

# **Chelmsford Policy Board**

## **Agenda**

**4 March 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

4 March 2021, 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 14 January 2021

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 EAST OF CHEMSFORD
6. CONSULTATION ON SOLAR FARMS SUPPLEMENTARY PLANNING DOCUMENT
7. CHELMSFORD POLICY BOARD WORK PROGRAMME
8. 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 14 January 2021 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,  
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:

Councillors D Clark, S Dobson, M J Mackrory and R Massey

### **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 3 December 2020 were confirmed as a correct record.

### **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**

Members of the public asked questions or made statements on Item 5, details of which are recorded under the relevant minute number below.

Councillor S Dobson also asked whether the Council should develop guidance or a Supplementary Planning Document that would recognise the need for and support the

provision of solar farms and other renewable energy projects but control and guide their development to ensure that they were located in the right places and not on high quality agricultural land or places where they would damage the appearance of the countryside.

The Policy Board was informed that officers were presently preparing guidance and location criteria for solar farms. This would be submitted to the next meeting of the Board together with a timetable for its production, the arrangement for consultation on it and its status.

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

The Policy Board considered a masterplan for Strategic Growth Site Policy 10 – North of South Woodham Ferrers, which was being brought forward by Countryside Properties, Bellway Homes and Essex County Council.

The Local Plan site policy for the site requires, among other things, the following amount and type of development:

- around 1,000 new homes of mixed size and type to include affordable housing
- a travelling showpeople site for five serviced plots
- 1,000sqm of business floorspace
- 1,900 of convenience retail floorspace (this had already been provided by the Sainsbury's supermarket)
- the 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
- a neighbourhood centre
- local and strategic open space

In accordance with the Council's approved Masterplan Procedure Note, the core content of the masterplan provided context for the development and an analysis of the site; landscape, ecology and drainage strategies; information on access, movement and land use; and the infrastructure to be delivered.

The Policy Board was informed that the masterplan satisfactorily demonstrated how the requirements of the Local Plan would be delivered on the site and that its vision was sufficiently ambitious to achieve a high-quality development which was well related to its context. The masterplan layout and other content provided a sound framework to guide successful placemaking and would support the planning application process. Further contextual information was presented on the Green Sheet of alterations and additions.

Questions and statements on the Masterplan had been received from five members of the public and South Woodham Ferrers Town Council. Some were detailed and technical in nature but, generally, they expressed concerns about the impact of the development on the road network around South Woodham Ferrers, the need for traffic calming measures, the potential congestion that could arise and the safety aspects of pedestrians having to cross a

main road between the existing town and the proposed development; the effect the increased traffic would have on air quality; its potential contribution to exacerbating flooding and drainage problems that already existed in the area; the need for the provision of a primary school within the development site; and the need to ensure that the planned sports provision met the needs of a wide range of activities.

In response to those questions, officers said that:

- many of the issues relating to traffic would be addressed by the transport assessment and traffic modelling that would accompany any future planning application for the development. This would seek to mitigate the effects of congestion and rat-running and to provide safe crossing places. It would look to ensure adequate traffic flow and road capacity through a series of traffic management measures, junction improvements and the provision of and encouragement for the use of sustainable transport options. The Inspector for the Local Plan Examination in Public had accepted that the development could be accommodated without the need for a northern by-pass, and the promoters of the Bradwell B development would need to put forward measures to mitigate the effect of traffic associated with that project;
- an air quality assessment would need to be provided with a future planning application;
- the promoters of the development site were aware of the flooding problems in the area and of the need to provide a satisfactory drainage scheme in accordance with the County Council's SUDS Design Guide and to engage with Anglian Water regarding the sewage capacity;
- the local education authority would decide on the need for a primary school on the site but there was a view that it would be desirable and the developer had allocated a site for it and was willing to fund its provision; and
- the Council would continue to engage with sports clubs in South Woodham Ferrers and the Town Council over the strategic sports provision within the development to ensure that as broad a range of sports and activities as possible was catered for.

Members of the Policy Board felt that, in many respects, the Masterplan was exemplary and would create a high-quality, landscape-led and sustainable development with good open space provision. The concerns raised by the public and Town Council in their questions, however, were shared by a number of members, who asked whether the transport, air quality, flood risk and other assessments could be brought to the Policy Board before the Cabinet was recommended to adopt the Masterplan. The Policy Board was advised that, in accordance with the sequential approach to the development of strategic sites, such detailed assessments could not be produced until the principles of and objectives for a development had been agreed through the masterplanning process. The assessments would support and demonstrate the efficacy of the detailed proposals submitted at the planning application stage. Those responsible for carrying out the assessments would be made aware of the concerns about those aspects of the development and asked to ensure that they were taken into consideration at the planning application stage.

Responding to specific questions on other matters put by members, officers informed the Policy Board that:

- the traffic assessment would not use data obtained during the Covid-related restrictions on movement;
- the Masterplan sought to provide safe crossings in the right place for pedestrians and cyclists across the B1012 Burnham Road. It was envisaged that this road would become more akin to a street which would help integrate the new development with the existing town;
- the Clinical Commissioning Group was a consultee on the Masterplan and planning application and would comment on the level of health care provision required in association with the development;
- the land for a primary school would be secured by a Section 106 agreement for up to 10 years;
- the provision of the road infrastructure would be phased in accordance with the transport assessment;
- an Ecology Strategy had been produced which envisaged a biodiversity gain of at least 10%;
- a core objective of the Masterplan was to produce a new neighbourhood that would act and function as an integral part of the rest of South Woodham Ferrers but with its own character and identity; and
- the footpaths to the north of the site would abut the fields and be secured by a Section 106 agreement.

In approving the Masterplan members thanked officers for their work on it and ensuring that public consultation had been extensive and meaningful.

RESOLVED that

1. The Policy Board recommend to Cabinet that the masterplan attached at Appendix 1, with any changes arising from the further recommendations be approved, and that consideration be given to the concerns highlighted by the Policy Board, namely that the outcomes of detailed assessments related to traffic generation, education provision, air quality, flood risk, and other relevant impact assessments that may be required as part of the future planning application process.
2. 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.

(7.07pm to 9.21pm)

## 6. Planning Obligations Supplementary Planning Document (SPD) – Consultation Feedback and Proposed Changes

The report set out the feedback received following the public consultation on the draft Planning Obligations Supplementary Planning Document and the accompanying Self-Build and Custom Build Design Code Template. The Policy Board received a presentation on the stages that had been followed since the publication of the Consultation Draft SPD in July 2018 and the public consultation that had been carried out. The report set out the feedback received from the public consultation and recommended the adoption of the SPD subject to some amendments to achieve consistency with the County Council's Developers' Guide to Infrastructure Contributions and clarification on what constituted guidance and what should be regarded as mandatory policy requirements. A Green Sheet of alterations and additions was circulated for this item.

The Policy Board was recommended to approve the SPD and Design Code Template subject to certain amendments and to the Cabinet's formal approval.

RESOLVED that

1. The proposed changes to the Planning Obligations SPD attached at Appendix 2 to the report to the meeting be approved and the Cabinet be recommended to adopt the document as amended.
2. The proposed change to the Self-Build and Custom Build Design Code Template attached at Appendix 3 of the report be approved and that the Cabinet be recommended to authorise its publication in accordance with the changes specified.
3. It be recommended to the Cabinet that any subsequent minor textual, presentational or layout amendments to the final version of the SPD and Design Code Template is delegated to the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable Development.
4. The necessary legal and procedural processes are undertaken to adopt the SPD and Design Code Template and it be recommended to the Cabinet that the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable is authorised to approve the necessary legal and procedural adoption material.

(9.21pm to 9.36pm)

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

The report was being brought to the Policy Board following the public consultation on the draft Making Places Supplementary Planning Document. The Policy Board was given a

presentation on the history of the production of the SPD and the main changes proposed to it. A Green Sheet of alterations and additions was circulated for this item. Members were recommended to approve the SPD subject to the amendments and to the Cabinet's formal approval.

In response to a question, officers said that the SPD would be responsive to policy changes that might arise. The Policy Board was also informed that as the Local Plan did not set out specific percentage targets for increasing biodiversity no such requirements were reflected in the SPD.

Members thanked officers for their work on the production of the Making Places and Planning Obligations SPDs.

RESOLVED that

1. The proposed changes to the Making Places SPD attached at Appendix 2 to the report to the meeting be approved and the Cabinet be recommended to adopt the document as amended.
2. It be recommended to the 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. The necessary legal and procedural processes are undertaken to adopt the SPD and it be recommended to the Cabinet that the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable is authorised to approve the necessary legal and procedural adoption material.

(9.36pm to 9.49pm)

## 8. Health and Wellbeing Working Group

The Policy Board received an update on the work of the Health and Wellbeing Working Group.

In welcoming the report and the lead that had been taken by the Working Group in promoting the health and wellbeing of residents, members suggested that consideration should be given to enabling it to be more proactive in developing with other bodies further policies and initiatives which would build on the work carried out so far.

RESOLVED that the report on the work of the Health and Wellbeing Working Group be noted.

(9.49pm to 10.00pm)

## 9. Chelmsford Policy Board Work Programme

The Board received the latest version of its Work Programme for 2020/21.

Members were informed that whilst the two developers for the strategic development site east of Chelmsford were at different stages in the production of their Masterplans, officers would ensure that each plan complemented the other and reflected their interdependencies.

RESOLVED that the latest Work Programme of the Board be noted.

(10.00pm to 10.10pm)

## 10. Urgent Business

There were no items of urgent business.

The meeting closed at 10.10pm

Chair



## Chelmsford City Council Policy Board

4 March 2021

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### East Chelmsford Masterplan – Strategic Growth Sites 3b, 3c and 3d

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#### Report by:

Director of Sustainable Communities

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#### Officer Contact:

Julie Broere, Senior Planning Officer – [julie.broere@chelmsford.gov.uk](mailto:julie.broere@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 East Chelmsford Local Plan Site Allocations 3b, 3c and 3d.

#### Recommendation

1. The Policy Board recommend to Cabinet that the masterplan attached at Appendix 1 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 Council adopted its new Local Plan on 27th May 2020. The plan allocates land for development in locations across Chelmsford, including Location 3 – East Chelmsford. This location comprises the following four Strategic Growth Sites:

3a: East Chelmsford – Manor Farm (Residential) – Hopkins Homes

3b: East Chelmsford – Land North of Maldon Road (Employment)  
3c: East Chelmsford – Land South of Maldon Road (Residential)  
3d: East Chelmsford – Land North of Maldon Road (Residential)

] Redrow Homes

- 1.2. The masterplan presented in this report relates to Strategic Growth Sites 3b, 3c and 3d which is brought forward by Redrow Homes. Strategic Growth Site 3a – Manor Farm, is being brought forward by a different site promoter (Hopkins Homes) who are preparing a separate masterplan for this site. However, Hopkins Homes and Redrow Homes are engaging with one another to ensure consistency across the masterplans and CCC officers have considered both developers' masterplans as they have progressed to ensure compatibility between the proposals.
- 1.3. The formal determination of masterplans consists of two stages: consideration by Chelmsford Policy Board and then approval by Cabinet.
- 1.4. 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 the creation of attractive places to live and the successful integration of new communities with existing. Masterplans are to demonstrate how the site(s) will satisfy the requirements of the respective site policies.
- 1.5. The site policies for Strategic Growth Sites 3b, 3c and 3d require the following amount and type of development:
  - Strategic Growth Site 3c – Around 100 new homes including 35% affordable housing
  - Strategic Growth Site 3b – Around 5,000sqm (net) new Use Class B1 floorspace, or other appropriate B Use Classes, a stand-alone early years and childcare nursery and safeguarded land for the future expansion of the Sandon Park and Ride
  - Strategic Growth Site 3d – Around 50 new homes including 35% affordable housing
- 1.6. 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
  - Constraints and opportunities
  - Landscape, ecology, heritage and drainage analysis
  - Access, movement and connectivity

- Land use
  - Green infrastructure– creating a network of green corridors and compensatory planting
- 1.7. The masterplan does not secure detailed site planning or housing typologies as these will be considered at planning application stage.
  - 1.8. Developer obligations will be secured by way of a s.106 Agreement as part of any outline planning application.

## 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 location of local amenities. 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 numerous utilities which have dictated not only where the site allocation boundaries have been drawn but how the sites can be successfully masterplanned.
- 2.2 The layering of the site constraints allowed identification of the developable areas and fed into the development of landscape, flooding, heritage and movement strategies. The developers worked with CCC officers and ECC Highways Authority in accordance with an agreed PPA to collaboratively develop the first draft masterplan.
- 2.3 Joint meetings also took place with Redrow Homes, Hopkins Homes (Site 3a) and ECC Highways Authority to agree the shared access arrangements at the junction of Sandford Mill Road and Maldon Road.

### Community and Technical Stakeholder Workshops

- 2.4 Due to COVID-19 restrictions community and technical stakeholder workshops (Stage 1) were held remotely on 30<sup>th</sup> September 2020 and 5<sup>th</sup> October 2020 respectively. Redrow Homes prepared a virtual exhibition accessed online which stakeholders were able view prior to the workshops.
- 2.5 The workshops provided the opportunity to gather the views of all key, local political and community stakeholders within the local area. The workshops concentrated on six topic areas, which were:
  - Highways, access and movement
  - Heritage
  - Ecology, landscape and topography
  - Drainage and utilities
  - Place making
  - Site 3b and Park and Ride extension.

- 2.6 The relevant technical consultants from the developer's project team were available to answer questions on the topic areas. Feedback was collated via a notetaker. Following the sessions stakeholders were provided with a copy of the draft masterplan and were encouraged to provide any further feedback, comments and questions by 9th October 2020.
- 2.7 A feedback report was produced by the developers following the sessions, which provided a response to comments raised and prompted amendments to the masterplan. The alterations included strengthening landscaping and landscape buffers, in particular around the existing properties (17-23 Molrams Lane) adjacent to Site 3c, clarifying and extending cycle/footpath connections, providing further detail on open space provision and reducing the area for three storey buildings.

#### Public Consultation

- 2.8 The public consultation on stage 2 of the masterplan ran for seven weeks during December 2020-January 2021. The consultation was extended from the usual three-week period to seven weeks due to the pandemic and the Christmas period. Again, COVID-19 restrictions meant that the developers were unable to hold conventional walk-in exhibitions. The City Council displayed site notices and consulted residents close to the allocations by letter (Molrams Lane, Maldon Road, Brick Kiln Lane and Sandford Mill Lane).
- 2.9 The site promoters sent consultation leaflets to approximately 3,000 addresses within the Great Baddow and Sandon area. The leaflet provided information on the masterplan and directed consultees to their website where further information could be found including a virtual exhibition. A member of the project team was also available via a 'live chat' session or via telephone or email.
- 2.10 The comments received from the public consultation have been summarised and the comments have been discussed between Redrow Homes and City and County Council officers. This has resulted in a final masterplan document.

#### Quality Design Review

- 2.11 The masterplan was reviewed by the Essex Quality Design Review Panel on 14<sup>th</sup> December 2020. The panel recognised that the sites were challenging and appreciated that considerable work had been undertaken to develop the proposals to their current stage. 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 to adapt to future needs and working patterns.

2.12 The Panel's main comments and suggestions for the masterplan stage were as follows:

- Ensuring there are seamless links through the sites for pedestrians and cyclists
- Ensuring collaboration between Redrow Homes and Hopkins Homes to ensure development is not fragmented
- A better understanding of the creation of a sense of community and place
- A better understanding where the 'Redrow 8' principles<sup>1</sup> come into the masterplan
- Improved connections to the play and open spaces at site 3c and through to the north of Maldon Road
- Further clarity of sustainability measures (although much of this would be subject to the detailed design stages)

2.13 The site promoters responded to the comments of the review panel and made subsequent changes to the plan. Details of this can be found at Appendix 3 – Site promoter's response to consultee comments.

#### Member Presentation

2.14 Prior to the Chelmsford Policy Board meeting all members were invited to a briefing by the developers on 23<sup>rd</sup> February 2021 setting out the content of the final draft masterplan.

### 3. Overview of Masterplan Content

#### Land Uses and developable parcels

- 3.1. The constraints of the site, in particular utilities, natural landscape features, landscape designations and heritage assets have dictated the developable areas of the allocation. On sites 3b and 3d, which are located to the north of Maldon Road, their location next to the Park and Ride provides opportunities to both encourage more sustainable patterns of travel and also to extend the Park and Ride by safeguarding land. However, Maldon Road, Sandford Mill Lane and the National Cycle Route to the north act as a barrier and effectively define the site area. The Green Wedge and Conservation Area are located further north of these sites where policies seek to protect these landscapes and the proposed landscaping, indicative heights and densities in the masterplan seek to reflect this.
- 3.2. Site 3b provides the opportunity for a new business park specifically due to its proximity to the Sandon Park and Ride and the City Centre. The early years and childcare nursery is deliberately located on this site, as required by the Local Plan, to serve to employees of the employment uses but also the wider area including patrons of the Park and Ride. One of the aims is to try and encourage linked trips and movements. As such Park and Ride users will take advantage of the convenient location of the nursery which, as shown in the masterplan, is located adjacent to

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<sup>1</sup> Redrow 8 principles set out in Vision section of masterplan

pedestrian/cycle routes that lead to the Park and Ride and to Sites 3c and 3d and Site 3a beyond.

- 3.3. High voltage powerlines bisect Sites 3b and 3d which restricts development but allows for the creation a large landscape corridor and the provision of strategic open space/parkland with pedestrian/cycle routes connecting to and through.
- 3.4. Site 3d is the smaller of the two residential sites and is allocated for around 50 homes. A Second World War pillbox lies on the northern boundary and this would be retained and enhanced within a landscape setting. Open space would be provided to the east to complement the green corridor between Sites 3b and 3d.
- 3.5. Site 3c is located to the south of Maldon Road adjacent to the existing settlement of Great Baddow to the west and The Sandon School to the south. It is allocated for around 100 new homes. Its location offers the opportunity to continue development in this location but also being sensitive to its rural surroundings.
- 3.6. There is a high-pressure gas main that runs through the middle of Site 3c together with low voltage powerlines which are proposed be located underground. An established wooded boundary, Cross Wood, which is a result of a Forestry Commission grant borders the north and north-western boundaries. Access is required through this wood but as a valued feature the masterplan seeks to minimise any impact and ensure robust compensatory planting.
- 3.7. Similar to Sites 3b and 3d, the high-pressure gas main also restricts development but allows for a landscape corridor and play spaces within it.

#### Access, Movement and Connections

- 3.8. A five-arm roundabout is proposed at the junction of Sandford Mill Lane and Maldon Road which would provide access to Sites 3d and 3c and the Hopkins Homes Site 3a. This is a result of discussions between Redrow Homes, Hopkins Homes and ECC Highways Authority. A further four arm roundabout is proposed to the east to provide access to the employment site (3b). The design of both roundabouts has been developed to take account of strategic pedestrian and cycle desire lines and design standards. Crossing points are proposed to ensure safe connections.
- 3.9. A vehicle access is also proposed off Molrams Lane to serve a limited number of properties at Site 3c. Concerns that this would result in ‘rat running’ and on street parking on Molrams Lane were raised at the Stage 2 consultation. However, the masterplan advises that a through link will not be provided to the wider site and parking will be in accordance with Local Plan parking standards – both would be addressed at planning application stage.
- 3.10. A multi-user crossing is proposed between the two roundabouts on Maldon Road to facilitate safe crossing between the sites and the wider area. A Pegasus crossing is included to provide safe movement and access for horse riders – there are a number of livery yards located in Sandon and the surrounding area – to the bridleway network

to the north and north-east of Site 3b extending into Little Baddow. Access to this network would be facilitated by a bridleway link through Site 3b.

- 3.11. Pedestrian/cycle routes are proposed either adjacent to Maldon Road or through the three sites to facilitate connections to the Park and Ride, the National Cycle Route to the north, The Sandon School and existing pedestrian/cycle connections to the wider area including Great Baddow. The constraints of the surrounding urban environment, i.e. Maldon Road, existing housing, and third-party ownership does limit how far connections can be extended but it is considered that the sites provide safe and enhanced routes between each other and the wider area. It is considered the masterplan successfully promotes the use of more sustainable means of transport.
- 3.12. Although the East Chelmsford sites have limited interdependencies, CCC officers have been assessing all four sites that make up the East Chelmsford allocation. This is to ensure that the sites, when read together, are coherent, connected and maximise placemaking opportunities. CCC officers consider one of the key issues is connectivity between the four sites.
- 3.13. A plan is provided at page 59 of the masterplan showing the East Chelmsford allocation as a whole. Hopkins Homes, the developer for Site 3a, have undertaken Stage 1 consultation of their masterplan and the indicative blocks and routes from this have been overlaid onto a plan with the Redrow Homes sites. The plan crucially shows how the sites would relate to each other, connections between the sites and the wider area. Whilst the developers are producing separate masterplans for their respective sites, there are shared infrastructure requirements and therefore they have and will continue to engage with one other on the delivery of the East Chelmsford development.
- 3.14. In addition, the same CCC and Highways Authority officers are working with both developers on their masterplans to ensure consistency and coherency. The Council is satisfied that the developers can come forward with their masterplans independently without impacting on the delivery of the East Chelmsford allocation.

#### Green/Blue Infrastructure

- 3.15. With the exception of where access needs to be facilitated, the masterplan takes a landscape led approach and seeks, where possible, to retain existing hedgerows and trees and seeks to enhance woodland and hedgerow planting within key areas and landscape corridors particularly within the safeguarded/wayleave through Site 3c and between Sites 3b and 3d. These corridors together with the northern section of the employment site (3b) provide an extensive area of open space/natural landscaping to complement the build form of development. Pedestrian/cycle routes extend through these areas effectively creating a network of green spaces between the sites for existing and future residents.

- 3.16. The importance of Cross Wood at Site 3c is recognised in the masterplan and robust compensatory/new planting to strengthen the wood to mitigate any loss for access is proposed along the north and north-western boundaries.
- 3.17. Reinforced/new hedgerow planting is proposed on Site 3c's western boundary to provide a landscape frontage to development along Molrams Lane.
- 3.18. Similarly, a landscape corridor is proposed on the eastern boundary of Site 3c to provide a softer transition between built form and the countryside to the east. This will be integrated with the existing pillbox along this boundary and the SuDS attenuation basin which lies just outside of the site boundary. On this, the siting of the basin in this location has been agreed following extensive discussions between CCC officers and the developer. Due to the site's topography and natural drainage point as well as the location of the gas main and the pillbox, there would be significant challenges in delivering a well-designed and connected development that, crucially, drains sustainably, were the basin to be sited inside of the allocation boundary. The area around the basin would be landscaped as part of a wildlife, bio-diverse corridor along the site's boundary.

#### Density and height

- 3.19. Although indicative, the masterplan illustrates how the development would respond to both the urban and rural landscape. Residential density ranges between 20-30dph with lower densities along the boundaries where there is a transition to countryside beyond. Indicative heights also take account of landscape character and residential amenity, in particular the properties directly adjacent Site 3c and the properties on the opposite side of Molrams Lane.
- 3.20. Concerns were raised at the Stage 2 consultation on the residential blocks at Sites 3c and 3d adjacent to Maldon Road which indicate heights up to three storeys. These blocks offer opportunities to provide gateway buildings to the sites and as well as potentially providing a mix of housing types. However, the detailed design and final height of these buildings will be determined at planning application stage.

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

- 4.1. The public consultation resulted in 103 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 Sites 3b, 3b and 3d.
  - 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.
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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

### 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 adopted Local Plan and 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



**Sites 3b, 3c & 3d  
Land at East  
Chelmsford  
Essex**

**DEVELOPMENT  
FRAMEWORK DOCUMENT**

February 2021

 **REDROW**  
A BETTER WAY TO LIVE



Lambert  
Smith  
Hampton

Acknowledgements:

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Planning	Barton Willmore
Heritage	RPS
Ecology	SES Ecology
Transport, drainage	WSP
Landscape design	Lloyd Bore
Masterplanning	LSH
Engagement	BECG

Indicative character: Redrow Homes

# 1 Introduction

## Foreword

- 1.1 Chelmsford Local Plan 'Location 3 East Chelmsford' (shown opposite) comprises four Strategic Growth Sites, 3a, 3b, 3c and 3d. These sites are collectively identified by Chelmsford City Council (**CCC**) to deliver around 400 new homes, a stand-alone early years and childcare nursery (Use Class D1), safeguarded land for the future expansion of Sandon Park and Ride site and 5,000sqm of new B1 or other appropriate B Use Classes floorspace.
- 1.2 This Development Framework Document has been prepared by the Redrow Homes project team for Sites 3b, 3c and 3d. Site 3a: East Chelmsford - Manor Farm is being developed as a separate masterplan by Hopkins Homes for around 250 homes and a Country Park.
- 1.3 The CCC policy provisions for Strategic Growth Sites 3b, 3c and 3d (the Sites) are summarised below (*note: use classes referred to below: B1 and D1 are now replaced by E*) \*:

### **Site 3b: East Chelmsford – Land North of Maldon Road (Employment Site)**

- Around 5,000sqm (net) new Use Class B1 floorspace, or other appropriate B Use Classes;
- Land (circa 0.13 hectares) for the physical provision of a stand-alone early years and childcare nursery (ECC advise 56 places) (Use Class D1) in consultation with the Local Education Authority; and
- Safeguard land for the future expansion of Sandon Park and Ride site.

