Traffic Regulation Orders (TROs), as outlined in the Guide in section 5.5.6. Maintenance Payments	New text to be inserted. Amend first sentence of paragraph 6.10 to read: Developers will be required to pay fees to cover ECC's costs incurred in approving the detailed engineering drawings, <u>processing and advertising Traffic Regulation Orders</u> , and for inspecting the highway works and issuing the relevant certificate.
PO(2020)SP D70	Essex County Council	30	6.12	The Guide provides more detail on this matter (including the calculation of commuted sums) in section 5.5.7, Appendix G and H, and where the highway authority takes on assets from developers, there is requirement for maintenance costs for the life of the assets, and replacement costs at the end of their useful life.	Clarification to be added and a link to Essex County Council Developers' Guide to Infrastructure Contributions (Revised 2020). Amend paragraph 6.12 to read: Where the infrastructure works include items with the possibility of a major maintenance requirement e.g. traffic signals or where the works are beyond the usual ECC specification, the Highway Authority <del>will</del> require a commuted sum from the developer to maintain that infrastructure. <del>for 15 years after adoption.</del> <u>Where the Highway Authority takes on assets from developers, there is a requirement for maintenance costs for the life of the assets, and replacement costs at the end of their useful life. Further information on this matter is available in Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020).</u>
PO(2020)SP D82	Essex County Council	30	6.12	ECC recommend an amendment to paragraph 6.12 regarding maintenance payments to provide flexibility for changing circumstances in the future Where the infrastructure works include items with the possibility of a major maintenance requirement e.g. traffic signals or where the works are beyond the usual ECC specification, the Highway Authority currently (DELETE:will) requires a commuted sum from the developer to maintain that infrastructure for 15 years after adoption.	'Will' to be deleted from the text. Amendments referenced above.
PO(2020)SP D82	Essex County Council	31	6.15	ECC recommend an amendment to paragraph 6.15 regarding Bonds for clarification. Land compensation bonds will be required where there is a possibility of existing properties being affected by new highway development, e.g. by increased noise resulting from new highway development, including the possibility of a reduction in value (DELETE: price).	'Price' to be replaced by 'value'. Amend paragraph 6.15 to read: Land compensation bonds will be required where there is a possibility of existing properties being affected by new highway development, e.g. by increased noise resulting from new highway development, including the possibility of a reduction in value <del>price</del> .
PO(2020)SP D08	South Woodham Ferrers Town Council	32	7.9	The physical infrastructure regarding flood protection and water management is discussed on page 31 of the document and we need clarity as to whose responsibility these are.	The Environment Agency is responsible for the management of flooding from main rivers. Essex County Council is responsible for the management of flooding from ordinary watercourses, surface water and ground water. Anglian Water is responsible for managing sewer flooding and highway flooding is the responsibility of Essex Highways.

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					<p>Add a new sentence at the end of the paragraph 7.7 to read:  <u>The agencies responsible for different sources of flooding are set out in the Infrastructure Delivery Plan.</u>            Essex County Council is as the Lead Local Flood Authority is the statutory consultee on surface water for major developments, which is clarified in paragraph 7.9. New text to replace the existing paragraph 7.11 to state that where Essex County Council's is not the SuDS adoption body, the Council will work with developers to identify an alternative SuDS adoption body which could include a Water Authority or private management company. The Council will work with the developer to secure the long-term maintenance of all flood risk protection and water management through a combination of planning obligation, planning condition and commuted sum payment guaranteeing their long-term maintenance.</p> <p>Amend paragraph 7.9 to read:            As the Lead Local Flood Authority, Essex County Council has produced a Surface Water Management Plan for the urban area of Chelmsford (2014<del>18</del>). <u>The Essex SuDS Design Guide (February 2020) sets out practical guidance for new development to promote SuDS. Essex County Council only adopt SuDS in exceptional circumstances and further guidance is contained in Essex County Council's SuDS adoption policy.</u> There may be instances where individual sites come forward for development, which in turn raise issues of flood risk or water management. If these cannot be addressed on site or by way of condition, it is anticipated that a Section 106 Agreement may be needed. These may need to alleviate any/all forms of flood risk and such techniques could include:</p> <p>Amend paragraph 7.11 to read:  <del>Where the flood protection and water management infrastructure works include items with the possibility of major maintenance requirements or where works are beyond the usual specification, the Council will require a commuted sum from the developer to maintain that infrastructure for 15 years after adoption.</del>  <u>Where Essex County Council's is not the SuDS adoption body, the Council will work with developers to identify an alternative SuDS adoption body which could include a Water Authority or private management company. The Council will work with the developer to secure the long-term maintenance of all flood risk protection and water management through a combination of planning obligation, planning condition and commuted sum payment, guaranteeing their long-term maintenance.</u></p>
PO(2020)SP D71	Essex County Council	32	7.9	ECC acknowledges the role of ECC as the Local Lead Flood Authority, and the reference to the Surface Water Management Plan for the urban area of Chelmsford (2014) in paragraph 7.9. These maps have since been updated in 2018. Reference should be made to the Essex SuDS Design Guide (February 2020) which sets out the practical guidance for new development to promote SuDS and deliver better quality SuDS schemes across Essex.	<p>References to be updated and a link to the Essex SuDS Design Guide to be inserted.</p> <p>Amend paragraph 7.9 to state that Essex County Council will adopt SuDS only in exceptional circumstances and that further guidance is contained in Essex County Council's SuDS adoption policy, as referenced above.</p>
PO(2020)SP D71	Essex County Council	32	7.11	Section 5.11.1 of the Guide states that ECC will adopt SuDS only in exceptional circumstances, and further guidance is contained within the ECC SuDS adoption policy. Adoption of SuDS will be subject to features being designed and built to the required standard with the long-term maintenance cost being addressed through an up-front commuted sum payment. SuDS design should accord with the ECC SuDS	<p>New text to replace the existing paragraph 7.11 to state that where Essex County Council's is not the SuDS adoption body, the Council will work with developers to identify an alternative SuDS adoption body which could include a Water Authority or private management company as referenced above.</p>

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				Design Guide (February 2020). Agreement to adopt will be on a voluntary basis for the developer and ECC. The routine maintenance of SuDS is often more frequent/expensive and the replacement costs less frequent/expensive than other drainage measures. If SuDS were to be approved for adoption under ECC's exception policy, the commuted sum should reflect this short-term increase in cost. As vegetative SuDS features are expected to last longer before requiring replacement there is also an argument that the commuted sum fee period should be extended to include one replacement. Therefore, ECC will require a minimum 30 year commuted sum maintenance payment, to include the replacement cost of SuDS infrastructure. Where this exception SuDS adoption policy does not apply, local planning authorities will work with the developers to identify an alternative SuDS adoption body which could include a Water Authority or private management company. The Local Planning Authority will work with the developer to secure the long term maintenance of SuDS through a combination of planning obligation, planning condition and commuted sum payment guaranteeing their long term maintenance. Whichever SuDS maintenance option is chosen by the developer, early engagement with the relevant adoption organisation and the local planning authority is essential to achieving a successful outcome.	
PO(2020)SP D53	Danbury Parish Council		Section 8	The Parish Council would like to see a clear statement in the document that SSSIs (Sites of Special Scientific Interest) are not included as Recreational Amenity Space or Open Spaces for Recreational Purposes.	Paragraphs 8.9 and 8.10 of the SPD do not identify SSSIs within the list of open space to be provided to support new development. The SPD will ensure that open space provision that is necessary to support new development will be required together with any required mitigation measures to conserve and enhance SSSIs.
PO(2020)SP D09	The Land Trust		Section 8	An arrangement where the long term stewardship of green infrastructure depends on payments of commuted sums by land promoters or developers to the Local Authority, who then manage the site using these funds, is fraught with issues. The complexity of future maintenance and funding arrangements is nearly impossible to cover via a fixed schedule of commuted sum charges alone. The complexities include capital sums not being ring fenced; in this instance the commuted sum only covering 25 years of the cost of management creating a reliance on un-ringfenced Council Tax receipts after the 25 year period; green infrastructure management is not a statutory duty of Local Authorities therefore is subject to reduced council budgets; where significant changes are imposed this can reduce the quantum of green space because of financial pressure on the development and can also diminish the overall quality of the scheme. The Land Trust's model, which has been involved in the management of the site at Beaulieu, offers a more effective route on large volume housing schemes because it can guarantee long-term stewardship in perpetuity. The Land Trust (registered charity) are happy to take endowments which are ring-fenced and invested in a managed fund. The yield from the investment rather than the principal sum provide for the management services in perpetuity. The assessment of the level of endowment also considers the need for capital replacements on a cyclical basis. They can also operate resident service charges (tiered if necessary) across sites where annual contributions pay for the management of a site. It should not be the preference for all open spaces to be transferred to and adopted by the Council with a commuted maintenance sum when there are alternative and sometimes much better options when considering longer-term stewardship of green infrastructure.	The option for not-for-profit management trusts is set out in Paragraph 8.27 of the SPD.

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PO(2020)SP D72	Essex County Council	33	8.9	In order to ensure opportunities are made to link cycle and walking networks and to encourage sustainable trips reference to 'cycle and footway links and improvements' as part of Local Open Space requirements is welcomed.	Noted.
PO(2020)SP D05	Anglian Water Services	34	8.14	Reference is made to integrating sustainable urban Drainage systems being included within new public open spaces. Anglian Water is supportive of this principle but would suggest the term Sustainable Drainage Systems should be used for consistency with the wording of National Planning Policy	Noted. The reference to 'urban,' will be removed. Amend the last sentence to paragraph 8.14 to read: This may form part of the provision of Sustainable <del>urban</del> Drainage Systems (SuDS).
PO(2020)SP D37	Inspired Villages	35	8.18	This must be revised to recognise specialist housing for older people will have lower occupancy rates. Inspired Villages properties have an average occupancy of only 1.3 people per unit reflecting the predominance of single occupiers and a maximum of two people per unit. Suggested change:- caveats to be inserted into the text to acknowledge 'non-standard' occupancy rates and to be reflected in any sums / calculations expressed in the SPD (e.g. Table 9) and which satisfies para 14.5(c).	The formula in Table 7 will only apply where provision is not required onsite as set out in Table 6 of the SPD. In most cases, it is unlikely that Specialist Residential Accommodation for Older People will be provided in developments of less than 10 dwellings. The financial contributions set out in Table 9 only apply to Local Open Space transferred to the Council or a Parish or Town Council. Some dwellings will be occupied by more than 2.4 people and others will be occupied by less than 2.4 people. Applying the average occupancy to calculate a standard rate is considered fair and justified. Paragraph 14.5 sets out the national advice regarding the viability testing of Local Plans and the circumstances which need to be satisfied when a viability assessment is requested at the decision-making stage.
PO(2020)SP D01	Sport England	36	8.22	The Parks, Sport and Recreation contribution formula is based on Sport England's Facility Costs 2017 and this should be updated to reflect the 2020 costs.	The costs are aligned with the evidence base documents and will be revised when the Local Plan is reviewed.
PO(2020)SP D01	Sport England	36	Table 8 Strategic Open Space Formula	The Council's evidence base for outdoor sport (Playing Pitch and Outdoor Sports Strategy) did not recommend this generic 40 sqm per dwelling figure for the application to planning obligations for outdoor sport. The current approach to calculating demand for new playing pitch provision advocated by Sport England is to use the data on teams contained in a local authority's Playing Pitch Strategy and to apply this to new populations using Sport England's Playing Pitch Calculator. It is acknowledged that the Council's Playing Pitch and Outdoor Sports Strategy did not recommend a specific approach for calculating developer contributions in relation to outdoor sports facilities but new development and that Sport England's Playing Pitch Calculator was not available when the Local Plan or Playing Pitch and Outdoor Sports Strategy was prepared. It is therefore recommended that the approach to developer contributions towards outdoor sport is received when the Council's Playing Pitch and Outdoor Sports strategy is next reviewed as this should then inform the next review of the Local Plan and a subsequent review of this SPD.	Noted. The approach to developer contributions towards outdoor sport will be reviewed when the Local Plan and Playing Pitch and Outdoor Sports strategy are reviewed.
PO(2020)SP D72	Essex County Council	36	8.25	The extension of riverside walks and cycle paths in paragraph 8.25 is also supported. This approach is consistent with the Essex Green Infrastructure Strategy referenced in our response to Section 9 below.	Noted.
PO(2020)SP D08	South Woodham Ferrers Town Council	37 - 39	8.26 – 8.37	To clarify the maintenance contributions for open space and leisure areas facilities discussed on page 33 and 37 of the document, and whose responsibility these will be after the maintenance by the developer ceases.	The financial contributions toward the maintenance of Local Open Space transferred to the Council or a Parish or Town Council are set out in Table 9. The amount of financial contribution towards the maintenance of Strategic Open Space transferred to the Council or a Parish or Town Council is set out in Table 10. These are calculated on a 25-year period. The requirements that will be sought in a Section 106 agreement, should a developer wish to self-manage open space, are set out in paragraph 8.31.
PO(2020)SP D25	Countryside Properties	37	8.26	Para 8.26 states that 'Maintenance contributions will be required for all open space provided on-site. This will be calculated according to the landscape layout and quantified elements to be provided by the developer and will be required for 25 years	Noted. Additional text to be added to the end of the first sentence to confirm that maintenance contributions will only be required in the event that responsibility for long-term maintenance will reside with Chelmsford City

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				after completion'. The payment of a Maintenance Contribution to the Council is only relevant with regards to options (1) and (3) outline above. Recommendation: Amend para 8.26 of the SPD to make it clear that Maintenance contributions to CCC are only required in the event that responsibility for long-term maintenance will reside with CCC or Parish / Town Council.	Council or a Parish or Town Council. This will provide clarity and be consistent with the advice in paragraph 8.32. Amend the first sentence to paragraph 8.26 to read: <u>Maintenance contributions will be required for all open space provided on-site-when responsibility for the long-term maintenance resides with Chelmsford City Council or a Parish or Town Council.</u>
PO(2020)SP D26	Countryside Properties	37	8.27	This excludes two well-established and acceptable routes for securing this: (5) the adoption by a Management Company (6) Management Company acting as a Managing Agents on behalf of a Residents' Management Company. Both these approaches are widely used by the house building industry across the UK. Management Companies charge an annual fee for the services they provide. This is made clear to purchasers and ensures that the cost of management and maintenance is sustainable in the long-term. As detailed above, management companies can also be directly responsible to residents. It is common practice for such arrangements to be agreed with the LPA as part of a planning obligation. Chelmsford have previously accepted these approaches to long term maintenance and management. The SPD provides no explanation as to why these options are now being excluded and the evidence to support their exclusion. It also does not assess the impact on development viability of the cost associated with the four approaches detailed. This is surprising given that the Council's preferred approach is not a common approach employed in the industry and requires the developer to pay a commuted equivalent to the cost of 25 years management and maintenance. Options (1) and (3) mean that the Council will receive a commuted payment, equivalent to the cost of maintenance for a period of 25 years. Given that the open space would be transferred to the Council, the Council's liability for such areas would remain in perpetuity. Therefore, the long-term cost of management and maintenance would fall to the public purse. Given that Council's finances are coming under increased pressure, this is not financially prudent. We question whether this approach is sustainable in the long-term and whether management and maintenance regimes will diminish over time as a result of the lack of a sustainable and dedicate income to finance such works. Open space within developments often perform multiple functions. As well as a recreational resource, they often incorporate Sustainable Drainage features and the means by which ecological impacts can be mitigated. Open space and its ongoing management will also form an important component in achieving biodiversity gain. It is not clear from the SPD if the Council is willing and able to adopt SUDs and undertake the necessary management and maintenance regimes. Unless the Council can take responsibility for management and maintenance holistically, this will give rise to fragmented arrangements for the management of open space and give rise to additional costs. It is not clear if Table 9 and 10 in the SPD relate to the contribution per annum or over the 25-year period. This should be clarified and a worked-up example provided. The SPD options (1) and (3) require a substantial Maintenance Contribution. Furthermore, Option (4) requires a bond and for the developer to bear the cost of long-term responsibility for management and maintenance. In line with the Planning Practice Guidance, policy requirements should be informed by evidence including a proportionate assessment of viability that takes into account all relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy (CIL) and section 106. The CCC Local Plan evidence base included 'Chelmsford City Council, Local Plan Viability Study, including CIL	Paragraph 8.27 sets out the Council's preferences. The requirements that will be sought in a Section 106 agreement, should a developer wish to self-manage open space, are set out in paragraph 8.31. The conditional bond in paragraph 8.31 is considered necessary in the event that that any private owner of open space becomes financially unviable or does not comply with the management and maintenance obligations under the Section 106 agreement.  The formulas in Table 9 and 10 set out a rate per dwelling that has been calculated using current annual maintenance amount across a 25-year period with an assume inflations rate of 2% and an investment return rate of 0.01729. The total dwelling rate in column 'E' of Tables 9 and 10 is therefore the sum that will be applied to each dwelling in a development proposal as a one-off charge.  New text to replace the existing paragraph 7.11 (referenced above) to state that where Essex County Council's is not the SuDS adoption body, the Council will work with developers to identify an alternative SuDS adoption body which could include a Water Authority or private management company. Where SuDS form part of the open space, the Council would consider adopting the open spaces including the SuDS.  The Council will work with the developer to secure the long-term maintenance of all flood risk protection and water management through a combination of planning obligation, planning condition and commuted sum payment guaranteeing their long-term maintenance.

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				Viability Review – January 2018’. The Viability Study does not factor in the costs associated with options (1), (3) and (4). Recommendation: The SPD should be amended to allow for (5) the adoption by a Management Company, (6) Management Company acting as a Managing Agents on behalf of a Residents' Management Company. Clarification is needed in relation to tables 9 and 10. It should not be the Council’s stated preference for all open spaces to be transferred to and adopted by the Council with a commuted maintenance sum. There are alternative and sometimes much better options when considering long-term stewardship of green infrastructure than the Council is currently seeking under this SPD. The Council should avoid stating a preference for any valid method, of which there are several. Notwithstanding the above, CCC need to give further consideration to whether they are willing to adopt, manage and maintain Open Space where they incorporate SUD’s features (both above and below ground) and undertake management regimes necessary to deliver ecological and biodiversity net gains. If they are not, consideration should be given to how such arrangements will be secured and funded. Further consultation with the development industry should be undertaken.	
PO(2020)SP D80	Ptarmigan Land Ltd	37	8.26 - 8.27	We note that the SPD sets out options for the long term management of all open spaces at para. 8.26 and 8.27 with a preference that all open spaces be transferred to and adopted by the Council. We are aware of and support the detailed comments made on the draft SPD by Countryside Properties and The Land Trust on this matter expressing concerns that this should not be expressed as a preference. For CGC, the quantum of green and blue infrastructure will be substantial. As part of the DFD, IDP and PFA process, work is being progressed on developing the right stewardship model that will provide benefits for the Garden Community, developers and the Council. Having regard to Garden City principles and for the community, it will mean putting people at the heart of delivering successful places, the long-term maintenance and management of high-quality facilities and moving towards social sustainability. For developers, it will create confidence that assets will be maintained in perpetuity, to add value to the development and improves place-making and marketability. For the Council, it will reduce long-term financial liabilities and provides greater value for the community of the City Council area. It is therefore recommended that the SPD should provide for greater flexibility and that the following models, as possible examples for large strategic sites and CGC, can meet the objectives set out above: • Community Land Trust - An organisation backed by a trust which is controlled by the community for the benefit of the community • Community Interest Company - A company which trades and uses its assets for a social purpose, to benefit the community The revenue for funding stewardship bodies will be dealt with through S106 planning obligations. In the case of CGC, this is intended to be dealt with through the IDP and PFA which will set out the mechanisms and funding for the provision and ongoing management of the community assets.	The option for not-for-profit management trust is set out in Paragraph 8.27 of the SPD. Additional text to be added to the end of paragraph 8.26 (as referenced above) to confirm that maintenance contributions will only be required in the event that responsibility for long-term maintenance will reside with Chelmsford City Council or a Parish or Town Council.
PO(2020)SP D49	Grosvenor Developments Limited and Hammonds Estates LLP	37	8.27, 8.31	We think the long term maintenance and governance structure should be informed through consultation with relevant stakeholders. Involving management trusts early in the design process enables management considerations to be incorporated from the outset and helps in defining the costs of long term maintenance. As a developer that takes a long term approach, we would like to consider various mechanisms for the management of open space including Local Authority and management trusts. Additionally, there are opportunities to explore alternative ways to provide an endowment other than solely through a commuted sum, including providing sufficient	The option for not-for-profit management trust is set out in Paragraph 8.27 of the SPD. Additional text to be added to the end of paragraph 8.26 to confirm that maintenance contributions will only be required in the event that responsibility for long-term maintenance will reside with Chelmsford City Council or a Parish or Town Council. Further advice regarding the scope of obligations to be sought should a developer wish to self-manage open space, is provided in paragraph 8.31

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				income streams as has been done successfully in Milton Keynes. By building greater flexibility into this approach, we believe that better outcomes that reflect the specific circumstances of a development will be achieved.	
PO(2020)SP D38	Inspired Villages	37	8.27, 8.31	Paragraph 8.27 (& 8.31) says the Council's preference is for open space to be transferred to and adopted by the Council, or where a developer chooses to retain open space it should be maintained by a recognised not-for-profit management trust. Inspired Villages operates its retirement communities for the long-term. Inspired Villages are responsible for the management and maintenance of its villages – with its own grounds keepers, gardeners, etc – and which residents will contribute towards the upkeep through their service charge. Suggested change:- Paragraph 8.27 to be amended to recognise the different operating models such as specialist housing for older people where the operator will be responsible for managing and maintain its own grounds. Paragraph 8.31 is onerous on Inspired Villages – funded by Legal & General (who will be the freehold owners) the payment of a 'conditional performance bond' is unnecessary.	Paragraph 8.27 sets out the Council's preferences. The conditional bond in paragraph 8.31 is considered necessary in the event that that any private owner of open space becomes financially unviable or does not comply with the management and maintenance obligations under the Section 106 agreement.
PO(2020)SP D58	Crest Strategic Projects Ltd	38	Table 9	Local Open Space Formula - robust justification is required for the formula and rates proposed.	The rates are based on operational costs at the time of drafting the SPD and considered robust. Text to be added to paragraph 8.33 to clarify that the rates are based on operational costs as at 2020. Amend the paragraph 8.33 to read: The annual maintenance amount varies for each type of open space from £0.03 per sq.m for allotments and community gardens to £0.45 per sq.m for amenity green space and play space-, <u>based on operational costs at 2020.</u>
PO(2020)SP D58	Crest Strategic Projects Ltd	39	Table 10	Strategic Open Space Formula - robust justification is required for the formula and rates proposed.	The rates are based on operational costs at the time of drafting the SPD and considered robust. Text to be added to paragraph 8.36 to clarify that the rates are based on operational costs as at 2020. Amend the paragraph 8.36 to read: The annual maintenance amount for natural green space is calculated to be £0.08 per sq.m for natural green space and £0.87 per sq.m for parks, sports and recreation grounds-, <u>based on operational costs at 2020.</u>
PO(2020)SP D02	Galleywood Parish Council	40	9.4	How will substantial harm to or total loss of significance of designated heritage asset be demonstrated against substantial public benefits or be judged as outweighing that harm or loss?	Policy DM13 and paragraphs 8.87 – 8.91 of the Local Plan provide further guidance on the criteria to be applied.
PO(2020)SP D02	Galleywood Parish Council	41	9.11	General Comment - CIL - It remains unclear as to how local parish councils can achieve Carbon Zero by 2030 without adequate infrastructure. The adequate allocation locally of a greater proportion of available CIL funds spent more locally could be considered to alleviate any burden. The use of funds achieved via CIL should however still be used on major district projects as a way of enhancing services and amenities to the local parish benefit. Any decision making on the use of CIL funding should remain as local to the particular planning district.	If development takes place within a Parish, the City Council give 15% of CIL funding to the parish or town council which Parish Councils could use on more localised projects to address climate change in their local areas. The Government has capped the amount of CIL money a parish or town council can receive in a year. In some cases, a parish or town council could be due more money than the cap allows. If this happens the City Council invite parish councils and neighbourhood groups near the development that generated the CIL to proposes how it is spent.
PO(2020)SP D50	Grosvenor Developments Limited and Hammonds Estates LLP	40, 41	9.12, 9.13	We would welcome the opportunity to work with stakeholders to identify potential pockets for woodland planting within our masterplan proposals and to consider how these could be delivered in the short term in advance of any development as this could deliver early environmental benefits. This could help to assist the Council in achieving their greening objectives, while enhancing the biodiversity in Hammonds Farm, ability to offset future carbon emissions and the creation of a more mature natural environment when first residents move in.	Noted. Comments welcome.

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PO(2020)SP D27	Countryside Properties	41	9.13	The SPD contains a stipulation that green spaces provided in connection with new housing development should include the planting of three trees per net new dwelling. Countryside recognise the importance of taking measures to address climate change. Whilst we recognise the role that tree planting can play as part of this, arbitrary mandatory requirements in this regard should be avoided. It is not the role of the SPD to set new policy requirements and there appears to be little consideration to the practical implication of this requirement, particularly in relation to development in the urban area. Recommendation: Omit	The last sentence in paragraph 9.13 will be replaced with 'Where practicable'. Amend the last sentence of paragraph 9.13 to read: <del>Green spaces provided in connection with new housing development should include the planting of three trees per net new dwelling.</del> <u>Where practicable, all new housing development should seek to plant three trees per net new dwelling.</u>
PO(2020)SP D39	Inspired Villages	41	9.13	Expresses a Council ambition for tree planting and then adds 'new housing development should include the planting of three trees per net new dwelling'. This is not policy but an ambition and the wording should be revised. Suggested change:- remove reference to it being a requirement ('should') to being an ambition and developers to be 'encouraged' to achieve this. Same change required in the Making Places SPD (p12 – bullet 11 and para 5.18).	As above.
PO(2020)SP D61	Natural England	41	9.14 – 9.16	We note and welcome the references to the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) SPD which provides the legal basis for RAMS; the level of developer contributions being sought for strategic mitigation and how and when applicants should make contributions. Natural England may request that Planning Obligations are required for matters within our remit on a case by case basis, and we advise that the Council ensure that provision is made for these requests within the SPD.	Noted. Natural England are a statutory consultee and planning obligations that are required to mitigate the impact of a development that are outside of the scope of The Essex Coast RAMs SPD, will still be secured as a planning obligation.
PO(2020)SP D73	Essex County Council	41 - 42	9.16	ECC welcomes reference to biodiversity offsetting and net gain; ecological mitigation, climate change mitigation/remediation including tree planting; and archaeological investigation in paragraph 9.16 as being appropriate for inclusion in S106 agreements. Section 6.3 and 6.4 of the Guide also includes further guidance on matters relating to biodiversity, including appropriate mechanisms and heritage assets, which should be borne in mind when considering a site and preparing a planning application.	A link to Essex County Council's Developers' Guide to Infrastructure Contributions (2020) will be inserted at the end of the paragraph. Add a new sentence at the end of the paragraph 9.16 to read: <u>Further guidance on matters relating to biodiversity, which should be borne in mind when considering a site and preparing a planning application, is set out in Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020).</u>
PO(2020)SP D40	Inspired Villages	42	9.18	Inexplicably states that the Council will negotiate S106 agreements to secure show homes that incorporate optional sustainable design features. There is no policy basis for this and the wording should be revised. Suggested change:- wording to be revised to 'encourage' developers to do this.	Wording to be amended to include 'seek to' negotiate. Amend paragraph 9.18 to read: At developments of over 100 homes, the Council will <u>seek to</u> negotiate Section 106 agreements which secure show homes that incorporate optional sustainable design features to showcase the benefits of including such features in a new build and how to move towards a zero- carbon home.
PO(2020)SP D65	Hopkins Homes	42	9.18	This expressed within the SPD as a definitive requirement and appears to seek to introduce new policy. As such, it is wholly inappropriate for inclusion within a Supplementary Planning Document. Secondly, there is no justification for such a requirement to be imposed. It is considered a disproportionate demand, which will not necessarily be feasible in every circumstance. We suggest that if the Council wish to see show homes that show case optional sustainable design features, then the SPD could make reference to how the Council would support such an approach, and include guidance as to what this could entail.	As above.
PO(2020)SP D73	Essex County Council	42	9.23	Paragraph 9.23 refers to the Chelmsford Green Infrastructure Strategic Plan (2018 – 2036). ECC recommend reference is also made to the Essex Green Infrastructure Strategy (2020) (where the City Council was a partner in its preparation), which aims to enhance the urban and rural environment, through creating connected multi-functional green infrastructure (GI) that delivers multiple benefits to people and	Include a reference to the Essex Green Infrastructure Strategy (2020). Add a new sentence at the end of the paragraph 9.23 to read: <u>The Essex Green Infrastructure Strategy (2020) aims to enhance the urban and rural environment through creating connected, multifunctional green infrastructure that delivers multiple benefits to people and wildlife.</u>

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				wildlife. It meets the City Council's aspirations to improve GI and green spaces in our towns, cities and villages, especially close to areas of deprivation	
PO(2020)SP D07	Department for Education	43 - 44	Section 10	We would like to recommend that you also refer in the policy background section to the following: Planning Practice Guidance: Viability #29, Planning Obligations #007-008, Healthy and Safe Communities #007-008 DfE Guidance for Local Authorities on Securing Developer Contributions for Education - <a href="https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth">https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth</a>	Reference to non-statutory guidance for local authorities for education to support housing growth and seeking associated developer contributions to be inserted into paragraph 10.1. Add a new sentence at the end of paragraph 10.1 to read: <u>Non-statutory guidance for local authorities for education to support housing growth and developers' contributions is provided in the Department for Education publication – 'Securing developer contributions for education,' (November 2019).</u>
PO(2020)SP D74	Essex County Council	43 - 44	Section 10	For clarity, in referring to Education, the SPD should reference early years and childcare, primary, secondary, post 16 and Special Education Needs (SEN). ECC has a duty to secure sufficient and suitable education and training provision for all young people in the area who are over compulsory school age but under 19, or aged 19 to 25 and for whom an Education, Health and Care Plan (EHCP) is maintained. Some of the children generated by development of new dwellings will have special educational needs (SEN). It is extremely difficult to predict the number of SEN places required in any given planning area for each type of need. The Guide provides further guidance on both Post 16 (section 5.2.10) and SEN (section 5.29) in terms of calculating requirements and necessary contributions arising from growth and should be referenced within this chapter of the SPD.	Update the reference in paragraph 10.9 to the 2020 version of Essex County Council's Developers Guide to Contributions and include the list scope to which education applies. Amend the paragraph 10.9 to read: Essex County Council's (ECC) Developers' Guide to Infrastructure Contributions ( <del>2016</del> 4 (Revised 2020) provides information on <u>how the need for Education contributions, which incorporates early years and childcare, primary, secondary, post 16 and Special Educational Needs. The Guide provides information on how the need for additional school and early years places is are assessed; how to calculate demand from new housing development and additional site requirements. The Guide also provides information on Essex County Council's statutory responsibility to make suitable travel arrangements free of charge for eligible children, which depending on the location of a development, may require a developer contribution</u>
PO(2020)SP D74	Essex County Council	43 - 44	Section 10	ECC recommends reference is made in the SPD to school transport. ECC has a statutory responsibility to make suitable travel arrangements free of charge for eligible children, namely a walking distance of two miles for those aged under 8 and three miles for those who have attained the age of eight years. In excess of these distances ECC has a to fund 'free' school transport. Where development is proposed in locations that may require ECC to provide school transport, developer contributions are sought. Section 5.3 of the 'Guide' provides further guidance on this matter, and should be referenced in the SPD.	Expand the text in paragraph 10.9 to include Essex County Council's statutory responsibilities regarding school transport, as referenced above.
PO(2020)SP D74	Essex County Council	43	10.6	Paragraph 10.6 refers to the need for new schools to be provided and funded by developers. If it is not planned to build a new school, financial contributions will be used to fund capital works to add additional capacity at academies, free schools or maintained schools in the appropriate area. ECC recommend this is referenced in the SPD.	Amend the wording in paragraph 10.6 to include the reference to additional capacity at academies, free schools or maintained schools in the appropriate area. Add a new sentence at the end of the paragraph 10.6 to read: <u>If it is not planned to build a new school, financial contributions will be used to fund capital works to add additional capacity at academies, free schools or maintained schools in the appropriate area.</u>
PO(2020)SP D74	Essex County Council	43	10.8	Paragraph 10.8 refers to Appendix 1, which is acknowledged as a guide in paragraph 3.2, and provides details of the contribution for specific items of early years, childcare and education infrastructure for each site referenced in the Local Plan. It includes pooled Section 106 contributions towards the expansion of existing primary and secondary education in specific locations to address needs arising from sites identified in the Local Plan. As previously stated, ECC reserve the right to review developer contributions on development sites at the application stage once more detailed information is available.	Noted.

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
PO(2020)SP D74	Essex County Council	43	10.9	Paragraph 10.9 should be amended to also refer to early years and childcare ‘...need for additional school and early years places is assessed;..’	Text amended.
PO(2020)SP D51	Grosvenor Developments Limited and Hammonds Estates LLP	43	10.13	Community use agreements should be considered for indoor spaces as well as sports facilities. In our experience, schools can offer rooms of various sizes as venues for all kinds of activities from exercise classes to conference facilities and celebrations. Sharing communal spaces created within school buildings can help in bringing the community together and optimise the use of facilities created early on in the development, which can become active and well used in advance of stand-alone community facilities being created, if necessary.	Paragraph 10.13 to be amended to reflect community use in the wider sense and reference Essex County Council’s Developers’ Guide to Infrastructure Contributions and the Essex Design Guide (2018) advice on how schools should be designed to encourage access outside of school hours. Amend paragraph 10.13 to read: Where appropriate Section 106 Agreements will seek to secure a community use agreement for the public use of school sports facilities, and a separate contribution will be levied for this purpose. <u>The agreement will require absolute clarity regarding which facilities would be used both by the school and the public; how they would operate and who would provide and maintain them.</u> The ECC Developers’ Guide to Infrastructure Contributions (Revised 2020) provides details of how schools sites should be laid-out. The Essex Design Guide (2018) provides a School Design Checklist and criteria, which provides further advice on how schools should be designed to encourage community access outside of school hours.
PO(2020)SP D75	Essex County Council	45	Section 11	ECC welcomes the references to health and wellbeing in the policy background, and that this is embedded within the Local Plan. However, the section regarding S106 Obligations only refers to healthcare facilities, with no reference to other health and wellbeing measures, which are incorporated within other sections, and could be ‘signposted’. Section 6.6 of the Guide provides further advice on healthy place-making including the Active Design principles embedded throughout the Essex Design Guide. Reference is also made to these being further assessed through Health Impact Assessments (HIAs).	Additional text to be inserted that clarifies that health infrastructure includes health and well-being measures to be added to paragraph 11.5. Paragraph 11.7 does identify that Section 106 resources may also be sought to fund health and well-being across the population encouraging self-care, where there is an on-site need. Amend first sentence of paragraph 11.5 to read: New healthcare infrastructure, <u>which includes health and well-being measures,</u> will be required through Section 106 agreements.
PO(2020)SP D28	Countryside Properties	45	11.5	The CCC CIL 123 list confirmed that CIL would generate funding for Primary Healthcare provision. Whilst it is recognised that the requirement for CIL 123 lists have been removed, it was clearly CCC intention that part of the funding raised from CIL would go towards funding Primary Healthcare provision. It is evident that CIL money has already been passed to NHS or spending on a GP surgery as evidenced in the ‘how we spend CIL’ section on CCC’s website. The CCC ‘Community Infrastructure Levy Governance – Allocating and Spending CIL’ document states that CIL funding is directed towards strategic priorities, which involves consultation with strategic infrastructure delivery partners, including NHS England. It is unclear how CCC will ensure effective regulation and control of the relationship between CIL and section 106 obligations. It appears that the SPD will allow for ‘double-dipping’ whereby a s106 payment is sought for Primary Healthcare in addition to the CIL Payment. To avoid this, CCC should commits to use CIL to build healthcare facilities needed to support the Local Plan. Recommendation: CCC should commit to use CIL to build healthcare facilities needed to support the Local Plan and make clear where s106 would be needed.	The site policies for each site allocation set out the amount and type of development provided as well as the specific supporting infrastructure and other requirements needed for each site. This information is derived from the IDP and summarized in Appendix 1 for clarity. The removal of the Regulation 123 Infrastructure List and pooling restrictions through the Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019; gives local authorities two ways to provide greater flexibility for funding development: they can use as many planning obligations as they need to fund a specific piece of infrastructure, and they can use planning obligations and CIL revenues to fund the same infrastructure. The intended effect is to enable more flexible and faster infrastructure and housing delivery. Infrastructure Funding Statements (IFSs) are required to set out the infrastructure projects or types of infrastructure that the authority intends to fund, either wholly or partly, by the levy or planning obligations. IFSs will be required to be published annually from 31 December 2020 (for the preceding financial year 2019/20) reporting on CIL and planning obligations revenue received and allocated. The main purpose of the IFSs is to enable greater transparency regarding the use of CIL and S106 receipts.
PO(2020)SP D68	Essex County Council	46	12.4	Reference to both flexible use of space for community uses and specifically for library use is supported. Section 5.10 of the Guide seeks contributions to provide additional facilities where there is expected to be significant growth in population created by development, or where a new community remote from an existing provision is established. For provision of new libraries, including within community shared	Add text to confirm that provision of library space could be as part of a shared community or education facility to the bullet point in para 12.4. Amend the text in the second bullet point of paragraph 12.4 to read: Space for library use <u>which Essex County Council’s Developers’ Guide to Infrastructure Contributions (Revised 2020), provides guidance on the threshold</u>

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				facilities, the process below is followed, with local district considerations taken into account: • Planning applications for developments with 20 or more dwellings will be considered • Other known growth in the area will be taken into account • Long term capacity and future requirements across the area Where the increase in projected population more than doubles an existing library catchment area, it is likely that a new facility or building will be required. Provision of this space could be as part of a shared community or educational facility for example – and would allow consideration to be made for varying scales of development.	<u>and form the contribution to library provision will take; but includes potentially being part of a shared community or education facility)</u>
PO(2020)SP D76	Essex County Council	47	13.5	Paragraph 13.5 refers to the City Council is to prepare a Public Realm and Public Art Strategy in 2020/2021. ECC recommend reference is also made to the ECCs Public Art Strategy. Place Services lead the delivery of ECC's Public Art Strategy to ensure the work and skills of artists feature in the structures and functioning of new development, either as part of an ECC funded programme, through liaison with Districts, City and Borough Councils, or by acting as expert consultants for privately funded development. As these arrangements range from district to district, early consultation is strongly recommended. Contact Place Services at www.placeservices.co.uk or email enquiries to enquiries@placeservices.co.uk.	No up to date strategy to reference.
PO(2020)SP D29	Countryside Properties	47	13.7	The SPD should make clear that these improvements to the public realm off-site should only be sought where they are (a) deliverable on adopted highway land, (b) supported by the highway authority, (c) pass the Reg 122 tests. It is considered unreasonable to expect such works on 3rd party land and to do so could jeopardise deliverability. Recommendation: Amendment as per above.	New text to be added to the first bullet point enable off-site public realm improvements or a financial contribution to such off-site improvements to address deliverability concerns. If the obligation does not meet the relevant tests, then it cannot be sought. Amend the text in the first bullet point of paragraph 13.7 to read: <ul style="list-style-type: none"> <li>Improvements to paving and planting on public highway and other space directly adjoining the site <u>or a financial contribution towards the required off-site improvements.</u></li> </ul>
PO(2020)SP D30	Countryside Properties	47	13.10	The SPD seeks to impose an arbitrary timescale for undertaking Public Realm works (prior to first occupation). Such prescription needs to be avoided and the timescale considered in light of the phasing of the development as a whole. Recommendation: Amendment as per above.	Paragraph 13.10 states 'usually be required,' this does not imply that it is fixed; and does provide flexibility depending on the phasing of works.
PO(2020)SP D31	Countryside Properties	47	13.10	The SPD mandates the transfer of all the 'public realm' to the appropriate Council together with a commuted payment. The term 'public realm' is often used loosely, sometimes interchangeably with 'public domain', to refer to external urban spaces that are publicly accessible. According to English Heritage, the public realm '... relates to all parts of the built environment where the public has free access'. Whilst many highways and parts of the public realm are adopted by the Highway Authority and maintained at public expense, there can be times where the public realm and roads are not adopted. There is no legal requirement in England for roads to be adopted. On such unadopted areas, legal measures are put in place to ensure that they are managed and maintained (by a management company) and that the costs of maintenance are borne through the estate management charge. The SPD requirement for adoption or transfer to the Council is both unnecessary and seeking to introduce policy through the SPD. The Chelmsford Local Plan Viability Study does not explicitly include an assessment of the cost of the SPD's proposed requirement for all roads and public realm to be adopted. This requirement also gives rise to serious practical issues. For instance, - The Highway Authority (ECC) has its own criteria as to what it is prepared to adopt. In some instances, roads, paths or areas of public realm that do not offer utility to the public and offer wider community benefits are not	Amend paragraph 13.10 to read: <del>Public realm improvements will usually be required to be completed prior to the first occupation of a development. There is a requirement for a developer to design and construct the area of Public Realm to a design and specification agreed by the Council. It will then be transferred to the appropriate Council (Parks or Highways) once it is in an adoptable condition. Upon transfer, a commuted maintenance payment will be required to cover the initial costs of maintaining the Public Realm. Development will not commence until the developer has submitted to and received written approval for a Public Realm Scheme from the Council.</del> <u>Development will not commence until the developer has submitted to and received written approval for a Public Realm Scheme from the Council.</u> <u>Developers will be required to illustrate what parts of the scheme are to be offered for adoption. For the parts of the scheme that will be offered for adoption, there is a requirement for a developer to design and construct the area of Public Realm to a design and specification agreed by the Council. It will then be transferred to the appropriate Council (Parks or Highways) once it is in an adoptable condition. Upon transfer, a commuted maintenance payment will</u>

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				adopted. - the Highway Authority is often reluctant / unable to adopt 'private' drives leading to dwellings. In such instances these drives are kept under one ownership (e.g. Man Co) to ensure they can be managed and maintained holistically. - The Highway Authority is often reluctant / unable to adopt areas of permeable paving. - The Highway Authority will not adopt public realm which contains some SUDS features (e.g. underground storage tanks used to store water and control discharge rates). - There is a limited pallet of materials / street furniture that the Highway Authority will consider acceptable for future adoption. It is not evident from the SPD that there is a joined up and considered approach between CCC and ECC as Highway Authority on this issue. Recommendation: That the requirement for adoption is removed. Developers should be required to illustrate what parts of the scheme are to be offered for adoption. The s106 agreement should put in place measures to agree the management and maintenance of any unadopted areas.	<u>be required to cover the initial costs of maintaining the Public Realm. The section 106 agreement will also put in place measures to agree the management and maintenance of any unadopted areas. Public realm improvements will usually be required to be completed prior to the first occupation of a development.</u>
PO(2020)SP D59	Crest Strategic Projects Ltd	50	14.4	Section 14 14.4 (new text) The Local Plan acknowledges that in negotiating planning obligations, the Council will take into account local and strategic infrastructure needs and financial viability. The use of (delete: further) viability assessments at the decision-making stage (delete: should not) may be necessary. It is up to the applicant to demonstrate whether circumstances justify the need for a viability assessment at the application stage.	National Planning Policy Guidance on Viability states that the role for viability assessment is primarily at the plan making stage. The Local Plan Viability Study Including CIL Review (2018) complied with guidance in the National Planning Policy Guidance on Viability. The Study concluded that in most of cases, the residual value exceeds the existing use value by a satisfactory margin indicating that most development likely to come forward under the Local Plan is viable and will be able to bear the range of developer contributions and CIL at the adopted, and subsequently indexed, rate.
PO(2020)SP D59	Crest Strategic Projects Ltd	50	14.5	Suggest insertion of 'or' before d) a recession or similar significant economic change has occurred since the Local Plan was adopted.	Noted. Insert, 'or,' before d). Amend the third bullet point of paragraph 14.5 to read: c) particular types of development are proposed which may significantly vary from standard models of development for sale, <u>or</u>
PO(2020)SP D77	Essex County Council	51	14.9	Chapter 14 – Implementation of this Planning Obligations SPD ECC welcomes reference to the 'Viability Protocol' in paragraph 14.9 but recommend that for clarity reference is made to this being prepared by the Essex Planning Officers Association (EPOA), and will be adopted by individual local authorities.	Amend the text in Paragraph 14.9 to clarify that it has been prepared by Essex Planning Officers Association (EPOA) and a link provided to the EPOA Local Viability Protocol. Amend paragraph 14.9 to read: <del>Essex County Council</del> <u>Essex County Council Planning Officers Association (EPOA)</u> <del>has</del> produced a Viability Protocol that sets out overarching principles for how Essex Local Planning Authorities will approach development viability. The protocol does not alter Local Plan policies or the guidance in this SPD but does provide additional advice and guidance on the information requirements and approach taken when assessing viability at the decision-making stage. <u>The EPOA Viability Protocol is available to download at <a href="https://www.essexdesignguide.co.uk/supplementary-guidance/essex-planning-and-viability-protocol/">https://www.essexdesignguide.co.uk/supplementary-guidance/essex-planning-and-viability-protocol/</a></u>
PO(2020)SP D77	Essex County Council	51	14.15	Paragraph 14.15 states that S106 Agreements will be drafted by the City Council Legal Services team, or external solicitors. The Guide states that in most cases ECC provides a first draft of the clauses required to deliver the contributions it has requested. A template agreement is provided in Appendix A of the Guide, with a separate schedule for each type of contribution. ECC recommend that this template should be used as a starting point to avoid delays and unnecessary expense.	Add text to the end of paragraph 14.15 to note that in most cases Essex County Council provide a first draft of the clauses required to deliver contributions it has requested. Also, provide a reference to Appendix A of Essex County Council Developers' Guide to Infrastructure Contributions (Revised 2020). Add new sentence at the end of the paragraph 14.15 to read: <u>In most cases Essex County Council provide a first draft of the clauses required to deliver contributions it has requested. A template agreement is provided in Appendix A of Essex County Council Developers' Guide to Infrastructure Contributions (Revised 2020).</u>

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PO(2020)SP D77	Essex County Council	52	14.18	Financial Contributions Paragraph 14.18 refers to payment of a financial obligation on the commencement or on first occupation of a development. ECC recommend reference is made to the following. Section 3.2 of the Guide states that on larger phased developments there may be more triggers tied into occupation points. It should be noted that if payments are made at later stages in the development, then contributions should not be made beyond the stage where ECC will need to commence work on a new provision. This could result in ECC having to forward fund a new provision which would result in interest payments being incurred which the developer would be required to fund. It is therefore important that triggers for payment are met during early stages in the development in order to avoid additional costs. It should be noted, however, that ECC will not support contributions being paid in arrears i.e. after the buildings, to which the amounts pertain, have been occupied. If later payments are considered essential by the LPA to ensure development viability, ECC may request surety from the developer, through a bond provider, to protect payment in the event of insolvency.	Advice is not dissimilar. Add a reference to Section 3.2 of the Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020) for larger, phased development regarding contributions requested by Essex County Council. Add sentence at the end of the paragraph 14.18 to read: <u>Section 3.2 of Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020) provides further guidance for larger, phased development regarding contributions requested by Essex County Council.</u>
PO(2020)SP D81	Essex County Council	5 2	14.19	The ECC response makes reference in the final sentence to ECC being aware of the legal provisions for return of unspent contributions some 10 years after the payment has been made. However, ECC notes that Planning Practice Guidance (Paragraph: 021 Reference ID: 23b-021-20190315) states the following: Do local planning authorities have to pay back unspent planning obligations? Local planning authorities are expected to use all of the funding received by way of planning obligations, as set out in individual agreements, in order to make development acceptable in planning terms. Agreements should normally include clauses stating when and how the funds will be used by and allow for their return, after an agreed period of time, where they are not. The ECC Developers' Guide (2020) states in section 3.2, page 14 It is ECC's policy to ensure that contributions are spent within a period of 10 years following their receipt. This period is also referred to in the Department for Education (DfE) guidance 'Securing developer contributions for education' published in April 2019 and amended in November 2019. This DfE guidance states on page 6, paragraph 4 that 'We recommend that planning obligations allow enough time for developer contributions to be spent (often this is 10 years, or no time limit is specified).' Consequently, ECC would seek to acknowledge that there is no legal provisions for return of unspent contributions some 10 years after the payment has been made. However, in line with DfE guidance it is ECC policy, as contained in the 'Guide' to seek to ensure that contributions are spent within a period of 10 years following their receipt.	Text to be amended to clarify that it is the City Council's position that financial contributions, excluding commuted payments relating to maintenance and infrastructure items required beyond 2036, that remain unspent at the end of 10 years from the date the monies was paid, will be returned to the payee. Amend second sentence of paragraph 14.19 to read: Those financial contributions (excluding commuted payment relating to maintenance) that <u>are paid to the City Council and</u> remain unspent at the end of 10 years from the date when the money was paid will be returned to the payee in accordance with the terms of the individual agreements, unless they relate to infrastructure items that are required beyond 2036.
PO(2020)SP D52	Grosvenor Developments Limited and Hammonds Estates LLP	52	14.20	The quantum of financial contributions should be reassessed at the point of planning application and should then be indexed from the date of Planning Permission to the payment date. This approach will create much greater certainty that the actual costs of delivering the necessary infrastructure will be adequately covered through relevant contributions, as opposed to taking today's costs and indexing them into the future from the point of SPD adoption.	Noted. In practice Section 106 financial contributions are fixed from the point of planning permission and indexed at the relevant delivery date for the infrastructure item. Text in paragraph 14.20 to be amended to reflect this and correct the reference to BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices. Additional text will also clarify that the CIL charging rate is fixed in the charging schedule and indexed on the 1 <sup>st</sup> January each year based on the BCIS All in Tender Price Index, published in the preceding November. Amend paragraph 14.20 to read: <del>All financial contributions will be subject to indexation from the date of adoption of this SPD. The indexation period will therefore start with the date of adoption and end with the date when each payment becomes due. The indices to be used are the BIS PUBSEC Tender Price Index of Public Sector Building Non-</del>

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					<p><del>Housing Indices. However, if a commuted sum is required for maintenance purposes, indexation will not be applied.</del></p> <p><u>The quantum of Section 106 financial contributions will be re-assessed at the point of planning application and fixed from the point of planning permission. All Section 106 financial contributions will be subject to indexation from the point of planning permission and end with the date each payment becomes due. The indices to be used are the BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices. However, if a commuted sum is required for maintenance purposes, indexation will not be applied. The CIL charging rate is fixed in the CIL Charging Schedule and indexed on the 1st January each year based on the BCIS All in Tender Price Index, published in the preceding November. Essex County Council applies different indexation indices to different types of infrastructure. Further guidance is provided in Section 3.3 of Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020).</u></p>
PO(2020)SP D83	Essex County Council	52	14.20	ECC recommends an amendment to paragraph 14.20 to clarify that ECC applies different indexation indices to different types of infrastructure, and is explained in Section 3.3 – Indexation of the Developers' Guide (2020) and Appendix A – Section 106 Agreement Template.	Clarification and a reference to Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020) inserted, as referenced above.
PO(2020)SP D68	Essex County Council	53	14.28 – 14.29	ECC welcomes reference to ECC and the City Council charging separate monitoring fees for s106 obligations in paragraphs 14.28 – 14.29. Section 5.12 of the Guide states that ECC will seek a charge, on commencement of development consistent with CCC, towards the monitoring and administration of the relevant County Council obligations in S106 agreements. This will cover the following: <ul style="list-style-type: none"> <li>• The maintenance and development of the planning obligations monitoring database system to assist in the co-ordinations of obligation preparation, completion, monitoring and review</li> <li>• The monitoring of trigger points and development progress;</li> <li>• Recovery of obligation contributions not made, including any necessary formal or legal action;</li> <li>• Liaison between ECC and district/city/borough councils in respect of financial contributions requested and those held for infrastructure being provided by ECC;</li> <li>• Reporting on the operation and outcome of ECC developer contributions (as required in the revised CIL Regulations – the Infrastructure Funding Statement).</li> </ul>	Noted.
PO(2020)SP D05	Anglian Water Services	Appendix 1	Table 12	Reference is made to waste water supply. The word 'supply' is normally used for the supply of water and not for foul drainage. It is therefore suggested that Table 12 should refer to 'Waste Water Connections.'	Referenced as supply (to sites) in the Infrastructure Delivery Plan. For consistency, the same terminology will be used in the SPD.
PO(2020)SP D05	Anglian Water Services	Appendix 1	Table 12	Table 12 appears to refer to connections to the public sewerage network possibly being secured as site related S106 agreement. Anglian Water as a sewerage company seeks fair contributions through charges directly from developers under the provisions of the Water Industry Act 1991 to drain a site effectively. As such we would not, make use of planning obligations under Planning Legislation for this purpose. Therefore, please remove reference to planning obligations in Table 12 for this purpose as there is an existing funding source for developers to fund connections and improvements to foul sewerage networks to serve new development proposals. Anglian Water will also seek the imposition of planning conditions by Chelmsford Council for development proposals in relation to the foul sewerage network where we considered it is necessary to address the risk of downstream flooding.	Table 12 identifies waste water supply as secondary infrastructure that could be secured as a site related or pooled s106 obligations and identifies that there are other funding sources for this provision. The only on-site provision is identified for site 5 – Moulsham Hall/North of Great Leighs. The Infrastructure Delivery Plan notes that the Water Recycling Centre at Great Leighs will require enhancement to capacity and/or site related mitigation measures. Paragraphs 2.7 – 2.9 of the SPD explain the purpose of the Infrastructure Delivery Plan and categorization of funding in the Plan. Secondary infrastructure is described as infrastructure that is paid for by the developer but considered as standard so factored into their secondary development allowances. The text qualifies that only some of the secondary infrastructure is secured through Section 106 planning obligations. The funding categories in Appendix 1 are taken from the Infrastructure Delivery Plan and offers a guidance to what items of

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					infrastructure will be covered by Section 106 Planning Obligations and what will be covered by CIL. Paragraph 2.2 of the SPD explains that planning obligations should only be used where it is not possible to address unacceptable impact through planning conditions.
PO(2020)SP D05	Anglian Water Services	Appendix 1	Table 12	We would also suggest that SuDS should also be included in Table 12 or potentially Table 13 of the SPD.	Flood protection and water management is appropriately referenced in Table 12. This encompasses SuDS.
PO(2020)SP D60	Crest Strategic Projects Ltd	Appendix 1	Table 14	Community Infrastructure: The Pooled S106 related items should omit the provision of Community Centres in relation to the strategic growth site at the land north of Roxwell Road, west of Chelmsford. Clarity is required because such provision (either on-site or through pooled contributions) is not referred to in the Local Plan or supporting IDP.	The need for such facilities are clearly set out in the Infrastructure Delivery Plan, paragraphs 10.11 to 10.19 and proportioned to the three growth areas in the Local Plan in Table 10.1 of the IDP, as well as being included within the summary tables for each site in Section 13 of the IDP.