### **Site 3c: East Chelmsford – Land South of Maldon Road (Residential Site)**

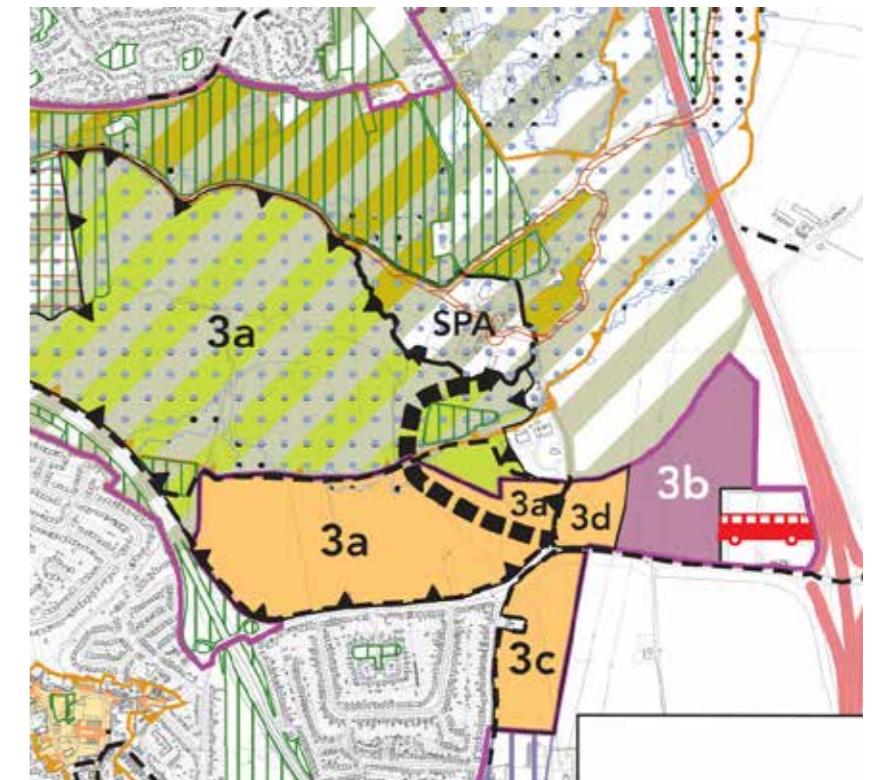
- Around 100 new homes of mixed size and type to include affordable housing.

### **Site 3d: East Chelmsford – Land North of Maldon Road (Residential Site)**

- Around 50 new homes of mixed size and type to include affordable housing.
- 1.4 All Strategic Growth Sites require the preparation of masterplans to ensure that a comprehensive approach is taken to the planning and delivery of each allocation. Each masterplan is required to:
  - have an understanding of the associated infrastructure requirements;
  - ensure stakeholder engagement and public consultation before approval CCC Policy Board/Cabinet; and then
  - be subject to a planning application submission.
- 1.5 This Development Framework Document describes the context for the Sites to provide an understanding of the capacity for development and infrastructure requirements. A planning application informed by this document will follow.

## Structure

- 1.6 The remainder of this structured as follows:
  - Section 2, describes the surrounding context
  - Section 3 analyses the site
  - Section 4 discusses the opportunities and constraints to development
  - Section 5 discusses the design objectives and principles
  - Section 6 describes the masterplan concept
  - Section 7 describes the masterplan framework
  - Section 8 concludes this document



Chelmsford Local Plan

### \*Use Classes

- B2 General industrial - Use for industrial process other than one falling within class E(g) (previously class B1) (excluding incineration purposes, chemical treatment or landfill or hazardous waste)
- D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres
- Class E- In 11 parts, Class E more broadly covers uses previously defined in the revoked Classes A1/2/3, B1, D1(a-b) and 'indoor sport' from D2(e):
  - E(a) Display or retail sale of goods, other than hot food
  - E(b) Sale of food and drink for consumption (mostly) on the premises
  - E(c) Provision of: (i) Financial services,(ii) Professional services (other than health or medical services), or (iii) Other appropriate services in a commercial, business or service locality
  - E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms)
  - E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)
  - E(f) Creche, day nursery or day centre (not including a residential use)
  - E(g) Uses which can be carried out in a residential area without detriment to its amenity: (i) Offices to carry out any operational or administrative functions (ii) Research and development of products or processes (iii) Industrial processes





## VISION

- 1.7 Our proposals will help fulfill the vision of the Council for East Chelmsford, capitalising upon the location's assets in terms of accessibility, proximity to Sandon Park and Ride and relationship to the existing landscape and built environment.
- 1.8 Redrow Homes seek to create a cohesive and sustainable development that will deliver a productive and vibrant community at East Chelmsford. It will be a place which combines housing with community, social and economic infrastructure all set in an attractive and accessible landscape. It will deliver a scheme that will achieve the optimum balance of uses for a new sustainable community providing new homes and jobs to meet a range of needs.
- 1.9 The Framework will provide a range of high quality homes where people will live and take pride in their environment. It will also offer significant areas of new public open space, recreational routes, children's play areas, a children's day nursery and employment area, in addition to safeguarding the extension of the park and ride site, of benefit to both new and existing residents.
- 1.10 High quality housing and supporting employment uses within a landscape setting can not only meet the needs of local residents, but will attract new people to live in East Chelmsford, contributing to the community and supporting shops and services within the wider area of Great Baddow and Sandon.
- 1.11 The Framework will protect and enhance local distinctiveness through the creation, protection and enhancement of networks to ensure a net gain for biodiversity and green infrastructure.
- 1.12 The Framework supports a strong sustainable transport focus through the provision of excellent pedestrian and cycle connections to the Sandon Park and Ride, the national cycle network and footpath network, Chelmsford city centre and urban area, together with neighbouring areas of Great Baddow and Sandon. The sustainable transport focus will help Chelmsford meet the need to reduce carbon emissions, also through the location of development and the design of buildings.

## Redrow Homes

### Designing a better way to live

- 1.13 At Redrow, we build more than just homes; we create thriving communities. Our creative and determined approach combines the best of town and country to create healthy, vibrant communities.
- 1.14 Redrow has long embraced the design principles of Garden Towns and Villages to create new communities that stand the test of time based around the key values that are essential to create better places to live and are applied to all of our developments, irrespective of their scale and location. Redrow are able to deliver thriving communities that integrate work, leisure and home life.
- 1.15 Not only do we build communities of our own, we work hard to integrate into the wider community, improving services for the benefit of the whole neighbourhood and making leisure spaces more accessible for everyone to enjoy. We create and improve transport infrastructure via roads, paths and cyclepaths that blend seamlessly with the existing network.

### Natural places

- 1.16 Redrow enhances the ecological value of our developments recognising the importance of strengthening people's connections with nature and their natural surroundings. We achieve this through design, partnerships and our commitment to continually refine our understanding of important biodiversity principles. That's why we create layouts carefully designed to allow the natural flow of life, with ponds, wetlands and wildlife habitats, bee friendly gardens and family friendly woodlands. We often are able to create valuable wildlife corridors and habitat areas on our developments and work hard to protect the wider environment.

### Award winning homes

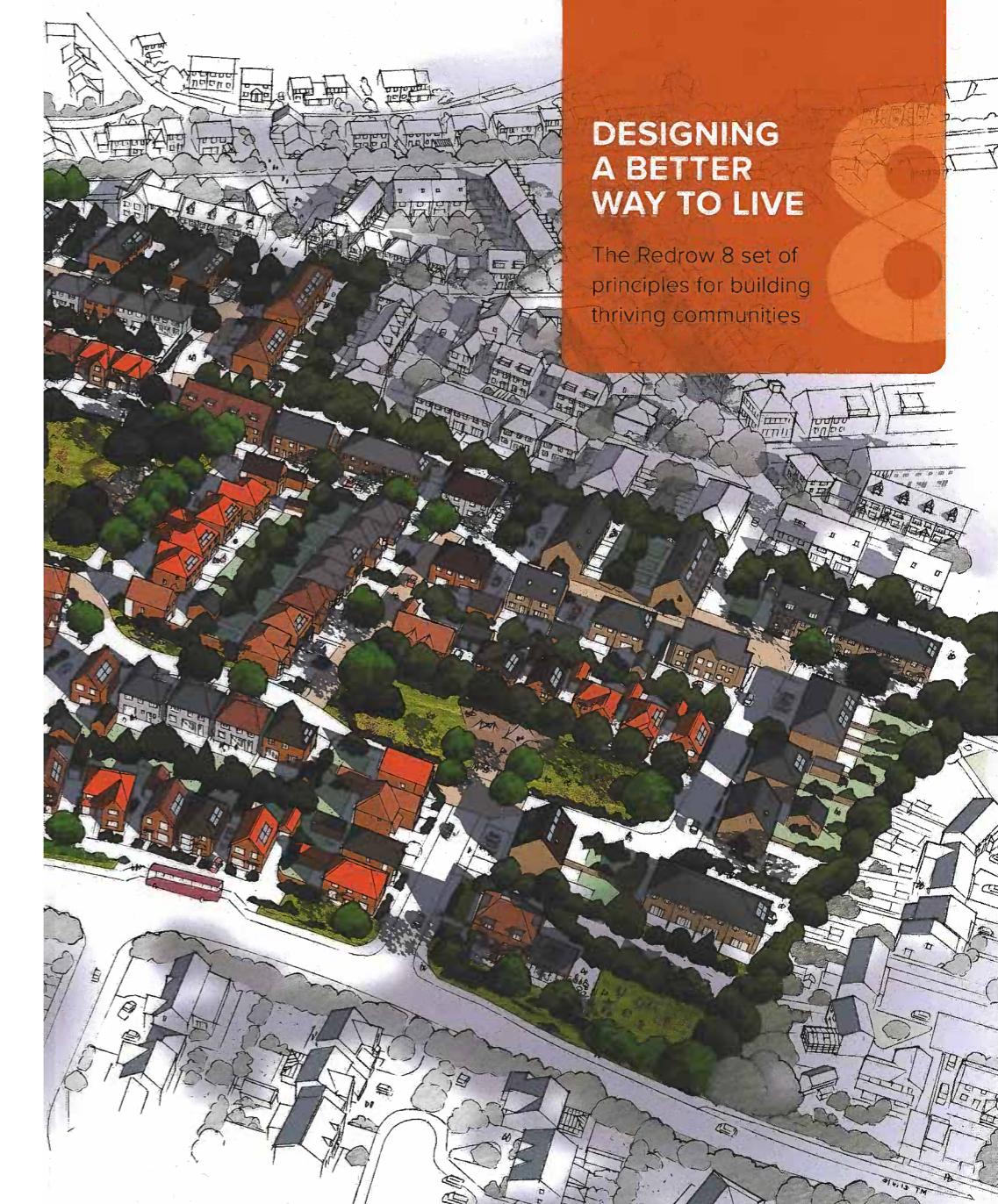
- 1.17 Every element of our award winning Heritage homes are carefully considered to offer a better way of living. Inside and out, from first time buyer to large family homes.
- 1.18 We never lose sight of our responsibility to our customers, making sure that their home is not just a place to live, but a place for living.
- 1.19 At Redrow we develop places where individuals and families can live and flourish. Places that not only cater for community needs but enhance lifestyles. Places that feel like home.

### Redrow 8: Designing a Better Place to Live

- 1.20 The Redrow 8 are a key set of principles that sets out the ways in which redrow goes about creating a better place to live:
  1. Listen to learn
  2. Keeping it local
  3. Easy to get around
  4. Places to go things to do
  5. Nature for People
  6. Streets for life
  7. Homes for all
  8. Built to impress

### Our approach

- 1.21 Our approach is collaborative. Since September 2018 we have worked with Chelmsford City Council (CCC) Officers to produce a framework consistent with the emerging planning policies; to ensure that the Sites will deliver a high quality, attractive place that meets the vision and design principles set out in this document.
- 1.22 The masterplan process is iterative, informed by the input stakeholders and local organisations in addition to comments from ECC and CCC.



 THRIVING COMMUNITIES

 REDROW  
A BETTER WAY TO LIVE

## 2 Context



### Location

- 2.1 The Strategic Growth Sites are located to the east of Chelmsford City Centre and adjacent to Great Baddow.
- 2.2 Sites 3b (at circa 10.66ha) and 3d (at circa 2.8 ha) lie to the north of Maldon Road and Site 3c (at circa 7.2 ha) lies to the south of Maldon Road.

**Key**  
Allocation Site areas  
Site 3a



Key  
Allocation Site areas  
Site 3a



## Accessibility

- 2.3 The Sites are located within close proximity to the A12 and the Essex Yeomanry Way which provides access to the wider highways network. The Sites are within 3km of Chelmsford City Centre and 1.25km of The Vineyards' local centre at Great Baddow.
- 2.4 The Sites are within 25 minutes cycling distance of much of Chelmsford, Great Baddow and the western edge of Danbury using existing roads and cyclepaths.

2.5 The following pedestrian and cycle routes are considered important to the connectivity of these allocation Sites:

- East-west to and from the nearby facilities in Great Baddow and to Chelmsford City Centre;
- North-south to and from Chelmsford City Centre, Chelmer Village and the area identified for a new country park;
- North-south-from Chelmer Village to the Sandon School;
- To and from Sandon Park and Ride; and

- To and from the existing and proposed residential areas and the children's day care/nursery at Site 3b.

### Bus routes

- 2.6 There are a number of bus routes along Maldon Road, and bus stops within convenient walking distance (250m and 500m) of the Sites. The bus services provide access within circa 11 minutes to Chelmsford City Centre and to local services at Great Baddow. Sandon Park and Ride also provides frequent services direct to Chelmsford City Centre (See details opposite).



### Park and Ride

#### Chelmer Valley Cross City Service (Throughout the day (Mon-Sat))

Chelmer Valley Park and Ride, Anglia Ruskin University, Chelmsford Railway Station, Duke Street Careers Office, New London Road, Reed Agency, Job Centre, Parkway, Sandon Park and Ride

#### Sandon Cross City Service (Throughout the day (Mon-Sat))

Sandon Park and Ride, Mildmay Car Park, Victoria Road South, Chelmsford Railway Station Anglia Ruskin University, Chelmer Valley Park and Ride

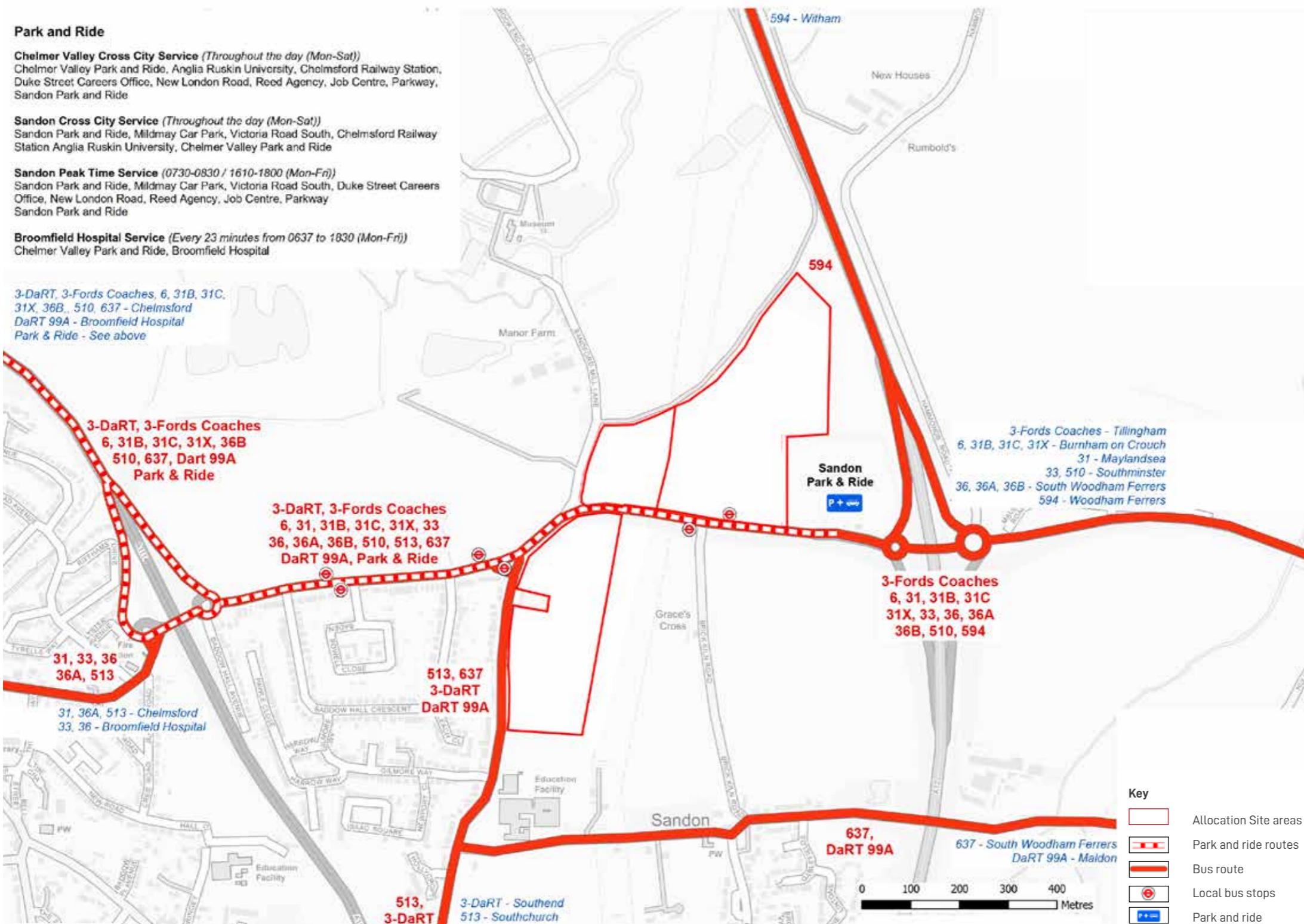
#### Sandon Peak Time Service (0730-0830 / 1610-1800 (Mon-Fri))

Sandon Park and Ride, Mildmay Car Park, Victoria Road South, Duke Street Careers Office, New London Road, Reed Agency, Job Centre, Parkway  
Sandon Park and Ride

#### Broomfield Hospital Service (Every 23 minutes from 0637 to 1830 (Mon-Fri))

Chelmer Valley Park and Ride, Broomfield Hospital

3-DaRT, 3-Fords Coaches, 6, 31B, 31C,  
31X, 36B, 510, 637 - Chelmsford  
DaRT 99A - Broomfield Hospital  
Park & Ride - See above

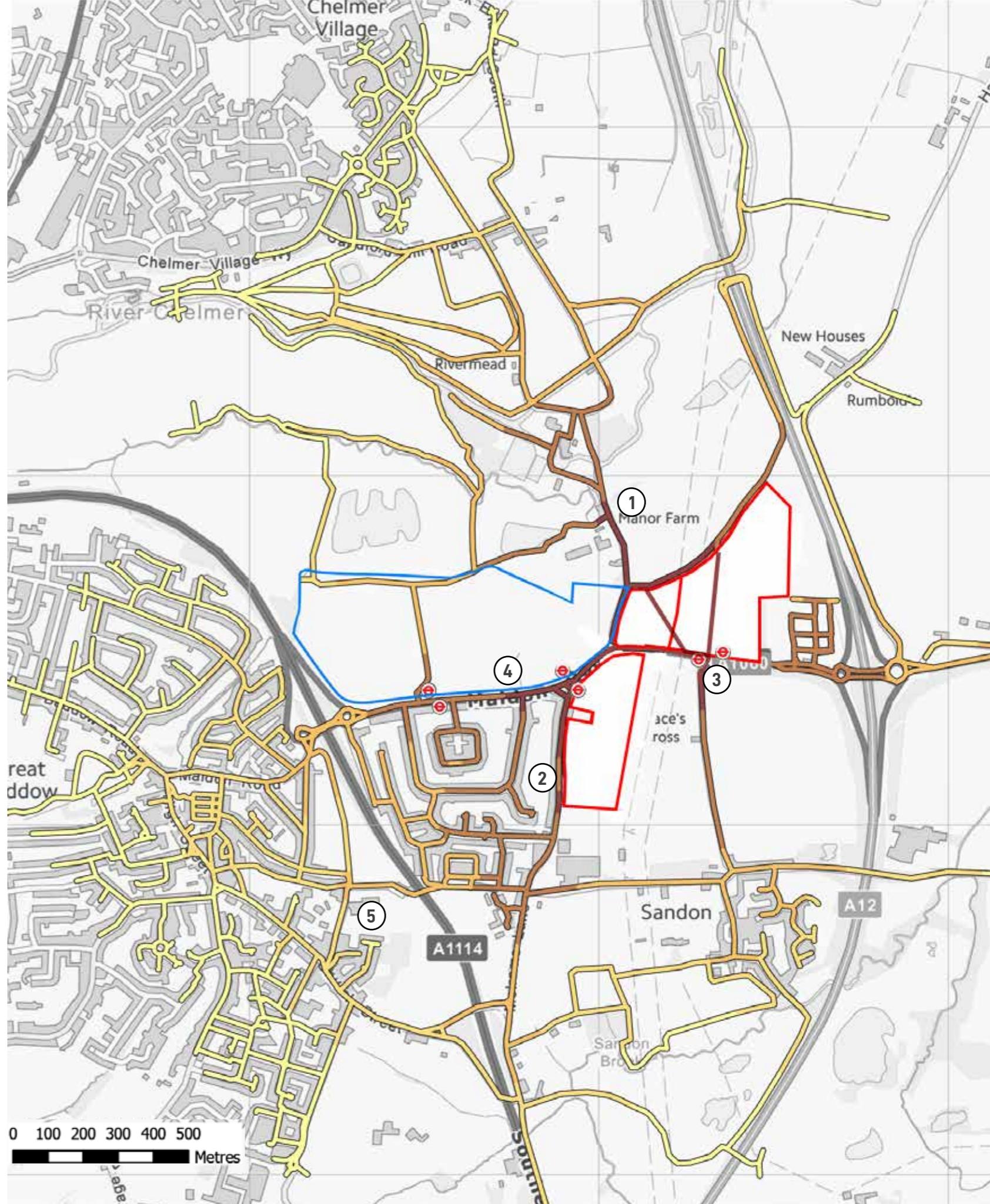
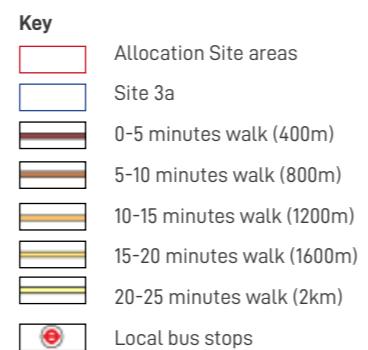


Bus Routes: Details (Source WSP).



## Footpaths

- 2.7 The wider, strategic footpath network connecting the Sites into the local context and journey times is shown opposite. For walking to and from Chelmer Village, pedestrian routes start on Sandford Mill Lane (**1** plan opposite).
- 2.8 From Sites 3d and 3b heading due south towards Sandon School and Great Baddow, a desire line is to cross Maldon Road in the area between the Sandford Mill Lane and Molrams Lane junctions (**2** plan opposite) using the existing footpaths.
- 2.9 For users of the existing footpaths through Sites 3d and 3b, the desire line south to Sandon is to cross Maldon Road close to the junction with Brick Kiln Road (**3** plan opposite)
- 2.10 There are two pedestrian routes from the Sites to and from Great Baddow to the west. The first runs along Maldon Road for the majority of its length (**4** plan opposite). The second uses the west side of Molrams Lane and the traffic free route towards the infant/junior schools and the Vineyards neighbourhood centre (**5** plan opposite) - within 25 minutes walking time.
- 2.11 There is no continuous footpath along Maldon Road from the junction of Brick Kiln Road leading to Sandon Park and Ride. A 1m wide path extends as far as the bus stop opposite Brick Kiln Road.



Footpath Isochrones. Walk times are based on a speed of 4.8kph, approximately 80m per minute (3mph). Source WSP.