**Appendix 2: Schedule of proposed changes for Planning Obligations Supplementary Planning Document**

Page	Paragraph/ table/ fig ref	Council comments
7	<u>2.16</u>	Add a new paragraph to read: <u>The Plan can be downloaded here <a href="https://www.chelmsford.gov.uk/your-council/our-chelmsford-our-plan/">https://www.chelmsford.gov.uk/your-council/our-chelmsford-our-plan/</a></u>
8	3.3	Amend the last sentence to read: <u>Infrastructure Funding Statements will also report on CIL and planning obligations revenue received, and allocated and spent; as well as reporting on progress of works that has received funding.</u>
8	3.4	Amend paragraph to read: <u>Essex County Council's (ECC) Developers' Guide to Infrastructure Contributions (<del>2016</del>) (Revised 2020)<del>±</del> provides details of the impacts that development may have on ECC services and infrastructure, and guidance to developers regarding how Section 106 agreements and CIL may be used to secure works, finance and/or land to mitigate impacts. Table 1 of the Guide outlines changes from the previous version. A copy of the Guide can be found here <a href="https://www.essex.gov.uk/planning-advice-guidance/guidance-for-developers">https://www.essex.gov.uk/planning-advice-guidance/guidance-for-developers</a>.</u>
8	<u>3.5</u>	Add new paragraph to read: <u>Planning obligations should be clearly identified as early as possible in the planning process. This includes the Masterplan process required for all strategic scale development, the pre-application process which is encouraged for all forms/scales of development and planning performance agreements to ensure all parties are clear what is required of them at each stage of the planning application process.</u>
8	<u>3.6</u>	Add new paragraph to read: <u>Due to the scale and complexity of delivering the infrastructure required for the Chelmsford Garden Community, bespoke infrastructure delivery mechanisms may be appropriate and will be considered through the existing garden community governance structure and consulted upon as part of the Development Framework Document (Masterplan) for the site.</u>
11	4.14	Amend paragraph to read: <u>At the time a <del>formal pre-planning</del> application is submitted, the Council will review the requirements to provide 5% self-build and custom housebuilding against its register. It will not be necessary to review the requirements again if a full or detailed planning application is submitted within six months of the pre-application advice being provided. However, <del>the</del> Council would not seek more than 5% self-build and custom housebuilding.</u>
12	4.26	Amend paragraph to read: <u>The Section 106 agreement will <u>seek to</u> secure that self-build and custom housebuilding provision will need to be made available and actively marketed before occupation of 50% of market housing provision.</u>
14	4.44	Amend paragraph to read: <u>Because of the wide range of forms Specialist Residential Accommodation can take and the wide range of needs the accommodation can cater to, the Council will advise on the quantum of Specialist Residential Accommodation required at the time a <del>an</del> <u>formal pre-</u> application is submitted.</u>
15	4.47	Amend paragraph to read: <u>At the time a <del>an</del> <u>formal pre-</u> application is submitted, the Council will consider the Specialist Residential Accommodation needs identified in the Council's Housing Strategy as well as</u>

		the latest assessments of need, including the Strategic Housing Market Assessment, Joint Strategic Needs Assessment and the Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment.
15	4.48	Add a new sentence at the end of the paragraph to read: <u>Further information on the characteristics of suitable sites/buildings for older people and adults with learning disabilities is available in Appendix K of Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020).</u>
15	4.49	Add a new sentence at the end of the paragraph to read: <u>Where affordability information is not provided in these statements / strategies; the default need is set out in Section 5 of this SPD.</u>
15	4.52	Amend paragraph to read: Where Specialist Residential Accommodation is meeting a housing need identified by Essex County Council and non-nomadic Gypsy and Travellers, a priority mechanism for households that reside, work or have strong family connections with persons living in the administrative area of Chelmsford City Council from whom they require support, will be prioritised for a <u>period of three months</u> <del>set period of time</del> .
15	4.53	Amend paragraph to read: The Section 106 agreement will <u>seek to secure that Specialist Residential Accommodation is</u> <del>should be</del> made available before occupation of 50% of market housing provision, to ensure timely delivery of the Specialist Residential Accommodation. <u>The Specialist Residential Accommodation obligation could be met through the provision of a suitable serviced site or completed dwellings.</u>
16	4.60	Amend paragraph to read: Gypsy, Traveller or Travelling Showperson sites will need to provide a suitable living environment for the proposed residents, with safe and convenient access to the local highway network. <del>Essential services</del> <u>Mains water, electricity supply, drainage and sanitation should be available on-site or be made available on-site. Sewerage should normally be through mains systems, however, in some locations this may not always be possible and in that case suitable alternative arrangements can be made. All sanitation provision must be in accordance with current legislation, regulation and British Standards. Specifically designated play area should be provided that meets the normal Council standards. Sites should also include a children's play area. Whilst there are no prescribed standards for the design and layout of traveller sites, site location and design should take into account the Ministry of Housing, Communities and Local Government's Designing Gypsy and Traveller sites: good practice guide and where appropriate, relevant legislation.</u>
16	4.63	Amend paragraph to read: The term 'plot' refers to the space required on a site to accommodate a household of Travelling Showpeople. A number of plots are also sometimes referred to as 'yards'. <del>There is no standard size for a plot, however</del> <u>The Local Plan expects 0.2 hectares per plot to be provided and the Showmen's Guild has published some model standards for sites, which are considered to form good practice guidance.</u>
17	4.64	Amend paragraph to read: <del>Plots for Travelling Showpeople should be of a size sufficient to enable the storage, repair and maintenance of equipment.</del> The area of land set aside for accommodation by one family unit and the area of land set aside for the storage and maintenance of equipment collectively forms a single plot. The storage and maintenance space can sometimes be a communal area, however, for security reasons there may be a preference for them to form part of individual plots.
21	5.30	Add a new sentence at the end of the paragraph to read: <u>Three bedroom, six persons affordable housing for rent could be acceptable in lieu of four bedroom, six person dwellings, when they comply with the minimum gross internal floor</u>

		<u>areas and storage requirements set out in Table 1 of the Nationally Described Space Standards and two separate reception rooms are provided.</u>
25	5.52	Amend paragraph to read: If the Council accepts that there are legitimate concerns relating to management or maintenance of predominantly flatted development, which prevents pepper-potting in strict accordance with <u>paragraph 5.48</u> this SPD, the Council will expect the provider of the affordable housing to be given an option to opt-out of any management arrangements and costs associated with the remainder of the site.
25	5.53	Amend first sentence to read: <u>Detailed Plans</u> submitted to the Council for planning consideration should clearly show the location and layout of all affordable dwellings within the development.
25	5.54	Amend paragraph to read: <del>Proposals that locate affordable housing in the less desirable parts of a development will be resisted (e.g. closest to sources of potential pollution).</del> The Council requires the same level, design and layout of car parking provision to apply to affordable and market housing.
29	6.7	Add bullet point to read: <ul style="list-style-type: none"> <li>• <u>Public Right of Way</u></li> </ul>
29	6.8	Amend first sentence to read: The developer is required to implement the agreed highway infrastructure works in such a way that the works can be adopted by the Highway Authority once it has been agreed that they are <u>built to an adoptable</u> standard.
29	6.9	Amend first sentence to read: <u>Unless otherwise agreed, B</u> efore occupation of a development, the developer is usually obliged to implement the approved scheme and the Highway Authority will issue a certificate of practical completion.
29	6.10	Amend first sentence to read: Developers will be required to pay fees to cover ECC's costs incurred in approving the detailed engineering drawings, <u>processing and advertising Traffic Regulation Orders</u> , and for inspecting the highway works and issuing the relevant certificate.
30	6.12	Amend paragraph to read: Where the infrastructure works include items with the possibility of a major maintenance requirement e.g. traffic signals or where the works are beyond the usual ECC specification, the Highway Authority <del>will</del> require a commuted sum from the developer to maintain that infrastructure, <del>for 15 years after adoption.</del> <u>Where the Highway Authority takes on assets from developers, there is a requirement for maintenance costs for the life of the assets, and replacement costs at the end of their useful life. Further information on this matter is available in Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020).</u>
30	6.15	Amend paragraph to read: Land compensation bonds will be required where there is a possibility of existing properties being affected by new highway development, e.g. by increased noise resulting from new highway development, including the possibility of a reduction in value <del>price</del> .
31	7.7	Add a new sentence at the end of the paragraph to read: <u>The agencies responsible for different sources of flooding are set out in the Infrastructure Delivery Plan.</u>
32	7.9	Amend paragraph to read: As the Lead Local Flood Authority, Essex County Council has produced a Surface Water Management Plan for the urban area of Chelmsford (2014 <u>18</u> ). <u>The Essex SuDS Design Guide (February 2020) sets out practical guidance for new development to promote SuDS. Essex County Council only adopt SuDS in exceptional circumstances and further guidance</u>

		is contained in Essex County Council's SuDS adoption policy. There may be instances where individual sites come forward for development, which in turn raise issues of flood risk or water management. If these cannot be addressed on site or by way of condition, it is anticipated that a Section 106 Agreement may be needed. These may need to alleviate any/all forms of flood risk and such techniques could include:
32	7.11	Amend paragraph to read: <del>Where the flood protection and water management infrastructure works include items with the possibility of major maintenance requirements or where works are beyond the usual specification, the Council will require a commuted sum from the developer to maintain that infrastructure for 15 years after adoption.</del> <u>Where Essex County Council's is not the SuDS adoption body, the Council will work with developers to identify an alternative SuDS adoption body which could include a Water Authority or private management company. The Council will work with the developer to secure the long-term maintenance of all flood risk protection and water management through a combination of planning obligation, planning condition and commuted sum payment, guaranteeing their long-term maintenance.</u>
34	8.14	Amend the last sentence to read: This may form part of the provision of Sustainable <del>urban</del> Drainage Systems (SuDS).
37	8.26	Amend the first sentence to read: Maintenance contributions will be required for all open space provided on-site- <del>when responsibility for the long-term maintenance resides with Chelmsford City Council or a Parish or Town Council.</del>
38	8.33	Amend the paragraph to read: The annual maintenance amount varies for each type of open space from £0.03 per sq.m for allotments and community gardens to £0.45 per sq.m for amenity green space and play space-, <u>based on operational costs at 2020.</u>
39	8.36	Amend the paragraph to read: The annual maintenance amount for natural green space is calculated to be £0.08 per sq.m for natural green space and £0.87 per sq.m for parks, sports and recreation grounds-, <u>based on operational costs at 2020.</u>
41	9.13	Amend the last sentence to read: <del>Green spaces provided in connection with new housing development should include the planting of three trees per net new dwelling. Where practicable, all new housing development should seek to plant three trees per net new dwelling.</del>
41 - 42	9.16	Add a new sentence at the end of the paragraph to read: <u>Further guidance on matters relating to biodiversity, which should be borne in mind when considering a site and preparing a planning application, is set out in Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020).</u>
42	9.18	Amend paragraph to read: At developments of over 100 homes, the Council will <u>seek to</u> negotiate Section 106 agreements which secure show homes that incorporate optional sustainable design features to showcase the benefits of including such features in a new build and how to move towards a zero- carbon home.
42	9.23	Add a new sentence at the end of the paragraph to read: <u>The Essex Green Infrastructure Strategy (2020) aims to enhance the urban and rural environment through creating connected, multifunctional green infrastructure that delivers multiple benefits to people and wildlife.</u>
43	10.1	Add a new sentence at the end of the paragraph to read:

		<u>Non-statutory guidance for local authorities for education to support housing growth and developers' contributions is provided in the Department for Education publication – 'Securing developer contributions for education,' (November 2019).</u>
43	10.6	Add a new sentence at the end of the paragraph to read: <u>If it is not planned to build a new school, financial contributions will be used to fund capital works to add additional capacity at academies, free schools or maintained schools in the appropriate area.</u>
43	10.9	Amend the paragraph to read: Essex County Council's (ECC) Developers' Guide to Infrastructure Contributions (2016) <sup>4</sup> (Revised 2020) provides information on <del>how the need for</del> <u>Education contributions, which incorporates early years and childcare, primary, secondary, post 16 and Special Educational Needs. The Guide provides information on how the need for additional school and early years places is are assessed; how to calculate demand from new housing development and additional site requirements. The Guide also provides information on Essex County Council's statutory responsibility to make suitable travel arrangements free of charge for eligible children, which depending on the location of a development, may require a developer contribution.</u>
44	10.13	Amend paragraph to read: Where appropriate Section 106 Agreements will seek to secure a community use <del>agreement for the public use of school sports facilities</del> , and a separate contribution will be levied for this purpose. <u>The agreement will require absolute clarity regarding which facilities would be used both by the school and the public; how they would operate and who would provide and maintain them. The ECC Developers' Guide to Infrastructure Contributions (Revised 2020) provides details of how schools sites should be laid-out. The Essex Design Guide (2018) provides a School Design Checklist and criteria, which provides further advice on how schools should be designed to encourage community access outside of school hours.</u>
45	11.5	Amend first sentence to read: New healthcare infrastructure, <u>which includes health and well-being measures</u> , will be required through Section 106 agreements.
46	12.2	Add a new sentence at the end of the paragraph to read: <u>This includes waste management, particularly in relation to the Chelmsford Garden Village.</u>
46	12.4	Amend the text in the second bullet point to read: <ul style="list-style-type: none"> <li>• Space for library use <u>which Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020), provides guidance on the threshold and form the contribution to library provision will take; but includes potentially being part of a shared community or education facility)</u></li> </ul>
47	13.7	Amend the text in the first bullet point to read: <ul style="list-style-type: none"> <li>• Improvements to paving and planting on public highway and other space directly adjoining the site <u>or a financial contribution towards the required off-site improvements.</u></li> </ul>
48	13.10	Amend paragraph to read: <del>Public realm improvements will usually be required to be completed prior to the first occupation of a development. There is a requirement for a developer to design and construct the area of Public Realm to a design and specification agreed by the Council. It will then be transferred to the appropriate Council (Parks or Highways) once it is in an adoptable condition. Upon transfer, a commuted maintenance payment will be required to cover the initial costs of maintaining the Public Realm. Development will not</del>

		<p>commence until the developer has submitted to and received written approval for a Public Realm Scheme from the Council.</p> <p><u>Development will not commence until the developer has submitted to and received written approval for a Public Realm Scheme from the Council. Developers will be required to illustrate what parts of the scheme are to be offered for adoption. For the parts of the scheme that will be offered for adoption, there is a requirement for a developer to design and construct the area of Public Realm to a design and specification agreed by the Council. It will then be transferred to the appropriate Council (Parks or Highways) once it is in an adoptable condition. Upon transfer, a commuted maintenance payment will be required to cover the initial costs of maintaining the Public Realm. The section 106 agreement will also put in place measures to agree the management and maintenance of any unadopted areas. Public realm improvements will usually be required to be completed prior to the first occupation of a development.</u></p>
50	14.5	<p>Amend the third bullet point to read:</p> <p>c) particular types of development are proposed which may significantly vary from standard models of development for sale, <u>or</u></p>
51	14.9	<p>Amend paragraph to read:</p> <p><u>Essex County Council Planning Officers Association (EPOA) has produced a Viability Protocol that sets out overarching principles for how Essex Local Planning Authorities will approach development viability. The protocol does not alter Local Plan policies or the guidance in this SPD but does provide additional advice and guidance on the information requirements and approach taken when assessing viability at the decision-making stage. The EPOA Viability Protocol is available to download at <a href="https://www.essexdesignguide.co.uk/supplementary-guidance/essex-planning-and-viability-protocol/">https://www.essexdesignguide.co.uk/supplementary-guidance/essex-planning-and-viability-protocol/</a></u></p>
51	14.15	<p>Add new sentence at the end of the paragraph to read:</p> <p><u>In most cases Essex County Council provide a first draft of the clauses required to deliver contributions it has requested. A template agreement is provided in Appendix A of Essex County Council Developers' Guide to Infrastructure Contributions (Revised 2020).</u></p>
52	14.18	<p>Add sentence at the end of the paragraph to read:</p> <p><u>Section 3.2 of Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020) provides further guidance for larger, phased development regarding contributions requested by Essex County Council.</u></p>
52	14.19	<p>Amend second sentence to read:</p> <p>Those financial contributions (excluding commuted payment relating to maintenance) that <u>are paid to the City Council and</u> remain unspent at the end of 10 years from the date when the money was paid will be returned to the payee in accordance with the terms of the individual agreements, unless they relate to infrastructure items that are required beyond 2036.</p>
52	14.20	<p>Amend paragraph to read:</p> <p><del>All financial contributions will be subject to indexation from the date of adoption of this SPD. The indexation period will therefore start with the date of adoption and end with the date when each payment becomes due. The indices to be used are the BIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices. However, if a commuted sum is required for maintenance purposes, indexation will not be applied.</del></p> <p><u>The quantum of Section 106 financial contributions will be re-assessed at the point of planning application and fixed from the point of planning permission. All Section 106 financial contributions will be subject to indexation from the point of planning permission and end with the date each payment becomes due. The indices to be used are the BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices. However, if a commuted sum is required for maintenance purposes, indexation will not be applied. The</u></p>

		<p><u>CIL charging rate is fixed in the CIL Charging Schedule and indexed on the 1st January each year based on the BCIS All in Tender Price Index, published in the preceding November. Essex County Council applies different indexation indices to different types of infrastructure. Further guidance is provided in Section 3.3 of Essex County Council's Developers' Guide to Infrastructure Contributions (Revised 2020).</u></p>
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**Appendix 3: Schedule of proposed changes to the Self-Build and Custom Build Design Code Template**

Page	Paragraph/ table/ fig ref	Council comments
6	3.1.2	<p>Amend the second paragraph to read:            The context and setting of each Self-Build/Custom Build area and intended method of delivery should inform the intended character. While the character of the Self-Build/Custom Build area will need to be <del>appropriate for</del> <u>coherent and appropriate with</u> the wider masterplan vision and surrounding context, it can <del>should</del> be distinctive <u>and innovative.</u> <del>and separate to the housing delivered by the site wide developer or existing development nearby.</del></p>



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## Chelmsford City Council Policy Board

14 January 2021

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### Making Places Supplementary Planning Document (SPD) – Consultation Feedback and Proposed Changes

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**Report by:**

Director for Sustainable Communities

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**Officer Contact:**

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#### Purpose

To present feedback from consultation on the Council's Making Places SPD and seek approval for proposed changes to the SPD for consideration by Cabinet.

#### Recommendations

- 1 That the Board agree the proposed changes to the SPD attached at **Appendix 2** of this report and recommend to the Council's Cabinet that it be adopted in accordance with those changes.
- 2 That the Board recommend to the Council's Cabinet that any subsequent minor textual, presentational or layout amendments to the final version of the SPD is delegated to the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable Development.

- 3 That the necessary legal and procedural processes are undertaken adopt the SPD and the Board recommend to the Council’s Cabinet that the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable is delegated to approve the necessary legal and procedural adoption material.
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## 1. Introduction

- 1.1 This report follows the public consultation of the Council’s draft Making Places Supplementary Planning Document (SPD). It reports on the feedback received from the public consultation and recommends the adoption of the SPD subject to some amendments following feedback received.

## 2. Background to the SPD

- 2.1 Once adopted the SPD will support the implementation of the new Local Plan. It seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, mixed use, public spaces and places, to small extensions to individual homes.
- 2.2 It sets out the standards the Council will require when considering future planning proposals by providing further detailed guidance on the policy requirements set out in the new Local Plan. It also provides good practice guidance on how development can go beyond planning policy requirements to create the most sustainable and environmentally friendly development possible. The guidance within the SPD is aligned with the priorities set out within ‘Our Chelmsford, Our Plan’ and will assist in creating development which is safer, greener, fairer, and better connected for all.
- 2.3 Once adopted the SPD will be a material consideration in the determination of planning applications and updates and replaces the following documents:
- Making Places SPD: Urban site guidance for designers, developers and planners (2008)
  - Building for Tomorrow SPD: Guidance on Sustainable Design and Construction (2013), and
  - Recycling and Waste: Planning Guidance on Storage and Collection of Recycling and Waste (2013)
  - Interim residential parking guidance (2015).

### 3. Public consultation on the SPD

- 3.1 The draft SPD was approved for public consultation by Cabinet on 2 June 2020 but owing to the coronavirus situation public consultation was delayed until later in the year following the Council's adoption of a new Statement of Community Involvement (SCI) which set out revised forms of public consultation for such documents. Consultation took place between 15 October and 12 November 2020.
- 3.2 The draft SPD document which was the subject of public consultation can be viewed at: <https://www.chelmsford.gov.uk/resources/assets/inline/full/0/4645297.pdf>

### 4. Feedback from the public consultation

- 4.1. The consultation received 63 representations from 26 different individuals/organisations. The majority of these were from organisations/public bodies and developers. It should however be noted that one representation often referred to multiple sections/paragraphs within the document.
- 4.2. A feedback report, including a summary of the representations received can be found at **Appendix 1** of this report. This sets out who and how we consulted on the SPD and the feedback received from the consultation. The feedback is set out in document order and contain details of each representation and the Council's comments and/or change proposed as a result of those comments.
- 4.3. In general, there was support for the document and its contents, subject to some suggested changes. Most changes were to ensure clarity on what was required by development and updates to reflect the latest position on some issues.
- 4.4. It was also considered that elements of the SPD suggested that development proposals were required to go beyond policy requirements in the Local Plan.

### 5. Proposed changes

- 5.1. A final schedule of proposed changes is found at **Appendix 2** of this report. This condenses proposed changes set out in the feedback report as well as some minor additional changes proposed, generally regarding drafting, to the SPD in document order. Changes are shown as ~~struckthrough~~ where text is to be removed and underlined where additional text is proposed.
- 5.2. In summary the changes are:
- Clarification/wording changes to assist in clarifying where elements of the guidance are encouraged but not a mandatory policy requirement

- Changes to ensure greater clarity or to reflect the latest guidance or policy position
- Minor wording changes to ensure greater clarity on what is a policy requirement and what is a suggestion which goes beyond policy
- The inclusion of some further best practice examples
- Minor typographic and editorial changes

5.3. Following agreement of this schedule of proposed changes by the Board and Cabinet a final version of the document will be produced and published on the Council's website as soon as practicable.

5.4. As soon as reasonably practical following adoption of the SPD, in accordance with Regulation 14 of the Town and Country Planning (Local planning) (England) Regulations 2012 (as amended) the Council will make available the SPD and an Adoption Statement. The Council will also send the Adoption Statement to anyone who has asked to be notified of the adoption of the SPD.

## 6. Conclusions

6.1 The consultation on the draft SPD received a good level of response with general support for the document. Subject to the Board agreeing the schedule of proposed changes attached at **Appendix 2** of this report, the SPD is recommended to Council's Cabinet for adoption.

### List of appendices:

Appendix 1 Feedback Report for Making Places Supplementary Planning Document

Appendix 2 Schedule of proposed changes to the Making Places Supplementary Planning Document

### Background papers:

Making Places Supplementary Planning Document Consultation Document :

<https://www.chelmsford.gov.uk/resources/assets/inline/full/0/4645297.pdf>

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## Corporate Implications

### Legal/Constitutional:

The SPD has been subject to consultation in accordance with the Planning and Compulsory Purchase Act 2004.

### Financial:

There are no cost implications arising directly from this report.

Potential impact on climate change and the environment:

The SPD will seek to ensure new development within the administration area will contribute towards meeting the Council's Climate Change agenda.

Contribution toward achieving a net zero carbon position by 2030:

The SPD will seek to ensure new development within the administration area will contribute towards achieving a net zero carbon position by 2030.

Personnel:

There are no personnel issues arising directly from this report.

Risk Management:

None.

Equality and Diversity:

The SPD will seek to ensure new development provides access for all.

An Equalities and Diversity Impact Assessment has been undertaken for the Council's new Local Plan.

Health and Safety:

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

Digital:

There are no IT issues arising directly from this report.

Other:

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

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### Consultees:

CCC – Development Management

CCC – Inward Investment and Economic Growth

CCC – Building Control

CCC – Parks Services

CCC – Legal Services

## Relevant Policies and Strategies:

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

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

Statement of Community Involvement 2020

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## Our Chelmsford, Our Plan

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

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

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

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

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

# **APPENDIX 1: CHELMSFORD CITY COUNCIL MAKING PLACES SUPPLEMENTARY PLANNING DOCUMENT (SPD) FEEDBACK REPORT**

## **Introduction**

The SPD has been produced to assist in the implementation of the City Council's Local Plan policies to ensure secure, high-quality, well-designed, sustainable development is achieved. It also provides good practice examples on how development can go beyond planning policy requirements to create the most sustainable and environmentally friendly, well-designed development possible.

## **Preparation of the draft SPD**

In preparing the draft SPD, informal consultation was carried out with a range of internal City Council officers including those from:

- Development Management
- Inward Investment and Economic Growth
- Parks
- Recycling and Waste

Initially officers had input into the proposed content and format of the SPD. As sections were drafted officers were given the opportunity to comment on them and relevant changes were then incorporated into the final draft SPD.

A workshop was also held for all City Council Members where there were 24 attendees. This included a presentation of the proposed contents and layout of the draft SPD. Members provided comments on the layout, content and proposed examples for inclusion in the SPD. These comments were then incorporated into the final draft SPD.

All the above consultees assisted in the structure and content of the document. The informal consultation stage resulted in relevant changes to the document including:

- Text updates to reflect City Council priorities, strategies, plans and initiatives
- Inclusion of specific examples throughout the SPD
- Minor editorial and presentational changes to help with the navigation of the SPD.

## **Who and how we formally consulted**

The formal public consultation took place between **10am Thursday 15 October 2020 until 4pm on Thursday 12 November 2020**.

The Council issued consultation notifications in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This included email/letter notifications to statutory bodies including Essex County Council, local Parish and Town Councils and Government bodies and all organisations/individuals on the Local Plan consultation mailing list, totalling 6,107 different consultees.

From Thursday 15 October 2020, the draft SPD was made available online at: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult) A dedicated web page was also set up on the Council's website containing detailed information about the consultation.

Paper copies were able to be viewed at the City Council's Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE, Monday to Friday 10.00am to 4.00pm.

The document was available to view at Chelmsford Library, County Hall, Market Road, subject to its restricted opening restrictions which people were notified about and directed to the following link for the latest information: <https://libraries.essex.gov.uk/contact-essex-library-service/coronavirus-andlibraries-faqs/>

During the consultation period two virtual forums for Parish Council's and Agents/Developers were held on 2 and 4 November 2020, where a presentation was made on the SPD, questions were answered by the Council, and participants were encouraged to consider the SPD and make any necessary comments as part of the consultation.

An article about the SPD consultation was published in the Council's Winter edition of the 'City Life' magazine which is distributed to households across the administration area. Two press releases were issued and coverage of the consultation was made by the Council via Twitter and Facebook during the consultation period on 9 November 2020.

In accordance with the Council's Statement of Community Involvement (SCI) the Council published a Statement of Representations alongside the consultation, advising where and when comments could be made and alerting people to the consultation through the Council webpages. This was posted on the Council's website and sent to all those consulted. It also included details of how to make comments on our dedicated consultation portal.

The consultation portal provided a web-based feedback form to add comments to. A pdf form was also available from the Council's website to download and complete.

Comments were able to be made in the following ways:

Online: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

By email: [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)

By post: Spatial Planning Services, Civic Centre, Duke Street, Chelmsford, Essex, CM1 1JE

By hand: Monday to Friday 10.00am to 4.00pm - Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE

### **Number of comments received**

63 representations were received from 26 different consultees. These are summarised in the table below. It should however be noted that where one representation refers to multiple sections/paragraphs within the document the comments made in the representation has been split and set against the relevant section/paragraph against the document to aid in the consideration of the representations. Therefore, the same representation number may appear multiple times in the table below.