## Cyclepaths

2.12 The sites are within 25 minutes cycling distance of much of Chelmsford, Great Baddow and the western edge of Danbury using existing roads and cyclepaths. See figure right. The existing and proposed principal routes are highlighted on the plan opposite and below:

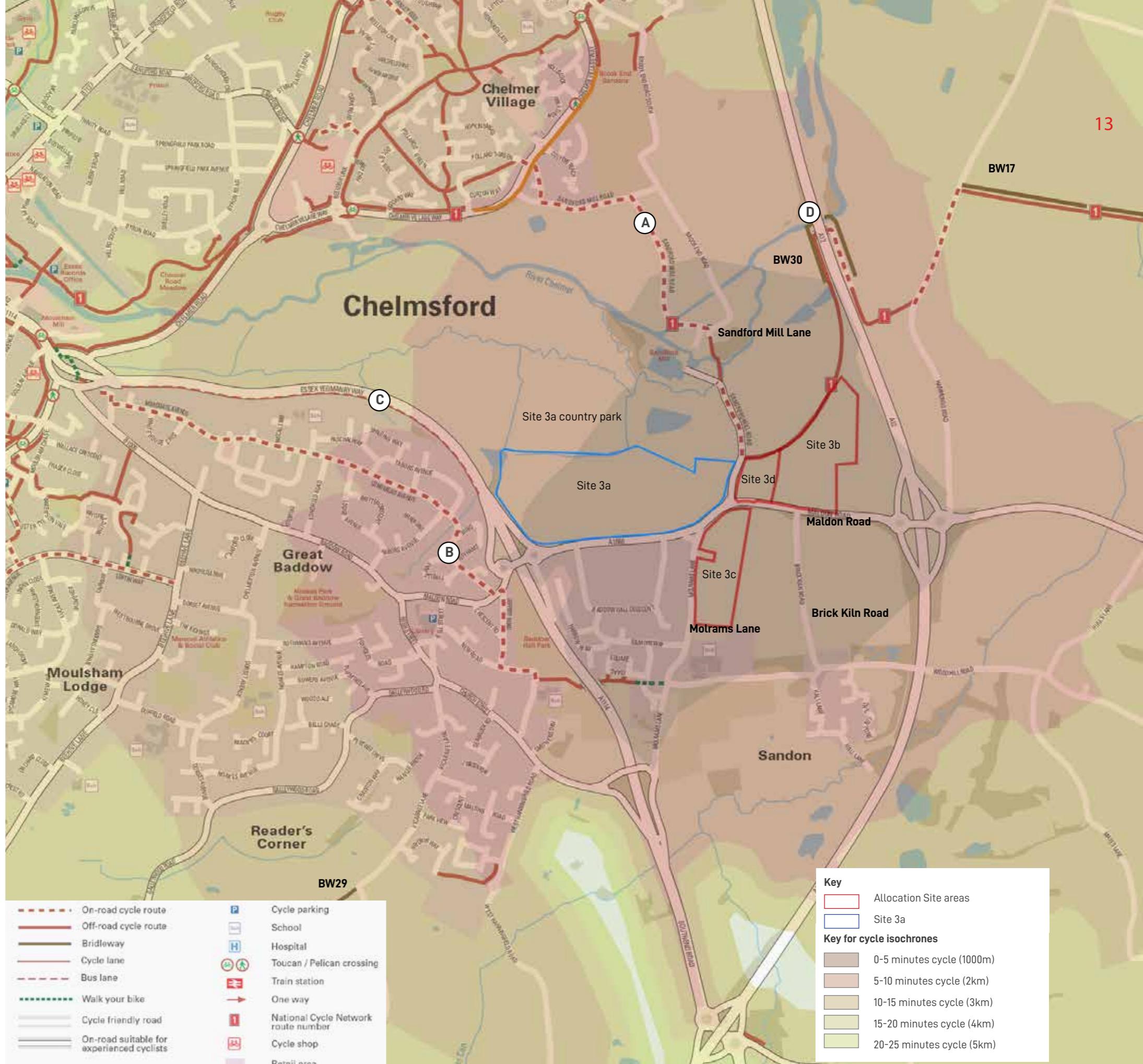
- (A) National Cycle Network Route 1 (NCN R1) at Sandford Mill Lane which links north-south to Chelmsford City Centre and Chelmer Village. North of Site 3d NCN R1 is an unlit collection of single lanes, tracks, and where it crosses the River Chelmer a shared footpath.
- (B) Cycle routes east-west via The Bingeys towards Great Baddow local centre and beyond, Chelmsford City Centre towards the City Centre.
- (C) West along the bus lane of the west bound carriageway of Essex Yeomanry Way

2.13. Cycle routes through the sites will help connect the existing routes A, B and C, creating the framework for a circular network within east Chelmsford.

## Bridleways

2.14 The area has a fragmented bridleway network and there are no bridleways within the immediate context of the sites. There is an aspiration for improvements to the bridleway network, with a link to the existing A12 underpass (NCN R1), BW30 and BW17 as shown indicatively (D), connecting south to Brick Kiln Road.

2.15 Beyond the allocation sites. There is also the aspiration to access the Site 3a country park subject to the masterplanning of Site 3a and the country park. The connections could be made from Sandford Mill Lane.



Cycle Isochrones, proposed and existing cycle routes and bridleways. Source: Chelmsford Cycling Map, Chelmsford Growth Package, Local Cycling and Walking Infrastructure Plans. Cycle isochrones are based on an average speed of 12kph, approximately 200m per minute (7.5mph). Source WSP.



1

The Vineyards local shopping centre.

## Access

- 2.16 Sites 3b and 3d are accessed from a field gate off Maldon Road and Sandford Mill Lane. Across Site 3d and there is a footpath link to the north. Site 3c lies to the east off Molrams Lane, from which there is a field gap access to the south west corner. East of Site 3c lies Brick Kiln Road which affords access to the north east corner across intervening land.
- 2.17 All sites are proposed to be served from new junctions with Maldon Road. There is also the potential to serve limited residential development direct off Molrams Lane.

## Local Facilities

- 2.18 A key theme of the development of Sites 3b, c and d will be connectivity, ensuring integration between the new and existing community, enhancing links within and between the River Valley, using existing and new recreational resources (PRoW and cyclepaths) to achieve this. The range of accessible facilities is shown overleaf.

### Country Park

- 2.19 In addition to the local services, development at Site 3a will facilitate a new Country Park in the valley floor of the Chelmer and Blackwater Navigation (See figure overleaf). This will be a significant new recreational focal point for local communities and the city as a whole, and part of a wider network of resources to the east of Chelmsford.



4

Sandon Park and Ride.



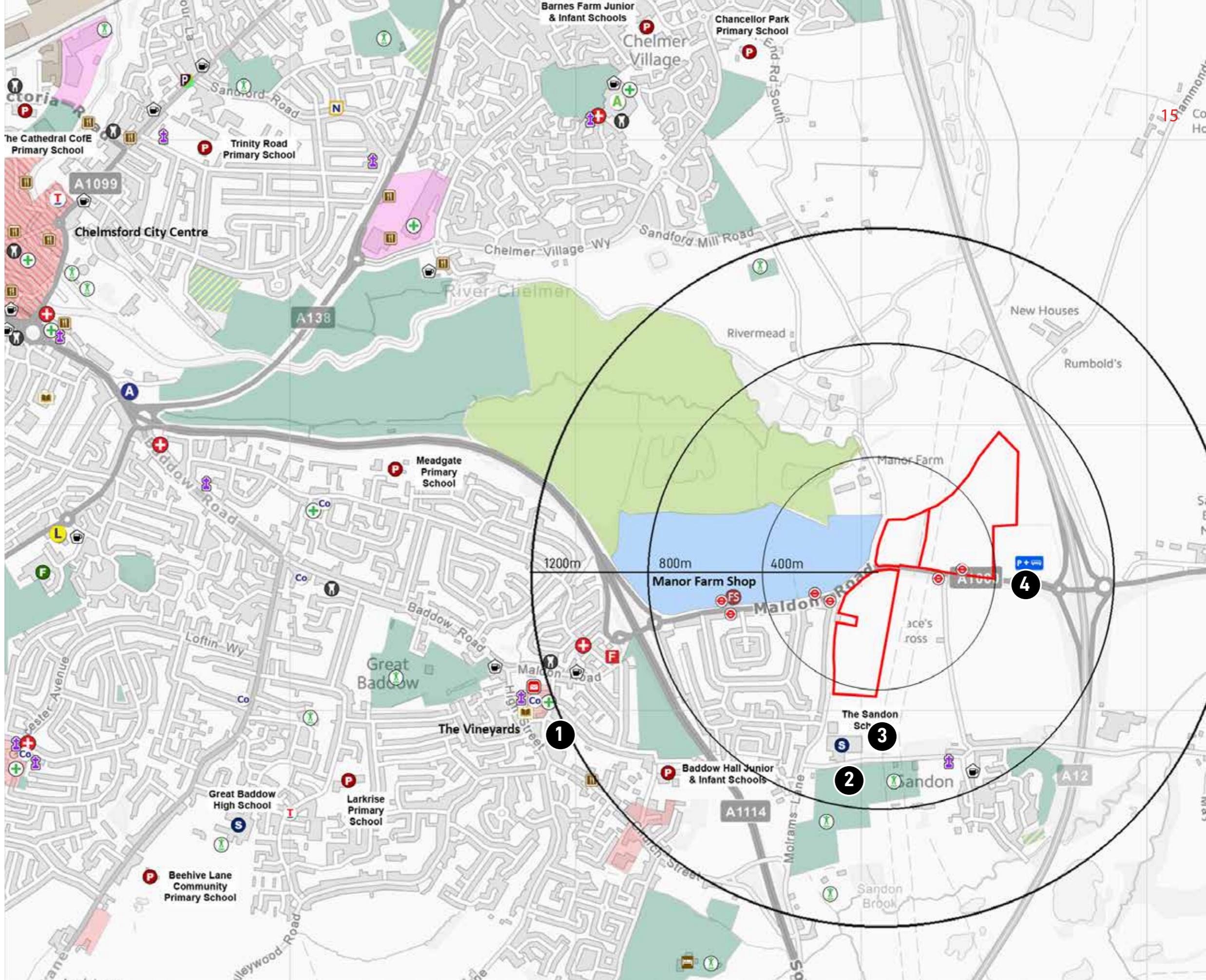
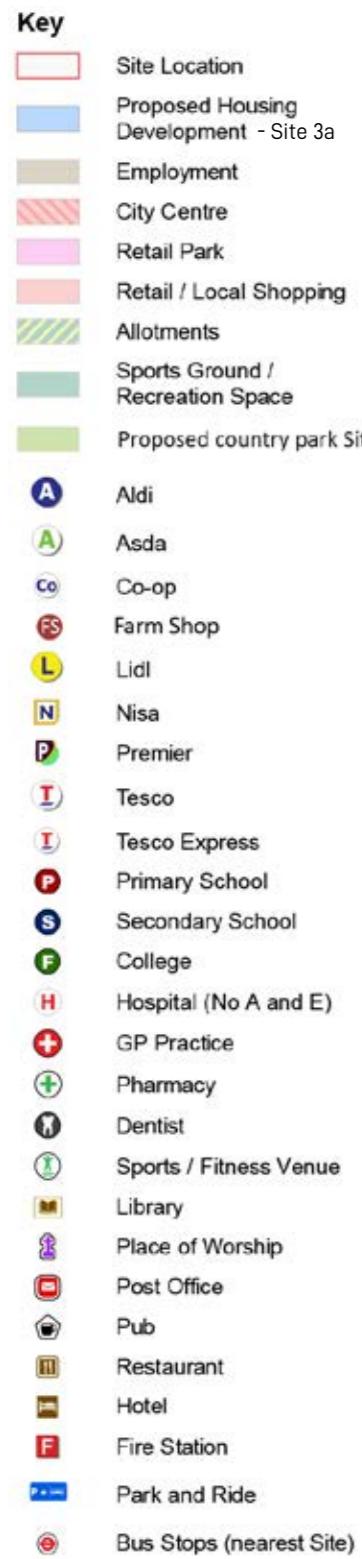
2

Playing fields.

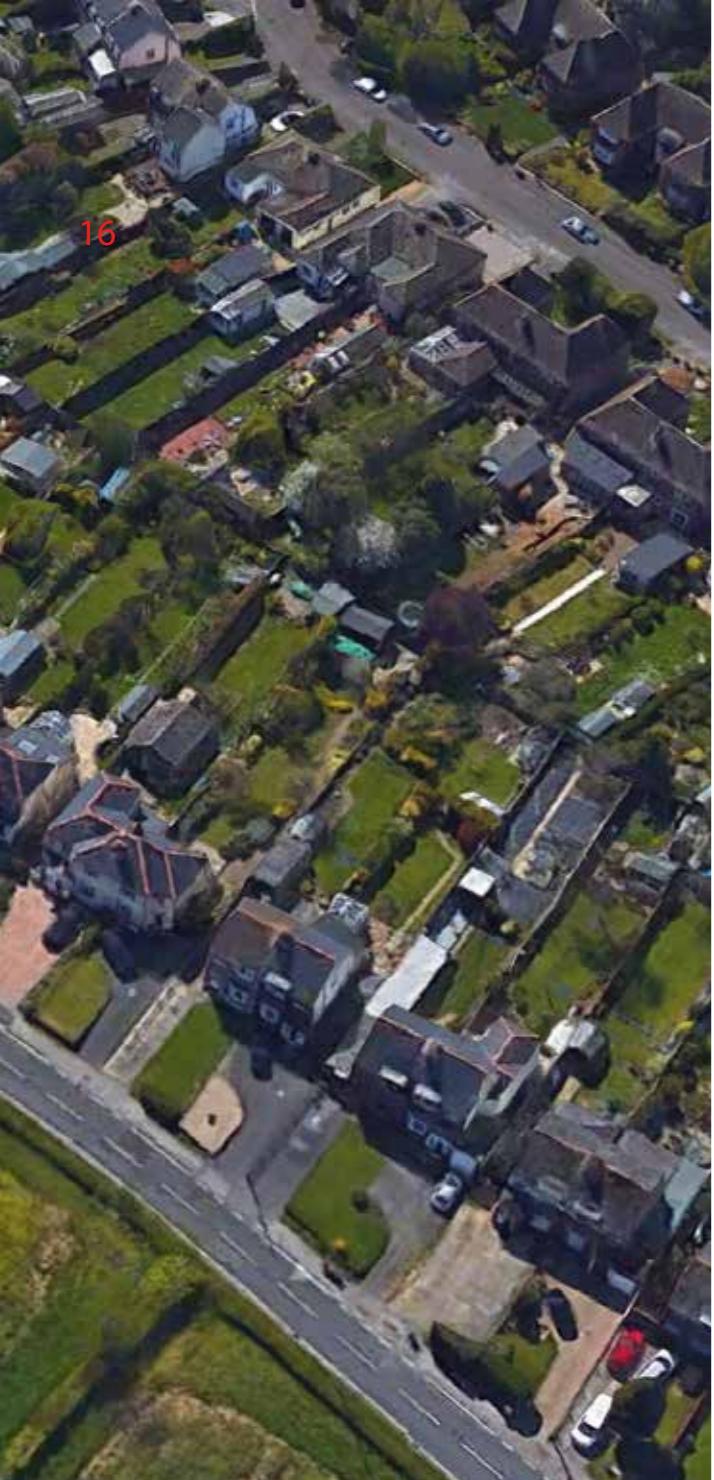


3

The Sandon School.



Local services and 5, 10 and 15 minute walking radii (source WSP).



# 3 Site Analysis

## Site Boundaries

- 3.1 The northern boundary of Sites 3b and 3d is defined by Sandford Mill Lane/NCN R1, a narrow track with hedgerow and trees along the common boundary. The track leads east towards the A12, and passes beneath the road to the north east. The lane eastward is closed to vehicular traffic.
- 3.2 Between Sites 3b and 3d are pylons and overhead wires.
- 3.3 The eastern boundary to Site 3b is defined by the edge of the allocation area. Some 5-10m east of this there is a field boundary which extends south toward Sandon Park and Ride. At the south eastern boundary to the park and ride there is dense screen planting.
- 3.4 The southern boundary to Sites 3b and 3d is defined by Maldon Road. The road has a landscape character with woodland along the southern edge (Cross Wood) and hedgerow to the north.
- 3.5 The western boundary to Site 3d is defined by Sandford Mill Lane. At the boundary, is a mature hedgerow which increases in density to the north.
- 3.6 The northern boundary to Site 3c is defined by Cross Wood, beyond which is Maldon Road.
- 3.7 The eastern boundary to Site 3c is defined by the allocation boundary. East of the boundary are pylons and overhead wires, Brick Kiln Road and Grace's Cross, a listed building. Along brick Kiln Road there are dense hedgerow.
- 3.8 The southern boundary to Site 3c is defined by the hedgerow boundary to the Sandon School playing fields.
- 3.9 The western boundary to Site 3c is defined by Molrams Lane which comprises a mix of predominantly two storey detached, semi-detached and short terraces set back from the lane behind long driveways.
- 3.10 The surrounding housing is of a mix of styles. The housing on Molrams Lane marks the present, well defined, eastern edge to the built area of Great Baddow.





1. Housing at corner of Molrams Lane and Maldon Road.



5. Site 3c boundary from Molrams Lane.



9. Junction of Sandford Mill Lane and Maldon Road looking towards Site 3a.



13. Pylons east of Site 3c looking towards Grace's Cross.



2. Existing houses on Molrams Lane facing Site 3c.



6. Existing houses on Molrams Lane backing onto Site 3c.



10. Site 3c from edge of Maldon Road looking at Cross Wood.



14. Grace's Cross on Brick Kiln Road.



3. Molrams Lane and existing hedgerow to Site 3c.



7. Molrams Lane from Maldon Road with Cross Wood to left.



11. Site 3c boundary (Cross Wood) from Maldon Road looking west. Site 3d boundary in the background.



15. Pill box within Site 3c as seen from Molrams Lane.



4. Molrams Lane looking north alongside Site 3c boundary.



8. Maldon Road looking east towards Site 3d along woodland and hedgerow corridor. Cross Wood to right of frame.



12. Hedgerow boundary of Site 3d adjacent to Sandford Mill Lane.



16. Sandford Mill Lane looking east.



## Access

- 3.11 Sites 3b and 3d are presently accessed from field gates off Maldon Road and Sandford Mill Lane. There is a field gap access to the south west corner of Site 3c from Molrams Lane.
- 3.12 Important to the delivery of the Sites is the vehicular access arrangements from Maldon Road and the safe/convenient crossing of the road. The Sites are proposed to be principally served from new roundabout junctions with Maldon Road.
- 3.13 The design of the access to Sites 3a, b and c has been the subject of discussions with ECC, and a 5-arm roundabout has been agreed in principle to the west. The design has been developed to take account of the strategic pedestrian and cycle desire lines as well as a review of design standards. Liaison with the consultants acting for Hopkins Homes (Site 3a) has also been undertaken.
- 3.14 The proposed access arrangements (image right) have been resolved to prioritise the safe and convenient crossing points to help foster integration across Maldon Road to the east of the five arm junction. Following a review of a number of options, the design proposes cycle/footpath routes towards a Toucan / Pegasus crossing located mid way between the western and eastern junctions. This location is considered to be the safest point, close to the intersection of the existing footpath desire line from Site 3d.
- 3.15 To help facilitate safe horse crossing of Maldon Road from Brick Kiln Road towards Sandford Mill Lane / NCNR1, a bridleway is proposed to the south of the carriageway from the end of the proposed four arm roundabout west to the crossing. This approach maintains the existing continuity of the route. Once the carriageway is crossed the bridleway continues along the north side of the carriageway before turning north towards Sandford Mill Lane / NCNR1.
- 3.16 There is also potential for access to serve a very limited number of dwellings within Site 3c direct off Molrams Lane.
- 3.17 The existing PROWs through Sites 3b and 3d presently provide the only public/pedestrian access to the Sites. The development of the Sites will facilitate a much broader connectivity to the local context.



Emerging design for access to allocation areas and Site 3a.



Emerging design for the five arm western roundabout.

Emerging design for the four arm eastern roundabout.



Emerging design for crossing of Maldon Road. The 'Brick Kiln Road' bus stops will be moved to lay-bys either side of the eastern arm of the 5-arm roundabout. They will both have new shelters / appropriate facilities tbc with ECC. This will remove any conflict with bridleway shown along a dedicated verge to the south of Maldon Road. The detailed design of the roundabouts will need to ensure that safe crossing points are provided across the arms for pedestrians, and cyclists where appropriate.

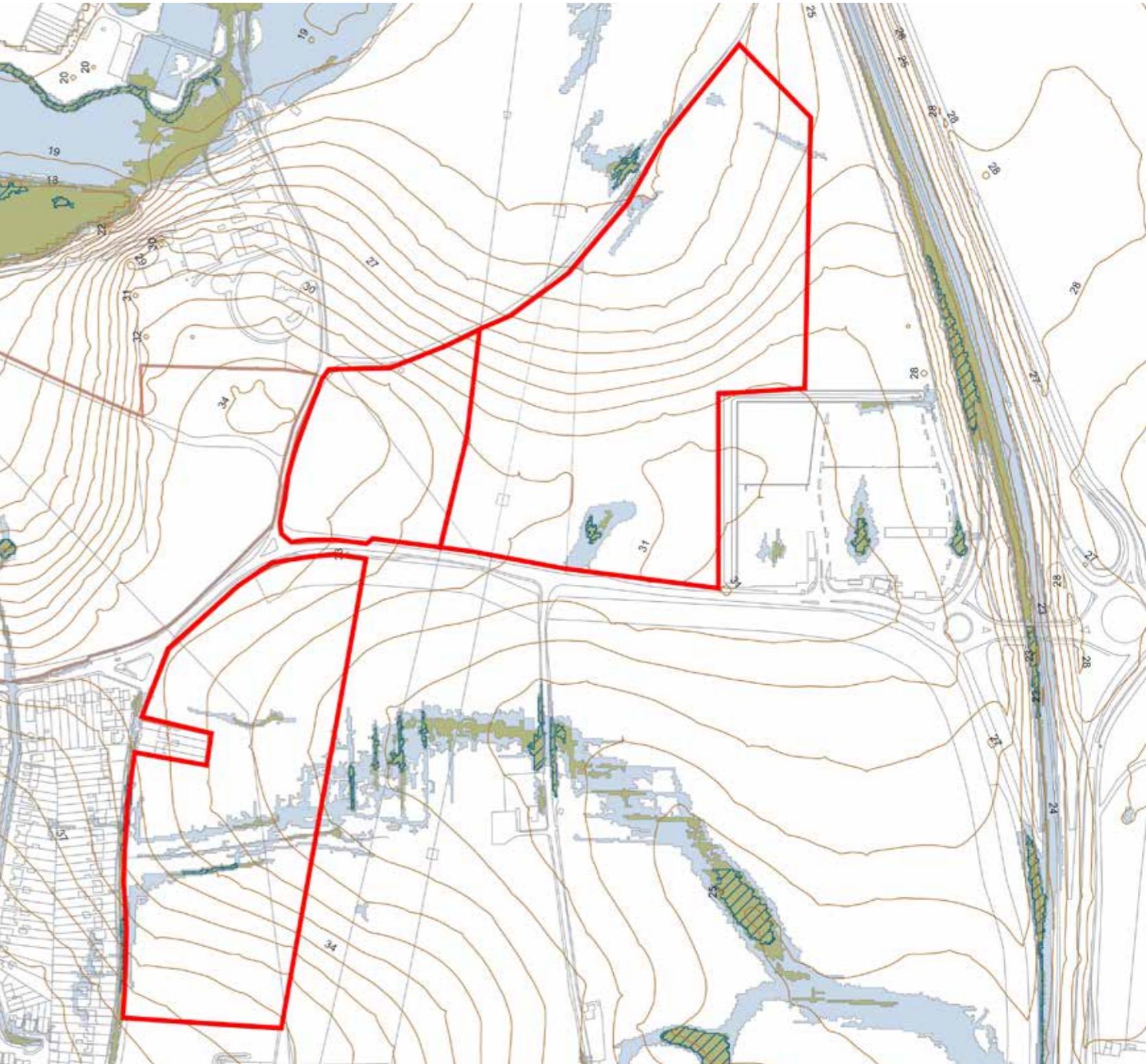
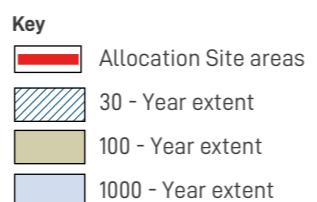


## Topography

- 3.18 The Sites are located on gently undulating ground.
- 3.19 Site 3c is located on ground that slopes down gently to the east. A high of c.32m AOD is recorded in the west, to a low of c.28m AOD beyond the boundary.
- 3.20 Sites 3b and 3d slopes gently to the north-east, from a high of c.31m AOD at the boundary with the A1060, to a low of c.25m AOD at the northern site boundary.
- 3.21 In summary, development will work with the topography of the sites and surrounding land to facilitate Sustainable Drainage Systems (SuDS).

## Drainage & Flood Risk

- 3.22 The Sites lie within Flood Zone 1 and are considered at low risk of flooding. Surface water runoff on the existing green fields discharges naturally to the low points to the northern part of Site 3b and adjacent to Maldon Road, and beyond the eastern boundary of Site 3c.
- 3.23 For the sustainable drainage strategy, surface flood water attenuation basins will be required within natural low points of the Sites. The preferred approach for the Sites is to create as naturally, and sustainable draining solution as possible. Following a detailed drainage appraisal and considering the topography, the characteristics of the soil and site features, a strategy requiring two attenuation basins is proposed, one sited within Site 3b at the natural depression and the other at the depression to the east of Site 3c. It is not considered possible to sustainably drain Site 3c within the allocation area. To facilitate the delivery of Site 3c with a natural, sustainable drainage strategy, the proposed strategy is to include a small area of land to the east to accommodate a basin within an extended green infrastructure along the boundary.



Topography, Drainage and Flood Risk.

## Landscape Features

3.24 Sites 3b and 3d are one large, open arable field sloping down to the River Chelmer floodplain. To the north-east there is no boundary vegetation with the adjacent agricultural land. The north-west and west boundaries are formed by a hedgerow with occasional groups of trees, partly located on a bank. A hedgerow forms a strong site boundary to the south, and contributes to the creation of a green corridor along Maldon Road. The lack of trees along most of the hedgerow means that the pylons and the wind turbine in the park and ride site are dominant in views from Maldon Road. A mature oak in the south-west corner is an attractive feature in a number of views. There are filtered views through the hedge after leaf-fall.

3.25 Site 3c is also a large, open arable field, with a good landscape structure to the northern, western and southern boundaries. Cross Wood and hedgerow contains the site to the north, creating an effective screen and attractive feature on Maldon Road. The eastern boundary is defined by the allocation. Beyond the eastern boundary a hedgerow with occasional trees contributes to the attractive rural lane character of Brick Kiln Road. A young hedgerow forms the western boundary, which will provide a stronger element of landscape structure as it matures, giving better definition to the site boundary with Molrams Lane. A hedgerow with occasional trees runs across the centre of the site from west to east. Hedgerows to the south boundaries with the school and sub-station provide a relatively strong low-level screen.

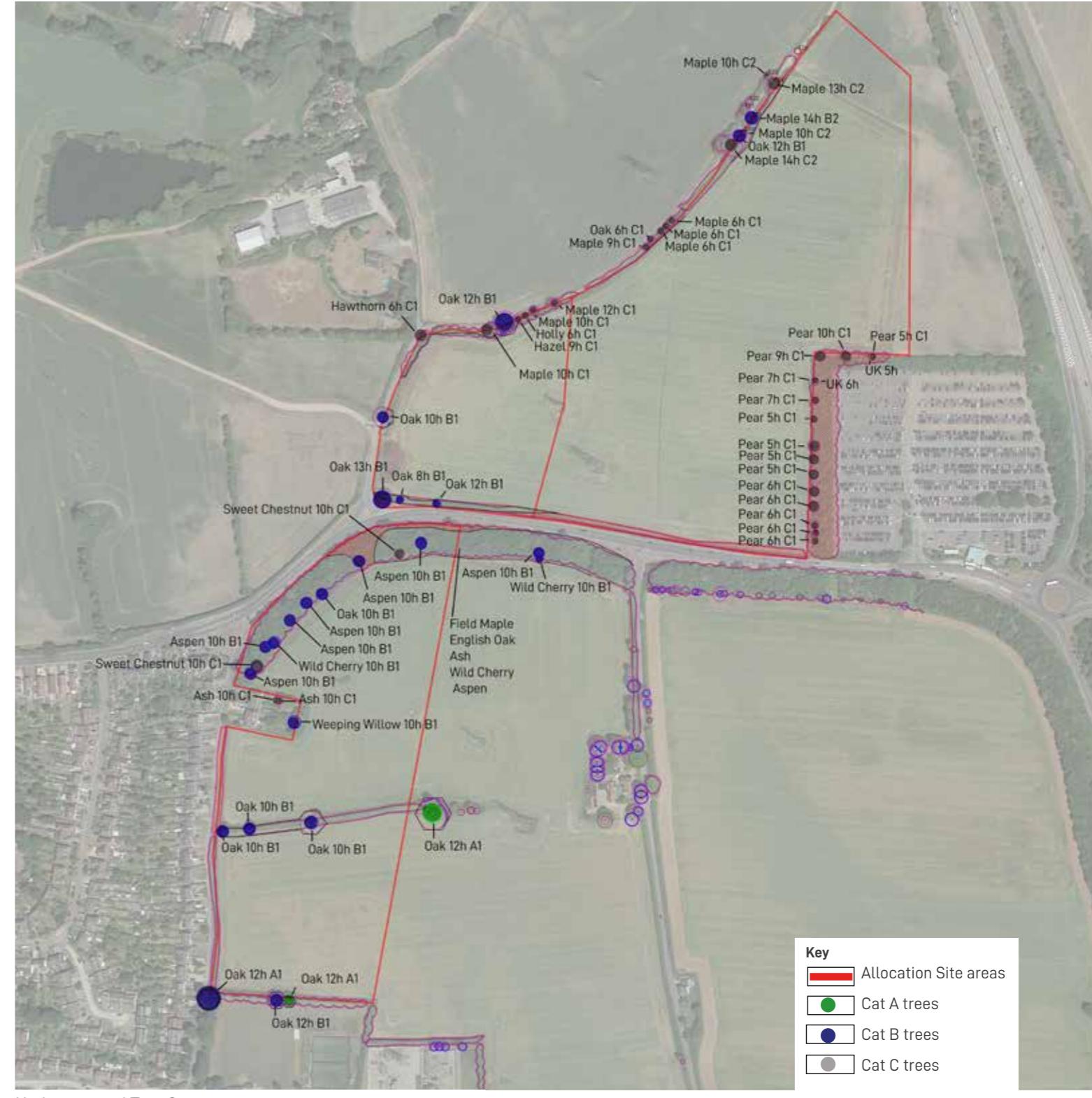
3.26 In summary Site 3c has a good landscape structure which would help to integrate any proposed development into the wider landscape, whilst Sites 3b and 3d have a weaker landscape structure which can be enhanced.





### Trees and hedgerow

- 3.27 Cross Wood is a young plantation of predominantly oak (*Quercus robur*), ash (*Fraxinus excelsior*) and wild cherry (*Prunus avium*) with a lesser number of field maple (*Acer campestre*) and aspen (*Populus tremula*) dispersed along the belt. It is a uniform even aged plantation, with trees planted in a grid formation having mixed size and form as is typical of plantation trees. This is likely to require future thinning works to make the woodland more resilient in the long-term. There are two locations where the trees within the existing section of tree belt plantation have been topped at 3m height due to being located underneath high voltage overhead electricity cables.
- 3.28 A section of Cross Wood is proposed to be removed to accommodate a proposed entrance road. Compensation is to be provided in the form of improvements to the structural composition of the retained tree belt plus additional structural edge planting within Site 3c.
- 3.29 A number of hedgerows are present, most of which are species-poor with a few exceptions, i.e. the hedgerow running across the middle of the western field which contains species such as hawthorn, field maple, hazel, pedunculate oak *Quercus robur*, elder *Sambucus nigra* and guelder rose *Viburnum opulus*. Other hedgerow species include blackthorn *Prunus spinosa*, sycamore *Acer pseudoplatanus* and bramble *Rubus sp.* A number of hedgerows without trees are positioned around the site, generally species-poor; species typically include hazel, ivy *Hedera helix*, field maple, bramble, elder, beech *Fagus sylvatica*, blackthorn and hawthorn.
- 3.30 A 2m high hedge of mixed native species, predominantly of hawthorn, borders the length of the northern edge of the woodland.
- 3.31 The hedge that crosses Site 3c contains a few Category B trees and terminates in a Category A Oak beyond the site boundary. The Oak is a feature of views in the context of Site 3c.
- 3.32 There are also a number of Category B trees within the hedgerow boundaries to Sandford Mill Lane and NCN R1.



Hedgerow and Tree Survey.

## Ecology

3.33 The site is not located close to any designated sites but is within the Zone of Influence of the Essex Coast Recreational Disturbance Avoidance Mitigation Strategy (Essex Coast RAMS).

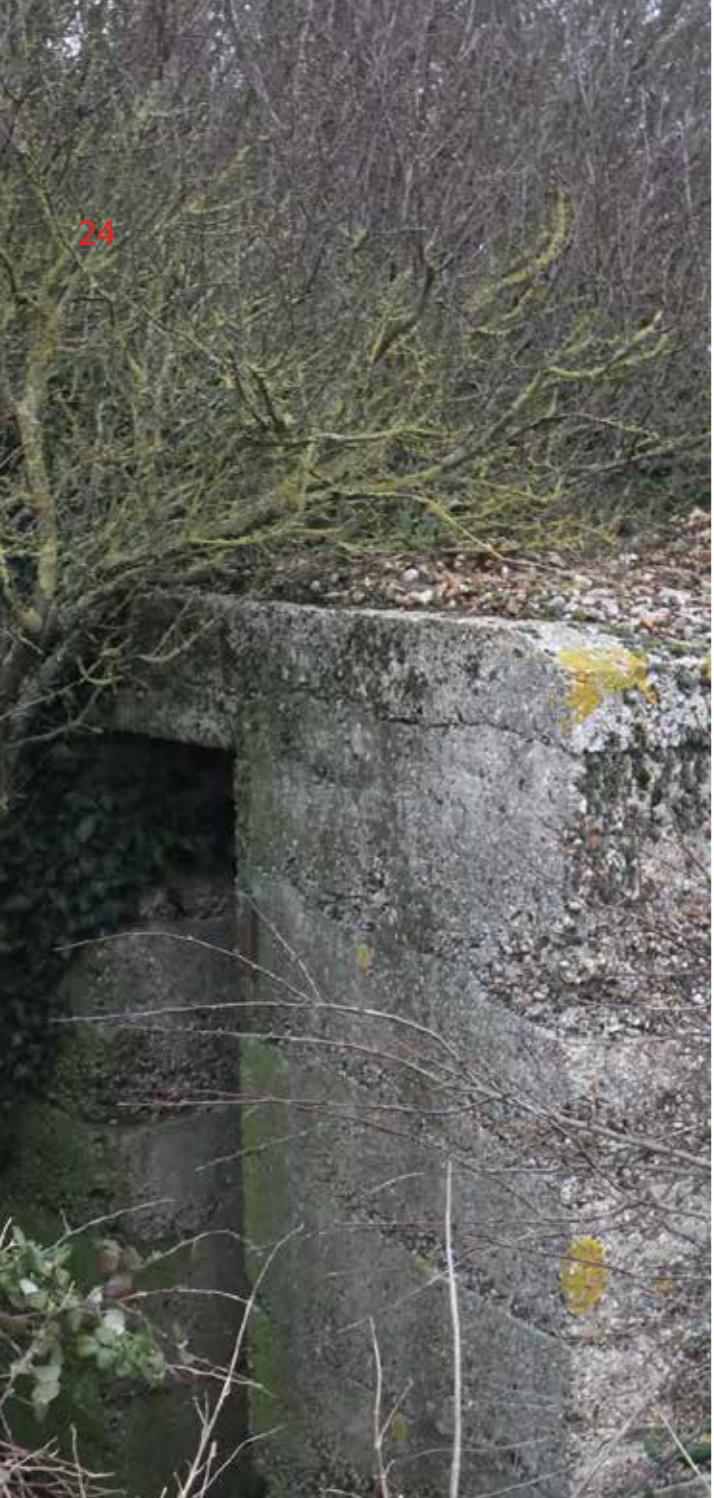
3.34 An extended Phase 1 Habitat Survey of the sites was undertaken in March 2015 and updated in 2018. Other species surveys were undertaken and updated or repeated in 2018 for badgers, bats (including tree inspection), birds, Great crested Newts, invertebrates, reptiles, small and medium sized mammals and hedgerow. There was limited evidence of protected species within the site with birds and invertebrates being classified as of District Importance. Other features were either of Local or Site importance.

3.35 The site is dominated by habitats considered to be of relatively low ecological value (arable farmland). Habitats considered to be of relatively higher biodiversity value are present including hedgerows and tree belts. There were five habitat types found within the sites and one beyond site 3c:

1. **Semi-improved Grassland:** A narrow boundary (1m to 0.5m) of semi-improved grassland bounded the majority of arable fields. The semi-improved grassland was not considered particularly diverse
2. **Scattered Trees:** Scattered trees made up boundary features (or former boundary features) in fields within the site, some of which were mature
3. **Hedgerows with Trees:** Most of which were species-poor
4. **Plantation Woodland:** Young broadleaved plantation woodland
5. **Arable:** The fields supported intensively managed, winter wheat
6. **Standing Water:** An ephemeral pool at the end of a ditch west of Site 3c

3.36 The proposed development provides opportunities to not only achieve no net loss to biodiversity but deliver real biodiversity gains targeting priority species and habitats, shaping the masterplan enabling landscape-scale coherent ecological networks to the planned through the strengthening and interconnecting of site's green infrastructure.





## Archaeology

3.37 An Archaeological Desk-Based Assessment of the sites was undertaken in August 2015. No archaeological designated heritage assets are recorded on or in close proximity to the Sites. Two undesignated archaeological assets are recorded on the Essex Historic Environment Record and comprise two pill boxes.

3.38 Site 3c is considered to have a low to moderate archaeological potential for evidence dated to the Bronze Age, Iron Age, Medieval and later localised modern evidence of the pill boxes. A low archaeological potential is considered for all other periods of human activity.

3.39 Site 3b and 3d are considered to have a moderate to high archaeological potential for evidence dated to the Bronze Age and Iron Age given the proximity of evidence uncovered during the Sandon Park and Ride excavations. A low to moderate archaeological potential for later localised modern evidence of the pill box is identified. A low archaeological potential is considered for all other periods of human activity.

3.40 It is anticipated that any archaeological remains present would likely be of local significance.

## Heritage

3.41 A Built Heritage Statement was prepared for the site in May 2017. The report outlines the heritage assets on and around the sites, as well as assessing the impact of a larger development area (in relation to Site 3c and the eastern boundary) on the heritage assets.

3.42 Grade II listed Grace's Cross, to the east of Site 3c, is an eighteenth century two-storey brick house, with a northern extension dating to the nineteenth century (1 - plan opposite). A small portion of development proposals would likely be appreciable or experienced within the heritage asset's setting. From Site 3c, intervening vegetation, and the distances involved

### Key

	Allocation Site areas
	Site 3a
	Conservation area boundaries
	Listed building
	Non-designated heritage asset



between the heritage asset and new development, will ensure that any visual change to the setting is negligible. On balance, the harm on the heritage asset's significance was considered to be at the lower-end of the less than substantial spectrum.

3.43 To the south east of Site 3c and beyond a dense woodland plantation is the Sandon Conservation Area. There are listed buildings identified within the Conservation Area boundary, including the Grade II\* listed St Andrew's Church (**2- plan opposite**). The report states that the dense vegetation between the Sites and the Conservation Area ensures that their association is insignificant.

3.44 A small portion of the Chelmer and Blackwater Navigation Conservation Area lies to the north of Sites 3b and 3d. The Conservation Area stretches approximately 21.1km from Springfield Basin, Chelmsford to Heybridge Basin near Maldon. It is hidden from view behind an established hedgerow and tree planted field boundary.

3.45 Within Sites 3c and 3d are two Second World War pill boxes. These pill boxes formed part of the four-hundred similar hardened defence installations within the General Headquarters Line between Great Chesterford and Canvey Island, Essex. Defined as local monuments, these pill boxes constitute 'non-designated heritage assets'. Their retention supported by suitable interpretation methods is considered to offer suitable benefits to the overall development, allowing a continued understanding of the General Headquarters Line in Essex for future users.

## Utilities

3.46 Details of the power lines, gas mains and easements have been provided and the relevant statutory authorities will be consulted with as the development progresses.

3.47 There are a number of 11 kv, 22 kv and 132 kv overhead lines crossing Site 3c, extending north from the primary substation at the southern boundary. There is also an electric transmission line owned by National Grid running north south between Sites 3b and 3d.

3.48 There are high pressure and intermediate pressure gas pipelines running through Site 3c.



Utilities.



## Views into and across Sites

- 3.49 There are a number of public views and vistas across, into and from the Sites which visually connect them into the wider landscape and urban form. A number have been identified by CCC Officers to assist in masterplanning the Sites. Those which help describe the local context and can help inform development parameters are summarised across the following pages.
- 3.50 From the north, and south along Sandford Mill Lane/ NCN R1 beyond the edge of the Chelmer and Blackwater Navigation Conservation Area the turbine is a prominent local landmark in the landscape where glimpsed views are afforded by gaps in the hedgerow (Views 1 and 2).
- 3.51 There are no public views (along Sandford Mill Lane) from the Chelmer and Blackwater Navigation Conservation Area to the north, the boundary to which is well defined by a dense hedgerow.
- 3.52 For views across Site 3b from Sandford Mill Lane, the pylons are prominent and the A12 is an urbanising, visible and audible influence on the landscape character of the area.
- 3.53 View 1, the first opportunity to glimpse the sites from the north, illustrates the change in landscape and how the trees and hedgerow layer the scene.
- 3.54 The woodland and hedgerow edge to Sites 3b and 3d along Sandford Mill Lane is a visibly well defined boundary to the allocation area as described earlier (View 3).





1. North along Sandford Mill lane, there is a gap in the woodland/hedgerow boundary which affords long distant views across the fields towards the wind turbine within Sandon Park and Ride, the pylons and the higher ground to the south west of site 3b - the field in the middle. Beyond on the horizon is Danbury Ridge, on which can be seen the spire of St John The Baptist Church Danbury.



2. On approaching 3b and 3d, The existing woodland and hedgerow screen local views into the sites. The pylons and turbine are prominent on the skyline.



3. Panoramic view north east from NCN R1 across the edge of Sites 3b and 3d with the A12 in the distance. Also visible is the Green Wedge and Conservation Area to the left of frame.

- 3.55 View 4 from along the PROW 232 2 through Site 3d illustrates the visual containment of Sites 3b and d, and the visual prominence of the turbine and pylons.
- 3.56 From Molrams Lane, the two semi-detached houses, densely planted boundaries, woodland and hedgerow, screen most views east across Site 3c except for at gaps in the hedgerow (as illustrated earlier). As the hedgerow matures, these views will be screened.
- 3.57 From within Site 3c there are long views east towards Danbury (view 5). The eastern edge to Site 3c, as defined by the allocation boundary is open to the remainder of the existing field, which is enclosed to the east by the hedgerow along Brick Kiln Road and trees around Grace's Cross.
- 3.58 For views 4 and 5, the principal elements that are considered important are:
1. The distant ridgeline
  2. Spires on the ridgeline
  3. The turbine
  4. The layered landscaping, reinforced by hedgerow and tree belts that define fore, middle and background





4. Panoramic view across Site 3b and 3d from PROW towards Sandon Park and Ride with boundary trees and hedgerow to Sandford Mill Lane to the left of the frame. The level changes across Site 3b are evident in the background. Left of frame is the Pill box. In the distance is Danbury Ridge and Little Baddow. The turbine is prominent on the skyline.



5. Panoramic view east across Site 3c towards Grace's Cross and beyond, distant ridgeline and Danbury.



Inset. Wind turbine at Sandon Park and Ride (left of frame) and Grace's Cross (centre) with the spire of St John The Baptist on the ridgeline at Danbury.

3.59 Views 6, 7 and 8 are from Molrams Lane looking east across Site 3c. They illustrate the visual prominence of the turbine and pylons.

3.60 At gaps in the hedgerow to the Site 3c boundary along Molrams Lane, there are long views east towards Danbury (view 8) and south towards the sub station and Sandon School boundary (View 7).

3.61 For views along Molrams Lane the principal elements that are considered important are:

1. The distant ridgeline
2. Spires on the ridgeline
3. The layered landscaping, reinforced by hedgerow and tree belts that define fore, middle and background

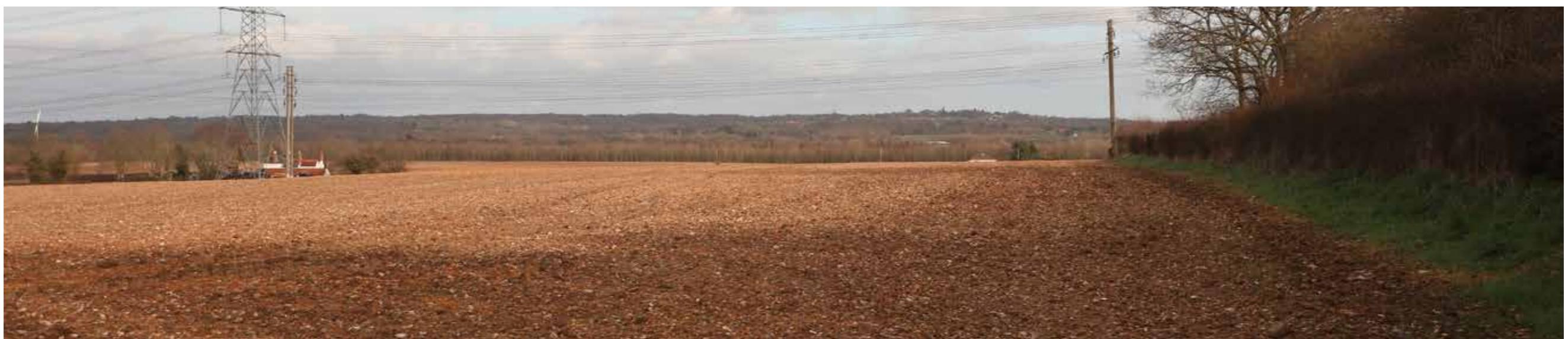




6. View from Molrams Lane along line of field boundary with Site 3c towards Grace's Cross and distant ridgeline. The Pylon adjacent to Grace's Cross detracts from the setting of this listed



7. Panoramic view south towards field boundary with Sandon School and the sub-station.



8. View east along southern boundary to Site 3c showing existing hedgerow field boundary and trees to Sandon School boundary. In the background can be seen the spire of St John The Baptist on the ridgeline at Danbury.

- 3.62 From Brick Kiln Road there are views south towards Grace's Cross, the sub-station and school in the background (Views 9, 10 and 11).
- 3.63 The urban edge of Molrams Lane is in view at gaps in the hedgerow and from within the field (View 9 and 10). Views 9 and 10 illustrate that the existing urban edge is clearly defined by linear development seen above the hedgerow.
- 3.64 In these views, the development and retained hedgerow reinforce the historic field pattern – an underlying feature of the area which is described later.





9. Panorama south across Site 3c along line of Brick Kiln Road. Grace's Cross is largely hidden by trees and hedgerow.



10. Winter view across Site 3c from Brick Kiln Road towards Pill box, Molrams Road and Sandon School. The existing urban edge is well defined along Molrams Road.



11. View south into Sandon Village. The edge of the Conservation Area lies at the woodland. The hedgerow to either side of Brick Kiln Road obscure views into Site 3c to the west.

- 3.65 As illustrated by views 11 and 12, there are views south along the lower part of Brick Kiln Road of development into Sandon that are framed by hedgerow. Views east and west from Brick Kiln Road are limited.
- 3.66 Looking north along the edge of Brick Kiln Road, there is no visual connection between Sandon village and the Sites. From the edge of the woodland at the northern edge of the Sandon Conservation Area on Brick Kiln Road there are oblique views from gaps in the hedgerow across Site 3c (View 13).
- 3.67 From the southern end of Molrams Lane there are views towards the existing houses adjacent to Site 3c.

### Summary

- 3.68 The development of Sites 3b, 3c and 3d should seek to maintain key views to connect the new communities into the landscape setting. The development can also use variation in heights and new hedgerow/landscaping to reinforce the hierarchy of the fore, middle and background, and help define a new urban edge.
- 3.69 Sites 3b and 3d to a greater extent are visually contained by trees and hedgerow, except for some limited views from the north along Sandford Mill Lane afforded by gaps in the hedgerow, which reveal the local topography. Site 3c and the field to the east are also to some extent visually contained by boundary hedgerow and woodland. The allocation boundary to Site 3c is open to the residual field area. This 'boundary' could be defined by a new hedgerow consistent with the prevalent pattern.





12. View towards Sandon illustrating extent/height of hedgerow along Brick Kiln Road.



13. View from edge of Conservation Area on Brick Kiln Road looking over hedgerow. The existing urban edge of Great Baddow and the sub station are clearly visible.



14. View from Molrams Lane looking north alongside school towards road narrowing. In the foreground are mature trees and the fence of the school to the right and the wide footpath to the left.



## Summary Site Features

3.70 Informed by the previous analysis, the following plans provide an overview of the key Site features.

### Site 3d

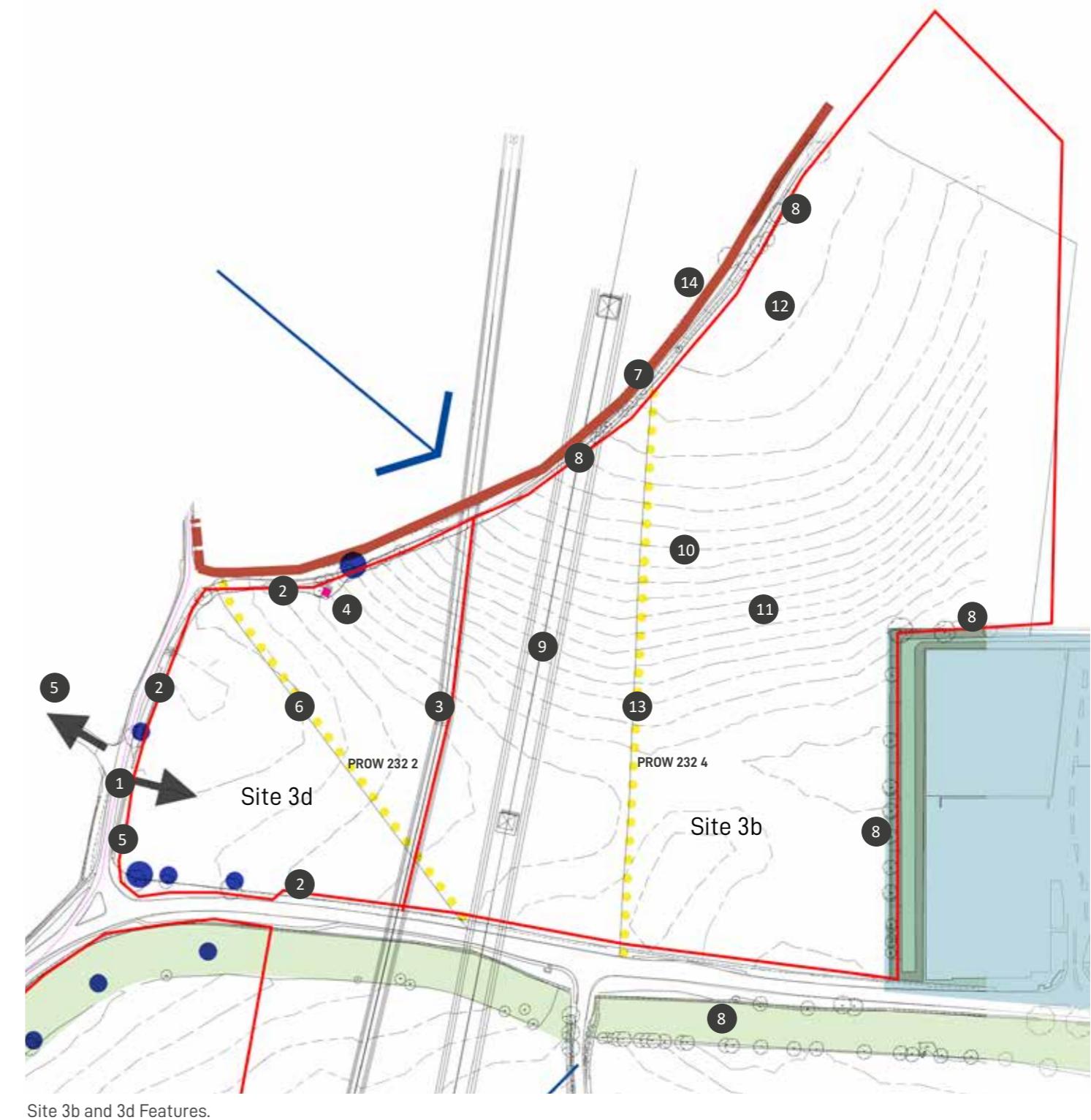
1. Existing field access from Sandford Mill Lane
2. Existing mature boundary hedgerow and trees
3. Overhead power line defining eastern boundary
4. Pill box
5. Access to Site 3a
6. Footpath (232 2 - unmarked)

### Site 3b

7. Existing field access from Sandford Mill Lane
8. Existing mature boundary hedgerow and trees
9. Overhead power lines
10. Views - glimpsed from Sandford Mill Lane
11. Slopes
12. Low point (drainage)
13. Footpath (232 4 unmarked)
14. NCN R1 cyclepath

#### Key

- Site allocation areas
- Sandon Park and Ride
- NCN R1
- Woodland
- PROW footpath
- Category A trees (from survey)
- Category B trees (from survey)
- 5m contours
- Views
- Current field access/egress





Northern boundary to NCN R1. Note extent of mature hedgerow, which forms a barrier to connectivity except at the point of the footpath. There is also a level change at the boundary, NCN R1 (14) is set slightly below the field level and there is a ditch.