## Summary of main issues raised and how they have been taken into account

Please note these are a summary of comments received. Copies of all comments are available to view in full at [https://consult.chelmsford.gov.uk/portal/po\\_\\_mp\\_spd\\_2020/making\\_places\\_spd\\_-\\_consultation\\_draft\\_2020?tab=list](https://consult.chelmsford.gov.uk/portal/po__mp_spd_2020/making_places_spd_-_consultation_draft_2020?tab=list)

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
MPSPD2	Sport England		General comment	Generally, the SPD is considered to represent good practice in relation to place-making. In particular, the incorporation of health and well-being considerations throughout the document is commended especially design considerations that would encourage physical activity.	Support welcomed.
MPSPD4	Highways England		General comment	The SPD is unlikely to have any impact upon the Strategic Road Network.	Noted
MPSPD39	Danbury Parish Council		General comment	The Parish Council is supportive of the SPD.	Support welcomed.
MPSPD41	National Grid UK		General comment	No comments to make in response to this consultation.	Noted.
MPSPD57	Crest Nicholson Partnerships and Strategic Land		General comment	<p>It is considered that there are several key points that need to be considered throughout the draft document:</p> <ul style="list-style-type: none"> <li>• It is imperative that that the SPD's content and tone should not be overly prescriptive. It should provide sufficient flexibility to allow for the pragmatic assessment of developments on their own individual merits and context.</li> <li>• A number of the SPD's principles relate to high quality design and "going beyond" Local Plan requirements. However, this is an aspiration and not a requirement, therefore it needs to be balanced against viability and deliverability.</li> <li>• The SPD needs to recognise that new character areas (particularly on a strategic development) can accentuate the sense of place and quality. The SPD fails to promote this sense of diversity in new development, with emphasis on new development replicating existing.</li> <li>• For clarity, greater reference should be made to masterplans in accordance with the adopted Local Plan's masterplan procedure (Strategic Policy S7 and paragraph 6.36) to ensure the SPD is consistent with the adopted local policy framework.</li> <li>• The content and objectives of the SPD should not adversely impact the viability and deliverability of a scheme.</li> </ul>	<p>The SPD does not require development to go beyond policy. It simply identifies areas where there may be scope to do more to encourage and promote the most sustainable forms of development. Some minor word changes are suggested throughout to ensure this is clear.</p> <p>Add new additional paragraph after 2.2 to read:  <u>As part of the Council's adopted Masterplan process the detail as to how relevant strategic sites will satisfy the requirements of the respective site policies in the Local Plan, as well as the aims and objectives of this SPD, will be considered through the iteration, consultation and quality review panel assessment of these sites. This SPD provides guidance but is not intended to stifle innovation and local design solutions identified through masterplans.</u></p>
MPSPD43	Countryside Properties		General Comment	We welcome the Council's decision to advance the SPD (Supplementary Planning Document). Where we do have areas of concern, we recommend amendments be made to the SPD followed by further engagement with the development industry prior to adoption. Supplementary planning documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies. In certain areas, we are concerned that the SPD is straying into creating policy and proposing measures that were not considered as part of the viability assessment supporting the Local Plan.	The SPD sets out at the beginning that it seeks to encourage but not require developments to go beyond policy requirements. Various amendments are proposed throughout the SPD to ensure this is clearer.
MPSPD3	Anglia Ruskin University		General comment	General support given to sections 1, 5, 6, 7, 9	Support welcomed
MPSPD5	Transport for London		General comment	No comments to make on the Making Places SPD.	

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments				
MPSPD16	Runwell Parish Council		General comment	Support for the document.	Support welcomed.				
MPSPD22	Natural England		General comment	No specific comments to make.					
MPSPD42	Hopkins Homes		General comment	Support the intended purpose of promoting and securing high-quality sustainable new development. Some concerns in respect of specific aspects of the SPD, principally in terms of the nature of some of the wording in the guidance and how this might be interpreted by decision-makers. It is important to recognise that whilst Supplementary Planning Documents can build upon and provide more detailed advice or guidance on policies in the Local Plan and are a material consideration in decision-making, as they do not form part of the Development Plan, they cannot introduce new planning policies and the guidance they provide does not have the same status as the Development Plan. There are references within the SPD to it providing guidance and being a material consideration, but we suggest that text within the SPD should also make clear that it does not introduce new policy and is not part of the Development Plan. Without such clarification, our concern is that future decision-makers, the public and other stakeholders may wrongly infer that the SPD has greater weight than it can.	The document sets out the relevant policies throughout and provides practical implementation of the Local Plan policies and also encourages additional good practice to achieve high quality development. Some minor wording changes are suggested throughout the document to ensure this is clearer.				
MPSPD66	Essex Police		General comment	Essex Police welcome the inclusion of crime prevention theory throughout and consideration of the various components that makes a place.	Support welcomed				
MPSPD66	Essex Police		General comment	Lighting is prevalent throughout the documentation and Essex Police would strongly recommend that this notion is broadened to embody lighting as a crime prevention tool. Lighting plays a pivotal role in deterring criminal activity at all times (not just during the darker nights), but also promotes a feeling of safety within that space. When designing both public and private space, and when applied and designed correctly, lighting can reduce the potential for crime.	In addition to other references throughout, the principles for safety of spaces includes ensuring spaces are well lit. Paragraph 7.14 refers to secured by design which includes guidance on lighting for different types of development. As this SPD does not seek to repeat existing guidance it is considered the issue of lighting is appropriately covered by reference throughout the document as well as referring to secured by design.				
MPSPD66	Essex Police		General comment	Appreciative of the prospect of increasing opportunities for natural surveillance, community interaction, and environmental control, Essex Police would wish to be consulted around the placement of doors and windows facing into public space.	No suggested change to the document but Development Management will consider this request and discuss further with Essex Police to establish which further applications would be appropriate to consult the police on.				
MPSPD19	Anglian Water Services		Tables at beginning of each section	There are number of tables which reference different types of development but this doesn't appear to refer to specifically to employment or retail uses expect where these form part of a mixed use site.	Amend last development type column to read: Mixed use <u>and non-residential uses</u>				
MPSPD2	Sport England		Introduction	While the Council's Livewell Development Accreditation Scheme is referenced in section 7 of the SPD, given the strong relationship between the content of the SPD and the health and well-being elements of place making that are encouraged to be exemplified through the accreditation scheme, it is requested that reference be made to the Livewell Development Accreditation Scheme in the introductory section of the SPD as well as in the section on the Accessibility of Public Spaces.	Add the following to table on page 5 and 6: <table border="1" data-bbox="1834 1396 2718 1564"> <tr> <td colspan="2"><b>Livewell</b> - <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a></td> </tr> <tr> <td>Livewell is an accreditation scheme which seeks to place health and well-being at the heart of developments.</td> <td>Encouraged to design a scheme in accordance with the Livewell accreditation for all strategic scale development</td> </tr> </table>	<b>Livewell</b> - <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a>		Livewell is an accreditation scheme which seeks to place health and well-being at the heart of developments.	Encouraged to design a scheme in accordance with the Livewell accreditation for all strategic scale development
<b>Livewell</b> - <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a>									
Livewell is an accreditation scheme which seeks to place health and well-being at the heart of developments.	Encouraged to design a scheme in accordance with the Livewell accreditation for all strategic scale development								
MPSPD23	Grosvenor Developments Limited and Hammonds Estates LLP	1	Paragraph 1.1 – 1.7	Fully supports the preparation and purpose of the SPD. It provides a clear direction not only when assessing proposals as set out in the currently adopted Local Plan, but also as the Plan moves towards the next phases of review and new sites are allocated for development.	Support welcomed.				
MPSPD57	Crest Nicholson Partnerships and Strategic Land	1	Paragraph 1.2	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan <b>and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans.</b></i>	Amend paragraph to read: It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan <u>and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans.</u>				

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MPSPD1	Galleywood Parish Council	1	Paragraph 1.4	It is unclear as to what the statement 'including the commitment to make the Council's activities net-zero carbon by 2030 and achieve 100% carbon energy across the Council's full range of functions by 2030' actually means.	The wording comes from the City Councils Climate and Ecological Emergency declaration made in 2019.
MPSPD24	Grosvenor Developments Limited and Hammonds Estates LLP	2	Paragraph 1.8	The document could be clearer in presenting what is a policy requirement and what is to be encouraged but not strictly required by policy.	The document sets out the relevant policies throughout and provides practical implementation of the Local Plan policies and also encourages additional good practice to achieve high quality development. Some minor wording changes are suggested throughout the document to ensure this is clearer.
MPSPD25	Grosvenor Developments Limited and Hammonds Estates LLP	2	Paragraph 2.2	As the current Local Plan moves towards the next stage of review, guidance provided in this SPD will also be helpful to developers, Councillors and officers in identifying the most suitable sites to deliver growth and quality in accordance to the SPD principles and the Council's priorities, at site selection stage and further Examination stages.	The SPD is not intended to identify future areas for growth, this will be done through the future review of the Local Plan.
MPSPD42	Hopkins Homes	2	Paragraph 2.2	This makes reference to masterplans and confirms that the guidance it provides is intended for use in the masterplanning process. We acknowledge that guidance within the SPD will be of use to all stakeholders in the masterplanning process. However, it is pertinent to note that the Council's adopted Masterplan Procedure ensures the iterative preparation of masterplan for the relevant strategic growth sites, through a process whereby bespoke, site-specific approaches to various site-specific issues are determined. In many cases, this will inevitably result in alternative solutions to those suggested within the SPD. We suggest that the SPD should acknowledge the unique status of the strategic sites required to go through the Masterplan Procedure, and that whilst the guidance will be a useful tool in this process, make expressly clear that it is not expected to be slavishly adhered to. Our concern is that without such clarification, entirely suitable proposals prepared in conjunction with the Council and other stakeholders for the masterplanned sites may be unjustifiably perceived negatively by decision-makers.	Add new additional paragraph after 2.2 to read: <u>As part of the Council's adopted Masterplan process the detail as to how relevant strategic sites will satisfy the requirements of the respective site policies in the Local Plan, as well as the aims and objectives of this SPD, will be considered through the iteration, consultation and quality review panel assessment of these sites. This SPD provides guidance but is not intended to stifle innovation and local design solutions identified through masterplans.</u>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	2	Paragraph 2.4	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>This SPD provides detailed guidance to assist in the...Developer <del>going beyond</del> <b>meeting</b> the Local Plan requirements to deliver more sustainable forms of development.</i>	The SPD is aimed at encouraging development to go beyond policy requirements. When read alongside paragraph 2.6 it is clear that going beyond policy is to be encouraged but is not a requirement.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	2	Paragraph 2.6	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>It also includes detailed guidance on how to <del>go beyond</del> <b>meet</b> the Local Plan policy requirements to encourage development to be futureproofed and be as sustainable and energy efficient as possible <b>without adversely affecting the viability and deliverability of a proposed scheme.</b></i>	Reference to viability is not necessary as this has been tested at a Local Plan level and the SPD is not requiring development to go beyond this.
MPSPD3	Anglia Ruskin University	3	Table	The 4 'Development types' referenced throughout the document do not include (and thereby do not apply to) a non-residential single use. The SPD should explicitly apply to a non-residential single use.	Amend last development type column to read: Mixed use <u>and non-residential uses</u>
MPSPD26	Grosvenor Developments Limited and Hammonds Estates LLP	4	Paragraph 2.12	This does not seem to happen in the actual chapters. Apart from the policy numbers being listed below the headings, there is no clear distinction in the main text between policy requirement and guidance that is 'strongly encouraged'.	The document sets out the relevant policies throughout and provides practical implementation of the Local Plan policies and also encourages additional good practice to achieve high quality development. Some minor wording changes are suggested throughout the document to ensure this is clearer where necessary.

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MPSPD27	Grosvenor Developments Limited and Hammonds Estates LLP	4	Paragraph 2.13	The final sentence of this paragraph is unclear and would benefit from being more explicit (e.g. what other guidance elsewhere in the SPD is relevant and where conflict arises).	Amend last sentence of paragraph to read: Where there is conflict with other guidance <u>or policy published after the adoption of the SPD elsewhere the SPD guidance should take precedence decision makers may give it weight, if appropriate, alongside the provisions of the SPD.</u>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	4 & 5	Paragraph 2.13 & 3.11	Is not considered that the SPD should conflict with recently adopted national, county or local policy/guidance. If any of the guidance contained within the table on pages 5 and 6 conflicts with the SPD, it should not be referred to.	This paragraph refers to other guidance documents referred to throughout in the SPD as a whole. The SPD does not conflict with any formally adopted guidance or policy. There may however be instances where such guidance documents referred to in the SPD differ on specific points due to the local context of Chelmsford.
MPSPD2	Sport England	5	Other Relevant Guidance	Sport England and Public Health England's Active Design guidance <a href="https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design">https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</a> should be included in the list of other relevant guidance. Like Secured by Design and Lifetime Homes that have been listed, Active Design represents established guidance on designing to encourage physical activity that is relevant to much of the SPD. Furthermore, Active Design principles have been embedded into the Essex Design Guide and the Council's Livewell Development Accreditation scheme	Include link and reference to this document in the table of Other relevant guidance to read: Sport England and Public Health England's Active Design guidance <a href="https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design">https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</a> Represents established guidance on designing to encourage physical activity. Encouraged for all forms/scales of development.
MPSPD59	Essex County Council	5	Paragraphs 3.7 – 3.9	Reference should be made to the adopted Essex Minerals Local Plan (MLP) (2014) and the Essex and Southend-on-Sea Waste Local Plan (WLP) (2017), which form part of the Development Plan for the Chelmsford administrative area.	It is acknowledged that the MLP and WLP, as well as the Marine Management Plan form part of the Development Plan. However, these are picked up in the production of the Local Plan itself. This SPD is about the implementation of the Local Plan, of which these three documents has informed, so further reference within it is not considered to be necessary. Further reference to these Plans is however made in paragraph 9.23.
MPSPD12	Melville Dunbar Associates	5	Paragraph 3.11	The precedence of different documents and standards may change over time. It should be the most recently adopted that takes precedence.	Amend last sentence of paragraph 2.13 to read: Where there is conflict with other guidance <u>or policy published after the adoption of the SPD elsewhere the SPD guidance should take precedence decision makers may give it weight, if appropriate, alongside the provisions of the SPD.</u>
MPSPD28	Grosvenor Developments Limited and Hammonds Estates LLP	5	Paragraph 3.11	This paragraph is unclear and would benefit from being more explicit. For example, it is unclear how this SPD can take precedence over policies as it is intended to be guidance that is applicable to a specific policy. Also, it is not clear if it suggested that when applying other standards (such as the TCPA Garden City Principles or the Essex design Guide) this SPD always take precedent in case of conflict.	This paragraph refers to other guidance documents referred to throughout the SPD as a whole. The SPD does not conflict with any formally adopted guidance or policy. There may however be instances where such guidance documents referred to in the SPD differ on specific points due to the local context of Chelmsford. It is however considered appropriate to amend the first sentence of the paragraph to be clear this SPD does not override adopted policies, to read: There are a number of other relevant <del>policies/</del> standards/benchmarks/strategies which should be considered alongside this SPD.
MPSPD58	Essex County Council	5 & 26	Paragraph 3.12 & 7.34	ECC supports the purpose of the SPD and recommend reference is made to the Essex Green Infrastructure Strategy (2020) in terms of other relevant guidance in paragraph 3.12 and 7.34 regarding public spaces.	The table of 'other relevant guidance' includes guidance which is referred to in various places throughout the document to save having to repeat throughout the document. It is however considered appropriate to add additional text to end of paragraph 7.34 to read: <u>The Essex Green Infrastructure Strategy (2020)</u> <a href="https://www.placeservices.co.uk/resources/built-environment/essex-gi-strategy/">https://www.placeservices.co.uk/resources/built-environment/essex-gi-strategy/</a> also seeks to enhance, protect and create an inclusive and integrated network of high-quality multi-functional green infrastructure in Greater Essex.

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					<u>Opportunities for delivering and integrating with other green infrastructure set out within this Strategy should be considered.</u>
MPSPD1	Galleywood Parish Council	5 & 6	Section 3	The hyperlinks as published do not appear to work. Perhaps the document should have been considered as a web document rather than a pdf - A good example of which is the Essex Design Guide.	All hyperlinks appear to work but different computer settings can impact the use of pdf documents. Publication of the final SPD as a web-based document will be explored and made available if possible.
MPSPD11	Historic England	7	Section 4	We are pleased to note the inclusion of historic environment considerations under Site Analysis in this section. Where possible, we would encourage the document as a whole to present historic environment considerations in terms of 'opportunity' rather than as 'constraint', as is often seen. This is especially given the context of the research we link to above, which sets out the importance of embodied carbon bound up in the historic and pre-1919 built environment. We would also highlight that stakeholder consultation is potentially a stage that is missing from the Design Process set out on page 7. This includes, but is not limited to, those statutory consultees such as Historic England.	Various suggested detailed changes to the Historic Environment section are agreed in the comments below. The SPD includes a link to the Council's adopted Masterplan and pre-application processes, as well as the general design processes to following when preparing a scheme on page 7. These include the need for stakeholder consultation so it is not considered necessary to repeat these in this SPD which is about policy implementation rather than processes.
MPSPD29	Grosvenor Developments Limited and Hammonds Estates LLP	7	Paragraph 4.1 - 4.3	This Section needs to make reference to the importance of community and stakeholders engagement in the earlier stages of design and site appraisal. Residents, groups and organisations are local experts and therefore a helpful starting point that can give insights on a site that perhaps desktop and technical assessments cannot provide.	The SPD includes a link to the Council's adopted Masterplan and pre-application processes, as well as the general design processes to following when preparing a scheme on page 7. These include the need for stakeholder consultation so it is not considered necessary to repeat these in this SPD which is about policy implementation rather than processes.
MPSPD60	Essex County Council	7	Paragraph 4.3	Reference to the City Council pre-application process and Masterplan Procedure (including Planning Performance Agreements (PPAs)), and the Essex Quality Review Panel in paragraph 4.3, and is supported. In addition, ECC also has its own pre-application advice procedure and has also produced a model Planning Performance Agreement to outline the offer and to assist partners in this process. It also details fees for this service, which has a different charging structure to ECC pre-application advice services. ECC also provides pre-application highway advice providing an early indication of whether any proposal is likely to be acceptable to the Highway Authority or not and which details of information should be submitted with any planning application. <a href="https://www.essex.gov.uk/planning-advice-guidance/highways-planning-advice">https://www.essex.gov.uk/planning-advice-guidance/highways-planning-advice</a>	Support welcomed. CCC encourages pre-planning advice within its administration area to come through its planning services for a consistent approach. The link to the CCC pre-application advice service on page 7 provides a link to cover ECC Highway pre-application advice so further reference in the document is not considered necessary.
MPSPD61	Essex County Council	8	Objectives	In order to be consistent with the section 'What does success look like', the 3rd objective could be amended to read: Create a high-quality network of multi-functional Green Spaces.	Amend third 'Objective' to read: Create a high-quality network of <u>multi-functional Green Infrastructure Spaces</u> .
MPSPD19	Anglian Water Services	8	What does success look like	Reference is made to sustainable urban drainage. It is suggested that the term Sustainable Drainage Systems should be used for consistency with the wording of National Planning Policy.	Amend third bullet point to read: <ul style="list-style-type: none"> <li>Integrated sustainable <del>urban</del> drainage</li> </ul>
MPSPD8	Chelmsford & Central Essex RSPB Local Group	8	Paragraph 5.2	General support for section 5. The wording 'where necessary' should be deleted from paragraph 5.2.	As an ecological impact assessment will not always be required it is appropriate to retain the wording 'where necessary'.
MPSPD44	Countryside Properties	8	Paragraph 5.2	The Making Places SPD seeks net biodiversity gain and for all applications to demonstrate this using a biodiversity metric calculation. The new Local Plan confirms that development should deliver biodiversity net gain where possible in Policy DM16. Clause 90 of the Environment Bill introduces Schedule 14 which will amend the Town and Country Planning Act 1990 such that it will become mandatory for developers to	The Environment Bill is intended to make net gain mandatory and developers will need to provide 10% biodiversity net gain. The use of the metric will consider sites at outline and provide a baseline calculation for all area and linear habitats present. By using the metric at this stage it will steer and negotiate solutions by looking at the wider scheme to

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				provide 10% biodiversity net gain in respect of any new development that results in habitat loss or degradation. The SPD should make it clear that; - Ahead of the Environment Bill, the requirement should be to demonstrate biodiversity net gain where possible in line with Policy DM16 - Post the passing of the Environment Bill, the target for Biodiversity Net Gain will follow that established by national legislation At sites such as Beaulieu, residential parcels and landscaping areas have been brought forward as separate reserved matters applications. The use of any metric needs to consider the strategic sites as whole and an integrated approach must be taken to any biodiversity calculation tools used moving forward. Therefore, a transitional arrangement should be introduced for sites which already have already obtained outline consent.	provide different net gain to achieve the best result. The provision of arrangements to secure the delivery of net gain and offsetting will be provided at reserved matters. When looking to implement net gain through DM16 it is important this is consistent and quantifiable therefore the use of the Defra 2.0 metric should be used.
MPSPD17	The Landscape Conservation Trust	9	Paragraph 5.3	To include the sentences indicated by " " to ensure a genuine, additional 10% biodiversity net gain is actually delivered. All types of development that have an impact on biodiversity, "must ensure a 10% biodiversity net gain" through an increase in ..."The City Council has a Biodiversity Net Gain Checklist (.....) which needs to be completed and submitted with all proposal likely to affect biodiversity."	Reference and a link to the Council's biodiversity checklist is provided in paragraph 5.2. A 10% biodiversity net gain is not a policy requirement but Policy DM16 does required all development to deliver a net gain in biodiversity where possible. Last sentence of paragraph to be amended to read: All types of development that have an impact on biodiversity, are <del>encouraged</del> <u>required to ensure deliver</u> biodiversity net gain through an increase in appropriate natural habitat and ecological features over and above those being affected.
MPSPD18	Bellway Homes Ltd	9	Paragraph 5.4	Section 5 of the SPD seeks to secure a net gain in biodiversity in line with the NPPF and Policies S4, S9 and DM16 of the Local Plan. However, paragraph 5.4 of the SPD refers to the use of a metric. The use of a metric is not referred to within the NPPF nor the Local Plan. It is expected that the use of a metric will be secured within the emerging Environment Bill, however, this has been delayed with recent reports stating that it won't come into force until after Brexit. The SPD should remove reference to the use of a metric as this has no grounding in enacted legislation or adopted policy. If the Environment Bill ever receives royal assent, then this would govern the use of a metric.	The biodiversity metric has come from Defra. There are two accepted metrics used nationwide; Defra 2.0 or the Warwickshire metric. We recommend the use of the Defra 2.0 metric (which may later be updated further) and it allows for consistency when considering all relevant applications within our district. To assist developers with implementing net gain correctly, and in order to quantify losses and gain to biodiversity consistently, a metric must be used.
MPSPD8	Chelmsford & Central Essex RSPB Local Group	9	Paragraph 5.4	Should the second sentence read "It uses a matrix as a proxy.....", rather than "it uses a metric as a proxy"?	As set out in response to comments above reference to 'metric' is correct.
MPSPD30	Grosvenor Developments Limited and Hammonds Estates LLP	9	Paragraph 5.4	We agree that Biodiversity Net Gain must be objectively measurable. However, we would note that it is important to retain flexibility and use a site-bespoke approach when selecting the metrics to be used to score BNG. In our experience, if metrics are utilised where the objective is simply to achieve maximum scores through a fairly number/units-driven exercise, interventions and landscape proposals could work against placemaking and quality objectives. We believe that standards and accreditations such as "Building with Nature" also have an important role to play in ensuring that the benefits of developments in key areas such as water/wellbeing/wildlife are assessed comprehensively and not only through scores and biodiversity units.	As set out above there are two metrics that have been tried and tested and adopted by the industry. A site-bespoke approach would not be supported. The metric tool would be used to steer and negotiate solutions by looking at the scheme to provide different net gain to achieve the best result, while taking account of other planning objectives. There will be occasions whereby offsetting is required as not all net gain would be deliverable on site.
MPSPD17	The Landscape Conservation Trust	9	Paragraph 5.5	To include the sentences indicated by " " to ensure a genuine, additional 10% biodiversity net gain is actually delivered. .... therefore delivered through Habitat Banking - "Habitat Banks providing biodiversity net gain should deliver a genuine, "additional" biodiversity net gain that is bigger, better, and more joined-up at a landscape-scale." In Chelmsford, 'The Habitat Bank' has been created to assist with this available at	The link to the Council's Habitat Bank covers these aspects. As set out at the beginning of the SPD it does not seek to repeat guidance elsewhere but provides links to this information.