Northern boundary to NCN R1 and corner of Sandford Mill Lane. Note raised level of hedgerow at boundary to Site 3d.



Dwellings north of Site on Sandford Mill Lane. The Lane is designated NCN R1.



The pill box located within the hedgerow along northern boundary.



The unmarked route of the footpath across the site.



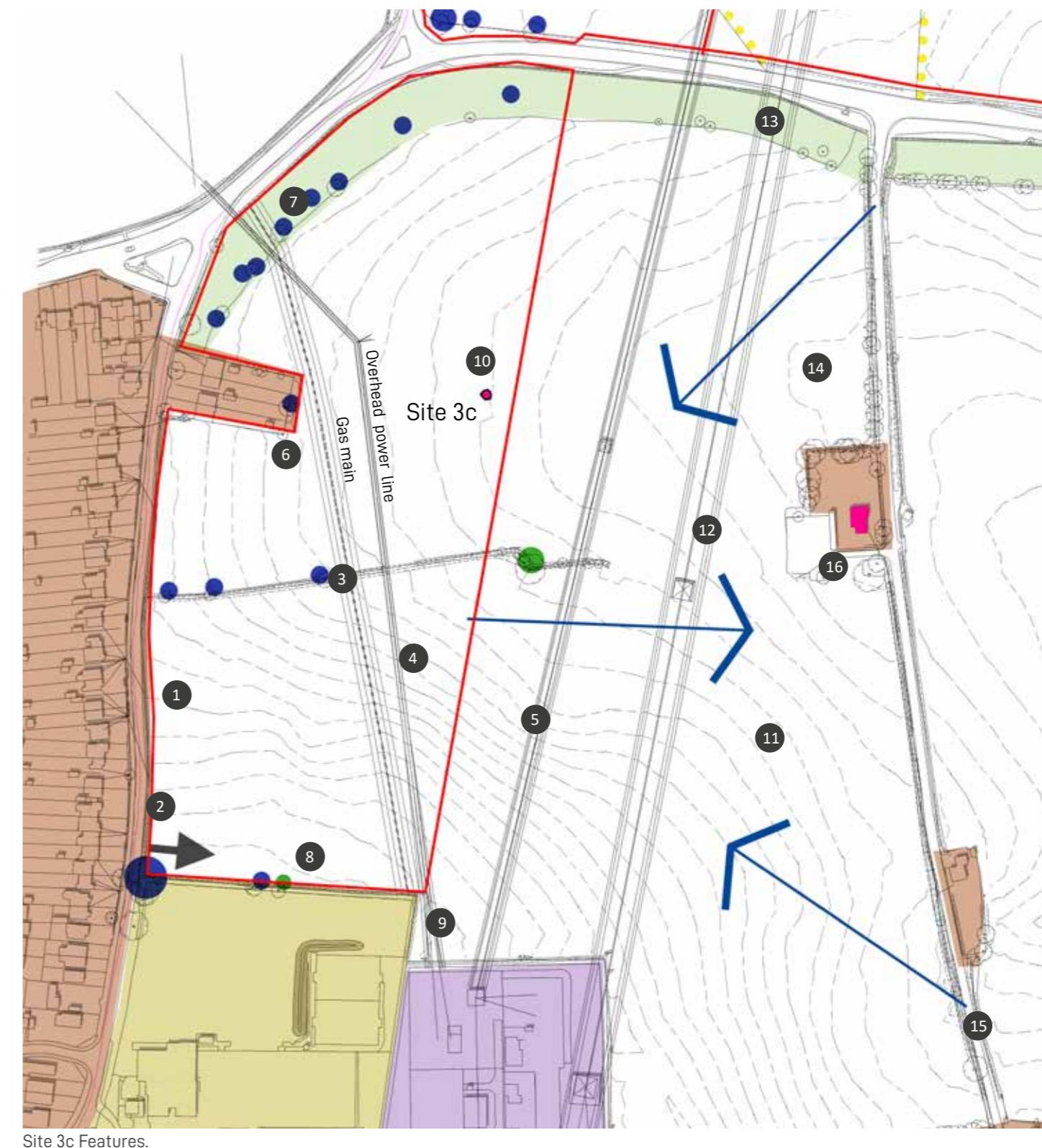
The woodland boundary to Sandon Park and Ride.

### Site 3c

1. Existing field access from Molrams Lane
2. Existing boundary hedgerow to Molrams Lane
3. Existing historic field boundary, hedgerow and trees east-west through site
4. Overhead line
5. Overhead power line
6. Fence and planted boundary
7. Extent of Cross Wood along Maldon Road
8. Mature hedgerow to school boundary
9. Sub-station site boundary
10. Pill box
11. Open boundary views east across countryside
12. Power lines
13. Section of tree belt plantation topped at 3m height due to being located underneath high voltage overhead electricity cables.
14. Topography. Levels drop from south to north east, towards a low point beyond the allocation boundary. This will impact siting and drainage
15. Contained views north
16. Listed building

#### Key

- Site allocation area
- Residential area
- Sandon School
- Sub station
- Woodland
- PROW footpath
- Category A trees (from survey)
- Category B trees (from survey)
- Heritage asset
- 5m contours
- Views
- Current field access/egress





Grace's Cross listed building.



Junction of Brick Kiln Road and Maldon Road with bus stop shelter in background.



Existing built edge to Molrams Lane from Brick Kiln Road looking across Site 3c.



The Sandon School.



Flank of house on Molrams Lane backing into Site 3c.



Brick Kiln Road looking south towards Grace's Cross

## Understanding Place

*38 An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to wellbeing, inclusion and community cohesion.*

National Design Guide

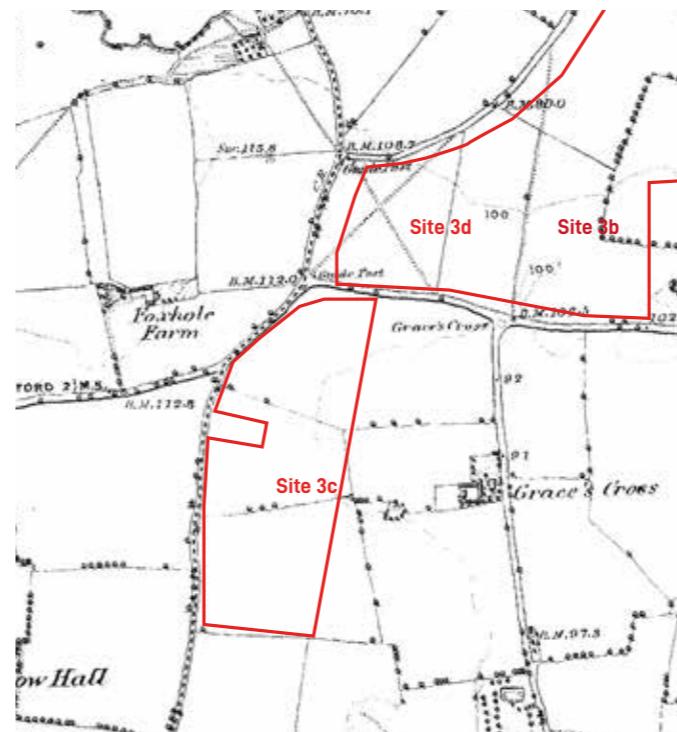
- 3.71 The following paragraphs describe the local townscape, the pattern of built form and the features of which will inform the development proposals.

### Historic pattern of growth

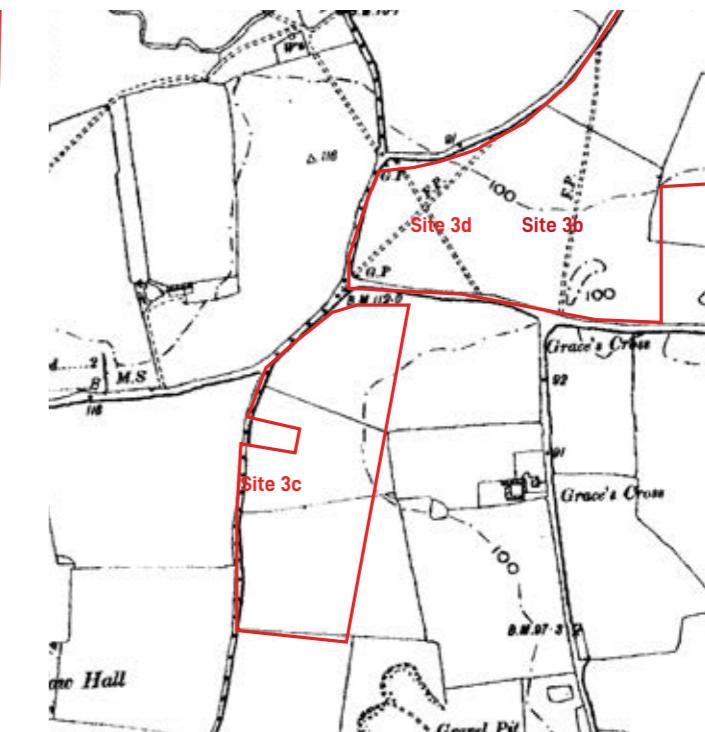
- 3.72 The pattern of growth has been eastwards and defined by development within, and contained by field boundaries. These historical field boundaries are evident in the underlying pattern of development, such as Baddow Hall and the Sandon School site. Informed by the historic pattern of growth, the development will be seen as a natural progression of the eastward growth Great Baddow along Maldon Road.

- 3.73 Relevant features of the historic maps are:

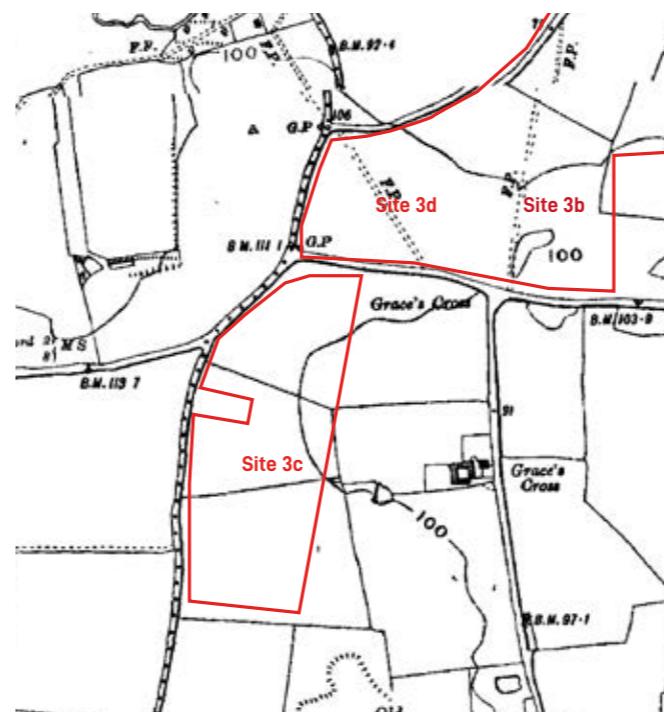
- Post war suburban eastern expansion along Maldon Road from Great Baddow;
- Underlying streets and places (Maldon Road, Sandford Mill Lane, Brick Kiln Road) much older;
- Self contained areas defined by field boundaries; and
- Strategic Sites 3b and 3d have existing PROWs - footpaths - that should be retained and integrated into the development.



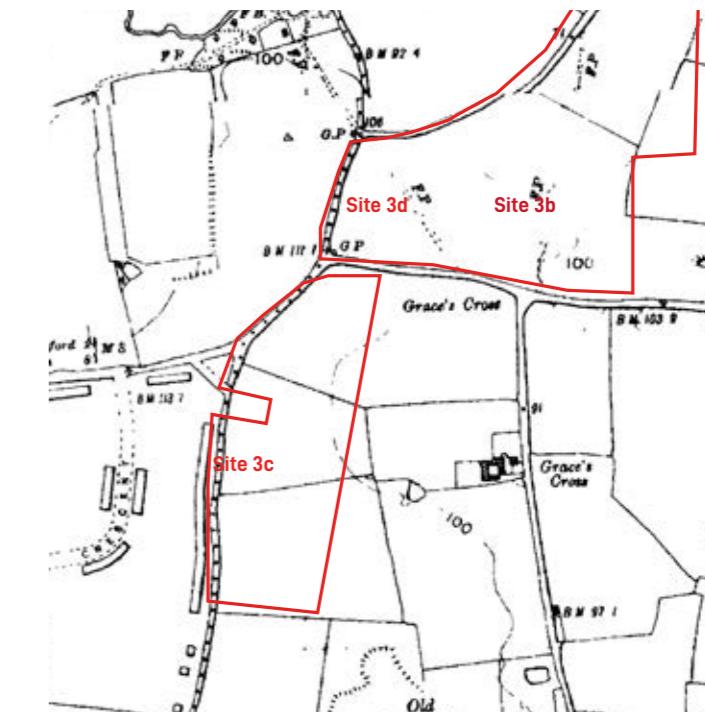
1881: Grace's Cross is one of the few buildings in the surrounding area. There are two diagonal footpaths running through Site 3d and the north-south footpath through Site 3b. The east-west hedgerow through Site 3c is evident.



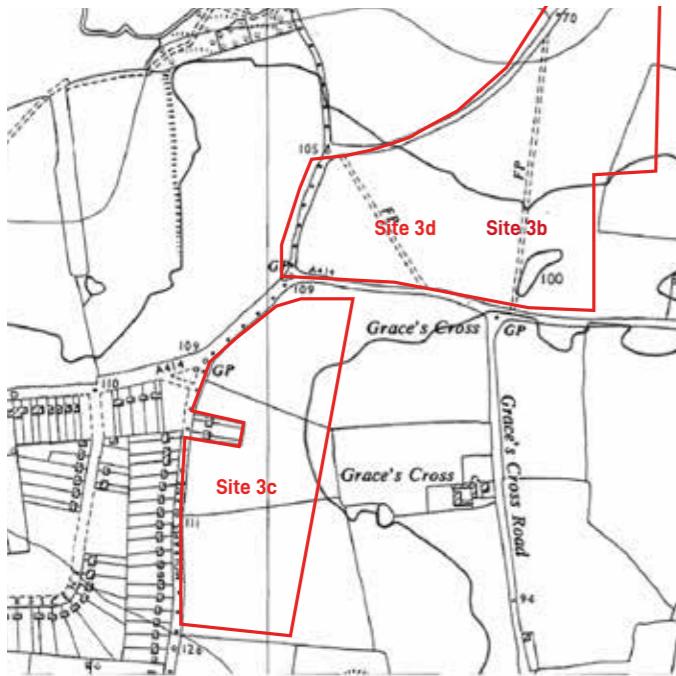
1898: No significant change in context.



1924: One of the two footpaths through Site 3d has been deleted.



1938: The first signs of the eastward growth of Great Baddow are evident with housing along Maldon Road, Hall Crescent and Molrams Lane.



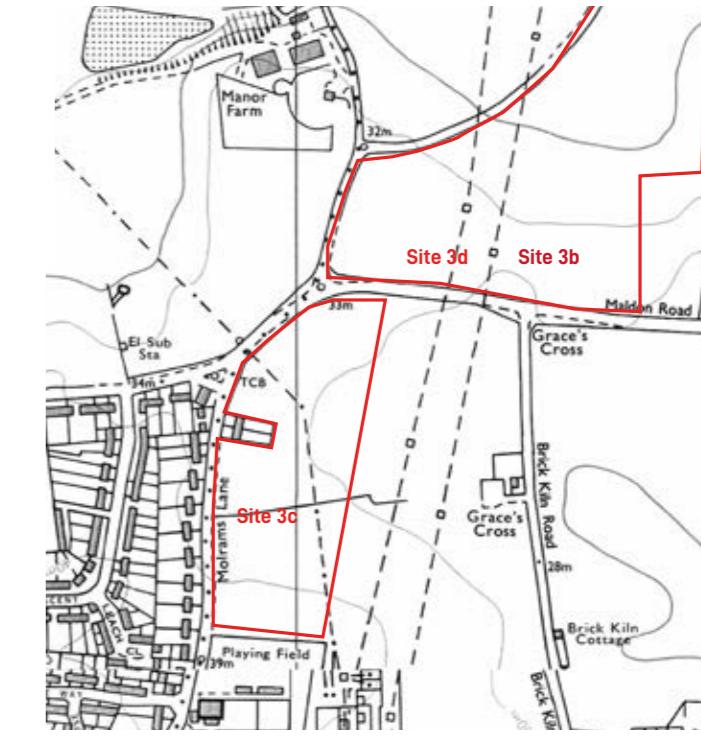
**1954:** By 1954 the Baddow Hall estate is nearing completion. The two houses east of Molrums Lane and adjacent to Site 3c are shown.



**1965:** The Baddow Hall estate to the west of Site 3c is complete. Evident is the retained field boundary through the middle of Baddow Hall (see above 1881).



**1983:** The school was built and powerlines cross the sites. Manor Farm has also expanded. Grace's Cross Road has also changed name to Brick Kiln Road. The school is shown to the south of 3c alongside the substation.



**1990:** The development pattern has remained largely unchanged from 1983.



**2000:** Cross Wood is visible along the northern boundary to Site 3c.



**2005:** The infill development within the Baddow Hall estate is under construction.



**2009:** The infill development is complete and the Sandon Park and Ride is open, with a strong landscape buffer to the west.



**2016:** The Sandon Park and Ride has expanded westward to its present boundary, removing the original landscape buffer.



## Character

3.74 Informed by the historic pattern of growth, the development will be seen as a natural progression of the eastward growth Great Baddow along Maldon Road. The following paragraphs describe the local built context and character. The character study also references the business park development(at Springfield Lyons to the north of Chelmer Village to inform local, modern patterns of employment use.

### Great Baddow

3.75 The Great Baddow Village Design Statement is planning guidance which is taken into account by Chelmsford City Council when making planning decisions. In the Village Design Statement, Site 3c adjoins the Baddow Hall residential character area.

3.76 The houses along Molrams Lane and to the west, Baddow Hall Crescent, date mostly from the late 1940s, 1950s. They comprise a mix of mostly semi-detached and detached two storey dwellings in large plots. The layout is formal, with long, straight streets and mostly consistent buildings.

*"In Molrams Lane the housing is mixed with some brick and render and variation within terraces. Housing further away from Sandon School has more fencing, especially black bow-top fencing, including outside the new Molrams Terrace. This forms an attractive boundary while keeping the feeling of space suitable to the rural feel of the edge of the village."*

3.77 The materials and detailing include:

1. Arts and Craft references (particularly Baddow Hall Crescent but also in the semi-detached houses backing onto the application site)
2. Hipped roofs
3. Prominent gables with decorative tile hanging
4. Brick/rendered elevations (red/brown brick)
5. Grey/red roof tiles



Houses on Molrams Lane.



Houses on Molrams Lane.



Houses on Molrams Lane.



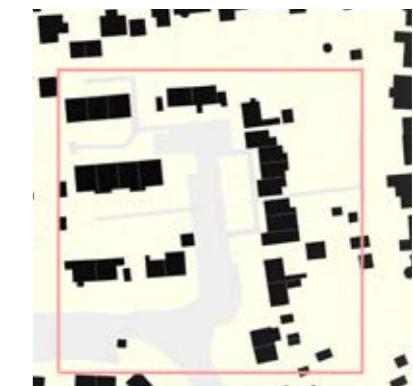
Street scene along Molrams Lane.

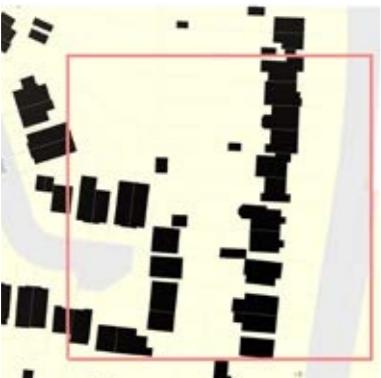


Houses on Baddow Hall Crescent.



Houses on Molrams Lane.

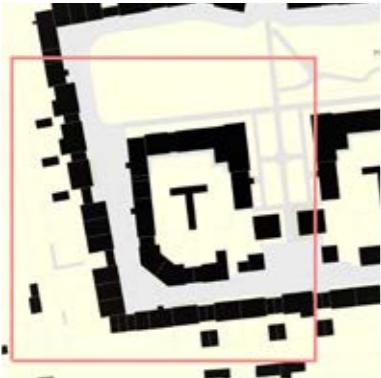




Density/grain study: Molrams Lane  
23 dph.



Density/grain study: Baddow Hall  
Crescent: 21 dph.



Density/grain study: Baden Powell  
Close: 53dph.

## Sandon

3.78 Sandon village lies to the south of the site. The northern part of the village along Woodhill Road and including the Church lies within a Conservation Area. The village is visually and physically separated from the Sites by woodland along the northern edge of the Conservation Area and along Woodhill Road, and the edge of Brick Kiln Road.

3.79 The Village is structured around The Green and Woodhill Road, wherein the oldest properties are concentrated. The village grew south and east from these areas. With reference to the Sandon Village Design Statement (2011) the building form, style and materials within the Conservation Area have a number of Essex features, including:

- White/cream rendered elevations;
- Hipped, catslide roofs; and
- Prominent gables and jetties.

3.80 Other features and materials include:

- Red brick with decorative banding in a contrasting colour;
- Gabled roofs; and
- Grey, red roof tiles.

3.81 Development in the Sandon Conservation Area is concentrated on post-medieval development surrounding the Grade II\* listed St Andrew's Church. Associated with the Church is the Grade II\* listed The Rectory, located further to the south-west.

3.82 The east-west orientated Woodhill Road forms the main 'spine' of the Conservation Area although the greater proportion of development in Sandon is located outside of the Conservation Area boundary further south, where successive expansion has occurred and typically characterised by cul-de-sacs extending north east off Hall Lane.

3.83 The Church of St Andrew's provides a local landmark in the Conservation Area, set back from Woodhill Road within its associated churchyard.



Area location plan.



Sandon Place, Sandon Village.



Fore and Post House, Sandon Village.

3.84 In terms of the Conservation Area's setting, dense vegetation predominately defines Sandon's immediate surroundings, particularly to the north where the Site 3c lies beyond. The Church itself is not orientated in the direction of Site 3c. Within the churchyard, views looking north are obscured by the dense woodland along Woodhill Road. This landscape buffer provides a clear separation between Sandon and the agricultural fields that constitute the Site.

### Springfield Lyons Business Park

3.85 To assist in the development of Site 3b, CCC have recommended that the design team consider the layout and form at Springfield Lyons Business Park. Some of the key characteristics are noted as follows:

1. Buildings address principal streets and parking areas
2. Service areas to the rear sharing access with parking areas
3. Contemporary and traditional design
4. Two storey, small and large scaled buildings
5. Dense site coverage with efficient landscaping - narrow roadside verges
6. Shared cyclepath footpath along one side of carriageway, footpath along other
7. Strong landscape setting to carriageway
8. Buildings sited close to carriageway



Springfield Lyons.



# 4 Constraints & Opportunities

- 4.1 The following constraints and opportunities have been identified from the previous analysis and will inform the development proposals.

## Constraints

### Access

- 4.2 Vehicular access/egress will be principally taken from Maldon Road via new junctions and will need to safeguard future access to Site 3a. There could also be access to a limited number of dwellings from Molrums Lane. There will also need to be safe pedestrian, cycle and equestrian crossing from 3b/3d to 3c across Maldon Road.
- 4.3 The proposed roundabout access into Sites 3b and 3c will impact upon Cross Wood to the north of Site 3c and hedgerow and trees planting along the boundary to Site 3d. Compensatory woodland planting will be required to mitigate tree loss.
- 4.4 The existing PROWs through Sites 3b and 3d will need to be considered in determining the layout of buildings and spaces.
- 4.5 There is no continuous footpath along Maldon Road leading to Sandon Park and Ride.