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				<a href="https://acjecology.co.uk/habitat-bank">https://acjecology.co.uk/habitat-bank</a> "A Management and Monitoring Plan indicating who is responsible for delivering the biodiversity units must be submitted with the planning application to provide confidence to the City Council that actual biodiversity units are being delivered." "Regular reports should be provided to the Council on the progress and success of the biodiversity net gain project."	
MPSPD31	Grosvenor Developments Limited and Hammonds Estates LLP	9	Paragraph 5.5	We strongly support the approach recommended in this Section. In particular, we agree that compensating for biodiversity loss off-site should be seen as a last resort.	Support welcomed
MPSPD57	Crest Nicholson Partnerships and Strategic Land	9	Principles to be considered to incorporate biodiversity net-gain and ecological enhancements	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li>• <b>Aim to</b> avoid losing irreplaceable habitat and biodiversity that cannot be offset elsewhere, such as aged or veteran trees</li> <li>• <b>Aim to</b> ensure that lost or damaged features are not replaced by features of lower biodiversity value.</li> <li>• Avoid fragmenting or isolating habitats, instead enhance connections between sites, either through corridors or through 'stepping stones' <b>where possible</b>.</li> </ul>	These bullet points are sufficiently worded regarding their objectives.
MPSPD8	Chelmsford & Central Essex RSPB Local Group	9	Paragraph 5.6	Support the examples of how features can be incorporated into the design of any scheme to enhance the ecological offer of a development. Further, more detailed wording suggestions re bird boxes. Culverts beneath busy roads, particularly when connecting green infrastructure could also be referenced in the third bullet point. The final bullet point could include wording to encourage hedgehog friendly fencing between gardens on new developments.	The details given are examples, further consideration and advice can be found in the relevant link provided or can offered by the Council for specific schemes. Amend wording for figure 1 to read: Swift bricks should be installed high up in gable ends or directly under eaves, <u>ideally no less than 4m above ground level</u> Amend final bullet point to read: <ul style="list-style-type: none"> <li>• Hedgehog <u>fencing/crossings/highways</u> can provide safe routes for hedgehogs to pass through development</li> </ul>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	9	Paragraph 5.6	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): Amendments to the bullet points within the paragraph: <ul style="list-style-type: none"> <li>• <b>Where possible</b>, bird nest provision should be placed north to north-east facing, in shade and away from windows.</li> <li>• Bat boxes should be installed south to south- west facing 3-5 <b>metres</b> high, away from direct lighting, adjacent to vegetation (connected, commuting corridor) and free from obstruction <b>where possible</b>.</li> <li>• <b>Where feasible</b>, consider installing guide walls or passageways to prevent access to roadways or use wildlife kerbs to provide a recess around drains to prevent small mammals and amphibians (frogs, toads, newts) falling into gullies and being unable to escape.</li> </ul>	Paragraph 5.6 makes it clear that these bullet points are examples of how features can be incorporated into development to offer enhance ecology within a development.  Amend second bullet point to read: <ul style="list-style-type: none"> <li>• Bat boxes should be installed south to south- west facing 3-5 <u>metres</u> high, away from direct lighting, adjacent to vegetation (connected, commuting corridor) and free from obstruction.</li> </ul>
MPSPD63	Essex County Council	10	Paragraphs 5.7 – 5.9	Reference to the future on-going maintenance of Green Infrastructure should be included in this section.	Add additional bullet point to the principles for Green Infrastructure to read: <ul style="list-style-type: none"> <li>• <u>Consider the future on-going maintenance of Green Infrastructure.</u></li> </ul>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	10	Principles to be considered to assist in contributing to suitable Green Infrastructure	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li>• <b>Consider <del>Retain</del> key green infrastructure features and improve connectivity to them, for example linear corridors such as hedgerows, rivers/streams, and railway lines.</b></li> </ul>	Amend bullet point to read: <ul style="list-style-type: none"> <li>• <u>Seek to retain</u> key green infrastructure features and improve connectivity to them, for example linear corridors such as hedgerows, rivers/streams, and railway lines.</li> </ul>

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MPSPD2	Sport England	10	Principles to be considered to assist in contributing to suitable Green Infrastructure	While acknowledging that it is covered in other parts of the SPD, green infrastructure should be designed (where appropriate) to provide a destination for people to walk and/or cycle to for recreation and should be accessed by footpath and cycleways (subject to any environmental constraints). It is requested that this be reflected in the list of principles.	Add additional bullet point in 'Principles' to read: <ul style="list-style-type: none"> <li><u>Consider appropriate walking/cycle/bridleway access to Green infrastructure</u></li> </ul>
MPSPD61	Essex County Council	10	Principles to be considered to assist in contributing to suitable Green Infrastructure	Amend 3rd principle to read: Identify connections to the wider landscape with complementary habitats that provide ecological networks (including nature recovery networks) through the site and beyond.	The addition of '(including nature recovery networks)' is considered unnecessary. These can be included in such networks but will not always be applicable to development, depending on the opportunities for such recovery networks in the locality.
MPSPD63	Essex County Council	11	Paragraphs 5.10 – 5.14	Reference to the future on-going maintenance of SuDS should be included in this section.	Add additional bullet point to the principles for SuDS to read: <ul style="list-style-type: none"> <li><u>Consider the future on-going maintenance of SuDS within a scheme.</u></li> </ul>
MPSPD61	Essex County Council	11	Paragraph 5.11	Wording appears to missing from the end of this paragraph.	Amend paragraph to read: As such they make more efficient use of the open space network and provide informal <u>recreational access</u> .
MPSPD61	Essex County Council	11	Paragraph 5.12	Industry guidance and best practice for SuDS should also refer to the published BS8582 Code of practice for surface water management for development sites.	Add additional sentence to end of paragraph to read: <u>The published BS8582 Code of practice for surface water management for development sites should also be referred to.</u>
MPSPD61	Essex County Council	11	Paragraph 5.14	Reference to ECC SuDS Design Guidance is welcomed. A better weblink to the guide can be found via <a href="https://www.essexdesignguide.co.uk/suds">https://www.essexdesignguide.co.uk/suds</a> In addition, ECC has produced a guidance document called SuDS Planning Advice. This service can be used at any stage during the planning application process and is available at <a href="https://flood.essex.gov.uk/new-development-advice/apply-for-suds-advice/">https://flood.essex.gov.uk/new-development-advice/apply-for-suds-advice/</a>	Amend paragraph to read: ECC has produced a guidance document called 'SuDS design guide 2020 <del>advice</del> ', which should be followed and is available from: <del><a href="https://flood.essex.gov.uk/new-development-advice/how-to-design-suds-in-essex">https://flood.essex.gov.uk/new-development-advice/how-to-design-suds-in-essex</a></del> <a href="https://www.essexdesignguide.co.uk/suds">https://www.essexdesignguide.co.uk/suds</a> In addition, ECC has produced SuDS Planning Advice. This service can be used at any stage during the planning application process at: <a href="https://flood.essex.gov.uk/new-development-advice/apply-for-suds-advice/">https://flood.essex.gov.uk/new-development-advice/apply-for-suds-advice/</a>
MPSPD19	Anglian Water Services	11	Paragraph 5.14	Reference is made to consulting Essex County Council as a Lead Local Flood Authority at an early stage in relation to the design process for SuDS. In addition, we would ask that additional text be added to include reference to early engagement with Anglian Water where it is proposed to put forward SuDS features for adoption.	Add additional wording to end of paragraph 5.14 to read: <u>Anglian Water should also be consulted at an early stage where SuDs (which meet the legal definition of a sewer) are expected to be adopted by the sewerage company. Further guidance is available on Anglian Water's website: <a href="https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/">https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/</a></u>
MPSPD8	Chelmsford & Central Essex RSPB Local Group	11	Paragraph 5.15	'Reducing carbon / adding oxygen in the atmosphere' should be an additional bullet point.	Add additional bullet point to read: <ul style="list-style-type: none"> <li><u>Reducing carbon/adding oxygen in the atmosphere</u></li> </ul>
MPSPD8	Chelmsford & Central Essex RSPB Local Group	11	Principles to be considered when designing a SuDS scheme	Support given. Attenuation storage is encouraged and supported as it helps to reduce flooding whilst helping to control the peak allowable runoff rate. In addition, well-designed SUDS schemes using above ground storage should be considered in order to enhance biodiversity and green areas. The integration of above ground storage and open space does not always have to be in the form of an empty detention/infiltration basin. Where practicable; the storage facility could be divided into compartments connected by overflows and/or pipes. This could help slow the velocity of the water flow, thus encouraging the settlement of suspended solids before they enter the main	All of these may be acceptable depending on the nature of a scheme. The links provided within the document provide further reference in accordance with the requirements of the lead Local Flood Authority.

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				river. It would also provide a safety feature by controlling water depth. In addition it may provide damp areas in dry periods benefitting wildlife. Periodic maintenance to retain the capacity within the storage facility by the removal of silt can be carried out in the different compartments in different years thereby retaining a bank of flora and fauna that can re-colonise the cleared areas.	
MPSPD2	Sport England	11	Principles to be considered when designing a SUDS scheme	SuDS can provide an attractive destination that encourages people to walk/cycle if well connected to the existing and proposed walking/cycling network. In particular, they can provide attractive viewpoints and where appropriate should be supported by seating to encourage people to visit. It is requested that this be reflected in the list of principles.	Add additional bullet point in 'Principles' to read: <ul style="list-style-type: none"> <li>Consider multi-functional use of SUDS to enhance the open space/Green Infrastructure networks</li> </ul>
MPSPD19	Anglian Water Services	11	Principles to be considered when designing a SuDS scheme	Reference could also be made to water re-use measures where relevant - rainwater harvesting and surface water harvesting which can form part of an integrated system.	Add additional bullet point to read: <ul style="list-style-type: none"> <li>Consider if rainwater harvesting and surface water harvesting can form part of an integrated scheme.</li> </ul>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	12	Paragraph 5.17	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <del>Hawthorn should be at least 50% of the mix and can be complemented with Hazel, Blackthorn, Dogwood, Field Maple, Holly, Spindle, Guelder Rose and Dog Rose. In non-urban locations none native species, such as conifers and laurel should be avoided.</del> <b>Tree and hedge planting should include appropriate native species where possible. Both the level of planting and species selection will be informed by individual site-characteristics and identified as part of the detailed planning application process.</b>	Insert additional wording before last sentence of paragraph to read: <u>Tree and hedge planting should include appropriate native species where possible.</u> In non-urban locations non native species, such as conifers and laurel should be avoided. <u>The level of planting and species selection will be informed by individual site-characteristics and identified as part of the detailed planning application process.</u>
MPSPD13	Melville Dunbar Associates	12	Paragraph 5.18	The ambition to secure three new trees for every new home is laudable. However, account should also be taken of existing vegetation. Where development areas already include a high level of landscaping and tree cover, a requirement to retain and maintain existing vegetation should be an acceptable alternative.	Amend last sentence of paragraph to read: Green spaces provided in connection with new housing development should, <u>where practicable</u> , include the planting of three trees per net new dwelling.
MPSPD18	Bellway Homes Ltd	12	Paragraph 5.18	Whilst Bellway supports this pledge in principle, it has significant concerns with the proposed delivery of this pledge. The requirement for developments to provide three new trees per net new dwelling within the development has significant space and cost implications which are likely to render most development unviable. This quantitative requirement is not referred to within the Local Plan and should therefore be removed from the SPD. Any additional tree planting within a development in accordance with Policy DM17 should be considered on a site and scheme specific basis taking into account specific constraints and circumstances.	Amend last sentence of paragraph to read: Green spaces provided in connection with new housing development should, <u>where practicable</u> , include the planting of three trees per net new dwelling.
MPSPD45	Countryside Properties	12	Paragraph 5.18	The document highlights the council's aspiration for the planting of three trees per net dwelling. Whilst Countryside wholly supports a landscape led approach and recognises the importance of tree planting in response to the climate emergency declared by the council in 2019, the stipulation of three trees per net dwelling may be difficult to achieve on some sites leading to costly delays in the delivery of homes. The introduction of a new policy, such as the requirement to plant three trees per net dwelling, is inappropriate within an SPD. A policy can only be introduced through the Local Plan process. Paragraph 5.18 should be amended to support the "Undertaking of a greening programme to significantly increase the amount of woodland and the proportion of tree cover in Chelmsford" to align with the Climate Emergency declaration and Action Plan, 2019.	Amend last sentence of paragraph to read: Green spaces provided in connection with new housing development should, <u>where practicable</u> , include the planting of three trees per net new dwelling.

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MPSPD57	Crest Nicholson Partnerships and Strategic Land	12	Principles to be considered when selecting trees and hedges to plant	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li>• <b>Try to avoid planting large trees on a southern boundary due to shading, if necessary, plant trees that provide a light and dappled canopy.</b></li> <li>• <del>All new housing development should seek to plant three trees per net new dwelling.</del></li> </ul> This is too prescriptive and not justified. Housing developments will have individual site characteristics that inform the type and number of trees proposed.	Amend last bullet point to read: <ul style="list-style-type: none"> <li>• <u>Where practicable</u>, all new housing development should seek to plant three trees per net new dwelling.</li> </ul>
MPSPD8	Chelmsford & Central Essex RSPB Local Group	12	Principles to be considered when selecting trees and hedges to plant	Whilst the principles adequately cover new tree and hedge planting no mention has been made when building close to existing established trees. On a number of occasions in recent years, trees, even those with the benefit of Tree Preservation Orders, have been allowed to be felled. This is because of settlement problems where houses have been built too close to the trees. To avoid this in the future, the principle of a safeguarding stand-off to existing trees should be incorporated within this SPD.	Additional paragraph to be added after 5.18 to read: <u>Consideration of existing trees, especially protected trees, should be given to ensure the longevity of such trees is not compromised by future development.</u>
MPSPD62	Essex County Council	13	Objectives	The first objective should be amended to be consistent with the modal hierarchy stated in paragraph 4.10 of the adopted Chelmsford Local Plan, and consistent with the site infrastructure requirements for each strategic site allocation.	Amend first and second bullet points to read: <ul style="list-style-type: none"> <li>• Create spaces and places which put <u>walking, cycling, and</u> public transport before the private car</li> <li>• Ensure safe and accessible cycle and pedestrian routes, <u>and where appropriate bridleways</u>, at the heart of place making</li> </ul>
MPSPD32	Grosvenor Developments Limited and Hammonds Estates LLP	13 & 17	Content table Principles to be considered for creating parking spaces	The principles to be considered for "Creating a parking space" should be applied to major developments. Subject to appropriate design, "Creating a parking space" and "Parking Standards" also tick the 'Fairer' and 'Connected' priorities.	This section is specifically for household development and single dwellings. The parking standards section deals with other types of parking. It is however considered that the title of the box on page 17 should be amended as follows to better reflect which section it relates to: Principles to be considered <u>regarding parking standards for creating parking spaces</u>
MPSPD64	Essex County Council	14	Paragraph 6.5	ECC welcomes this paragraph but reference should also made to the Local Cycling and Walking Infrastructure Plan (LCWIP) being prepared for Chelmsford. This has presently proposed 9 strategic cycle corridors, <a href="https://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/70039118_32_Chelmsford_Proposed_Cycling_Network_RevB.pdf">https://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/70039118_32_Chelmsford_Proposed_Cycling_Network_RevB.pdf</a> Paragraph 6.5 should also be amended due to a drafting error. 'All development for <del>net</del> new residential...	Amend paragraph to read: <del>All development for net</del> <u>Both new residential and non-residential development</u> uses should consider the Essex Cycling Strategy, <del>and</del> the Chelmsford Cycling Action Plan, <u>and the Local Cycling and Walking Infrastructure Plan</u> in terms of how their proposed development could feed into the wider cycle network.....
MPSPD65	Essex County Council	14	Paragraph 6.7	ECC recommend an amendment to paragraph 6.7 with regards cyclists and shared space with pedestrians.  The latest DfT guidance Cycle Infrastructure Design (LTN 1/20) states that in general, cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions pedestrians should be provided with a separate parallel route to cyclists. Shared use routes in streets with high pedestrian or cyclist flows should not be used, and distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces. Where cycle routes use such paths in built-up areas attempts should be made to separate them from pedestrians, potentially with levels or a kerb.	Amend paragraph to read: Consideration should be given regarding the type of cycle route and as to whether it is appropriate to be a shared route, with pedestrians, horse riders and other users. <del>Key routes designed to promote cycle use as an alternative to the private car may be more appropriate to be provided as segregated cycle routes to avoid conflict with pedestrians and other users. Other routes are expected to be provided as shared routes in accordance with Essex County Council guidance. Such multi-user routes should be provided without division by white lining or changes in levels.</del> <u>In general, cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions pedestrians should be provided with a separate parallel route to cyclists. Shared use routes in streets with high pedestrian or cyclist flows should not be used, and distinct tracks for cyclists</u>

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				<p>Shared use may be appropriate in some situations, if well-designed and implemented. Some are listed below:</p> <ul style="list-style-type: none"> <li>• Alongside interurban and arterial roads where there are few pedestrians;</li> <li>• At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities;</li> <li>• In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and</li> <li>• In situations where high cycle and high pedestrian flows occur at different times.</li> </ul> <p>Paragraph 6.7 refers to the type of cycle route and as to whether it is appropriate to be a shared route, with pedestrians, horse riders and other users. The latest DfT guidance Cycle Infrastructure Design (LTN 1/20) is used by ECC, so where a route is also used by pedestrians, separate facilities should be provided for pedestrian and cycle movements. However, away from the highway, and alongside busy interurban roads with few pedestrians or building frontages, shared use might be adequate and should be designed to meet the needs of cycle traffic, including its width, alignment and treatment at side roads and other junctions. Cycle routes through developments should be hard surfaced, whereas natural surfaces are better for equestrians, therefore routes for horse riders and cyclists should be kept separate.</p>	<p><u>should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces. Where cycle routes use such paths in built-up areas attempts should be made to separate them from pedestrians, potentially with levels or a kerb.</u></p> <p>Shared use may be appropriate in some situations, if well-designed and implemented. Some are listed below:</p> <ul style="list-style-type: none"> <li>• <u>Alongside interurban and arterial roads where there are few pedestrians;</u></li> <li>• <u>At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities;</u></li> <li>• <u>In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and</u></li> <li>• <u>In situations where high cycle and high pedestrian flows occur at different times.</u></li> </ul> <p>Good examples of multi-user routes include 'Flitch Way' in Braintree District.</p>
MPSPD11	Historic England	15	Paragraph 6.8	<p>Support the reference in paragraph 6.8 to Manual for Streets, and the wider references to the careful consideration of surface materials in the "Principles for..." boxes. In addition, it is recommend that reference is also made to Historic England's advice on this subject: Streets for All, which can be found here: <a href="https://historicengland.org.uk/images-books/publications/streets-for-all/">https://historicengland.org.uk/images-books/publications/streets-for-all/</a> . This could be included alongside references to the Essex Design Guide and Manual for Streets.</p>	<p>Include additional sentence at the end of paragraph 6.8: <u>In addition, if a site is within a conservation area or effects a historic asset then consideration should be given to Historic England's advice 'Streets for All':</u> <a href="https://historicengland.org.uk/images-books/publications/streets-for-all/">https://historicengland.org.uk/images-books/publications/streets-for-all/</a></p>
MPSPD65	Essex County Council	15	Paragraph 6.8	<p>Reference is made to the Essex Design Guide as providing detailed information on how to create safe and suitable routes for cyclists in conjunction with the 'Highways Technical Manual. ECC recommend reference is also made to LTN 1/20, as this is the most up to date guidance from Department for Transport (DfT), is more up-to-date than the Essex Design Guide, and is presently being implemented by ECC.</p>	<p>Amend paragraph to read:  <del>The Essex Design Guide provides further detailed information on how to create safe and suitable routes for cyclists. This</del> The DfT guidance Cycle Infrastructure Design (LTN 1/20), available at <a href="http://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120">www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120</a>, should be read in conjunction with the 'Highways Technical Manual', which provides specific technical guidance on how to build a layout in compliance with Essex Highways and 'Manual for Streets' standards. <del>For further guidance on these please see:-, which are available at</del> <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a></p>
MPSPD64	Essex County Council	15	Paragraph 6.9	<p>Refers to the ECC/EPOA Parking Standards (2009). This is presently being reviewed and reference should be made to ', or successor document'.</p>	<p>Amend second sentence of paragraph to be consistent with Policy DM27 to read:  The standards for cycle parking are set out within the Essex County Council Parking Standards Design and Good Practice 2009, <u>or as subsequently amended.</u></p>
MPSPD64	Essex County Council	15	Paragraph 6.10	<p>Refers to Non-residential cycle storage. These facilities could be used as 'green roofs' providing wildlife habitats. For example, Green Roof shelters - <a href="https://greenroofshelters.co.uk/green-roof-cycle-shelter/">https://greenroofshelters.co.uk/green-roof-cycle-shelter/</a></p>	<p>Add additional sentence to end of paragraph to read:  <u>These facilities could be used as 'green roofs' providing wildlife habitats. For example, Green Roof shelters: <a href="https://greenroofshelters.co.uk/green-roof-cycle-shelter/">https://greenroofshelters.co.uk/green-roof-cycle-shelter/</a></u></p>

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MPSPD64	Essex County Council	16	Paragraph 6.11	Should also refer to all communal cycle storage facilities, both residential and non-residential, as being required to be covered, and protected from the natural elements.	It sets out they should ideally be covered but there may be instances where it is not appropriate.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	16	Paragraph 6.13	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>Cycle parking for individual houses should be provided in garages or sheds and <b>where possible</b> ensure that they can be accessed without the need to take the bicycle through the house.</i>	Amend first sentence of paragraph to read: Cycle parking for individual houses should be provided in garages or sheds and <u>where possible</u> ensure that they can be accessed without the need to take the bicycle through the house.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	16	Paragraph 6.15	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <b><i>Through the design / masterplan process, major new developments should be designed to explore accommodateing a bus service, which is attractive to passengers and efficient for the service operator.</i></b>	Amend first sentence of paragraph to read: <u>Through the pre-application/design/masterplan process</u> , major new developments should <del>be designed to explore</del> accommodateing a bus service, which is attractive to passengers and efficient for the service operator.
MPSPD64	Essex County Council	16	Paragraph 6.15	'fixed infrastructure' should be replaced with 'Bus Priority measures'. In addition to the scheme layout and positioning of bus routes and stops, ECC should also be involved in early discussions regarding the necessary level of service.	Amend third sentence of paragraph to read: <u>Bus priority measures</u> <del>Fixed infrastructure</del> , such as bus gates may be necessary, in some instances, to achieve preferential routing and faster journey times. Essex County Council Highways and the local bus service operator should be involved in the scheme layout, <del>and positioning of bus routes and stops,</del> <u>and level of service</u> at an early stage.
MPSPD64	Essex County Council	16	Paragraph 6.16	Should be amended to provide more certainty and emphasise the policy requirement regarding new development and their distance from a bus route. All new developments should be within 400m or a 5 minute walk of a bus route.	Amend paragraph to read: All new developments should <del>aim to</del> provide bus routes within 400m or a 5 minute walk of all dwellings <u>to meet Essex County Council standards as Highway Authority.</u>
MPSPD64	Essex County Council	16	Paragraph 6.17	ECC considers that bus stops are best located where they are highly accessible by cycling and walking but not necessarily at significant points of pedestrian and cycle movement. The siting of a bus stop on a busy cycle route could lead to conflict between cyclists and people getting on and alighting from buses. Bus infrastructure such as bus stops and shelters should be installed as the phases of development are constructed, so that there is a clear understanding of the proposed bus routes by new residents.	Amend paragraph to read: The location of bus stops should <u>be highly accessible</u> <del>relate</del> to the footpath and cycle network and key destination points within the development. <del>they are generally best located at significant points of pedestrian and cycle movement.</del> <u>Bus infrastructure such as bus stops and shelters should be installed as the phases of development are constructed, so there is a clear understanding of the proposed bus routes by new residents.</u>
MPSPD64	Essex County Council	17	Principles to be considered regarding public transport provision	Reference should also be made to ECC, along with the bus operator, as being involved in agreeing the location of bus routes, bus stops, the level of service and other passenger transport infrastructure at an early stage. ECC notes that electronic bus timetables are mentioned in Principle 5 but is not discussed in the preceding text.	Reference to electronic timetables is covered sufficiently in the 'principles' box. Amend first bullet point to read: <ul style="list-style-type: none"> <li>The local bus service operator <u>and ECC</u> should be involved in the <u>bus routes, level of service</u> <del>scheme layout</del> and positioning of bus stops <u>and other passenger transport infrastructure</u> at an early stage.</li> </ul>
MPSPD64	Essex County Council	17	Paragraph 6.20	Recommend reference is made to parking standards 'may be relaxed' in first sentence. Reference to walking, cycling, passenger transport and car sharing in urban locations should be strengthened as being essential, and not just encouraged. Recommend bullet point two and three are amended to more closely reflect ECC/EPOA parking standards. As these are currently under review and all the dimensions in paragraph 6.20 will be subject to review it may be preferable to delete the bullets and refer to the parking standards or successor document.	Amendments to paragraph 2.13 makes it clear that where there are changes to guidance or policy which follow the adoption of this SPD regard will be had, and appropriate weight given to any changes, alongside the provisions of the SPD. Amend first sentence of paragraph to read: Parking standards may be <del>more</del> relaxed in urban locations with high levels of public transport accessibility. These bullet points are matters of clarity to be read alongside the parking standards.

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
MPSPD64	Essex County Council	17	Principles to be considered for creating a parking spaces	Many of the principles are not referenced in the preceding text, and should at least be linked to some supporting context. The principles make reference to on-street parking. ECC consider that on-street parking is only acceptable where the development has been designed to incorporate an agreed level of un-allocated on-street parking in the form of parallel or angled parking bays, or parking squares. ECC recommend that where parking courts are provided they should be provided with a high level of natural surveillance. ECC recommend that visitor parking must be in parking spaces which are part of the highway design in accordance with ECC/EPOA parking standards, rather than making roads "suitably wide".	Add additional paragraph after 6.20 to read: <u>On-street parking is only be considered where the development has been designed to incorporate an agreed level of un-allocated on-street parking in the form of parallel or angled parking bays, or parking squares.</u> Amend fourth bullet point to read: Parking courts are the least preferred option; if they are necessary, they should have direct access to the dwelling they serve, <u>have high levels of natural surveillance not be surrounded by high walls and not serve more than 6 dwellings. The number of dwellings a parking court serves will be considered on a site-by-site basis but in principle should be limited to avoid large, unattractive and disconnected parking courts.</u> Amend sixth bullet point to read: <ul style="list-style-type: none"> <li>An allowance should be made for visitor parking <u>as part of the highway design in accordance with ECC/EPOA parking standards to ensure in sensible places by making the road suitably wide enough for cars can to pass and visitors can to park.</u></li> </ul>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	17	Principles to be considered for creating a parking space	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li><b>Where possible</b>, Hhard and soft landscaping should be used to control on street parking.</li> <li><b>Where parking courts are the least preferred option</b>, if they are necessary, they should <b>aim to</b> have direct access to the dwelling they serve <b>and</b> not be surrounded by high walls <del>and not serve more than 6 dwellings</del>. <b>The number of dwellings a parking court serves will be considered on a site-by-site basis.</b></li> <li><i>Parking spaces within parking courts should be <b>suitably delineated</b>. <del>by means of</del> <del>Numbered plates or a sensitive change in material</del> <b>will be favoured over</b> <del>eg: with a brick paved parking court, by a line of paviers laid in stretcher course at right angles to the main pattern. White lines should not be used</del> so that parking courts are read as pleasant hard and soft landscaped spaces when free of cars.</i></li> </ul>	Amend fourth bullet point to read: <ul style="list-style-type: none"> <li>Parking courts are the least preferred option; if they are necessary, they should <u>aim to</u> have direct access to the dwelling they serve, <u>have high levels of natural surveillance</u> not be surrounded by high walls and not serve more than 6 dwellings. <u>The number of dwellings a parking court serves will be considered on a site-by-site basis but in principle should be limited to avoid large, unattractive and disconnected parking courts.</u></li> </ul> Amend last bullet point to read: <ul style="list-style-type: none"> <li>Parking spaces within parking courts should be <u>suitably delineated</u>. <del>by means of</del> <del>Numbered plates or a sensitive change in material</del> <u>eg: with a brick paved parking court, by a line of paviers laid in stretcher course at right angles to the main pattern is the preference.</u> White lines should not be used so that parking courts read as pleasant hard and soft landscaped spaces when free of cars.</li> </ul> Other bullet points are sufficiently worded regarding their objectives.
MPSPD46	Countryside Properties	17	Principles to be considered for creating parking spaces	The principles to be considered for creating parking spaces contains a recommendation that parking courts should not serve more than 6 dwellings. Whilst it is understood that this is intended to provide guidance in relation to houses, it could equally be interpreted to apply to apartments. It would not be appropriate to impose such a stipulation on apartments, whereby parking courts for more than 6 dwellings are needed in order to comply with parking standards. Wording should be amended to make clear this relates to dwelling houses and not apartments.	Amend fourth bullet point to read: <ul style="list-style-type: none"> <li>Parking courts are the least preferred option; if they are necessary, they should have direct access to the dwelling they serve, <u>have high levels of natural surveillance</u> not be surrounded by high walls and not serve more than 6 dwellings. <u>The number of dwellings a parking court serves will be considered on a site-by-site basis but in principle should be limited to avoid large, unattractive and disconnected parking courts.</u></li> </ul>
MPSPD11	Historic England	18	Paragraph 6.21	It should be highlighted that, if in a conservation area, Article 4 Directions may have removed Permitted Development rights in order to conserve the character of the area, and that even if this is not the case, introducing hard landscaping to front gardens in this context would likely be inappropriate and should be discouraged.	The Historic Environment section covers the consideration of conservation areas and includes avoiding changes to hard surfaces in the 'principles to be considered' table. Specific reference to Article 4 Directions on this point would be in appropriate at this point int time as Chelmsford has no such Directions in place restricting such hard surfacing. Paragraph 8.21 seeks to encourage alternatives to be considered and to promote the use of permeable materials. It is therefore considered that the documents covers this issue sufficiently and in an appropriate manner.

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MPSPD64	Essex County Council	18	Principles to be considered for creating an off-road parking space	<p>Clarification is requested in that any householder would need to apply to ECC highways for a vehicle crossover for a new space. Principle 2 should be amended to discourage on-street parking to read: Minimise the length of dropped curbs ECC recommend that permission will only be granted for a dropped kerb if there is adequate area for a 2.5 x 5m parking space (the minimum dimensions in the EPOA parking standards) and the parking space should be perpendicular to the road. Principle 7 refers to visibility splays. ECC recommend that 1.5 x 1.5 visibility splays are not required for every parking space. The visibility splay depends on the type of road the dwelling is fronting onto.</p> <p>Car sharing and car clubs These measures are supported in principle. Paragraph 6.25 refers to Enterprise as the current operator of the City Park West car club, but it should be noted that this may change during the lifetime of the SPD.</p>	<p>Add additional bullet point to read:</p> <ul style="list-style-type: none"> <li>• <u>Apply to ECC highways for consent for a new vehicle crossover.</u></li> </ul> <p>Amend second bullet point to read:</p> <ul style="list-style-type: none"> <li>• Minimise the length of dropped kerbs <u>(in accordance with the ECC/EPOA parking standards)</u> in order to retain as much street parking as possible</li> </ul> <p>Amend seventh bullet point to read:</p> <ul style="list-style-type: none"> <li>• Ensure <del>1.5 x 1.5</del> <u>appropriate</u> visibility splays in both directions</li> </ul>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	18	Principles to be considered for creating an off-road parking space	<p>The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold):</p> <ul style="list-style-type: none"> <li>• <b><i>Aim to minimise hard surfacing, especially hard, impermeable surfacing.</i></b></li> <li>• <b><i>Aim to minimise the length of dropped kerbs in order to retain as much street parking as possible.</i></b></li> <li>• <b><i>Consider the inclusion of <del>include</del> generous planting.</i></b></li> </ul>	<p>Amend bullet point four to read:</p> <ul style="list-style-type: none"> <li>• Include generous planting <u>where possible</u></li> </ul> <p>Other bullet points are sufficiently worded regarding their objectives.</p>
MPSPD47	Countryside Properties	18	Paragraph 6.24	<p>Refers to requiring the use of 'car clubs' within larger strategic sites. Careful consideration must be given to how these spaces relate to parking standards applied within Chelmsford. Further guidance on the use of car sharing clubs and how they will work alongside existing parking standards should be provided.</p>	<p>The Local Plan identifies the site allocations where car clubs will be required and are considered as part of the overall parking package for a development.</p>
MPSPD10	South Woodham Ferrers Town Council	18	Paragraph 6.24	<p>Where are Car Club schemes proposed to be located within the development North of Burnham Road at South Woodham Ferrers. The present Covid-19 restrictions would obviously hinder such schemes.</p>	<p>This is a matter for the SWF Masterplan process to consider and assess. All schemes should be planning for the future rather than present circumstances.</p>
MPSPD48	Countryside Properties	19	Paragraph 6.27	<p>Policy DM25 of the adopted New Local Plan confirms that all dwellings with their own off-street parking should provide access to electric vehicle charging and flats with unallocated parking should provide 1 EV charging space for every 10 spaces. The wording of Para 6.27 states that 'all new residential properties...should provide EV charging points'. The wording and requirement of the SPD therefore goes beyond the requirements of Policy DM25 with regards to apartments and needs to be amended.</p>	<p>No change required as Policy DM25 covers all dwelling types.</p>
MPSPD48	Countryside Properties	19	Paragraph 6.28	<p>Due to the unknown specification and speculative nature of future charging infrastructure it is suggested that this would be very difficult to include within strategic schemes and could have significant impact on the viability of strategic developments.</p>	<p>The wording in this paragraph clearly sets out such provision is simply encouraged and not 'required'.</p>
MPSPD33	Grosvenor Developments Limited and Hammonds Estates LLP	19	Paragraph 6.28	<p>Reference to rapid EV charging/service stations could be added. The UK's first Electric Forecourt delivered by GRIDSERVE near Braintree, Essex, is an example which could be included.</p>	<p>Include a picture of the Braintree scheme if room allows and add new para after 6.26 to read: <u>Mixed use development should consider the inclusion of rapid EV charging/service stations. The UK's first Electric Forecourt delivered by GRIDSERVE near Braintree is an example of this.</u></p>
MPSPD34	Grosvenor Developments Limited and Hammonds Estates LLP	20 - 26	Section 7	<p>Both Active Essex and the Essex Design Guide identify designing active lifestyles into new developments a key challenge. We feel that this section should contain reference to how landscape and streetscape could be designed for play and how local communities, groups and young people can have a big role in helping developers to design public spaces that promote active lifestyles, fun and social connections.</p>	<p>Reference to healthier communities is throughout this section and the Council's 'Livewell' accreditation scheme is at the heart of promoting healthier lifestyles and referenced in this section. Livewell, Active Essex, and the Essex Design Guide are all referred to in this section and these provide further guidance on the best ways to achieve this. The purpose of this SPD is not to repeat guidance in other documents.</p>

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MPSPD19	Anglian Water Services	20	What does success look like	Reference is made to integrated sustainable urban drainage. It is suggested that the term Sustainable Drainage Systems should be used for consistency with the wording of National Planning Policy.	Amend second to last bullet point in 'what does success look like box to read: <ul style="list-style-type: none"> <li>Sustainable <del>urban</del>-drainage systems and natural flood..</li> </ul>
MPSPD11	Historic England	20 & 22	Figures 17 and 20	Figures 17 and 20 captions appear to need a location adding.	Captions to be added: Figure 17: Homes overlooking open spaces at <u>Beaulieu</u> Figure 20: Development at <u>Channels</u>
MPSPD2	Sport England	21	Open Spaces	Supporting facilities play a major role in encouraging people to visit open spaces in the first place and influence how much time they spend there. This can range from simple measures such as appropriately located seating to allow people to rest or observe views/activities to more significant facilities such as toilets and refreshments (e.g. cafes) in more strategic spaces such as country parks and major urban parks. Further guidance is provided in the 'Appropriate Infrastructure' section of Sport England's Active Design guidance. It is requested that this be reflected in the list of principles.	Include additional paragraph after 7.12 to read: <u>Supporting facilities play a major role in encouraging people to visit open spaces and influence how much time they spend there. This can range from simple measures such as appropriately located seating to allow people to rest or observe views/activities to more significant facilities such as toilets and refreshments (e.g. cafes) in more strategic spaces such as country parks and major urban parks. Further guidance is provided in the 'Appropriate Infrastructure' section of Sport England's Active Design guidance: <a href="https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design">https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</a></u>  Add additional bullet point in 'Principles' for open spaces on p22 to read: <ul style="list-style-type: none"> <li><u>Consider appropriate supporting facilities for all open spaces.</u></li> </ul>
MPSPD63	Essex County Council	21	Paragraph 7.4	Reference to open space being required to be accessible by walking and cycling, and not simply via public transport connections should be included.	Amend last sentence of paragraph to read: Where the use of open space means it could be a destination point, e.g. sports pitches, their connection to <u>walking, cycling and</u> public transport routes should be considered and suitable links and access points put in place to encourage access to spaces via these modes public transport connections.
MPSPD11	Historic England	21	Paragraph 7.7	Should this read dog waste bins, rather than just dog bins?	Paragraph to be amended: Lighting and other items such as <u>dog waste bins</u> ...
MPSPD35	Grosvenor Developments Limited and Hammonds Estates LLP	21 & 23	Paragraphs 7.8, 7.20 - 7.21	Support the role of water in creating successful public spaces. The painting of a basketball court in Frank Whitmore Green in Chelmsford by Artist Gareth Roberts could be used here as a good example of how public art, play areas and public realm can successfully interact and create inspiring space for people to connect and play.	If space allows add picture of this installation and include additional sentence at end of paragraph after 7.21 to read: <u>It can also be used to create areas for people to connect and play.</u>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	21	Paragraph 7.9	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <del>To meet the standards expected by the Council green spaces should be designed from the outset to meet the quality mark of the 'Green Flag Award'. For more information on this visit: <a href="http://www.greenflagaward.org.uk/">http://www.greenflagaward.org.uk/</a>.</del> Comment: Not a Local Plan requirement and ambiguous – does this apply to all types and sizes of green space?	Amend first sentence of paragraph to read: To meet the standards expected by the Council <u>strategic green spaces and other green spaces where practicable are strongly encouraged to <del>should</del> be</u> designed from the outset to meet the quality mark of the 'Green Flag Award'.
MPSPD49	Countryside Properties	21	Paragraph 7.9	The SPD requires green space to be designed to meet the quality mark of the 'Green Flag Award'. The Green Flag Award assesses green spaces on 8 criteria. This is not a requirement of the adopted Local Plan. The SPD should not be used to introduce additional policies. The SPD should be amended to refer to the Green Flag Criteria as guidance only.	Amend first sentence of paragraph to read: To meet the standards expected by the Council <u>strategic green spaces and other green spaces where practicable are strongly encouraged to <del>should</del> be</u> designed from the outset to meet the quality mark of the 'Green Flag Award'.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	22	Principles to be considered for all spaces	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li><b>Ensure roads, cycle ways and footpaths are comfortable to use, direct, well-lit and overlooked, as far as possible.</b></li> </ul>	These bullet points are sufficiently worded regarding their objectives.

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				<ul style="list-style-type: none"> <li>Communal spaces are easy to access, overlooked, well lit, attractive and defined by buildings, <b>where possible</b>.</li> </ul>	
MPSPD19	Anglian Water Services	22	Paragraph 7.11	Reference is made to Sustainable Urban Drainage Systems. It is suggested that the term Sustainable Drainage Systems should be used for consistency with the wording of National Planning Policy.	Amend paragraph to read: Sustainable <del>Urban</del> Drainage Systems (SuDS) can be ....
MPSPD66	Essex Police	22	Paragraph 7.13	Essex Police would recommend that within the Historic Environment designs reflect the past, but are cognisant of current designing out crime concepts. Heritage indirectly features within designing out crime in many respects to ensure that any developments within the conservation areas, (containing listed buildings or other features of value), are protected from crime and anti-social behaviours within those early planning considerations.	It is considered that this is more appropriately covered in the 'safety of spaces' section. Add additional sentence of end of paragraph 7.13 to read: <u>Where a scheme impacts a heritage asset specific design consideration as set out in section 8 should also be considered.</u>
MPSPD2	Sport England	22	Principles to be considered for all spaces	While acknowledging that it is covered in other parts of the SPD, attention should be given to the planting of trees in areas where physical activity will take place such as open spaces and civic spaces. Trees which screen such areas can block natural surveillance and discourage activity taking place. This is particularly important for encouraging activity by groups such as children, disabled users and the elderly. It is requested that this be reflected in the list of principles and in the Safety of Spaces section.	Add additional bullet point in 'Principles' on safety of spaces on p22 to read: <ul style="list-style-type: none"> <li><u>Ensure landscaping features, including trees, allow for natural surveillance and do not unduly restrict the use of open spaces</u></li> </ul>
MPSPD19	Anglian Water Services	22	Principles to be considered for all spaces	Reference is made to incorporating sustainable urban systems within open spaces. It is suggested the term Sustainable Drainage Systems should be used for consistency with the wording of National Planning Policy.	Amend last principles to be considered for all spaces to read: Consider the incorporation of Sustainable <del>Urban</del> Drainage Systems within open space.
MPSPD11	Historic England	23	Principles to be considered for all spaces	Welcome the principles set out in the centre of this page, and consider that many of them will apply positively to existing historic public spaces. In particular, we're pleased to see the emphasis on avoiding clutter and to be careful with the positioning of street furniture, as well as the importance of appropriate lighting and signage. Again, we would highlight the additional advice provided on this topic in Streets for All, which could helpfully be referenced in this section.	As set out in paragraph 2.8 the document is theme based and the guidance should be read across the different sections depending on the development type being considered. It is therefore not considered necessary to repeat guidance in multiple places.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	23	Principles to be considered for all spaces	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li><del>Make routes direct and include</del> <b>consider</b> seating areas along the route.</li> <li><del>Incorporate</del> <b>Consider</b> ramps as well as or instead of steps if there is a <b>steep</b> gradient.</li> </ul>	These bullet points are sufficiently worded regarding their objectives.
MPSPD11	Historic England	23	Paragraph 7.19	Paragraph 7.19 includes "Public realm should be" twice.	Add in the . between 7 and 19 and remove first bullet point in paragraph 7.19: <ul style="list-style-type: none"> <li><del>Public realm should be</del></li> </ul>
MPSPD11	Historic England	23	Paragraph 7.20	Welcome the identification that Public Art can be an important tool for education. We would suggest that the opportunities for linking new development in an area to the history of its locality via public art could also be highlighted in this section.	Amend last sentence of paragraph 7.20 to read: Public art also provides enjoyment, adds prestige to a development and can provide an educational opportunity, <u>including the opportunity to link to the history of an area.</u>
MPSPD63	Essex County Council	24	Paragraph 7.22	Public Realm Paragraphs 7.22 refers to a requirement for a Public Art Strategy to be incorporated within planning applications and is supported. Paragraphs 13.5 of the draft Planning Obligations SPD refers to the City Council preparing a Public Realm and Public Art Strategy in 2020/21. Place Services lead the delivery of ECC's Public Art Strategy to ensure the work and skills of artists feature in the structures and	While Place Services look after ECC Public Art Strategy, they also act as independent advisors for public art projects as well as for urban design work, of which there are many other organisations which offer such services so it would be inappropriate to single out their services. Further guidance is available on

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				functioning of new development, either as part of an ECC funded programme, through liaison with Districts, City and Borough Councils, or by acting as expert consultants for privately funded development. As these arrangements range from district to district, early consultation is strongly recommended with Place Services.	the City Council's website so it is considered appropriate to add the following to the end of paragraph 7.22: <u>For further information on commissioning public art visit:</u> <a href="https://www.chelmsford.gov.uk/planning-and-building-control/developments-and-improvements-in-chelmsford/public-art-in-chelmsford/organisations-wishing-to-commission-public-art/">https://www.chelmsford.gov.uk/planning-and-building-control/developments-and-improvements-in-chelmsford/public-art-in-chelmsford/organisations-wishing-to-commission-public-art/</a>
MPSPD11	Historic England	24	Paragraph 7.24	Welcome the emphasis on future maintenance in this and other paragraphs. We consider that this element is of great importance, particularly in the context of utilities providers. We would recommend that the SPD makes it a requirement for the design of public realm to take the future provision of services into account, ensuring that adequate sub-surface ducting is provided for example, which will avoid the need for expensive or bespoke public realm surface treatments to be removed for utilities provision. Where this is not possible, we would recommend the inclusion of guidance regarding the provision of spare material to effect repairs, and a requirement for utility companies to replace like for like, rather than with tarmac, as often happens.	Add additional sentence to the end of paragraph 7.24: <u>This should include the consideration of ensuring the future ease of access to utility services.</u>
MPSPD63	Essex County Council	24	Paragraph 7.24	Support the inclusion of reference to the future on-going maintenance of the public realm.	Support welcomed.
MPSPD63	Essex County Council	24	Paragraph 7.25	Site Planning Paragraph 7.25 states that the layout of all schemes should consider the intended function of spaces and streets from the outset, and is supported by ECC, particularly with regards new education facilities. ECC recommend the following is referenced with regards future requirements for site planning. In assessing whether a new site is appropriate for a new education facility, the 'ECC Developers' Guide to Infrastructure Contributions (2020)' identifies the issues and matters that should be considered in the Education Site Suitability Checklist provided in 'Appendix C: Education Site Suitability Checklist' and 'Appendix D: Exemplar Layouts for Education and Community Facilities' provides exemplar layouts. The objectives as displayed in the exemplar layouts are to: <ul style="list-style-type: none"> <li>• create a sense of place;</li> <li>• avoid congestion by dispersing school drop off;</li> <li>• provide a safe environment around school entrances; and</li> <li>• encourage sustainable travel.</li> </ul>	This paragraph is not intended to cover all use types. It sets out that schemes should consider their intended function and that may be any use, not just schools. It is however considered suitable to add the following as a new paragraph after paragraph 8.49:  <u>In assessing whether a new site is appropriate for a new education facility, the 'ECC Developers' Guide to Infrastructure Contributions (2020)' identifies the issues and matters that should be considered in the Education Site Suitability Checklist provided in Appendix C: Education Site Suitability Checklist. The 'Guide' seeks to ensure that new education facilities fit with, and are complemented by, the rest of the proposed development. Appendix D: Exemplar Layouts for Education and Community Facilities, provides exemplar layouts. The objectives as displayed in the exemplar layouts are to:</u> <ul style="list-style-type: none"> <li>• <u>create a sense of place;</u></li> <li>• <u>avoid congestion by dispersing school drop off;</u></li> <li>• <u>provide a safe environment around school entrances; and</u></li> <li>• <u>encourage sustainable travel.</u></li> </ul>
MPSPD11	Historic England	25	Paragraphs 7.27 and 7.28	Welcome the emphasis on character, and the potential for special requirements within Conservation Areas. We would highlight that tactile paving need not be a different colour, and that this is at the discretion of the local highways authority. We would recommend that, in sensitive historic areas, natural materials (e.g. York Stone) are used, and that where this is the case tactile pavements are made using the same material.	The requirements in these paragraphs reflect this authorities local highways requirements.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	25	Paragraph 7.29	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>Boundaries are important in defining the character of a place and the quality of a street, particularly, where private land meets a public street; boundaries should take the form of brick walls, or walls with railings, thick hedges, or special timber fencing... <b>Where possible, Boundary features should be set at least 450mm from the carriageway shared surface and the margin paved in the same surface material, where practicable, with demarcation markers.</b></i>	Amend last sentence of paragraph to ensure most current standards are met to read: Boundary features should be set <del>at least 450mm</del> <u>an appropriate distance</u> from the carriageway shared surface <u>to meet Essex County Council Highway standards</u> , and the margin paved in the same surface material, where practicable, with demarcation markers.

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MPSPD10	South Woodham Ferrers Town Council	25	Principles to be considered for site planning	"lighting should be positioned on buildings where possible" needs clarification whether this is on privately owned properties.	It may be on private or public buildings depending on the nature and type of development.
MPSPD36	Grosvenor Developments Limited and Hammonds Estates LLP	25	Principles to be considered for site planning	Some of these principles are overly prescriptive and should be decided as part of the Design Codes prepared with planning applications.	The points listed are sound principles of good site planning and come from years of developing out major sites in Chelmsford, which should be used by any developer as a sound reference point when designing a scheme. The points regarding pedestrian priority and avoiding lots of street signage and clutter, which then makes it difficult for pedestrians and cyclists to move around, simply follow what national guidance is advocating us to do, which is to put the pedestrian and cyclist before the car when designing schemes.
MPSPD64	Essex County Council	26	Paragraph 7.33	'Building with Nature' is an accreditation scheme which seeks to incorporate green infrastructure into development. This approach is a voluntary approach that enables developers to create places that really deliver for people and wildlife. It brings together guidance and good practice to recognise high quality green infrastructure at all stages of the development process including policy, planning, design, delivery, and long-term management and maintenance. For more information please visit here: <a href="https://www.buildingwithnature.org.uk/about">https://www.buildingwithnature.org.uk/about</a>	Add additional sentence to end of paragraph to read: <u>'Building with Nature' is an accreditation scheme which seeks to incorporate green infrastructure into development. This approach is a voluntary approach that enables developers to create places that really deliver for people and wildlife. For more information please visit here: <a href="https://www.buildingwithnature.org.uk/about">https://www.buildingwithnature.org.uk/about</a></u>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	27	Objectives	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li><i>Integrate new development with its surroundings and make a positive contribution to the built environment. <b>In order to create an identity and sense of place, new character areas are encouraged to avoid development simply replicating existing.</b></i></li> </ul>	There may instances where new development should replicate existing. However, to allow for both instances a further bullet point should be added to read: <ul style="list-style-type: none"> <li><u>Create an identity and sense of place in new character areas</u></li> </ul>
MPSPD11	Historic England	27, 40, 49	Bullet point in 'what does success look like', End of paragraph 8.54, First sentence paragraph 10.8	Recommend that the term 'heritage asset' is used throughout the SPD in order to ensure it is in line with the terminology found in the National Planning Policy Framework (NPPF).	Amend references to: <u>heritage</u> <del>historic</del> -assets
MPSPD1	Galleywood Parish Council	27	Section 8	Support for the section on Household extensions as a key part of the documentation and very relevant to those at Parish Council level.	Support welcomed.
MPSPD66	Essex Police	30	Paragraph 8.9	Essex Police would insist that in light of the lessons learnt from the Grenfell Tower tragedy, that all flat doorsets are certified for both Security and Fire. Therefore, Essex Police would request that all door sets undergo the detailed process of Dual Certification through the relevant notified bodies.	This requirement is covered by Building Regulations so is not considered necessary to include within this document.
MPSPD56	Londonewcastle	30 - 32	Paragraph 8.9 – 8.20 Figure 29	The approach to focus 6+ storey heights in areas of regeneration nearer to the city centre is supported. However other areas in the City Centre could be considered appropriate for tall buildings of 6+ storeys and should also include: <ul style="list-style-type: none"> <li>• Areas with waterfront locations or important river frontage</li> <li>• Areas that link the transport interchange around the station with the city centre</li> <li>• Areas that link the waterside regeneration area with the city centre</li> </ul>	Figure 29 is intended to be a guide, as set out in paragraph 8.11. However, for the avoidance of doubt an additional sentence should be added to the end of paragraph 8.11 to read: <u>It should be noted that figure 29 sets out the broad locations for taller buildings in the City Centre which takes into account the provisions of Policy DM28. Taller buildings may be appropriate in other locations providing they meet the requirements of Policy DM28.a</u>

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
				<ul style="list-style-type: none"> <li>Larger sites with regeneration potential around the city centre and high street.</li> </ul>	
MPSPD18	Bellway Homes Ltd	31	Figure 29/ Paragraph 8.11	Whilst only a guide, Figure 29 is too specific and could conflict with Policy DM28 of the Local Plan. Policy DM28 sets out a number of criteria that proposals for building above 5 storeys in the City Centre would need to meet. The policy does not set specific zones in which such buildings may be appropriate, rather it takes an individual site and scheme approach where individual characteristics are assessed. A proposed development could meet all of the criteria of Policy DM28 but not be located within a 6+ Storey zone as shown on the 'Height Guide'. Due to this conflict, it is respectfully requested that Figure 29 be removed from the SPD so that it doesn't undermine Policy DM28 of the Local Plan.	Figure 29 is intended to be a guide, as set out in paragraph 8.11. However, for the avoidance of doubt an additional sentence should be added to the end of paragraph 8.11 to read: <u>It should be noted that figure 29 sets out the broad locations for taller buildings in the City Centre which takes into account the provisions of Policy DM28. Taller buildings may be appropriate in other locations providing they meet the requirements of Policy DM28.a</u>
MPSPD2 MPSPD20	Anglia Ruskin University	31	Figure 29 / Paragraph 8.11	General support for section 8. However, the guidance on tall buildings is unduly restrictive and not an accurate reflection of building heights in some areas e.g. ARU Campus. Local Plan Policy DM28 does not suggest a maximum height and it is considered that the SPD should not do so either. It is acknowledged that paragraph 8.11 refers to Figure 29 being used as a guide, but if a guide is to be retained in the final version of the SPD, it is considered that it should be more explicit that a building taller than the heights on Figure 29 could be supported if the proposed Principles set out in the SPD are met.	Figure 29 is intended to be a guide, as set out in paragraph 8.11. However, for the avoidance of doubt an additional sentence should be added to the end of paragraph 8.11 to read: <u>It should be noted that figure 29 sets out the broad locations for taller buildings in the City Centre which takes into account the provisions of Policy DM28. Taller buildings may be appropriate in other locations providing they meet the requirements of Policy DM28.a</u>
MPSPD11	Historic England	32	Paragraph 8.15	Support the reference to Historic England's advice on Tall Buildings and the historic environment in this paragraph.	Support welcomed
MPSPD50	Countryside Properties	30 - 32	Paragraph 8.9 - 8.18	Support the inclusion of criteria for tall buildings and notes the requirement for 360 degree view analysis of tall buildings. In some cases other forms of visual analysis, from key view points, may be more appropriate and paragraph should allow for visual analysis of tall buildings via visual impact assessments.	Add additional wording after second sentence to paragraph 8.18 read: <u>Where the applicant can demonstrate it is appropriate a visual analysis via a visual impact assessment may be accepted by the Council.</u>
MPSPD11	Historic England	33	Paragraph 8.21	Welcome the subsection on the Historic Environment and are pleased to see it links to a range of Historic England advice throughout the supporting text.	Support welcomed
MPSPD11	Historic England	34	Paragraph 8.26	This paragraph could link to Historic England Advice Note 2: Making Changes to Heritage Assets <a href="https://historicengland.org.uk/images-books/publications/making-changes-heritage-assets-advice-note-2/">https://historicengland.org.uk/images-books/publications/making-changes-heritage-assets-advice-note-2/</a> , which is aimed at homeowners/developers, as well as the good practice advice on Decision Taking already included.	Additional link to be added to end of paragraph: Assets <a href="https://historicengland.org.uk/images-books/publications/making-changes-heritage-assets-advice-note-2/">https://historicengland.org.uk/images-books/publications/making-changes-heritage-assets-advice-note-2/</a>
MPSPD11	Historic England	35	General comment	Suggest that the section on conservation areas could link to Historic England's Advice Note1: Conservation Area Designation, Appraisal and Management, for further information <a href="https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/">https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/</a>	Although a useful tool for the Council this guidance is largely relating to the designation of Conservation Areas and how the Council should seek to manage them, so it is not considered appropriate to include.
MPSPD11	Historic England	35	Principles to be considered relating to conservation areas	The first principle should remove reference to 'timber sliding sash' windows and simply refer to historic windows as not all are sash, and/or timber.	Amend first bullet point of principles for conservation areas to read: <ul style="list-style-type: none"> <li>Avoid the loss of traditional front doors, <del>timber sliding sash</del> windows, chimneys, decorative bargeboards and cast iron rainwater goods.</li> </ul>
MPSPD11	Historic England	36	Paragraph 8.36	I should be made clear that Scheduled Monument Consent is obtained from Historic England.	Amend -first sentence of paragraph to read: Scheduled Monument Consent will be required <u>from Historic England</u> , where activities physically affecting a scheduled monument are proposed.

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
MPSPD11	Historic England	36	Paragraph 8.40 & 8.41	Welcome the inclusion of detailed guidance on Heritage Statements, and consider that it is helpful and sets out the requirements for applicants clearly. However, we would highlight that while HER information is available on the Heritage Gateway, it may not be appropriately up-to-date enough to inform planning applications, particularly where the information is intended to inform a judgement regarding below ground archaeological potential for larger schemes. We would recommend that the SPD instead makes reference, in that context, to Essex County Council, who keep the most up-to-date copy of the HER.	ECC update the Heritage Gateway with a summary of their Historic Environment Record. As the Historic Gateway is a free service and provides the necessary details required it is considered appropriate to refer to this record.
MPSPD11	Historic England	37	Paragraph 8.44	Recommend that reference is made to the need to agree this work with the relevant archaeological advisory service.	Add additional second sentence to the paragraph: <u>The scope of such work should be agreed in advance with the County Archaeologist</u>
MPSPD11	Historic England	37	Paragraph 8.46	Welcome the reference to our advice on recording historic buildings but note that the full title of the document is missing from the paragraph.	Amend last sentence of paragraph to read: Guidance is set out in Historic England's Understanding Historic Buildings: <u>A a guide to Good Recording Practice:</u>
MPSPD37	Grosvenor Developments Limited and Hammonds Estates LLP	38	Principles to be considered regarding mixed use development	While a higher floor-to-ceiling height is supported in lower floors where it is appropriate to accommodate mixed use or live work units, reference to 4m is too prescriptive here and should not be used as a blanket requirement. In some instances where height is sensitive, this height may need to be reduced to take into account visual and environmental impact.	The guidance clearly states '(of around 4m)'. This is intended as a guide and is therefore not considered to be too prescriptive.
MPSPD3	Anglia Ruskin University	38	Principles to be considered regarding mixed use development	The 'Principles to be considered regarding mixed use development' on page 28 should recognise that in commercial/education centres other commercial uses rather than just residential uses will be appropriate above non-residential uses.	Amend box heading to read: Principles to be considered regarding mixed use <u>and non-residential</u> development
MPSPD57	Crest Nicholson Partnerships and Strategic Land	39	Paragraph 8.51	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <del>Design Codes are encouraged for all strategic scale developments.</del> <b>The Local Plan requires the use of masterplans and encourages design codes where appropriate for strategic scale developments.</b> Comment: inserted to replicate the wording of the adopted Local Plan.	Amend first sentence of paragraph to read: <del>Design Codes are encouraged for all strategic scale developments.</del> <u>The Local Plan requires the use of masterplans and encourages design codes for strategic scale developments.</u>
MPSPD57	Crest Nicholson Partnerships and Strategic Land	40	Principles to be considered relating to materials and detailing	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li><b>Where appropriate, <del>B</del>break down facades, for example, by using different materials, physical articulation, balconies, deeper and framed windows and door treatments etc.</b></li> <li><b>Use high quality, long lasting materials with a low environmental impact where the use of such materials can be achieved without adversely affecting the viability and deliverability of new development.</b></li> </ul>	Amend third bullet point to read: <ul style="list-style-type: none"> <li>Break down facades, <u>for example</u>, by using different materials, physical articulation, balconies, deeper and framed windows and door treatments etc.</li> </ul> Other bullet point is sufficiently worded regarding the objective.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	40	Principles to be considered to make buildings accessible	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li><b>Avoid steps where possible.</b></li> </ul>	Bullet point is sufficiently worded regarding the objective.