### Topography

- 4.6 The layout of buildings and spaces will need to have regard to the topography of the sites and surrounding context in considering drainage and building heights, particularly where buildings may be visible from the edges of the Conservation Areas identified earlier.

### Drainage

- 4.7 For the sustainable drainage strategy, surface flood water attenuation basins will be required within the natural low points, which for Site 3c is beyond the allocation area.

### Trees and hedgerow

- 4.8 There are a number of Category A and B trees within the hedgerow boundaries that need to be considered in the layout of buildings and spaces.
- 4.9 Pedestrian/cycle and vehicular access from Molrums Lane will need to consider the impacts upon existing hedgerow.

### Heritage assets & conservation areas

- 4.10 The setting of the surrounding Conservation Areas will need to be considered with regard to development heights and the edges of the built areas.
- 4.11 Development may make the pill boxes accessible which will have implications for safety and maintenance of these non designated heritage assets.

### Powerlines & gas easements/safety zones

- 4.12 Discussions with the relevant utilities companies will inform wayleaves and easements. The gas mains through Site 3c has implications for uses within the easement zones and the structuring of development.
- 4.13 Under-grounding the power line through Site 3c may require an easement which will impact upon the layout of buildings and open space. The swing of overhead lines through Site 3b will also impact on the siting of buildings.

### Minerals

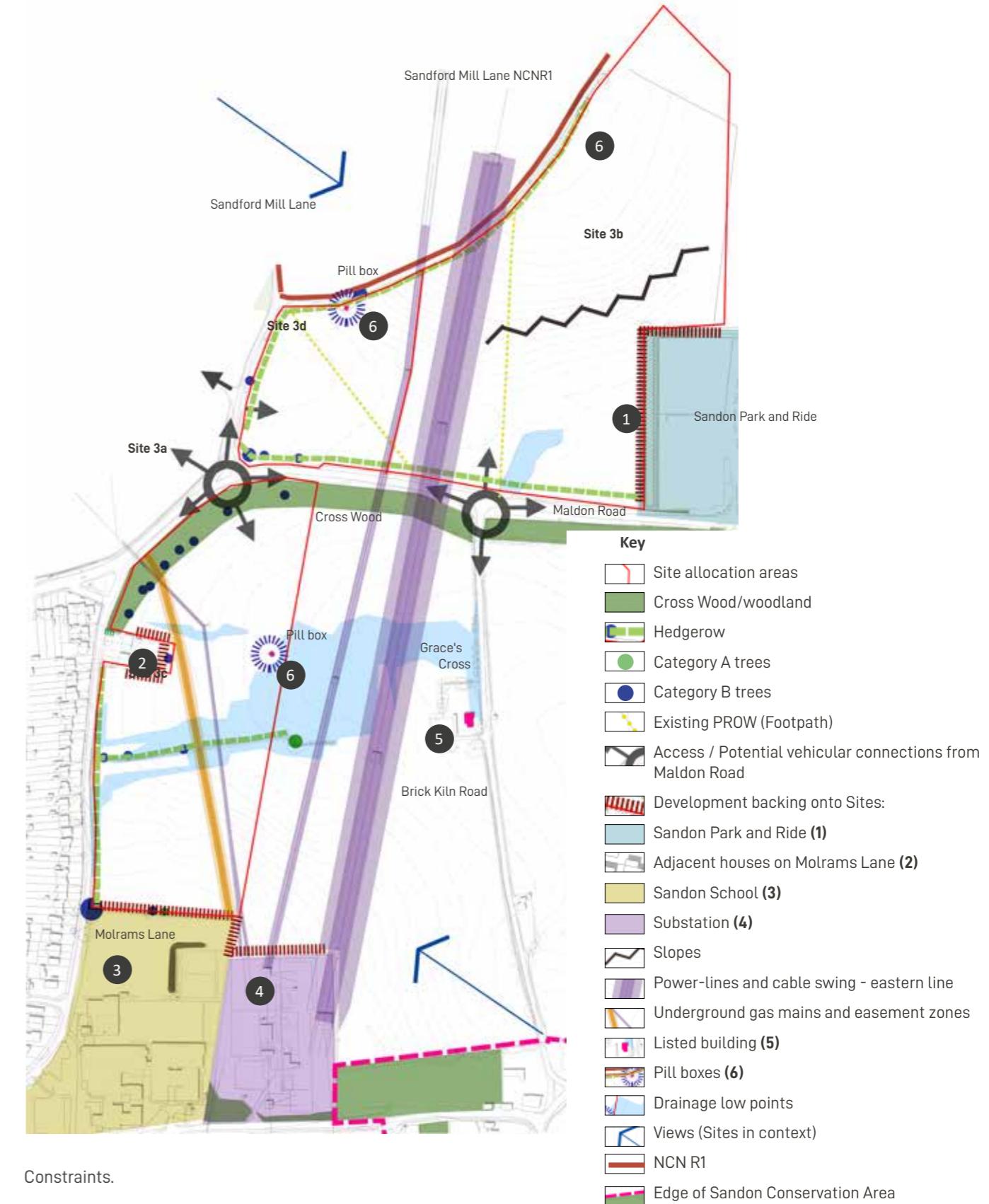
- 4.14 Parcels of the site are located within a Minerals Safeguarding Area. This predominantly relates to Site 3b. A Minerals Resource Assessment will be submitted as part of the planning application. This will assess the viability and feasibility of extracting minerals from the site prior to development occurring. Should minerals require to be extracted, this would occur prior to development taking place.

### Molrums Lane

- 4.15 A pair of semi-detached houses cut 'back' into the development area. Development should have regard to overlooking, privacy and security of their boundaries.
- 4.16 Site 3c backs onto the playing fields of the adjacent school playing fields, a potential noise issue and also nearby is an all weather pitch with flood lighting, and to the south east is the sub station - a noise source.

### Extension to Sandon Park and Ride

- 4.17 The extension to the park and ride site should consider levels and accessibility, planting at the boundary and lighting. Advised by ECC, the park and ride should safeguard the extension for circa 600 spaces.



# Opportunities

## A sustainable development

- 4.18 There is the opportunity to optimise the capacity of the sites for development to deliver an attractive place within which to live and work - providing for potential skills development and training opportunities that will emerge as part of the development.

## Access

- 4.19 There is the opportunity to extend and integrate the existing footpath and cyclepath network to support a sustainable transport modal shift, including the provision of a safe and convenient crossing of Maldon Road that facilitates footpath, cyclepath and equestrian crossing. There is the opportunity to accommodate a bridleway through Site 3b, to connect to NCN R1 affording potential access to the proposed country park via Sandford Mill Lane.

- 4.20 There is the opportunity to promote public transport usage through providing new and improved bus stop infrastructure, and by providing direct convenient and attractive links to existing/new bus stops and to the Park and Ride site.

- 4.21 There is the opportunity for limited vehicle access/egress to a small residential area from Molrums Lane with no through link to the wider Site 3c. There is the opportunity for a footpath within Site 3c alongside Molrums Lane.

## Landscape

- 4.22 There is the opportunity to structure development within the landscape setting, using views, topography and planting to frame and site buildings. Structuring development around existing features can reinforce a sense of place.

- 4.23 To mitigate the loss of trees at Cross Wood and hedgerow facilitated by access, compensatory planting and biodiversity enhancements will be provided.

- 4.24 There is the opportunity to provide additional planting to reinforce local landscape character; address sensitive views; reduce the visual impact of the pylons; reinforce existing hedgerow.

- 4.25 There is the opportunity for trees and hedgerow (retained and proposed) to contribute to the placemaking of the development and wider ecological and biodiversity benefits as part of a wider green infrastructure network - such as those within the hedgerow at Site 3c which mark an historic field boundary.

## Ecology

- 4.26 There is the opportunity for a number of landscape corridors through the sites along the services corridors to enhance the biodiversity value of the sites as well as providing for areas of amenity.

## Views

- 4.27 There is the opportunity to create views through the development areas that connect to existing features to aid legibility and placemaking.

## Existing heritage assets

- 4.28 There is a broad archaeological context to the sites and a potential for archaeological remains which can tell a clear and interesting story about the past. The pill boxes are visible remains which can be incorporated into the development proposals, as part of the landscape and open space strategy.

## Sandon Park and Ride

- 4.29 There is the opportunity for new development and landscaping to help mitigate its visual impact (i.e. lighting) of the park and ride. There is also the opportunity for greater cycle and footpath connections to the park and ride and land safeguarded for its extension.

## Drainage

- 4.30 There is the opportunity to integrate SuDs into the landscaping strategy for the sites and for an attenuation basin near Site 3c to form part of the wider landscape strategy.

## Built form

- 4.31 There is the opportunity to provide a development that draws upon some of the features of the local area to reinforce those and help define the sense of place.



# 5 Design Objectives & Principles

- 5.1 This Masterplan Framework Document has been informed by local and national policy as well as an iterative design process which has involved the Council.

## Chelmsford Local Plan May 2020

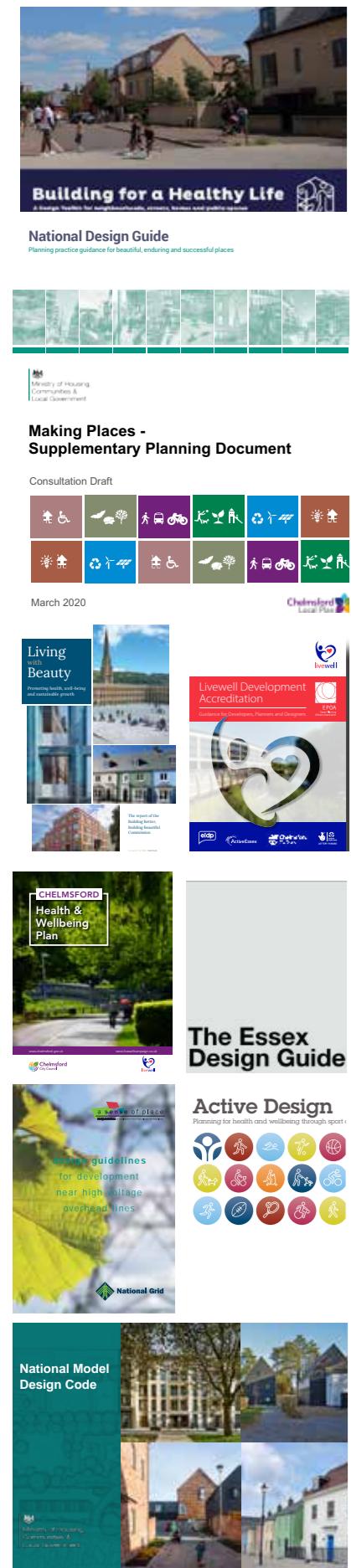
- 5.2 Relevant policies of the local plan include:
1. STRATEGIC POLICY S1 – SPATIAL PRINCIPLES
  2. STRATEGIC POLICY S2 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK
  3. STRATEGIC POLICY S4 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT
  4. STRATEGIC POLICY S6 – HOUSING AND EMPLOYMENT REQUIREMENTS
  5. STRATEGIC POLICY S9 – INFRASTRUCTURE REQUIREMENTS
  6. POLICY DM1 – SIZE AND TYPE OF HOUSING
  7. POLICY DM4 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS
  8. POLICY DM13 – DESIGNATED HERITAGE ASSETS
  9. POLICY DM14 – NON-DESIGNATED HERITAGE ASSETS
  10. POLICY DM15 – ARCHAEOLOGY
  11. POLICY DM16 – ECOLOGY AND BIODIVERSITY
  12. POLICY DM17 – TREES, WOODLAND AND LANDSCAPE FEATURES
  13. POLICY DM18 – FLOODING/SUDS
  14. POLICY DM19 – RENEWABLE AND LOW CARBON ENERGY
  15. POLICY DM23 - HIGH QUALITY AND INCLUSIVE DESIGN
  16. POLICY DM24 - DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS
  17. POLICY DM25 – SUSTAINABLE BUILDINGS
  18. POLICY DM26 - DESIGN SPECIFICATION FOR DWELLINGS
  19. POLICY DM27 - PARKING STANDARDS

- 5.3 The local plan sets out the following design objectives and principles for the sites with regard to the Chelmsford Local Plan.

<b>STRATEGIC GROWTH SITE POLICY 3b – EAST CHELMSFORD – LAND NORTH OF MALDON ROAD (EMPLOYMENT)</b>
<b>Land to the north of Maldon Road as shown on the Policies Map, is allocated for a office/business park. Development proposals will accord with a masterplan approved by the Council to provide:</b>
<b>Amount and type of development:</b>
<ul style="list-style-type: none"> <li>• Around 5,000sqm (net) new Use Class B1 floorspace, or other appropriate B Use Classes</li> <li>• Stand-alone early years and childcare nursery.</li> </ul>
<b>Site masterplanning principles:</b>
<b>Movement and Access</b>
<ul style="list-style-type: none"> <li>• Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane</li> <li>• Provide a well connected internal road network</li> <li>• Provide pedestrian and cycle connections which may include access to the Sandon Park and Ride.</li> </ul>
<b>Historic and Natural Environment</b>
<ul style="list-style-type: none"> <li>• Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area</li> <li>• Protect important views into and through the site from across the Chelmer Valley</li> <li>• Create a network of green infrastructure</li> <li>• Mitigate the visual impact of the development</li> <li>• Provide suitable SuDs and flood risk management</li> <li>• Minerals Resource Assessment</li> <li>• Undertake an Archaeological Assessment.</li> </ul>
<b>Design and Layout</b>
<ul style="list-style-type: none"> <li>• Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.</li> </ul>
<b>Site infrastructure requirements:</b>
<ul style="list-style-type: none"> <li>• Land (circa 0.13 hectares) for the physical provision of a stand-alone early years and childcare nursery (Use Class D1) in consultation with the Local Education Authority</li> <li>• Safeguard land for the future expansion of Sandon Park and Ride site</li> <li>• Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority</li> <li>• Appropriate measures to promote and sustain travel through sustainable modes of transport.</li> </ul>

<b>STRATEGIC GROWTH SITE POLICY 3c – EAST CHELMSFORD – LAND SOUTH OF MALDON ROAD</b>
<b>Land to the south of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:</b>
<b>Amount and type of development:</b>
<ul style="list-style-type: none"> <li>• Around 100 new homes of mixed size and type to include affordable housing.</li> </ul>
<b>Site masterplanning principles:</b>
<b>Movement and Access</b>
<ul style="list-style-type: none"> <li>• Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane</li> <li>• Provide a well connected internal road network</li> <li>• Provide pedestrian and cycle connections which may include access to the Sandon Park and Ride.</li> </ul>
<b>Historic and Natural Environment</b>
<ul style="list-style-type: none"> <li>• Minimise the impact on Cross Wood, the tree belt that lines the site to the north and north west</li> <li>• Create a network of green infrastructure</li> <li>• Mitigate the visual impact of the development including the electricity pylons and the sub-station to the east of the site</li> <li>• Provide suitable SuDs and flood risk management</li> <li>• Preserve or enhance the character or appearance of the Sandon Conservation Area</li> <li>• Preserve and where appropriate enhance the setting of the Graces Cross listed building</li> <li>• Retain the WWII pillbox to the east of the site and provide interpretation boards</li> <li>• Undertake a Minerals Resource Assessment</li> <li>• Undertake an Archaeological Assessment.</li> </ul>
<b>Design and Layout</b>
<ul style="list-style-type: none"> <li>• Development should front onto Molrams Lane, Maldon Road and the open space to the east</li> <li>• Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site</li> <li>• Remove low voltage electricity lines from within the site and install electricity cables underground.</li> </ul>
<b>Site infrastructure requirements:</b>
<ul style="list-style-type: none"> <li>• Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority</li> <li>• Appropriate measures to promote and sustain travel through sustainable modes of transport</li> <li>• Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate</li> <li>• Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS/CCG</li> <li>• Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities</li> <li>• Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.</li> </ul>

<b>GROWTH SITE POLICY 3d – EAST CHELMSFORD – LAND NORTH OF MALDON ROAD (RESIDENTIAL)</b>
<b>Land to the north of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:</b>
<b>Amount and type of development:</b>
<ul style="list-style-type: none"> <li>• Around 50 new homes of mixed size and type to include affordable housing.</li> </ul>
<b>Site masterplanning principles:</b>
<b>Movement and Access</b>
<ul style="list-style-type: none"> <li>• Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane</li> <li>• Provide a well connected internal road network</li> <li>• Provide pedestrian and cycle connections which may include access to the Sandon Park and Ride.</li> </ul>
<b>Historic and Natural Environment</b>
<ul style="list-style-type: none"> <li>• Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area</li> <li>• Protect important views into and through the site from across the Chelmer Valley</li> <li>• Create a network of green infrastructure</li> <li>• Mitigate the visual impact of the development</li> <li>• Provide suitable SuDs and flood risk management</li> <li>• Retain the WWII pillbox in the northern part of the site and provide interpretation boards</li> <li>• Undertake a Minerals Resource Assessment</li> <li>• Undertake an Archaeological Assessment.</li> </ul>
<b>Design and Layout</b>
<ul style="list-style-type: none"> <li>• Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.</li> </ul>
<b>Site infrastructure requirements:</b>
<ul style="list-style-type: none"> <li>• Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority</li> <li>• Appropriate measures to promote and sustain travel through sustainable modes of transport</li> <li>• Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate</li> <li>• Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS/CCG</li> <li>• Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities</li> <li>• Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.</li> </ul>



- 5.4 There is a range of relevant supplementary planning policy and guidance at both national and local level which will need to be taken into consideration for the development of the Sites.
- 5.5 Overarching the best practice guidance is the National Planning Policy Framework (NPPF) and Consultation Draft NPPF 2021 which sets out the Government's planning policies for achieving well designed and sustainable development in England. The key elements of the NPPF relevant to the proposals are summarised below:
- Achieving sustainable development;
  - Delivering a wide choice of high quality homes;
  - Promoting healthy communities; and
  - Requiring high quality, beautiful and sustainable buildings and places.
- 5.6 Relevant best practice guidance includes:
1. Consultation Draft National Design Code (2021)
  2. Building for a Healthy Life (2020)
  3. Making Places SPD (2020)
  4. Self-build and Custom Build Design Code Template (2020)
  5. Living with Beauty (2020) BBBBC
  6. The Sustainable Drainage Systems Design Guide For Essex (February 2020)
  7. Essex Green Infrastructure Strategy (2020)
  8. The National Design Guide (2019)
  9. Chelmsford Health and Wellbeing Plan (2019)
  10. The Essex Design Guide (EDG) - online
  11. Sustainable Drainage Systems Design Guide (2016)
  12. Active Design Sport England (2015)
  13. Secured by Design
  14. The Setting of Heritage Assets 2nd edition
  15. Essex Vehicle Parking Standards (2009)
  16. ECC Development Management Policies (2011)

17. Manual for Streets and Manual for Streets 2(2007/10)
18. A Sense of Place: design guidelines for development near high voltage overhead lines
19. NPPG
20. Livewell Development Accreditation
- 5.7 The Essex Planning Officers Association (EPOA) supports the use of Health Impact Assessments (HIA) for residential developments over 50 homes and non-commercial spaces over 1000sq metres. This tool provides an assessment of the above key areas featured in the EDG and ensures that both the positive benefits to health are promoted whilst raising awareness of the potential unintended consequences on health to the development team. As neither use of the EDG or HIA is statutory, it is proposed that acknowledgement should be through a voluntary accreditation scheme available for any scale of housing scheme within the County of Essex. The assessment is undertaken by the Essex Quality Review Panel (EQRP). Development assessed on a credit-based scoring process on the following principles:
- Design of homes and spaces
  - Active environment and connectivity
  - Environmental Sustainability
  - Supporting Communities
  - Access to healthier food environments
  - Improving access to education, skills and employment
- 5.8 Redrow Homes will consider the ways in which it has complied with the Livewell Accreditation Scheme at detailed planning application stage.
- 5.9 Informed by the vision, context appraisal, the NPPF, National Design Guide, CCC objectives, and Redrow Home's 'Designing A Better Way Live' best practice guidance, our overarching design objectives and principles can be summarised at Table 1.

**Table 1: Overarching Masterplan Design Objectives and Principles**

1. **A place:** Create an identifiable place. Build to impress. Delivery of a high quality and locally distinct new development that is responsive, attractive and sensitive to the setting of the three sites; through the arrangement of streets and landscape corridors
2. **Promote a sustainable development**, adopting best practices as an integral part of lifestyle, encouraging people to walk and cycle. Create a permeable block structure that affords a great degree of connectivity and choice of routes. Provide a landscape and built environment that promotes sustainable living, the preference for walking
3. **A mixed use community**. Places to go and things to do. Deliver a range of accommodation, commercial and community uses and open spaces that will help foster a strong sense of community, provide for potential skills development, training and employment opportunities that will emerge as part of the development. Co-locate and provide commercial/employment opportunities and a stand-alone early years and childcare nursery (ECC advise 56 places). Provide affordable housing along with a range of accommodation to provide a balanced community. Ensure that through management and built form/style, the quality of the environment is equal across tenures. Ensure equal accessibility open spaces to enable all members of society to take part in sport and physical activity, and have access to communal resources
4. **Ensure the development is successfully integrated** and well connected to the surrounding area, linking into existing footpaths and cyclepaths, accessible to local shops and the existing community. Provide footpaths that connect into existing paths and will connect into Site 3a and Sandon Park Ride. Have regard to the setting of the Conservation Areas identified earlier. Under-grounding the overhead power lines through Site 3c. Integrating the footpaths through Sites 3d and 3b. Provide for safe and direct routes to schools
5. **Promote inclusive design** and provide access for all members of the community. Ensure that there are equal opportunities to access open spaces and that groups, such as by age or tenure, are not disadvantaged accessibility by design. Well designed streets and spaces support and sustain a broader variety of users and community activities
6. **Improve quality of life, health and wellbeing**, through the design of buildings and spaces. Capitalising on the site and surrounding green assets and provision of new uses, creating a high quality spaces for social interaction. Ensure that as many dwellings as possible within a perimeter block approach benefit from a dual aspect in terms of light, or for apartments, avoid a north aspect. Provide access to attractive/useable private and communal open space
7. **Safe, easy, direct and attractive pedestrian and cycle movement** within the development and beyond. Streets and landscape corridors designed as places not just for vehicle movement or parking. Design street spaces to be pedestrian and cycle friendly, through traffic calming and detailed design of materials and landscaping - to create streets for people. Routes within green infrastructure should be safe, attractive and direct
8. **Deliver quality homes**. With regard to Redrow's 8 principles and Building for a Healthy Life, be energy efficient and respond to climate change through the design of buildings and building fabric, use of materials and approach to drainage. Promote energy efficiency with the dwelling. Provide for change in the use of accommodation such as home working/ flexible home space, changing garages to accommodation
9. **Minimising the impact of the development on the environment** by encouraging conservation, management and the recycling of natural resources. Using the area of land constrained by the gas wayleaves to create a landscaped green corridor. Using natural processes to protect places from flood risk. Using green infrastructure to assist in reducing Carbon in the atmosphere
10. **Provide multi-functional green infrastructure**, a living network of green spaces, water and environmental features. A well-connected ecosystem network by creating and enhancing habitats and natural features, increasing biodiversity. Natural and semi-natural open space including reinforced/compensation woodland and hedgerow planting; and local open space / strategic open space

## Summary

# 6 Design Concept

6.1 Informed by the previous analysis and the design objectives and principles set out previous; the follow paragraphs describe the design concept for Sites 3b, c and d with reference the design concept for Site 3a as provided by Hopkins Homes from their Stage 1 presentation.

6.2 The figure below identifies the potential network of strategic routes that would help integrate the development areas into the surround context. These indicative routes seek to improve existing paths/cyclepaths and facilitate convenient connections between them. They include a bridleway sharing existing

lanes (such as Brick Kiln Road) and cyclepaths, which from Sandford Mill Lane could be afforded access to the Site 3a country park to the west subject to the masterplanning of this area.



6.3 The figure below illustrates existing landscape features, the hedgerows and woodland that bound Sites 3a, b, c and d, the existing green wedge, proposed country park and green corridors through Sites 3c and 3d along wayleaves and within the pylon corridor. The woodland plantation along Maldon Road, existing and proposed hedgerow connect the larger landscape spaces - the park, green wedge and proposed green corridors along

the pylons and wayleave through Site 3c. Together, they provide a framework for shaping the green infrastructure for the wider allocation area.