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
MPSPD57	Crest Nicholson Partnerships and Strategic Land	41	Objectives	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li>• <b>Explore future proofing</b> new development to allow for fast changing technology and building standards.</li> </ul>	This is an objective of this section which is fulfilled, in part, by meeting policy requirements.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	41	What does success look like	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li>• <b>Buildings that can adapt to changing energy technologies needs and are built into the design. e.g. solar panels, boiler requirements etc</b></li> </ul>	These are clearly examples of the types of ways this can be achieved.
MPSPD55	Ptarmigan Land	41	Section 9	The SPD does not refer specifically to the Government's consultations on the Future Homes Standard for Building Regulations with its proposals to increase energy efficiency requirements for new homes. It is noted that the consultation was carried out in late 2019 but has yet to be resolved by changes to the Building Regulations but the SPD may need a future change to deal with this.	This is noted but the document can only deal with current legislation.
MPSPD19	Anglian Water Services	41 & 42	Paragraph 9.2 & principles to be considered for reducing water consumption in dwellings	Anglian Water as sewerage undertaker is supportive of reducing water consumption within new homes as it has wider community and environmental benefits including reducing impact on the public sewerage network. Reference is made to a number of measures to reduce water consumption in new dwellings. It would be helpful to clarify that water re-use measures outside of new dwellings would allow developments to improve on the optional higher water efficiency standard dependent upon the proposed measures. We would also suggest that reference could also be made to stormwater harvesting systems capture surface water runoff in a storage tank or pond. The water can be treated, if required, then supplied to houses through a dedicated pipe network. These systems can also be combined with Sustainable Drainage Systems (SuDS). In addition, we understand that Part G of the Building Regulations requires a planning condition to be applied where the Optional Higher Water Efficiency Standard is included in an adopted Local Plan. It is also expected that further details of the expected water consumption are provided. Therefore, we would suggest that the text refers to the requirement to apply a planning condition and sets out what information would be expected to be provided by applicants for residential proposals at planning application stage.	There are various ways in which these standards can be met. As set out in paragraph 9.2 the document provides some suggested methods, which includes examples which could be applicable to most homes. Development will need to meet the relevant Building Regulations to comply with this requirement in the most appropriate way for each development. No further changes are therefore required.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	42	Paragraph 9.3	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>BREEAM is a national scheme that assesses the sustainability performance of <b>non-residential</b> buildings.</i> Comment: to reflect adopted Local Plan policy.	Amend first sentence of paragraph to read: BREEAM is a national scheme that assesses the sustainability performance of <u>non-residential</u> buildings.
PSPD57	Crest Nicholson Partnerships and Strategic Land	42	Paragraph 9.6	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>Compliance with Policy DM25 will be ensured by means of a <b>suitably worded</b> planning condition <b>agreed on a site by site basis</b>. This will typically include:</i> <ul style="list-style-type: none"> <li>• <i>A <del>pre-commencement condition requiring an Interim Certificate or a Summary Score sheet following a formal Design Stage assessment</del></i></li> <li>• <i>A <del>post-completion condition requiring the submission of either the Final Certificate or the Assessor's summary score sheet verifying that the agreed standards have been met before the building is occupied</del></i></li> <li>• <i>If the Final Certificate has not been submitted prior to occupation, this will be required within six months following approval of the summary score sheet.</i></li> </ul>	This is the Council's current working practice for dealing with such requirements and as set out is typically how this issue will be approached.

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MPSPD57	Crest Nicholson Partnerships and Strategic Land	43	Paragraph 9.8	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>Policy DM25 includes all forms of residential accommodation, including those listed as multi-residential in the table above.</i>	This clarifies which forms of development policy DM25 applies to.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	43	Paragraph 9.11	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <i>The City Council does however support the use of the Home Quality Mark (HQM). This standard replaces the Code for Sustainable Homes and has been developed by BRE. The Council strongly encourages all residential development to be built to the HQM standard.</i> Comment: HQM not referred to in recently adopted Local Plan.	The paragraph makes it clear that this standard is encouraged but is not a policy requirement.
MPSPD51	Countryside Properties	43	Paragraph 9.11	The document strongly encourages all residential development to be built to the High Quality Mark standard (HQM), however the council recognises that this cannot be required of residential development. The document must make clear that development schemes will not be expected to meet this standard nor penalised for not designing schemes to the HQM standard. Reference to the HQM standard for residential development should be removed.	The paragraph makes it clear that this standard is encouraged but is not a policy requirement.
MPSPD11	Historic England	43	Paragraph 9.13	The present government policy is for no new-build properties to contain gas boilers from 2025.	Noted, this will be covered by building regulations. This document also seeks to provide guidance to those who may be seeking to improve energy efficiency and have existing gas boilers.
MPSPD11	Historic England	44	Paragraph 9.15	Recommend the inclusion of references to Historic England's advice notes in the 'Other Relevant Guidance' section on page 5 or section 9. Specifically, to advice note 14 "Energy Efficiency and Traditional Homes" <a href="https://historicengland.org.uk/images-books/publications/energy-efficiency-and-traditional-homes-advice-note-14">https://historicengland.org.uk/images-books/publications/energy-efficiency-and-traditional-homes-advice-note-14</a> , published in July 2020, and the technical note "Energy Efficiency and Historic Buildings" published in 2018 available from the same link, are included. There is also a range of guides and advice notes on the subject of Energy Efficiency and Historic Buildings available for free from our website here: <a href="https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/">https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/</a> . These cover topics such as insulation, draft proofing, and the successful integration of low/zero carbon technologies such as solar panels, heat pumps and others into historic fabric. We would recommend that your SPD provides links to these resources. At the outset we would emphasise that Chelmsford's historic environment - whether designated or non-designated - will play a crucial role in achieving the council's ambitions of reducing and eliminating carbon emissions by 2030. We would recommend you review our recent research into Carbon and the Built Historic Environment, published in 2019's 'Heritage Counts' report. This can be accessed here: <a href="https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/">https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/</a> and here: <a href="https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/carbon-in-built-historic-environment/">https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/carbon-in-built-historic-environment/</a> The headline finding of part of this research is that retrofit and refurbishment options for historic structures can reduce carbon emissions by 60% as compared to other options for redevelopment such as new build, and overall it demonstrates the importance that 'heritage', at all levels of significance, will play in achieving your ambitions.	The table of 'other relevant guidance' includes guidance which is referred to in various places throughout the document to save having to repeat throughout the document. It is however appropriate to include reference to these documents in the historic environment section of the document as a new paragraphs after 9.15 to read: <u>For a designated or non-designated heritage assets or buildings within a conservation area the requirements for energy efficiency should be balanced against preserving the importance of the historic asset, its setting or the wider historic environment. Site-specific guidance should be sought from the Local Planning Authority in such circumstances. Further guidance is also available from Historic England at: <a href="https://historicengland.org.uk/images-books/publications/energy-efficiency-and-traditional-homes-advice-note-14">https://historicengland.org.uk/images-books/publications/energy-efficiency-and-traditional-homes-advice-note-14</a> and <a href="https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/">https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/</a></u>  <u>Retrofitting and refurbishment options for historic structures can reduce carbon emissions by 60% compared to other options for redevelopment such as new build. Further information on this is available at: <a href="https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/">https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/</a> and <a href="https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/carbon-in-built-historic-environment/">https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/carbon-in-built-historic-environment/</a></u>

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
MPSPD57	Crest Nicholson Partnerships and Strategic Land	44	Paragraph 9.16	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <del>At new Strategic scale developments over 100 homes, the Council will negotiate Section 106 agreements which secure show homes that incorporate optional sustainable design features to showcase the benefits of including such features in a new build and how to move towards a zero carbon home.</del> Comment: providing optional features in a show home is not necessary to make the development acceptable in planning terms.	Amend paragraph to read: At new Strategic scale developments over 100 homes, the Council will <u>seek to</u> negotiate Section 106 agreements which secure show homes that incorporate optional sustainable design features to showcase the benefits of including such features in a new build and how to move towards a zero carbon home.
MPSPD52	Countryside Properties	44	Paragraph 9.16	It is clear that a range of new measures will need to be incorporated into new homes to meet future Building Regulations but there is no requirement within the Local Plan for this measure. The SPD is seeking to introduce a policy requirement. Whether a developer wishes to offer additional optional measures which goes beyond nationally set standard within Building Regulations is a matter for the developer and cannot be mandated by the Council. Whilst the Council may wish to encourage developers to offer optional sustainable design features, it cannot legally mandate this in the manner proposed. The wording needs to be amended to 'encourage' developers to offer this and the reference to legal obligations in this regard needs to be removed, as it would not be legally compliant with the Regulation CIL tests.	Amend paragraph to read: At new Strategic scale developments over 100 homes, the Council will <u>seek to</u> negotiate Section 106 agreements which secure show homes that incorporate optional sustainable design features to showcase the benefits of including such features in a new build and how to move towards a zero carbon home.
MPSPD53	Countryside Properties	44	Paragraph 9.17	The SPD states that 'all new developments are encouraged to include renewable, low carbon and where possible decentralised energy schemes on site. The provision of energy by renewable sources is subject to large variations due to the intermittent nature of the wind and sun. One way to overcome this is through Battery Energy Storage which evens out the inevitable peaks and troughs of renewable energy supply.' Whilst Countryside recognise the importance of low carbon and renewable energy, the Council should avoid undue levels of prescription as to how developers meet the requirements under Building Regulations. The use of decentralised energy schemes and renewable energy are site specific and may have a significant impact on the viability in some cases. The paragraph should be amended to 'encourage, the inclusion of renewable, low carbon and decentralised energy schemes where practical and viable'.	The paragraph makes it clear that this is encouraged.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	44	Paragraph 9.17	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <del>All new developments are encouraged to include renewable, low carbon and where possible decentralised energy schemes on site</del> <b>where these can be provided without adversely affecting the viability and deliverability of individual sites.</b>	The paragraph makes it clear that this is encouraged.
MPSPD57	Crest Nicholson Partnerships and Strategic Land	44	Principles to be considered to reduce harmful emissions and the use of natural resources	The following wording amendments are sought (strikethroughs identifying deleted text with new text highlighted in bold): <ul style="list-style-type: none"> <li>• <b>Where possible, arrange buildings to avoid overshadowing, allow natural cooling in the summer through circulation of air yet avoid high heat losses created by too high wind speeds.</b></li> <li>• <b>If feasible and viable, explore the provision of Provide shelter belts of trees on exposed edges of the site to reduce heat loss from strong wind.</b></li> <li>• <b>Where possible, reduce the exposed surface area of buildings to minimise heat loss.</b></li> <li>• <del>Adopt</del> <b>Explore a fabric first approach to buildings e.g. use best possible insulation and reduce thermal bridging.</b></li> </ul>	The bullet points are sufficiently worded regarding their objectives.
MPSPD38	Grosvenor Developments	44	Principles to be considered	We support the principles in this section, in particular the need to optimise the layout of the development to respond to climate conditions and the 'fabric first' approach.	Support welcomed

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
	Limited and Hammonds Estates LLP		to reduce harmful emissions and the use of natural resources		
MPSPD64	Essex County Council	46	Paragraph 9.23	ECC acknowledges that the scope of the SPD is set more towards design-led considerations rather than a wider, holistic approach to sustainable development. However, ECC recommend reference is made to the role and importance of sustainable minerals and waste management in providing new development, to which the SPD is presently silent. ECC, as the Minerals and Waste Planning Authority, are committed to working with the City Council on the shared ambition of delivering sustainable development and welcome further dialogue as appropriate.	As acknowledged by ECC the SPD does not seek to repeat policy elsewhere. The SPD is about the implementation of the Local Plan, of which the MLP and WLP have informed so further detailed reference in this section is not considered to be necessary. However, for clarity additional sentence to be added to end of paragraph 9.23 to read: <u>The Minerals Local Plan and Waste Local Plan set out further detailed policies and guidance regarding the re-use and recycling of materials on sites. These can be found at: <a href="https://www.essex.gov.uk/minerals-waste-planning-policy/minerals-local-plan">https://www.essex.gov.uk/minerals-waste-planning-policy/minerals-local-plan</a></u>
MPSPD18	Bellway Homes Ltd	47	Paragraph 10.2	Policy DM1 does not require or encourage 100% of new dwellings to be constructed to meet requirement M4(2). If this was deemed necessary by the Council it would have been secured within the Local Plan. The current wording of the SPD seeks to secure something that is not required by planning policy. It is therefore respectfully requested that this paragraph be deleted from the SPD.	The wording in this paragraph clearly sets out what the policy requirement and simply encourages all new homes to go beyond that but clearly does not 'require' them to. It is however considered that the wording in paragraph 10.4 should be reflected in paragraph 10.2 to read: Although this is a mandatory requirement for a minimum of 50% of new homes within any scheme it is <del>strongly</del> encouraged that all new homes are built to this standard <del>as a minimum</del> <u>to allow for greater flexibility.</u>
MPSPD14	Melville Dunbar Associates	47	Paragraph 10.2	This refers to Policy DM1 of the Local Plan requiring a minimum of 50% of all new homes to meet Approved Document Part M4(2) of the Building Regulations. It goes on to state "it is strongly encouraged that all new homes are built to this standard as a minimum." The use of such coercive language is tantamount to using the SPD as a vehicle to create new policy. The purpose of SPD is to explain and advise on policy, not to make it. This wording should therefore be deleted or amended. A requirement for all new homes to be built to M4(2) standards is unrealistic and unachievable.	The wording in this paragraph clearly sets out what the policy requirement and simply encourages all new homes to go beyond that but clearly does not 'require' them to. It is however considered that the wording in paragraph 10.4 should be reflected in paragraph 10.2 to read: Although this is a mandatory requirement for a minimum of 50% of new homes within any scheme it is <del>strongly</del> encouraged that all new homes are built to this standard <del>as a minimum</del> <u>to allow for greater flexibility.</u>
MPSPD54	Countryside Properties	47	Paragraph 10.3	Support the Council's promotion of home working, as this has become a necessity to many of late and can assist in reducing the need to travel. However, the Council need to recognise that dedicated offices should not be counted as bedrooms for the purpose of calculating parking requirements as this practice can discourage developers from making specific provision.	While this issue is acknowledged the use of the home may change over time and parking requirements should be applied if such a room also complies with minimum bedroom size to avoid potential parking issues.
MPSPD 15	Melville Dunbar Associates	48	Paragraph 10.4	This refers to Policy DM1 of the Local Plan requiring a minimum of 5% of all new affordable homes to meet Approved Document Part M4(3) of the Building Regulations. It goes on to state "it is encouraged that all new homes are built to this standard to provide great flexibility." The use of such coercive language is tantamount to using the SPD as a vehicle to create new policy. The purpose of SPD is to explain and advise on policy, not to make it. This wording should therefore be deleted or amended. A requirement for all new homes to meet M4(3) standards is unrealistic and unachievable.	The wording in this paragraph clearly sets out what the policy requirement and simply encourages all new homes to go beyond that but clearly does not 'require' them to.
MPSPD3	Anglia Ruskin University	49	Principles to be considered to achieving accessibility to all buildings	This principle is supported but it is considered that this is a Principle that should be achieved for all non-residential buildings unless circumstances dictate otherwise rather than just a "Principle to be considered...".	Amend bullet point to read: <ul style="list-style-type: none"> <li>Access to buildings and access within buildings and the use their facilities, both for visitors and for people who live or work within the building <del>is required</del> <u>People for all, regardless of disability, age or gender. should be able to gain access to buildings and to gain access</u></li> </ul>

Comment ref ID	Name	Page	Paragraph/table/fig ref	Summary of Comments/Proposed change	Council comments
					<del>within the buildings and use their facilities, both as visitors and as people who live or work in</del>
MPSPD11	Historic England	49	Paragraph 10.8	Pleased to note the SPD makes clear that appropriate solutions for accessibility will need to be sought on a case by case basis where listed buildings and other heritage assets are concerned. The principles for how to approach considerations of equitable access to heritage assets is set out on our website here: <a href="https://historicengland.org.uk/advice/hpg/compliantworks/equalityofaccess/">https://historicengland.org.uk/advice/hpg/compliantworks/equalityofaccess/</a>	Add additional sentence to end of paragraph 10.8 to read: The principles for how to approach considerations of equitable access to heritage assets is set out here: <a href="https://historicengland.org.uk/advice/hpg/compliantworks/equalityofaccess/">https://historicengland.org.uk/advice/hpg/compliantworks/equalityofaccess/</a>
MPSPD18	Bellway Homes Ltd	49	Principles to be considered regarding space standards of new homes	Asking development to consider going beyond these standards where possible does not accord with Policy DM26 of the Local Plan. Policy DM26 does not require or encourage the Nationally Described Space Standard to be exceeded. If this was deemed necessary by the Council it would have been secured within the Local Plan. The current wording of the SPD seeks to secure something that is not required by planning policy and should be deleted from the SPD.	This section of the SPD makes it clear what the policy requirements are in paragraph 10.10 and simply encourages all new homes to 'consider' going beyond that in paragraph 10.11 and the principles box, but clearly does not require them to.

## Appendix 2: Schedule of proposed changes for Making Places Supplementary Planning Document

Page	Paragraph/ table/ fig ref	Council comments
Throughout	Tables at beginning of each section	Amend last development type column to read: Mixed use <u>and non-residential uses</u>
1	Paragraph 1.2	Amend paragraph to read: It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan <u>and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans.</u>
1	Paragraph 1.7	Amend paragraph to read: This draft Making Places Supplementary Planning Document (SPD) <u>was formally adopted by the Council on XXX 2021.</u> <del>is published for four weeks public consultation from 30 April to 28 May 2020.</del> <del>Feedback received will be used to inform the final version of the SPD which is anticipated for adoption in Summer/Autumn 2020. Once adopted, the new Making Places SPD will</del> <u>It replaces</u> the following documents:
2	Paragraph 2.2	Add new additional paragraph after 2.2 to read: <u>As part of the Council's adopted Masterplan process the detail as to how relevant strategic sites will satisfy the requirements of the respective site policies in the Local Plan, as well as the aims and objectives of this SPD, will be considered through the iteration, consultation and quality review panel assessment of these sites. This SPD provides guidance but is not intended to stifle innovation and local design solutions identified through masterplans.</u>
2	Paragraph 2.6	Amend last sentence of the paragraph to read: It also includes detailed guidance on how to go beyond the Local Plan policy requirements to encourage development to be futureproofed and be as sustainable and energy efficient as possible, <u>although such elements of the guidance within this SPD are not mandatory and should not be read as a policy requirement.</u>
3	Table	Amend last development type column to read: Mixed use <u>and non-residential uses</u>  <u>Add a tick for public realm for smaller developments of up to 10 dwellings.</u>  Amend titles to read: Single dwellings/small scale development (< <u>under</u> 10 dwelling units) Major development (< 10+ dwelling units)
4	Paragraph 2.13	Amend last sentence of paragraph to read: <del>Where there is conflict with other guidance or policy published after the adoption of the SPD elsewhere the SPD guidance should take precedence decision makers may give it weight, if appropriate, alongside the provisions of the SPD.</del>
5	Other Relevant Guidance	Include additional text in the table to read: <b><u>Sport England and Public Health England's Active Design guidance</u></b> <a href="https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design">https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</a>

Page	Paragraph/ table/ fig ref	Council comments						
		<table border="1"> <tr> <td><u>Represents established guidance on designing to encourage physical activity.</u></td> <td><u>Encouraged for all forms/scales of development.</u></td> </tr> <tr> <td colspan="2"><u>Livewell - <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a></u></td> </tr> <tr> <td>Livewell is an accreditation scheme which seeks to place health and well-being at the heart of developments.</td> <td>Encouraged to design a scheme in accordance with the Livewell accreditation for all strategic scale development</td> </tr> </table>	<u>Represents established guidance on designing to encourage physical activity.</u>	<u>Encouraged for all forms/scales of development.</u>	<u>Livewell - <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a></u>		Livewell is an accreditation scheme which seeks to place health and well-being at the heart of developments.	Encouraged to design a scheme in accordance with the Livewell accreditation for all strategic scale development
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Livewell is an accreditation scheme which seeks to place health and well-being at the heart of developments.	Encouraged to design a scheme in accordance with the Livewell accreditation for all strategic scale development							
5	Paragraph 3.11	<p>Amend the first sentence of the paragraph to read: There are a number of other relevant <del>policies/standards/</del> benchmarks/strategies which should be considered alongside this SPD.</p> <p>Amend last sentence of paragraph 2.13 to read: Where there is conflict with other guidance <u>or policy published after the adoption of the SPD</u> elsewhere the SPD guidance should take precedence <u>decision makers may give it weight, if appropriate, alongside the provisions of the SPD.</u></p>						
5 & 26	Paragraph 3.12 & 7.34	<p>Add additional text to end of paragraph 7.34 to read: <u>The Essex Green Infrastructure Strategy (2020) <a href="https://www.placeservices.co.uk/resources/built-environment/essex-gi-strategy/">https://www.placeservices.co.uk/resources/built-environment/essex-gi-strategy/</a> also seeks to enhance, protect and create an inclusive and integrated network of high-quality multi-functional green infrastructure in Greater Essex. Opportunities for delivering and integrating with other green infrastructure set out within this Strategy should be considered.</u></p>						
7	Paragraph 4.2	Weblink to be added ahead of publication						
8	Objectives	Amend third 'Objective' to read: Create a high-quality network of <u>multi-functional Green Infrastructure Spaces.</u>						
8	What does success look like	Amend third bullet point to read: <ul style="list-style-type: none"> <li>• Integrated sustainable <del>urban</del> drainage</li> </ul>						
9	Paragraph 5.3	Last sentence of paragraph to be amended to read: All types of development that have an impact on biodiversity, are <del>encouraged</del> <u>required to ensure deliver</u> biodiversity net gain through an increase in appropriate natural habitat and ecological features over and above those being affected.						
9	Figure 1	Amend wording for figure 1 to read: Swift bricks should be installed high up in gable ends or directly under eaves, <u>ideally no less than 4m above ground level</u>						
9	Paragraph 5.6	<p>Amend second bullet point to read:</p> <ul style="list-style-type: none"> <li>• Bat boxes should be installed south to south- west facing 3-5 <u>metres</u> high, away from direct lighting, adjacent to vegetation (connected, commuting corridor) and free from obstruction</li> </ul> <p>Amend final bullet point to read:</p> <ul style="list-style-type: none"> <li>• Hedgehog <u>fencing/crossings/highways</u> can provide safe routes for hedgehogs to pass through development</li> </ul>						

Page	Paragraph/ table/ fig ref	Council comments
10	Principles to be considered to assist in contributing to suitable Green Infrastructure	<p>Amend third bullet point to read:</p> <ul style="list-style-type: none"> <li>• <u>Seek to retain key green infrastructure features and improve connectivity to them, for example linear corridors such as hedgerows, rivers/streams, and railway lines.</u></li> </ul> <p>Add additional bullet points to read:</p> <ul style="list-style-type: none"> <li>• <u>Consider the future on-going maintenance of Green Infrastructure.</u></li> <li>• <u>Consider appropriate walking/cycle/bridleway access to Green infrastructure</u></li> </ul>
11	Paragraphs 5.10 – 5.14	<p>Add additional bullet point to the principles for SuDS to read:</p> <ul style="list-style-type: none"> <li>• <u>Consider the future on-going maintenance of SuDS within a scheme.</u></li> </ul>
11	Paragraph 5.11	<p>Amend paragraph to read: As such they make more efficient use of the open space network and provide informal <u>recreational access.</u></p>
11	Paragraph 5.12	<p>Add additional sentence to end of paragraph to read: <u>The published BS8582 Code of practice for surface water management for development sites should also be referred to.</u></p>
11	Paragraph 5.14	<p>Amend paragraph to read: ECC has produced a guidance document called 'SuDS design <u>guide 2020 advice</u>', which should be followed and is available from: <del><a href="https://flood.essex.gov.uk/new-developmentadvice/how-to-design-suds-in-essex">https://flood.essex.gov.uk/new-developmentadvice/how-to-design-suds-in-essex</a></del> <a href="https://www.essexdesignguide.co.uk/suds">https://www.essexdesignguide.co.uk/suds</a> In addition, ECC has produced SuDS Planning Advice. This service can be used at any stage during the planning application process at: <a href="https://flood.essex.gov.uk/new-development-advice/apply-for-suds-advice/">https://flood.essex.gov.uk/new-development-advice/apply-for-suds-advice/</a></p> <p>Add additional wording to end of paragraph 5.14 to read: <u>Anglian Water should also be consulted at an early stage where SuDs (which meet the legal definition of a sewer) are expected to be adopted by the sewerage company. Further guidance is available on Anglian Water's website: <a href="https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/">https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/</a></u></p>
11	Paragraph 5.15	<p>Add additional bullet point to read:</p> <ul style="list-style-type: none"> <li>• <u>Reducing carbon/adding oxygen in the atmosphere</u></li> </ul>
11	Principles to be considered when designing a SUDS scheme	<p>Add additional bullet points to read:</p> <ul style="list-style-type: none"> <li>• <u>Consider multi-functional use of SUDS to enhance the open space/Green Infrastructure networks</u></li> <li>• <u>Consider if rainwater harvesting and surface water harvesting can form part of an integrated scheme.</u></li> </ul>
12	Paragraph 5.17	<p>Insert additional wording before last sentence of paragraph to read: <u>Tree and hedge planting should include appropriate native species where possible.</u> In non-urban locations non native species, such as conifers and laurel should be avoided. <u>The level of planting and species selection will be informed by individual site-characteristics and identified as part of the detailed planning application process.</u></p>
12	Paragraph 5.18	<p>Amend last sentence of paragraph to read:</p>

Page	Paragraph/ table/ fig ref	Council comments
		Green spaces provided in connection with new housing development should, <u>where practicable</u> , include the planting of three trees per net new dwelling.  Additional paragraph to be added after 5.18 to read: <u>Consideration of existing trees, especially protected trees, should be given to ensure the longevity of such trees is not compromised by future development.</u>
12	Principles to be considered when selecting trees and hedges to plant	Amend last bullet point to read: <ul style="list-style-type: none"> <li>• <u>Where practicable</u>, all new housing development should seek to plant three trees per net new dwelling.</li> </ul>
13	Objectives	Amend first and second bullet points to read: <ul style="list-style-type: none"> <li>• Create spaces and places which put <u>walking, cycling, and</u> public transport before the private car</li> <li>• Ensure safe and accessible cycle and pedestrian routes, <u>and where appropriate</u> <u>bridleways</u>, at the heart of place making</li> </ul>
13 & 17	Principles to be considered for creating parking spaces	Amend title of the box on page 17 to read: Principles to be considered <u>regarding parking standards for creating parking spaces</u>
14	Paragraph 6.3	Add additional sentence to end of paragraph to read: <u>All development should ensure routes have good natural surveillance. This includes ensuring development does not have an adverse impact on the surveillance of existing routes in and around a site.</u>
14	Paragraph 6.5	Amend paragraph to read: <del>All development for net</del> <u>Both new residential and non-residential development uses should consider the Essex Cycling Strategy, and the Chelmsford Cycling Action Plan, and the Local Cycling and Walking Infrastructure Plan in terms of how their proposed development could feed into the wider cycle network.....</u>
14	Paragraph 6.7	Amend paragraph to read: Consideration should be given regarding the type of cycle route and as to whether it is appropriate to be a shared route, with pedestrians, horse riders and other users. <del>Key routes designed to promote cycle use as an alternative to the private car may be more appropriate to be provided as segregated cycle routes to avoid conflict with pedestrians and other users. Other routes are expected to be provided as shared routes in accordance with Essex County Council guidance. Such multi-user routes should be provided without division by white lining or changes in levels. In general, cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions pedestrians should be provided with a separate parallel route to cyclists. Shared use routes in streets with high pedestrian or cyclist flows should not be used, and distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different</del>

Page	Paragraph/ table/ fig ref	Council comments
		<p><u>surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces. Where cycle routes use such paths in built-up areas attempts should be made to separate them from pedestrians, potentially with levels or a kerb.</u></p> <p><u>Shared use may be appropriate in some situations, if well-designed and implemented. Some are listed below:</u></p> <ul style="list-style-type: none"> <li>• <u>Alongside interurban and arterial roads where there are few pedestrians;</u></li> <li>• <u>At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities;</u></li> <li>• <u>In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and</u></li> <li>• <u>In situations where high cycle and high pedestrian flows occur at different times.</u></li> </ul> <p>Good examples of multi-user routes include 'Flich Way' in Braintree District.</p>
15	Paragraph 6.8	<p>Amend paragraph to read:  <del>The Essex Design Guide provides further detailed information on how to create safe and suitable routes for cyclists. This</del> The <u>DfT guidance Cycle Infrastructure Design (LTN 1/20)</u>, available at <a href="http://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120">www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120</a>, should be read in conjunction with the 'Highways Technical Manual', which provides specific technical guidance on how to build a layout in compliance with Essex Highways and 'Manual for Streets' standards. <del>For further guidance on these please see-</del>, which are available at <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a>  <u>In addition, if a site is within a conservation area or effects a historic asset then consideration should be given to Historic England's advice 'Streets for All': <a href="https://historicengland.org.uk/images-books/publications/streets-for-all/">https://historicengland.org.uk/images-books/publications/streets-for-all/</a></u></p>
15	Paragraph 6.9	<p>Amend second sentence of paragraph to read:  The standards for cycle parking are set out within the Essex County Council Parking Standards Design and Good Practice 2009, <u>or as subsequently amended.</u></p>
15	Table below paragraph 6.9	<p>Amend text for minimum provision for dwelling houses to read:  None if garage or secure area (which can include a private garden) is provided within the curtilage of a dwelling, otherwise 1 secure covered space per dwellings plus 1 space per 8 dwellings for visitors</p>
15	Paragraph 6.10	<p>Add additional sentence to end of paragraph to read:  <u>These facilities could be used as 'green roofs' providing wildlife habitats. For example, Green Roof shelters: <a href="https://greenroofshelters.co.uk/green-roof-cycle-shelter/">https://greenroofshelters.co.uk/green-roof-cycle-shelter/</a></u></p>
16	Paragraph 6.13	<p>Amend first sentence of paragraph to read:  Cycle parking for individual houses should be provided in garages or sheds and <u>where possible</u> ensure that they can be accessed without the need to take the bicycle through the house.</p>
16	Paragraph 6.15	<p>Amend first sentence of paragraph to read:</p>

Page	Paragraph/ table/ fig ref	Council comments
		<p><u>Through the pre-application/design/masterplan process, major new developments should be designed to explore accommodating a bus service, which is attractive to passengers and efficient for the service operator.</u></p> <p>Amend third sentence of paragraph to read:  <u>Bus priority measures Fixed infrastructure, such as bus gates may be necessary, in some instances, to achieve preferential routing and faster journey times. Essex County Council Highways and the local bus service operator should be involved in the scheme layout, and positioning of bus routes and stops, and level of service at an early stage.</u></p>
16	Paragraph 6.16	<p>Amend paragraph to read:  All new developments should <del>aim to</del> provide bus routes within 400m or a 5 minute walk of all dwellings <u>to meet Essex County Council standards as Highway Authority.</u></p>
16	Paragraph 6.17	<p>Amend paragraph to read:  The location of bus stops should <u>be highly accessible relate to the footpath and cycle network and key destination points within the development.;</u> <del>they are generally best located at significant points of pedestrian and cycle movement.</del> <u>Bus infrastructure such as bus stops and shelters should be installed as the phases of development are constructed, so there is a clear understanding of the proposed bus routes by new residents.</u></p>
17	Principles to be considered regarding public transport provision	<p>Reference to electronic timetables is covered sufficiently in the ‘principles’ box.</p> <p>Amend first bullet point to read:</p> <ul style="list-style-type: none"> <li>• <u>The local bus service operator and ECC should be involved in the bus routes, level of service scheme layout and positioning of bus stops and other passenger transport infrastructure at an early stage.</u></li> </ul>
17	Paragraph 6.20	<p>Amend first sentence of paragraph to read:  Parking standards may be <del>more</del> relaxed in urban locations with high levels of public transport accessibility.</p> <p>Add additional bullet point to read:  <u>Preferred car bay size 5.5m x 2.9m (6m for parallel bay)</u></p> <p>Add additional paragraph after 6.20 to read:  <u>On-street parking is only be considered where the development has been designed to incorporate an agreed level of un-allocated on-street parking in the form of parallel or angled parking bays, or parking squares.</u></p>
17	Principles to be considered for creating a parking space	<p>Heading to be amended to ‘parking standards’</p> <p>Amend fourth bullet point to read:  Parking courts are the least preferred option; if they are necessary, they should have direct access to the dwelling they serve, <u>have high levels of natural surveillance not be surrounded by high walls and not serve more than 6 dwellings. The number of dwellings a parking court serves will be considered on a site-by-site basis but in principle should be limited to avoid large, unattractive and disconnected parking courts.</u></p> <p>Amend sixth bullet point to read:</p>

Page	Paragraph/ table/ fig ref	Council comments
		An allowance should be made for visitor parking <u>as part of the highway design in accordance with ECC/EPOA parking standards to ensure in sensible places by making the road suitably wide enough for cars can to pass and visitors can to park.</u>
18	Paragraph 6.23	Amend paragraph to read: For those areas of hardstanding that require planning permission the following <u>principles guidance</u> should be considered:
18	Principles to be considered for creating an off-road parking space	Amend second bullet point to read: <ul style="list-style-type: none"> <li>Minimise the length of dropped kerbs (<u>in accordance with the ECC/EPOA parking standards</u>) in order to retain as much street parking as possible</li> </ul> Amend bullet point four to read: <ul style="list-style-type: none"> <li>Include generous planting <u>where possible</u></li> </ul> Amend seventh bullet point to read: <ul style="list-style-type: none"> <li>Ensure <del>1.5 x 1.5</del> <u>appropriate</u> visibility splays in both directions</li> </ul> Add additional bullet point to read: <ul style="list-style-type: none"> <li><u>Apply to ECC highways for consent for a new vehicle crossover</u></li> </ul>
19	Paragraph 6.28	Include a picture of the Braintree scheme if room allows and add new para after 6.26 to read: <u>Mixed use development should consider the inclusion of rapid EV charging/service stations. The UK's first Electric Forecourt delivered by GRIDSERVE near Braintree is an example of this.</u>
20	Table	Add a tick for public realm for smaller developments of up to 10 dwellings.
20	What does success look like	Amend second to last bullet point in 'what does success look like box to read: <ul style="list-style-type: none"> <li>Sustainable <del>urban</del> drainage systems and natural flood..</li> </ul>
20 & 22	Figures 17 and 20	Captions to be added: Figure 17: Homes overlooking open spaces at <u>Beaulieu</u> Figure 20: Development at <u>Channels</u>
21	Paragraph 7.4	Amend last sentence of paragraph to read: Where the use of open space means it could be a destination point, e.g. sports pitches, their connection to <u>walking, cycling and</u> public transport routes should be considered and suitable links and access points put in place to encourage access to spaces via these modes public transport connections.
21	Paragraph 7.7	Paragraph to be amended: Lighting and other items such as dog <u>waste bins</u> ...
21	Paragraph 7.9	Amend first sentence of paragraph to read: To meet the standards expected by the Council <u>strategic green spaces and other green spaces where practicable are strongly encouraged to should</u> be designed from the outset to meet the quality mark of the 'Green Flag Award'.
22	Paragraph 7.11	Amend paragraph to read: Sustainable <del>Urban</del> -Drainage Systems (SuDS) can be ....
22	Paragraph 7.12	Include additional paragraph after 7.12 to read:

Page	Paragraph/ table/ fig ref	Council comments
		<u>Supporting facilities play a major role in encouraging people to visit open spaces and influence how much time they spend there. This can range from simple measures such as appropriately located seating to allow people to rest or observe views/activities to more significant facilities such as toilets and refreshments (e.g. cafes) in more strategic spaces such as country parks and major urban parks. Further guidance is provided in the 'Appropriate Infrastructure' section of Sport England's Active Design guidance: <a href="https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design">https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</a></u>
22	Principles to be considered for all spaces (left-hand side)	Add additional bullet point to read: <ul style="list-style-type: none"> <li>• <u>Consider appropriate supporting facilities for all open spaces.</u></li> </ul>
22	Paragraph 7.13	Add additional sentence of end of paragraph 7.13 to read: <u>Where a scheme impacts a heritage asset specific design consideration as set out in section 8 should also be considered.</u>
22	Principles to be considered for all spaces (right-hand side)	Amend last bullet point to read: <ul style="list-style-type: none"> <li>• Consider the incorporation of Sustainable <del>Urban</del> Drainage Systems within open space.</li> </ul> Add additional bullet point to read: <ul style="list-style-type: none"> <li>• <u>Ensure landscaping features, including trees, allow for natural surveillance and do not unduly restrict the use of open spaces</u></li> </ul>
23	Paragraph 7.19	Add in the . between 7 and 19 and remove first bullet point in paragraph 7.19: <ul style="list-style-type: none"> <li>• <del>Public realm should be</del></li> </ul>
23	Paragraph 7.20	Amend last sentence of paragraph to read: Public art also provides enjoyment, adds prestige to a development and can provide an educational opportunity, <u>including the opportunity to link to the history of an area.</u>
23	Paragraph 7.21	If space allows add picture of painted basketball court in Frank Whitmore Green in Chelmsford and include additional sentence at end of paragraph after 7.21 to read: <u>It can also be used to create areas for people to connect and play.</u>
24	Paragraph 7.22	Add the following to the end of paragraph 7.22: For further information on commissioning public art visit: <a href="https://www.chelmsford.gov.uk/planning-and-building-control/developments-and-improvements-in-chelmsford/public-art-in-chelmsford/organisations-wishing-to-commission-public-art/">https://www.chelmsford.gov.uk/planning-and-building-control/developments-and-improvements-in-chelmsford/public-art-in-chelmsford/organisations-wishing-to-commission-public-art/</a>
24	Paragraph 7.24	Add additional sentence to the end of paragraph 7.24: <u>This should include the consideration of ensuring the future ease of access to utility services.</u>
25	Paragraphs 7.27 and 7.28	The requirements in these paragraphs reflect this authorities local highways requirements.
25	Paragraph 7.29	Amend last sentence of paragraph to read: Boundary features should be set <del>at least 450mm</del> <u>an appropriate distance from the carriageway shared surface to meet Essex County Council Highway</u>

Page	Paragraph/ table/ fig ref	Council comments
		<u>standards</u> , and the margin paved in the same surface material, where practicable, with demarcation markers.
26	Paragraph 7.33	Add additional sentence to end of paragraph to read: <u>'Building with Nature' is an accreditation scheme which seeks to incorporate green infrastructure into development. This approach is a voluntary approach that enables developers to create places that really deliver for people and wildlife. For more information please visit here:</u> <a href="https://www.buildingwithnature.org.uk/about">https://www.buildingwithnature.org.uk/about</a>
27	Objectives	Add additional bullet point to read: <ul style="list-style-type: none"> <li>• <u>Create an identity and sense of place in new character areas</u></li> </ul>
27, 40 , 49	Bullet point in 'what does success look like', End of paragraph 8.54, First sentence paragraph 10.8	Amend references to: <u>heritage</u> <del>historic</del> -assets
31	Paragraph 8.11	Add additional sentence to the end of paragraph 8.11 to read: <u>It should be noted that figure 29 sets out the broad locations for taller buildings in the City Centre which takes into account the provisions of Policy DM28. Taller buildings may be appropriate in other locations providing they meet the requirements of Policy DM28.a</u>
32	Paragraph 8.18	Add additional wording after second sentence to paragraph 8.18 read: <u>Where the applicant can demonstrate it is appropriate a visual analysis via a visual impact assessment may be accepted by the Council.</u>
34	Paragraph 8.26	Additional link to be added to end of paragraph: Assets <a href="https://historicengland.org.uk/images-books/publications/making-changes-heritage-assets-advice-note-2/">https://historicengland.org.uk/images-books/publications/making-changes-heritage-assets-advice-note-2/</a>
35	Principles to be considered relating to conservation areas	Amend first bullet point of principles for conservation areas to read: <ul style="list-style-type: none"> <li>• Avoid the loss of traditional front doors, <del>timber sliding sash</del> windows, chimneys, decorative bargeboards and cast iron rainwater goods.</li> </ul>
36	Paragraph 8.36	Amend first sentence of paragraph to read: Scheduled Monument Consent will be required <u>from Historic England</u> , where activities physically affecting a scheduled monument are proposed.
37	Paragraph 8.44	Add additional second sentence to the paragraph: <u>The scope of such work should be agreed in advance with the County Archaeologist</u>
37	Paragraph 8.46	Amend last sentence of paragraph to read: Guidance is set out in Historic England's Understanding Historic Buildings: <u>A a guide to Good Recording Practice:</u>
38	Paragraph 8.49	Add the following as a new paragraph after paragraph 8.49:

Page	Paragraph/ table/ fig ref	Council comments
		<p><u>In assessing whether a new site is appropriate for a new education facility, the ‘ECC Developers’ Guide to Infrastructure Contributions (2020)’ identifies the issues and matters that should be considered in the Education Site Suitability Checklist provided in Appendix C: Education Site Suitability Checklist. The ‘Guide’ seeks to ensure that new education facilities fit with, and are complemented by, the rest of the proposed development. Appendix D: Exemplar Layouts for Education and Community Facilities, provides exemplar layouts. The objectives as displayed in the exemplar layouts are to:</u></p> <ul style="list-style-type: none"> <li>• <u>create a sense of place;</u></li> <li>• <u>avoid congestion by dispersing school drop off;</u></li> <li>• <u>provide a safe environment around school entrances; and</u></li> <li>• <u>encourage sustainable travel.</u></li> </ul>
38	Principles to be considered regarding mixed use development	Amend box heading to read: Principles to be considered regarding mixed use <u>and non-residential</u> development
39	Paragraph 8.51	Amend first sentence of paragraph to read: <del>Design Codes are encouraged for all strategic scale developments.</del> <u>The Local Plan requires the use of masterplans and encourages design codes for strategic scale developments.</u>
40	Principles to be considered relating to materials and detailing	Amend third bullet point to read: <ul style="list-style-type: none"> <li>• Break down facades, <u>for example</u>, by using different materials, physical articulation, balconies, deeper and framed windows and door treatments etc.</li> </ul>
42	Paragraph 9.3	Amend first sentence of paragraph to read: BREEAM is a national scheme that assesses the sustainability performance of <u>non-residential</u> buildings.
44	Paragraph 9.15	<p>Add new paragraphs after 9.15 to read:</p> <p><u>For a designated or non-designated heritage assets or buildings within a conservation area the requirements for energy efficiency should be balanced against preserving the importance of the historic asset, its setting or the wider historic environment. Site-specific guidance should be sought from the Local Planning Authority in such circumstances. Further guidance is also available from Historic England at: <a href="https://historicengland.org.uk/images-books/publications/energy-efficiency-and-traditional-homes-advice-note-14">https://historicengland.org.uk/images-books/publications/energy-efficiency-and-traditional-homes-advice-note-14</a> and <a href="https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/">https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/</a></u></p> <p><u>Retrofitting and refurbishment options for historic structures can reduce carbon emissions by 60% compared to other options for redevelopment such as new build. Further information on this is available at: <a href="https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/">https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/</a> and <a href="https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/carbon-in-built-historic-environment/">https://historicengland.org.uk/research/heritage-counts/2019-carbon-in-built-environment/carbon-in-built-historic-environment/</a></u></p>

Page	Paragraph/ table/ fig ref	Council comments
44	Paragraph 9.16	Amend paragraph to read: At new Strategic scale developments over 100 homes, the Council will <u>seek to</u> negotiate Section 106 agreements which secure show homes that incorporate optional sustainable design features to showcase the benefits of including such features in a new build and how to move towards a zero carbon home.
46	Paragraph 9.23	Add additional sentence to end of paragraph 9.23 to read: <u>The Minerals Local Plan and Waste Local Plan set out further detailed policies and guidance regarding the re-use and recycling of materials on sites. These can be found at: <a href="https://www.essex.gov.uk/minerals-waste-planning-policy/minerals-local-plan">https://www.essex.gov.uk/minerals-waste-planning-policy/minerals-local-plan</a></u>
47	Paragraph 10.2	Amend paragraph to read: Although this is a mandatory requirement for a minimum of 50% of new homes within any scheme it is <del>strongly</del> encouraged that all new homes are built to this standard <del>as a minimum</del> <u>to allow for greater flexibility.</u>
47	10.3	Amend paragraph to read: Consideration should also be given to the need to provide homes with the ability for occupiers to readily work from home. This may include suitable space within habitable rooms, or specific rooms for home offices. <del>This includes the need to ensure that new homes have connections to superfast broadband readily work from home.</del> This may include suitable space within habitable rooms, or specific rooms for home offices. <del>This and</del> includes the need to ensure that new homes have connections to superfast broadband.
49	Principles to be considered to achieving accessibility to all buildings	Amend bullet point to read: <ul style="list-style-type: none"> <li>• Access to buildings and access within buildings and the use their facilities, both for visitors and for people who live or work within the building <u>is required</u> <del>People for all,</del> regardless of disability, age or gender. <del>should be able to gain access to buildings and to gain access within the buildings and use their facilities, both as visitors and as people who live or work in</del></li> </ul>
49	Paragraph 10.8	Add additional sentence to end of paragraph 10.8 to read: The principles for how to approach considerations of equitable access to heritage assets is set out here: <a href="https://historicengland.org.uk/advice/hpg/compliantworks/equalityofaccess/">https://historicengland.org.uk/advice/hpg/compliantworks/equalityofaccess/</a>



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## Chelmsford City Council Chelmsford Policy Board

14 January 2021

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### Health & Wellbeing Working Group – Progress Update

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Report by:

Director for Public Places

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Officer Contact:

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#### Purpose

The purpose of this report is to update the Policy Board on the work of the Board's Health & Wellbeing Working Group.

#### Recommendations

That the Board note the update of the work of the Health & Wellbeing Working Group.

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#### 1. Background

- 1.1 The Health & Wellbeing Working Group was established by the Chelmsford Policy Board in July 2019. Initially the group was tasked with agreeing the purpose of the Council's Health & Wellbeing Plan and reviewing that the draft plan in place achieved that purpose. The group completed this work and the Council's Health & Wellbeing Plan was adopted by Cabinet on 19<sup>th</sup> November 2019.
- 1.2 Following the adoption of the plan the work of the group changed to monitoring the progress of implementing the Council's Health & Wellbeing Plan, and to

understand current public health issues within the population of Chelmsford and consider over time whether the plan remains fit for purpose.

1.3 The Health & Wellbeing Working Group consists of the following Members:

Cllr. D. Clark (Chair)

Cllr. T. Willis

Cllr. S. Dobson

Cllr. W. Daden

Cllr. N. Walsh

With officer support provided by Keith Nicholson, Paul Brookes, Amber Nyoni and Jon Lyons with other officers providing advice and support as appropriate.

## 2. Context

2.1 The Council has a key role in promoting healthy, active lifestyles and encouraging people to live well, however, its role is part of a much larger health system which needs to collaborate and focus resources on key areas to ensure the system is effective in achieving outcomes.

2.2 The Council's Health & Wellbeing Plan and implementation of such takes into account Essex County Council's Joint Strategic Needs Assessment and its Joint Health & Wellbeing Strategy. The Council's Plan informs both Essex County Council and the NHS, through the Mid Essex Clinical Commissioning Group, how it will contribute to the Joint Health & Wellbeing Strategy and wider health system strategies and plans.

2.3 To assist in ensuring local priorities are identified, developed and delivered the Council hosts a local health and wellbeing group, Livewell Chelmsford. This is a forum of organisations whose aim is to promote, facilitate and encourage members to work collaboratively to improve the health, wellbeing and quality of life of everyone in Chelmsford. Livewell Chelmsford is chaired by the Cabinet Member for Greener and Safer Chelmsford, members of Livewell Chelmsford include Chelmsford CVS, ECC, Action for Family Carers, Mid Essex CCG, Active Essex, Essex Child & Family Wellbeing Services, MIND, and representation from local health groups.

## 3. Health & Wellbeing Plan

3.1 The Council's [Health & Wellbeing Plan](#) identifies population needs and key priorities, and actions to be taken to address them as part of the wider health system. The majority of the Council's contribution to public health improvements is delivered through its day to day service provision, however, co-ordination of service delivery influenced by the priorities in the plan will assist in delivering more effective health outcomes.

- 3.2 The plan is structured to provide information on the health and wellbeing of Chelmsford residents, how Chelmsford City Council and the services it provides contribute to health and wellbeing of its residents, the key health and wellbeing priorities, and what work the Council in conjunction with partners will do to contribute to tackling these priorities over the next few years.
- 3.3 The plan has five priorities which were identified taking into account health inequality data and the role district councils have in delivering public health improvements. The five priorities are:
- Reduce excess weight and obesity and increase physical activity in adults and children
  - Alleviate loneliness and social isolation
  - Improve poor housing including fuel poverty and thermal comfort
  - Enable people to AgeWell
  - Reduce alcohol and substance misuse, and behavioural addictions
- 3.4 Underpinning these priorities are five principles which will assist in delivering effective health outcomes this includes recognition that all organisations and stakeholders need to work collaboratively, and prevention and early intervention is key in tackling wider causes of ill health particularly when combined with self-care and self-management.

#### 4. Progress of the Working Group

- 4.1 As stated above, the original objectives of the working group of agreeing the purpose of the Council's Health & Wellbeing Plan and reviewing that the draft plan in place achieved that purpose have been accomplished. It was agreed that the purpose of the plan was 'to express our shared set of aspirations and to provide a focus for collective action on the most important health and wellbeing issues facing the residents of Chelmsford'. The plan was adopted by Cabinet in November 2019.
- 4.2 Over the last 18 months Members have been provided with a lot of information explaining, amongst other things, the health profile of Chelmsford residents, the Council's role in tackling health inequalities and the promotion of healthy lifestyles, the structure of the wider health system and how the Council fits into that structure, the use of the Thriving Places index in monitoring progress, and the principle of health in all matters to help address health inequalities and improve health outcomes for the residents of Chelmsford. This information and the understanding it provides will help Members effectively monitor the Health & Wellbeing Plan and ensure the plan remains fit for purpose.

4.3 With the publication of the Council's Health & Wellbeing Plan the role of the working group is now to:

- monitor progress of the implementation of the Council's Health & Wellbeing Plan taking into account the Council's role and sphere of influence, and
- understand current public health issues within the population of Chelmsford and consider over time whether the plan remains fit for purpose

4.4 All actions from the Health & Wellbeing Plan have been assigned to the relevant manager and where necessary actions have been broken down into sub-actions so progress can be meaningfully tracked and assessed. This information is currently being transferred into the Council's new finance and performance management system 'One Council'. It is anticipated that the transfer will be completed by the end of January 2021.

4.5 To gain a deeper understanding of the contribution the different service areas of the Council make to health and wellbeing and to delivering the outcomes of the Health & Wellbeing Plan, Members of the working group are receiving presentations from each of the main service areas on how the work they do contributes to the health and wellbeing agenda. These services are Parks & Green Spaces, Leisure Services, Strategic Planning and Economic Development, Culture, Arts and Venues, Public Health & Protection Services, and Housing Solutions. These sessions will take place over the next 18 months alongside the work of the Health & Wellbeing Working Group.

4.6 The meeting schedule for 2021 with planned presentation is as follows:

25<sup>th</sup> February 2021 – Leisure Services

27<sup>th</sup> May 2021 – Strategic Planning and Economic Development

26<sup>th</sup> August 2021 – Culture, Arts and Venues

25<sup>th</sup> November 2021 – Public Health & Protection Services

## 5. Progress of the Plan

5.1 The majority of the plan is being implemented in line with proposed timescales. Some work has been affected by Covid restrictions that have been in place throughout the year, this has particularly affected work with schools and voluntary groups, this work will remain in the plan and be continued when restrictions allow. This plan along with the ECC Joint Health & Wellbeing Plan and other similar plans and strategies will need to be assessed in the near future to ensure they reflect any changes to health and wellbeing caused by the current pandemic.

5.2 Key highlights being progressed from each priority are listed below

**Reduce Excess Weight and Obesity and Increase Physical activity in Adults and Children**

- Livewell Accreditation Scheme for residential developments launched
- Planning policies in place to create healthier built environments
- Green infrastructure being used to advance health & wellbeing for residents through access to high quality open space

**Alleviate Loneliness and Social Isolation**

- Fit & Fed programme – Holiday Hunger

**Improve Poor Housing**

- Health Impact Assessments required for 50+ units
- Production of Making Places Supplementary Planning Document
- Developed and published a Housing Assistance Policy
- Provision of discretionary interest-free Healthy Homes Loans

**Enabling People to Age Well**

- Ensuring new developments actively encourage sustainable travel including public transport
- Engage and work with the Chelmsford Dementia Action Alliance
- Developed and published a Housing Assistance Policy
- Partnership working progressing on allocation of Better Care Fund and Disabled Facilities Grants for home adaptations

**Reduce Alcohol, Substance Misuse and Behavioural Addictions**

- 5 year review of Licensing Policy carried out
- Collaboration working taking place across Essex to tackle the influence of gangs, organised crime and knife crime

## 6. Conclusion

6.1 Good progress has been made by the Health & Wellbeing Working Group. The Council's Health & Wellbeing Plan has been published, and Members are currently being provided with key information and a wider understanding of the health system and the Council's role within it to enable them to effectively monitor the implementation of the plan and ensure it remains fit for purpose.

### List of appendices:

None

### Background papers:

Chelmsford Health & Wellbeing Plan

## Corporate Implications

Legal/Constitutional: None

Financial: None

Potential impact on climate change and the environment: No direct links although some actions such as develop and implement the Air Quality Strategy, and promoting active travel will have positive impacts.

Contribution toward achieving a net zero carbon position by 2030: No direct links although some actions such as develop and implement the Air Quality Strategy, and promoting active travel will have positive impacts.

Personnel: None

Risk Management: None

Equality and Diversity: None

(For new or revised policies or procedures has an equalities impact assessment been carried out? If not, explain why)

Health and Safety: None

Digital: None

Other: None

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### Consultees:

Cllr. D. Clark, Chair of the Health & Wellbeing Working Group

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### Relevant Policies and Strategies:

Chelmsford Health & Wellbeing Plan  
ECC Joint Strategic Needs Assessment  
ECC Joint Health & Wellbeing Strategy

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## CHELMSFORD POLICY BOARD WORK PROGRAMME

14 JANUARY 2021

### AGENDA ITEM 9

Date of Meeting	Report Subject
14 January 2021	<p><b>Masterplans – Land North of South Woodham Ferrers</b>  <i>To consider final masterplan of site allocated in Local Plan ahead of consideration by Cabinet.</i></p> <p><b>Planning Obligations Supplementary Planning Document</b>  <i>To recommend to the Cabinet for adoption the SPD following public consultation</i></p> <p><b>Making Places Supplementary Planning Document</b>  <i>To recommend to the Cabinet for adoption the SPD following public consultation</i></p> <p><b>Health and Wellbeing Working Group</b> - <i>To consider a report from the Working Group on the implementation of the Health and Wellbeing Plan adopted by the Council in November 2019, including any proposed changes in the focus of the Plan</i></p>
4 March 2021	<p><b>Masterplans – Land at East Chelmsford</b> (provisional date) - <i>To consider final masterplan of site allocated in Local Plan ahead of consideration by Cabinet.</i></p> <p><b>Chelmsford Garden Community Development Framework Document (masterplan) Update</b> - <i>To update Policy Board on progress</i></p> <p><b>Essex Minerals Local Plan consultation</b> (ECC publication date not yet confirmed) - <i>To consider representations to ECC Mineral Local Plan</i></p>
Later Meetings	<p><b>Masterplans – Land at Great Leighs</b> (provisional date) - <i>To consider final masterplan of site allocated in Local Plan ahead of consideration by Cabinet.</i></p>