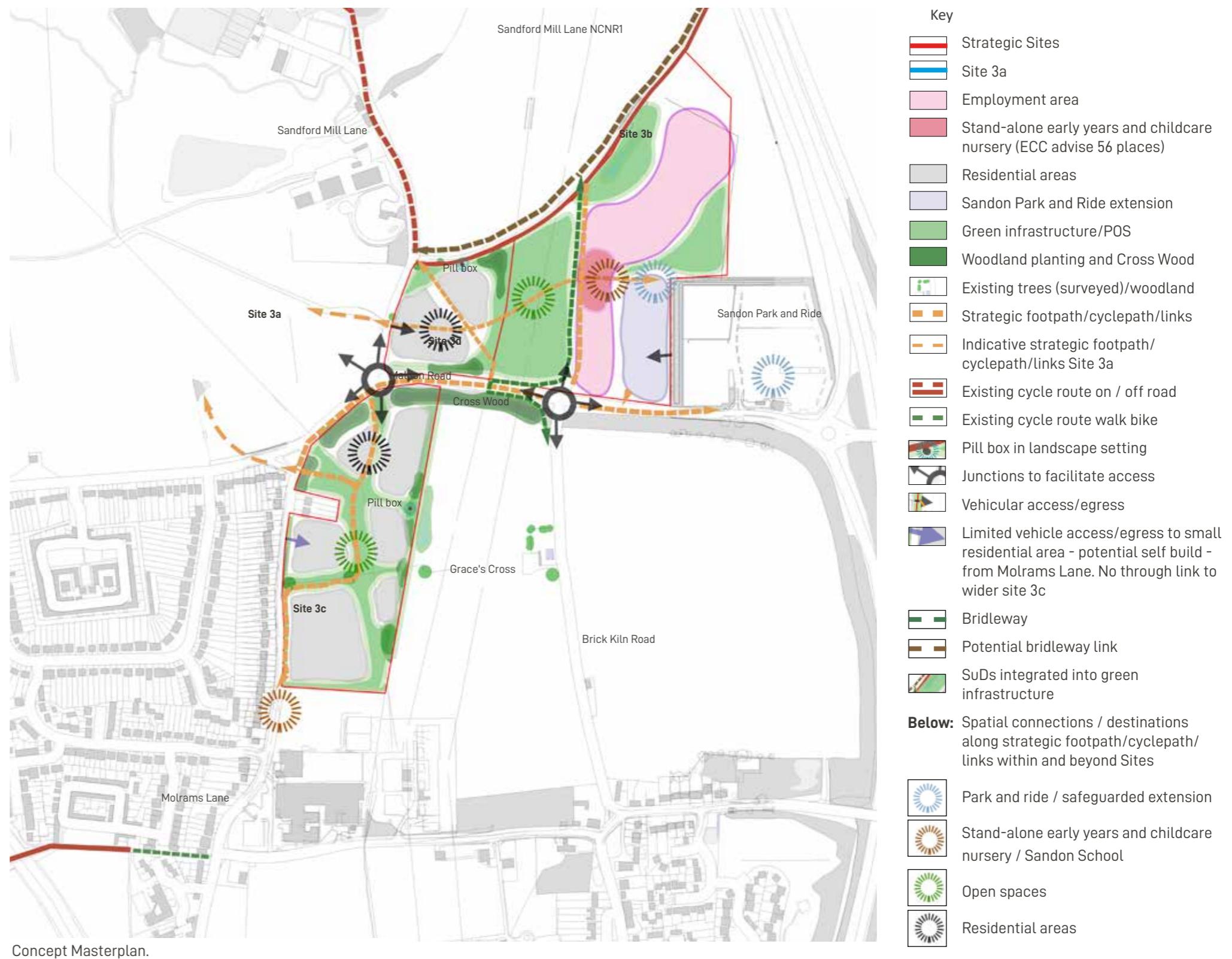
6.4 The design concept seeks to use existing landscape features and corridors to connect into the wider landscape and to provide a structure for the development, paths, cyclepaths and bridleways.



Potential Strategic Landscape Framework- wider allocation area.

## Concept Masterplan

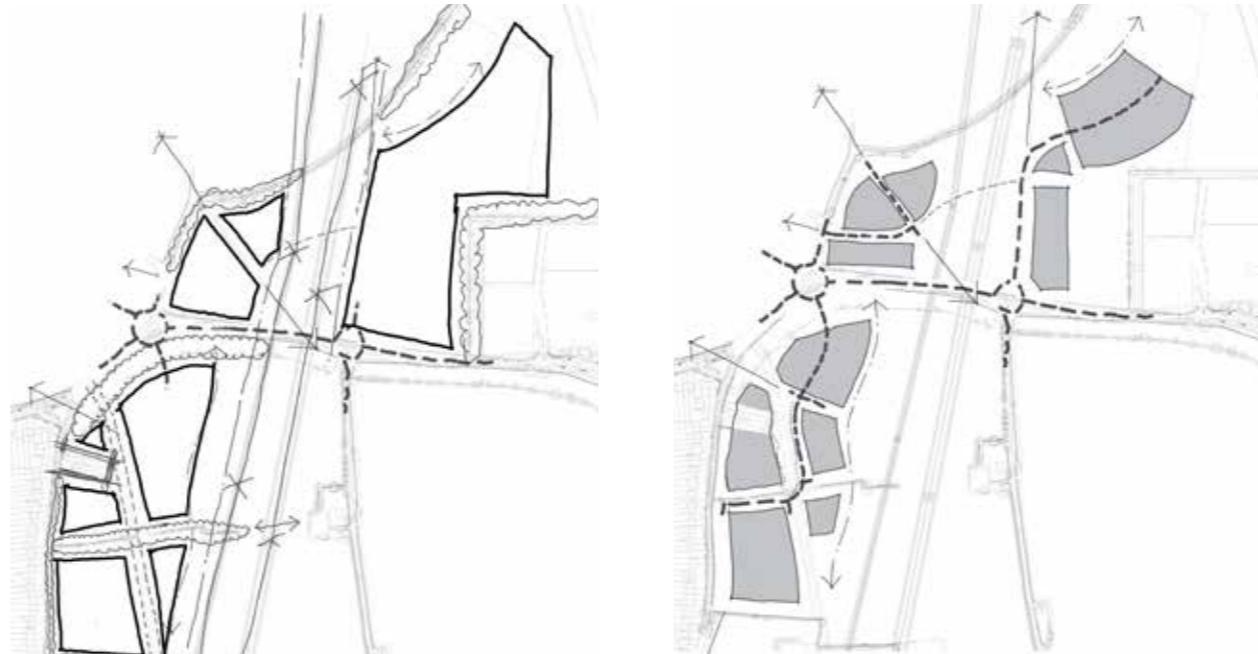
- 6.5 The Concept Masterplan focuses upon the structural elements to inform the development proposals for the allocation Sites. The Concept Masterplan:
1. Provides a concept for structure for the layout of uses and key links informed by the opportunities for the strategic site allocations
  2. Illustrates the location of green spaces and corridors which afford a setting for the development, sustainable drainage, biodiversity and recreation along and connected to the key links
  3. Promotes an accessible development. Facilitates a layout structured around people first, of key footpath and cycle connections between attractive homes and open spaces, the children's day nursery, employment opportunities and the wider context
  4. Provides a structure for development blocks, informed by the context appraisal that will integrate development into the pattern and grain of the wider community and provide a safe and attractive environment
  5. Provides the structure for new paths, cyclepaths that blends seamlessly with the existing and new network and a bridleway through Site 3b
  6. Provides a landscape structure and boundaries that integrate SuDs that are familiar and will reinforce the local context, using the Site constraints and opportunities to create a network of green corridors and reinforcing existing hedgerow alongside new compensatory tree planting including along Molrams Lane
  7. Enhances the ecological value of the Sites through connecting open spaces to nature and existing trees and hedgerows to achieve a biodiversity net gain
  8. Facilitates future cycle and footpath links to Site 3a. Facilitate bridleway access to NCN R1 and therein BW20 to the east, potentially Site 3a country park to west
  9. Creates a place informed by its context



# 7 Framework Masterplan

## Evolution

- 7.1 Engagement with Planning and Urban Design Officers at CCC has been instrumental in forming the design concept and underlying framework for the layout and distribution of land uses. Over some 24 months Redrow Homes has engaged with CCC and ECC, the local community, residents and design review to resolve this Development Framework Document. The images across the following pages illustrate some of the key 'milestones' in the evolution of the Framework Masterplan.



Determining links, framework, development areas by features, edges, constraints and opportunities. The linear eastern edge boundary to Site 3c is a feature that was returned to following clarification of the Allocation Boundary



Testing the block structure/the landscape structure. Green corridors informed by existing landscape features including views, hedgerow, woodland and pill boxes structure the movement network and layout of blocks. Aligning key routes to corridors. Green corridors provide a succession of views into and through the development area providing for a highly legible layout



The draft Masterplan Framework as presented to stakeholders and the local community at workshop events



The Masterplan Framework as presented to design review, stakeholders and which informed public consultation during November/December 2020 and January 2021

## A Sense of Place

- 7.2 NPPF Para 127 states that development should:  
*"establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit"*
- 7.3 Paragraphs 63 and 163 of the NDG state that well-designed places have:
- compact forms of development that are walkable, contributing positively to well-being and placemaking;
  - accessible local public transport, services and facilities, to ensure sustainable development;
  - recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility;
  - memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion; and
  - Careful consideration needs to be given to placemaking, local distinctiveness and the character of new homes and buildings.
- 7.4 With reference to the above, our vision, and the context appraisal earlier, the underlying elements of placemaking are set out as follows:
- 7.5 The Framework Masterplan (far right) is considered to create a strong sense of place that reinforces the existing 'distinctive' characteristics of its context at the edge of Great Baddow and Sandon. The masterplan shapes the development within the allocation areas to create a place informed by the surrounding context.
- 7.6 The retention of, and integration of existing footpaths binds the layout in the historic movement patterns. The inclusion of heritage assets into open spaces and views provides for memorable connections to the story of this area. The creation of new connections and integration of existing creates an integrated place.
- 7.7 The masterplan maintains a strong landscape character retaining and reinforcing hedgerow boundaries and woodland, recognising the contribution these features

make to the local area. The masterplan retains an open view into the site from Molrams Lane. There will be views over and between buildings and landscape. The landscape strategy will support a sustainable, green environment affording improvements to the existing bio-diversity. Green infrastructure accommodates space for amenity, ecology and biodiversity where they can enhance existing features, and drainage. The following pages describe the land uses, structure and principles of development proposed at Sites 3b, c and d. Space for recreation and play can be accommodated within the structure within convenient walking distance of residents.

7.8 The combination of housing, employment and the childrens day care centre, along with the multi use open spaces will make for an active and vibrant place.

7.9 The residential areas are structured by green infrastructure and footpath/cycle routes. They are shaped around the landscape and movement corridors having regard to the site constraints and opportunities. The employment areas are located to wrap around the Sandon Park and Ride. They frame attractive landscaped spaces to the north that provide a reinforcement of the existing edge visible from the conservation area to the north. Within the employment area, a nursery - child day care site - is located at the intersection of a number of routes through the northern sites. The landscape areas provide space for planting to mitigate the effect of development upon views through Site 3b, provide space for SuDs flood management.

7.10 The architecture will be attractive and draw appropriately upon the local landscape a common traditional architectural style, respecting where appropriate the scale and proportions of the existing built forms which itself is varied. As described by the density and heights plans, the massing and scale of the buildings, articulated by a varied roof form will provide for an interesting street scene that is consistent with the local variety.

7.11 The extension to Sandon Park and Ride is shown west of the previous extension, within close walking distance of the bus terminal. It has the capacity to accommodate a further 600 cars. It will be screened by development to the north and west, and allows for buffer planting along Maldon Road.

## A Healthy Place that promotes Well-Being

- 7.12 The Framework Masterplan has been designed to create a new, balanced community which meets local housing need, enhances green infrastructure and provides additional infrastructure for the benefit of the occupants and of the local public. High-quality dwellings (as measured by M4 (2,3) and the NDSS) and employment space provision are designed around generous amounts of green space and new planting. The inclusion of formal and public open space with green corridors will provide a range of beneficial health effects. Where appropriate, by applying careful design and use of suitable technology and materials, the Development will offer an effective response to energy poverty and reducing energy consumption.
- 7.13 Following completion of the new community and once operational, the employment floorspace provision will provide permanent jobs and could afford opportunities for training and apprenticeships. The community will also indirectly support roles for maintenance of public open spaces and landscaping as well as for highways, utilities and other service provisions. The child day nursery facility within the centre of the employment provision, will serve the occupiers of the community and local public.
- 7.14 Access considerations promote active and sustainable travel, including attractive and safe cycling and pedestrian facilities that connect to the wider area. Travel packs for residents will set out the available sustainable travel options; and a Travel Plan will include objectives, targets and monitoring of movements. A welcome pack that includes details of local Farmers' Markets to support access to healthy food.
- 7.15 The Development will be designed in accordance with the principles set out by 'Secured by Design' to ensure the future residents feel secure and promote an inclusive community.
- 7.16 The following pages describe the component features of the Framework Masterplan.



## Land Use

7.17 The Land Use Masterplan illustrates the general disposition of land uses and key infrastructure of the Framework Masterplan. Overall, the Framework Masterplan will deliver development areas, open spaces, highway works, new footpath, cyclepaths and bridleway.

### Site 3b (10.66 ha)

- Circa 0.27 ha for a stand-alone early years and childcare nursery;
- Circa 3.74 ha for business use employment within flexible plots/buildings and a strong landscaped setting;
- Circa 1.45 ha for the western extension to the Sandon Park and Ride (circa 600 spaces);
- Circa 0.22 ha highways infrastructure Maldon Road access; and
- Circa 4.98 ha of green infrastructure.

### Site 3c (7.2 ha)

- Circa 4.35 ha of residential development;
- Circa 0.13 ha highways infrastructure Maldon Road access; and
- Circa 2.72 ha of green infrastructure.

### Site 3d (2.8 ha)

- Circa 1.9 ha of residential development;
- Circa 0.1 ha highways infrastructure Maldon Road access; and
- Circa 0.8 ha of green infrastructure.



Land Use Masterplan.



#### Land Use Development:

- Circa 0.27 ha for a stand-alone early years and childcare nursery;
- Circa 3.74 ha for business use employment within flexible plots/buildings and a strong landscaped setting;
- Circa 1.45 ha for the western extension to the Sandon Park and Ride (circa 600 spaces)
- Circa 6.25 ha of residential development
- Circa 0.45 ha highways infrastructure Maldon Road access

#### Land Use Open space:

- Circa 8.5 ha of green infrastructure which comprises:
  - Circa 4.43 ha: Natural and semi-natural open space including reinforced/compensation woodland and hedgerow planting; and
  - Circa 4.07 ha: Local open space / strategic open space (suitable for community orchard, allotments, play space, green space, parks and recreation grounds)

## Access and Integration

7.18 The Framework Masterplan and the emerging strategy for Site 3a are designed to integrate with the principal cycle and public transport connections outlined earlier. In addition the Framework Masterplan will help facilitate improved bridleway connections which could extend to the country park subject to the masterplanning of Site 3a and the country park as shown on the plan right and across the page.

7.19 Informed by the earlier analysis, the principal routes shown opposite and across the page are:

**A** Existing links north-south to Chelmsford City Centre and Chelmer Village

**B** Existing cycle routes east-west via The Bingeys towards Great Baddow local centre and beyond, Chelmsford City Centre

**C** Cycle route towards Chelmsford city centre along the bus lane of west bound carriageway of Essex Yeomanry Way

### Cyclepaths/footpaths/bridleway

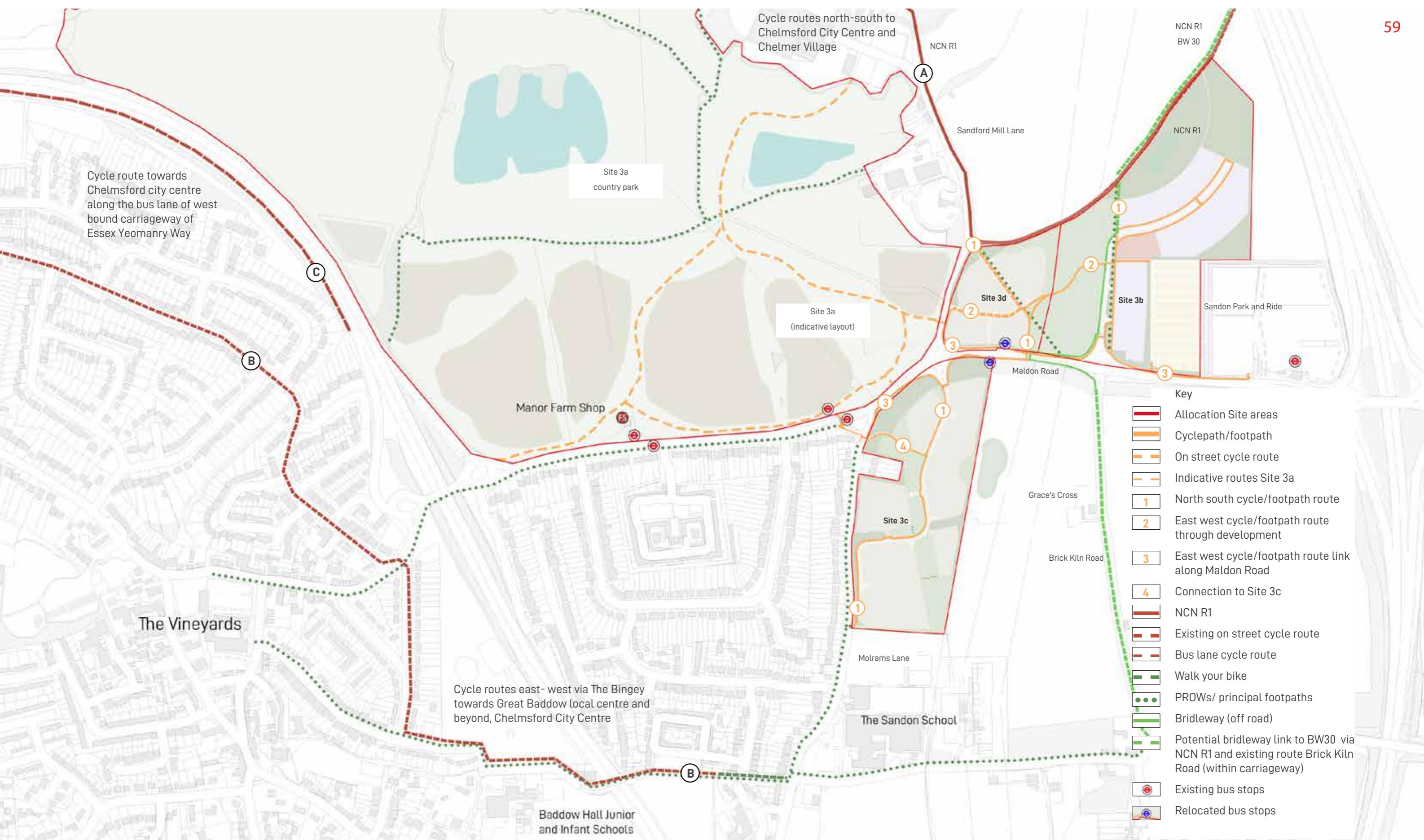
7.20 There are seamless link through the site for pedestrians and cyclists in accordance with LTN 1/20 for the benefit of pedestrians and cyclists which connect also to bus stops - existing and proposed relocated. The principal pedestrian and cycle movement corridors follow convenient and attractive paths through the development area. These routes connect to the wider network of footpaths and cycle routes identified earlier. Strategic cycle/footpath routes connect Sandon Park and Ride, the employment area and stand-alone early years and childcare nursery to Sites 3a, b,

c and d and NCN R1. They could also integrate existing and proposed paths and cycle routes alongside Maldon Road as part of the Site 3a masterplan.

- **1:** There are routes north south that connect to NCN R1 and link to Sandon Park and Ride and south towards Sandon School. To the south beyond Site 3c, if agreement with the identified landowner / school is possible, a direct link on the eastern side of Molrams Lane to the school can be provided. If a connection is not possible then a crossing will be needed which can be dealt with under s278 works (a crossing is identified).
- **2:** There is an east-west route from Site 3a towards the employment areas and park and ride. This intersects with the north south routes. Through Site 3d the cycle route is along a street owing to the expected very low volume of vehicular through traffic.
- **3:** There is a direct east-west route along Maldon Road between the park and ride and Molrams Lane.
- **4:** There is a link from the top of Molrams Lane into Site 3c. This also connects north into the Site 3a Masterplan.



Indicative and Existing Strategic Movement: Cyclepaths, Footpaths and Bridleway.



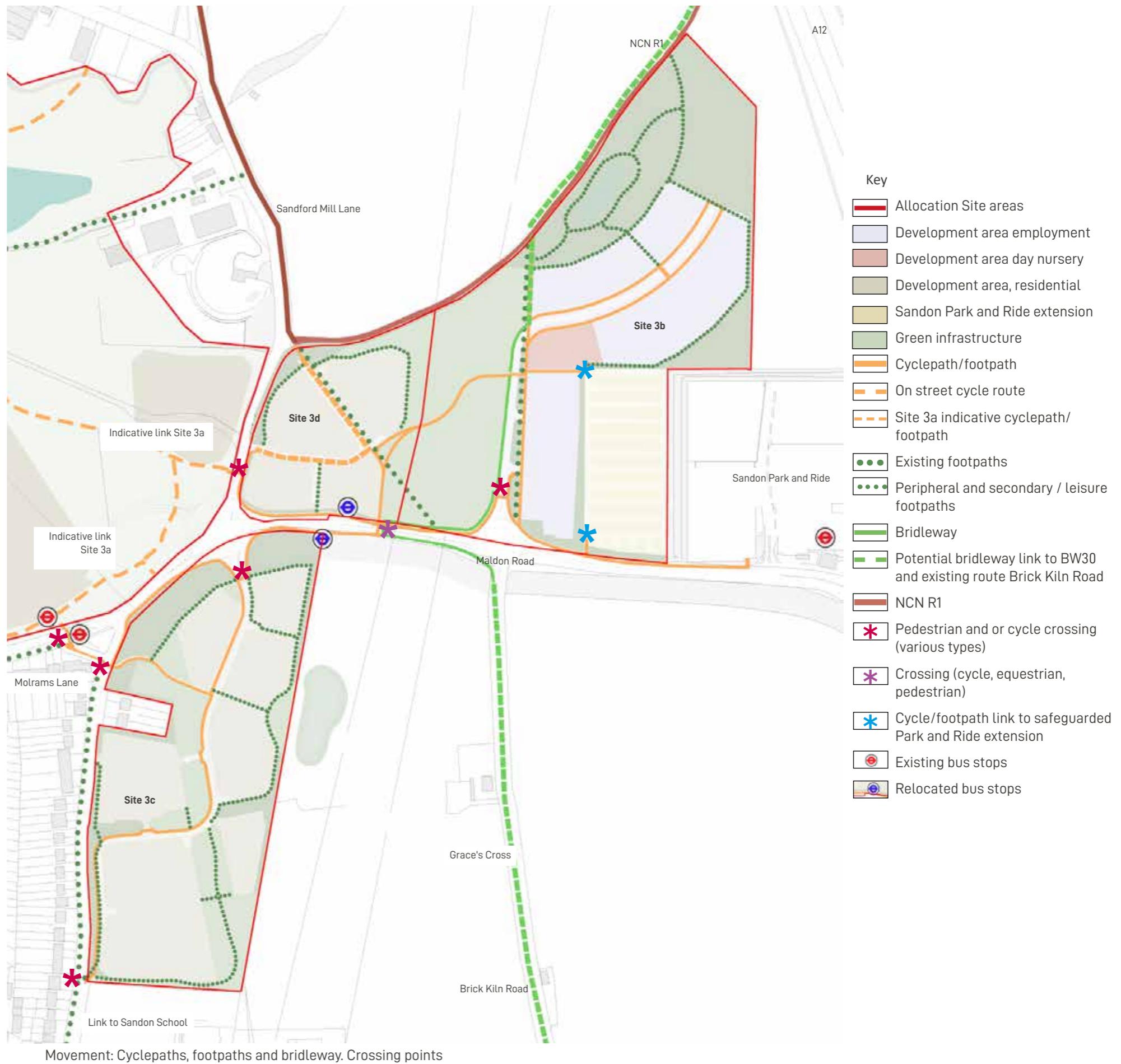
Indicative and Existing Strategic Movement: Bus Stops, Cyclepaths, Footpaths and Bridleway.

The illustrative masterplan for Site 3A has been provided by Hopkins Homes Stage 1 Presentation and is for indicative purposes only.

- 7.21 There are two crossings on Maldon Road, which coincide with bus stops. The Brick Kiln Road bus stops will be moved to lay-bys either side of the eastern arm of the 5-arm roundabout. The bus stops will both have new shelters / appropriate facilities to be confirmed with ECC.
- 7.22 Improvements are shown to the junction with Maldon Road and Molrams Lane, removing one of the split junctions and replacing it with a shared space that serves the immediate houses and as a cyclepath link.
- 7.23 Upgrading the existing footpath through Site 3b to a accommodate a cyclepath and bridleway provides connectivity between the park and ride/employment/ children's day nursery and NCN R1.
- 7.24 Subject to the requirements of the Sandon Park and Ride operation, there are potentially footpath and cyclepath connections into the safeguarded park and ride extension site from Site 3b through the employment area which will link into the wider network of routes and from Maldon Road.
- 7.25 Footpaths at the edges of the built areas and through the open spaces will provide for further permeable routes.

### Bridleways

- 7.26 A bridleway is shown north-south through Site 3b running alongside the proposed cyclepath/footpath and access road. It links Sandford Mill Lane to Brick Kiln Road via a Pegasus crossing on Maldon Road, providing a mix of on carriageway and off carriageway routes.
- 7.27 The shared Maldon Road crossing will require a 3m for two-way horse movements and 5m x 10m holding areas to wait to cross.
- 7.28 There is the potential to extend the proposed bridleway route towards the proposed Site 3a country park subject to the masterplanning of Site 3a.



## Streets

- 7.29 Vehicles will principally access and egress the Sites via new roundabout junctions on Maldon Road, and once within the sites there will be a permeable, traffic calmed environment.
- 7.30 The permeable perimeter block structure supports a connected hierarchy of street spaces. It will be made legible by picking up on views, creating new sequences of spaces, and through enclosure by buildings and landscape. For Sites 3c and 3d, central primary streets connect to the proposed roundabout on Maldon Road. These lead into the development areas from which there is a lower hierarchy of streets and spaces within the residential areas. A central boulevard through Site 3b facilitates access to the employment units and the children's day centre/nursery.
- 7.31 Connected streets via shared spaces and driveways will facilitate easy servicing and refuse collections and enable frontages to address public spaces and the peripheral edges of the Sites wherever possible.



## Green Infrastructure

7.32 The Framework Masterplan provides for a significant amount of multi-functional green infrastructure to meet the needs of the development (8.5 ha - excluding area around SuDs basin east of Site 3c). The green infrastructure provides a living network of green spaces, water and environmental features - the natural landscape, trees and hedgerow. The strategy will deliver a well-connected ecosystem network by creating and enhancing habitats and natural features, increasing biodiversity.

### Landscape corridors

7.33 Landscape corridors reinforce existing landscape features such as the retained trees and hedgerow, safeguard wayleaves such as through Site 3c and between Sites 3d and 3b, and define movement corridors. The corridors also retain and protect the setting of the pill boxes.

7.34 The landscape corridor to the north of Sites 3b and 3d provides a natural edge to the built form that will help screen and layer views across the site from Sandford Mill Lane. Within this corridor, the landscaped open space at the Site 3b basin would have public access with benches for the public. The landscape corridor to the east of Site 3c provides a tree planted and hedgerow boundary alongside a continuous footpath/shared space to provide for frontage development. The landscape corridor to the west of Site 3d provides a natural edge to the built form that draws the planting along Sandford Mill Lane south. Within the corridors, public footpaths and play areas will connect with the surrounding network, developing a truly permeable development with varied experiences along the journey.



## Gas easement/overhead line safety zones

7.35 The figure right highlights the safety zone and gas easements through Site 3c and the principal overhead line cable swing through Site 3b. The gas easement and the cable swing 'wayleave' lines are accommodated within areas of strategic and local open space. The low voltage cable through Site 3c will be under-grounded.

## Open space provision

7.36 Local Plan Policy S9 states that infrastructure necessary to support new development must provide or contribute towards ensuring a range of green and natural infrastructure, net gain in biodiversity and public realm improvement. The policy requirement (Appendix B, Tables 12 and 14) is 19sqm per dwelling of 'Local Open Space' (allotments, play space, green space) and 40sqm per dwelling of 'Strategic Open Space' (parks and recreation grounds).

7.37 Informed by the indicative capacity for development, Site 3d requires circa 950sqm of local open space and 0.2 ha of strategic open space; and Site 3c requires 0.19 ha and 0.4 ha of open space respectively. Together, the sites require access to 0.2 ha of local open space and 0.6 ha of strategic open space. The exact composition of open space will be determined at the application stage. The framework masterplan's indicative provision of open space is described below and demonstrates that the Sites can deliver in excess of the policy requirements for open space to support health and wellbeing.

### Site 3b

7.38 Site 3b provides circa 4.98 ha of green infrastructure of which 3.0 ha is primarily for drainage, natural and semi-natural open space, including compensation / reinforced woodland and hedgerow planting. The green infrastructure measures includes planting belts and buffers along Maldon Road and the enhancement of planting along Sandford Mill Lane to help provide visual containment to the development. Planting on the higher ground adjacent to the park and ride will ultimately provide a backdrop to the built form and street tree planting along the access road provides further opportunity for planting to break up the built form.



7.39 The residual 1.98 ha of green infrastructure is suitable for strategic open space / parkland having regard to the guidance within '*A Sense of Place: design guidelines for development near high voltage overhead lines*' prepared by National Grid / Transco. The space allows for wide views across the Chelmer valley to be retained and maintains a visual connection to wider landscape. The open space and the areas of open space around the basin will be accessible to informal and formal footpaths, the bridleway and cyclepaths.

### Site 3c

7.40 Site 3c provides circa 2.72 ha of green infrastructure, of which circa 1.2 ha is primarily natural and semi natural open space, including reinforced woodland and new hedgerow planting and circa 1.52 ha is residual local open space - 0.5 ha of which lies outside of the gas main outer safety zone. Indicative play areas are located outside of the gas main outer safety zone. At the eastern boundary to Site 3c there is a circa 5m landscape corridor for hedgerow and tree planting, consistent with the prevalent boundary character, to afford an appropriate transition between development and landscape. The corridor widens around the pill box and the proposed attenuation basin to the east which will be included into the landscape infrastructure to facilitate delivery of Site 3c. The basin can be tied in with the open space provision around the Pill box as forming a walking route and an interesting site feature. The corridor also widens to the south east to ensure there remains visual and physical separation from Sandon village. Hedgerows along Molrums Lane, to the southern boundary and through the middle of the Site are retained except to facilitate access.

### Site 3d

7.41 Site 3d provides circa 0.8 ha of green infrastructure of which 0.23 ha is primarily natural and semi-natural open space, including reinforced woodland and hedgerow planting and 0.57 ha of residual local open space. The green infrastructure incorporates landscape compensation measures along Maldon Road, comprising new hedgerow and trees, and planting belts and buffers along the edge of the Site. Along the western boundary, hedgerow/tree planting will need to provide natural surveillance to encourage use of the adjacent open space.



## Play

7.42 Open space will incorporate casual amenity space for walking and cycling such as along the wayleave corridor through Site 3c, and socialising along with more formal recreation opportunities such as at the play areas. Where appropriate play areas will incorporate the principles of natural play using sustainable materials.

## Natural and semi-natural planting

7.43 Other than to facilitate access in accordance with the objectives of the masterplan the intention is to first retain trees and hedgerow where ever possible and augment existing planting as appropriate. Hedgerows/mature trees and new planting will provide a framework for the development and alongside sustainable drainage will create a variety of wildlife habitats.

7.44 Formally arranged street trees will form part of the character of the development. Tree planting throughout the residential parcels will aid navigation, frame views and break up the mass of the residential development whilst connecting existing habitat areas to the buffers on the edge of the site. Street tree planting provided in groups or clusters will typically consist of three trees, and will generally be spaced every 10-20m. The detailed design of street tree planting will consider potential conflicts such as service corridors, highway standards, public safety, lighting requirements, owner liability and adoption strategies. Care should be taken to ensure that planting will not cause management problems. Each street tree should have capacity to mature without impeding on adjoining infrastructure. Planting will take into account ground conditions, service routes and foundation design to avoid conflict.

7.45 New planting within the public open spaces will go to the heart of the residential development, breaking up the building mass when viewed from outside the site. Planting will provide connectivity with existing, off-site habitats and enhance the site for ecology and biodiversity. There will be a presumption towards native species although it is acknowledged that pure natives are not always appropriate to the denser development frontages.

## Cross Wood

7.46 Subject to detailed design, the proposed western access arrangements may require the loss of up to circa 0.13 ha of Cross Wood. To compensate the loss of trees to facilitate access, there is envisaged: tree management of Cross Wood to address the issues identified earlier with new plantation woodland and new tree planting. As indicated, the new planting can be provided within areas of natural and semi natural open space along the north western edge of Site 3c adjacent to Molrams Lane (circa 0.12 ha); along the eastern boundary to Site 3c (circa 0.07ha) and to the north of Site 3b (circa 1.0ha).

## Biodiversity

7.47 The scheme will seek to achieve a minimum of 10% in biodiversity net gain. A biodiversity management plan, as part of future applications will provide details of the anticipated net gain in biodiversity across the sites. Management strategies for the Sites will be holistic and designed to:

- Integrate landscape across the development and respond to local character;

- Incorporating features of the same or higher biodiversity value as those affected by development - such as hedgerow and woodland. Ensure that lost or damaged features are not replaced by features of lower biodiversity value through management and consideration of species and habitat;
- Develop improved and legible connections between the new planting and the existing vegetation to create connections to support and protect species movement; and
- Manage existing wildlife by creating opportunities for it to be extended and enhanced. Seek ecological enhancements wherever possible, such as native tree and hedge planting, integral bird and bat boxes.

## Drainage

7.48 The preferred approach for the Sites is to create as naturally, and sustainable draining solution as possible having regard to the site constraints and opportunities. Water drained to attenuation will do so at a controlled rate to ensure greenfield levels of run-off. This will include a controlled infiltration system designed to cater for the 1:100 year flood event in accordance with national guidance. The Sustainable Drainage System (SuDS) within the scheme will therefore comprise wet/dry attenuation basins and subject to detailed design could also include the following measures as may be appropriate to the development areas:

- Swales providing both conveyance and water quality treatment stages for the surface water; and
- Recycling of roof water via water butts located in the rear gardens of all plots.



7.49 The strategy proposes two attenuation basins, one located to the east of Site 3c and the other to the north of the employment units in Site 3d. Informed by the indicative capacity of the sites, the illustrative basins are a reasonably indication of the size to accommodate a 1 in 100 year rainfall event, plus a 40% allowance for climate change.

7.50 For Site 3c the basin is located in a natural low point marginally outside of the allocated area in order to enable a gravity fed connection from the development areas to the basin and to avoid the pill box. The land required for drainage is deliverable as additional to the allocation, the exact boundary to be determined through a planning application. Trying to accommodate the basin into the allocated area would result in potentially less sustainable localised pumped arrangements in order to bring the surface water from the southern areas against the natural topography. The basin forms a natural depression within the adjacent landscape that will not be farmed. It will become a landscape habitat that, afforded by its proximity to the proposed landscaping along the boundary to Site 3c, forms part of the wider bio-diverse corridors to be afforded by the proposals and could be integrated into the open space provision associated with the pill box.

7.51 For Sites 3b and 3d, the basin falls within a natural low area within the 3b allocation area. Here the approach creates the opportunity for habitats and amenity space that could include seating and peripheral walks, integrated into the wider green infrastructure. The management of the SuDs will be resolved through subsequent planning applications.

7.52 Foul sewerage will be treated on-site by means of foul pumping to be resolved at the detailed stage.



## Block Structure

- 7.53 The indicative block structure is informed by the landscape framework, the key movement links, the pattern and grain of the surrounding context identified earlier and the Concept Masterplan. The structure affords a coherent network of public open space, formal and informal sport, recreation and community space within the Sites. The relationship to Site 3a is indicatively shown overleaf.
- 7.54 The blocks afford flexibility in terms of dwelling types and create a clear definition of public and private space, ensuring that public space can be passively overlooked. Blocks are aligned to retain and create views through the sites, footpaths and existing hedgerow as identified previously, and the landscape corridors.
- 7.55 Along Molrams Lane development addresses the street from behind the retained hedgerow which will provide for a new landscape corridor and soften the transition between existing and new development. Gaps in the edge will afford connections east into the new community.
- 7.56 Along the eastern boundary of Site 3c, a lower density of built form set behind hedgerow will respect the landscape setting of the listed building and the prevalent pattern of development.
- 7.57 At Site 3d the pattern of development is shaped by the footpath that crosses through the area and a future link from Site 3a through to the children's day care nursery, the employment uses and Sandon Park and Ride.
- 7.58 At Site 3b, the employment units and the childcare nursery are sited within a landscape setting defined by the topography and landscape corridors. A central access road provides the opportunity for frontage development, with parking and servicing principally behind the buildings. Around the buildings landscaping would blend into the surrounding countryside.

### Views

- 7.59 There are a number of views through the development areas that are retained in landscape corridors and the block structure to aid legibility and placemaking.
- 7.60 Views through Site 3d follow the existing footpath and the new link into the site to the proposed crossing of Maldon Road and east towards the employment area and children's day nursery.



7.61 Views through Site 3b follow the existing footpath and from the central access road, visually connecting the development east towards Site 3d. Keynote buildings, such as the children's day centre can provide a focus for views.

7.62 The views through Site 3c draw upon existing landscape features, using the hedgerow and trees to define memorable features along key routes. Views beyond the site boundaries connect to the countryside to the east.

### Community safety

7.63 All new developments will create pleasant environments for residents so that the quality of life is not undermined by crime or the fear of crime with strong influence from Secured By Design and similar national guidance. The following measures can deter crime and create a safer place to live:

- Well-defined routes through the development, with spaces and entrances designed to maximise convenient movement;
- Layouts which maximises natural surveillance to the public open spaces, parking areas and houses;
- Layouts which aims to promote a sense of ownership, respect, territorial responsibility and community, with a mix of different house types and sizes to encourage different age groups into the new community; and

7.64 Details design which will incorporate well-designed security features with the dwellings themselves.

### Density

7.65 The Density Plan illustrates how the Framework Masterplan responds to landscape features and surrounding context. This plan should be read alongside the Heights Plan to inform the potential scale and massing.

7.66 The medium density residential areas could be characterised by a mix that could include apartments and terraces whereas lower density areas would have a greater number of detached dwellings. Generally, there is a gradation of density away from the countryside edges towards the existing urban edge to the west. The indicative density bands reflect the local context





and could support a balanced community with a mix of dwelling types and tenure.

- 7.67 To reduce the visual impact of built development on views from the north and the edge of the conservation area, the medium density employment areas could be characterised by larger, two storey buildings set into the lower part of Site 3b and screened by the existing and enhanced planting along Sandford Mill Lane/NCNR1. The lower density areas would be characterised by lower buildings and two storey buildings concentrated along the lower contours of the density band, allowing for trees on the upper slopes to be seen above the roof tops.

## Height

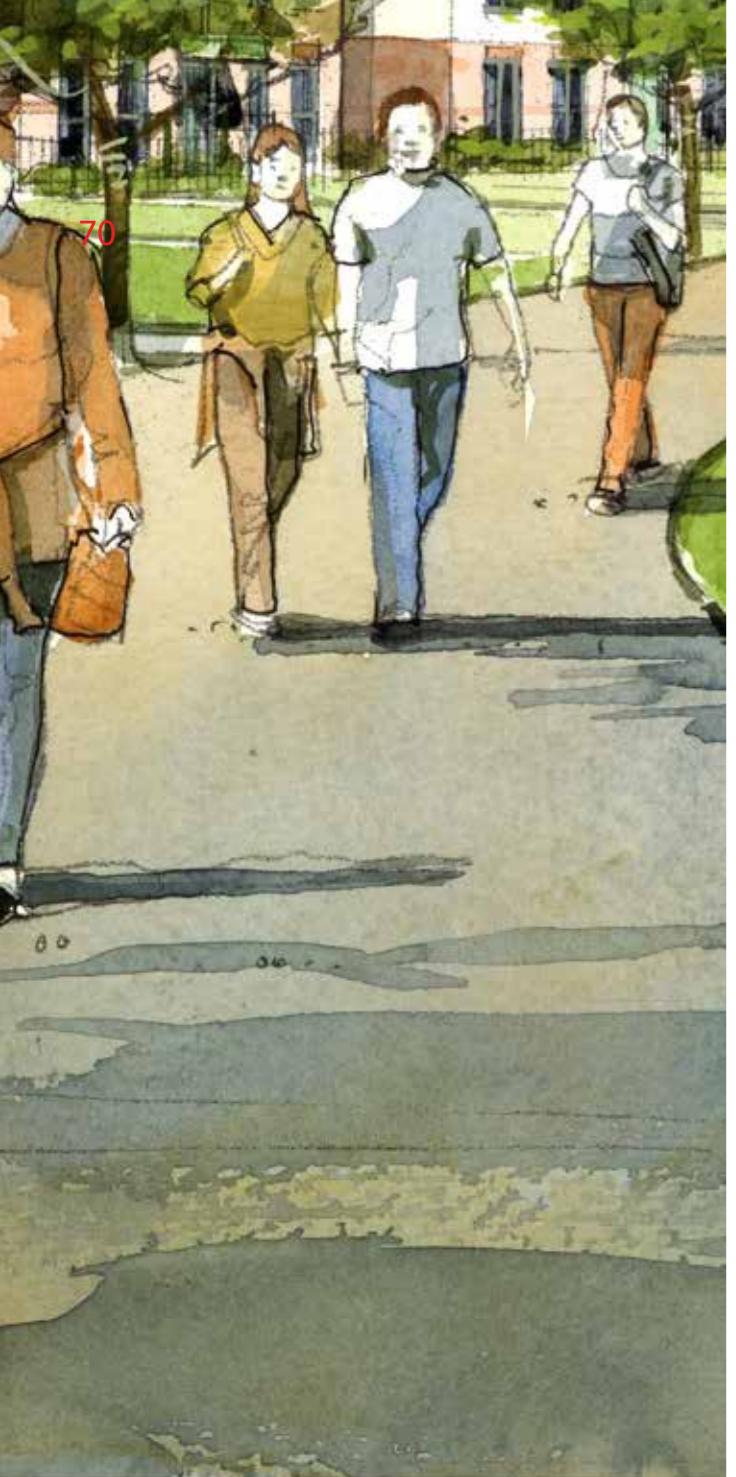
- 7.68 The height of the development will respect the existing characteristics of the surrounding area as described earlier. The majority of houses will be between 2 and 2.5 storeys with key landmark buildings up to 3 storeys (employment buildings to the equivalent of).

- 7.69 The eventual heights of business units will need to have regard to the setting of the Conservation Area and the Green Wedge to the north, the proposed mitigation planting and any Landscape and Visual Impact Assessment submitted at planning application stage.

- 7.70 Variation in eaves and ridge height will add interest to the skyline and street scene and create a legible framework for the community, aiding place making.

## Landmark and keynote buildings

- 7.71 Within the block structure, distinctive buildings by virtue of design and/or height, scale and massing can aid legibility and define the character of development. The principal locations around the new junctions aid wider legibility, terminate views from the links leading eastward towards the sites from Site 3a.



## Sustainability: Energy Efficiency and Climate Change

7.72 Redrow have been rated as a Top 3 Housebuilder in the UK for Sustainability and have won a gold award for the fourth year in a row by the Next Generation benchmark. The Benchmark rigorously evaluates the annual progress the homebuilding sector has made in delivering sustainable development.

### Sustainability

7.73 At a site wide level, transport measures will include:

- Provision of sustainable transport facilities within easy walking distance of residents;
- Attractive and practical pedestrian/cyclist routes; and
- Travel planning and travel information packs, to encourage new residents to travel by more sustainable alternatives than the private car, including links to the Park and Ride site.

### Climate Change

7.74 Our Carbon Target is to reduce the carbon intensity of our construction operations and offices by 10% by 2022 (2017 baseline). While our actual emissions have increased over time, which is expected due to the continuous business growth and an increase of 13% in delivery of new homes from the previous year, we have reduced our direct emissions intensity (tCO<sub>2</sub>e per 100m<sup>2</sup> of homes built) by 21% since 2013. In 2019, our emissions intensity decreased by 2.4% compared to 2018 and we are on course to meet our 2022 target. As a company, we have been disclosing our carbon emissions and reduction activities to the Carbon Disclosure Project (CDP) annually since 2010. In the most recent submission, we were awarded a B grade which reflects the progress we have made by measuring awareness, management and actions taken on climate change.

7.75 The climate change adaptation measures include:

- Improving the ability of buildings to adapt to climate extremes by reducing water consumption, reducing overheating and improving ventilation; and
- Landscape strategy to include significant new planting and SuDS features that help to provide natural cooling and channel surface water runoff and assist in reducing Carbon in the atmosphere.

7.76 The proposed designs will meet sustainable methods of construction in accordance with the Building Regulations. This approach will result in a residence that consumes reduced amounts of energy, resulting in benefits for the environment through reduced greenhouse gas emissions and better adaptation to climate change. The sustainability strategy will be based on providing well designed energy and water efficient homes, set within an external environment that seamlessly links with the built form and is adaptable to the future needs of residents. At the application stage, energy demand measures will include:

1. Thermally efficient, easily controlled, well designed and orientated buildings; A fabric first approach, resulting in dwellings with lower energy consumption
2. The layout of plots and buildings that seek to maximise the benefits of passive solar design
3. Roof structures that maximise the surface area with a southerly orientation to allow for the potential installation of solar technology
4. The design of the dwellings to accommodate home working, which will also reduce the need to travel. This includes the need to ensure that new homes have connections to superfast broadband readily work from home. This may include suitable space within habitable rooms, or specific rooms for home offices
5. Energy efficient lighting both within private homes and in public spaces
6. Energy performance meters as provided by utilities companies

7.77 To alleviate the effects of climate change and flood risk on our developments, we incorporate Sustainable Urban Drainage Systems (SuDS) on most of our developments, which are designed to mimic the natural drainage of

surface water by managing rainfall, whilst also often providing habitats for wildlife. Water measures will include:

- Sustainable Urban Drainage Systems to manage surface water run off through attenuation ponds;
- Water buts to harvest rainwater; and
- Water efficiency measures to reduce consumption.

### Waste and Recycling

7.78 To fully de-carbonise by 2050 and keep global heating to below 1.5 degrees, the building and construction sector must tackle the emissions created from the entire building lifecycle. We understand that significant reductions in construction waste can reduce greenhouse gas emissions and in turn help to tackle climate change, which is why we're committed to reducing the quantity of waste going to landfill. Last year 98% of our waste was recycled or reused, and there has been a significant reduction in the construction waste we produced over the past three years. We're now actively working to reduce waste levels even further over the coming years.

7.79 Redrow Homes have been working with The Community Wood Recycling Scheme to increase the reuse of waste wood. The Community Wood Recycling Scheme is a network that provides an efficient collection service for excess wood, with the aim of saving resources by reusing and recycling waste timber. The Community Wood Recycling Scheme also operates as a Social Enterprise, by creating jobs and volunteering options for disadvantaged people.

7.80 The storage and collection of waste will be arranged so that it does not adversely effect the character or appearance of the development:

- There should be a dedicated storage area on an area of hardstanding for collection;
- There should be easy access between the storage area and the collection point;
- Storage areas to the front of a site to be integrated and well screened; and
- Detached stores should be covered and should be at least 5m away from flats and houses to minimise noise disturbance to residents during use and collection.





# 8 Conclusion

This Development Framework Document for Sites 3b, 3c and 3d has evolved from an understanding of the local context and the growth requirements of Chelmsford City Council. The Sites will integrate with the wider allocation and existing landscape and townscape.

The design approach will provide an exceptionally high-quality living and working environment and create a development opportunity for future generations to benefit. It will also guarantee the very timely delivery of new houses in the initial years of the new local plan.

Table 2 overleaf illustrates how the Framework Masterplan will achieve the design objectives set out earlier.

Opposite page: Framework Masterplan Sites 3b, 3c & 3d  
Site 3a and country park in context.

**Table 2: Overarching Design Objectives and Principles and how these will be delivered.**

1. <b>A place:</b> Create an identifiable place. Build to impress. Delivery of a high quality and locally distinct new development that is responsive, attractive and sensitive to the setting of the three sites; through the arrangement of streets and landscape corridors	i.e. A masterplan structured by the existing features and connections/new connections. A place that draws upon local character to inform design. Use existing footpaths to structure the layout of Site 3d. Recreate a field boundary to the east of Site 3c. Using pill boxes within the sites as a positive feature that connect with past and the history of the local area
2. <b>Promote a sustainable development</b> , adopting best practices as an integral part of lifestyle, encouraging people to walk and cycle. Create a permeable block structure that affords a great degree of connectivity and choice of routes. Provide a landscape and built environment that promotes sustainable living, the preference for walking	i.e. A layout that encourages walking and cycling to reach local services, to Sandon Park and Ride/local bus stops to access Chelmsford and Great Baddow
3. <b>A mixed use community.</b> Places to go and things to do. Deliver a range of accommodation, commercial and community uses and open spaces that will help foster a strong sense of community, provide for potential skills development, training and employment opportunities that will emerge as part of the development. Co-locate and provide commercial/employment opportunities and a stand-alone early years and childcare nursery (ECC advise 56 places). Provide affordable housing along with a range of accommodation to provide a balanced community. Ensure that through management and built form/style, the quality of the environment is equal across tenures. Ensure equal accessibility to open spaces to enable all members of society to take part in sport and physical activity, and have access to communal resources	i.e. The employment area and children's day care nursery are located to be accessible to all. Cyclists and pedestrian connections into the park and ride. Through the realisation of the development, there will be opportunities for employment in construction and following completion, employment opportunities and potential for skills development and training within the E class uses; and associated with the management of the green infrastructure
4. <b>Ensure the development is successfully integrated</b> and well connected to the surrounding area, linking into existing footpaths and cyclepaths, accessible to local shops and the existing community. Provide footpaths that connect into existing paths and will connect into Site 3a and Sandon Park Ride. Have regard to the setting of the Conservation Areas identified earlier. Under-grounding the overhead power lines through Site 3c. Integrating the footpaths through Sites 3d and 3b. Provide for safe and direct routes to schools	i.e. Multiple footpath and cycle links into Molrams Lane and development that faces across the street. Links east from Molrams Lane into the new open spaces afforded by the development. Provide for an attractive and convenient route that connects through the Sites and integrates with existing cycle and footpaths leading to local services, community uses, the country park and schools. There are future links to Site 3a created by the proposed infrastructure
5. <b>Promote inclusive design</b> and provide access for all members of the community. Ensure that there are equal opportunities to access open spaces and that groups ,such as by age or tenure, are not disadvantaged accessibility by design. Well designed streets and spaces support and sustain a broader variety of users and community activities	i.e. Locating new community uses (open space and children's day care nursery) on the principal footpath and cycle routes. Open space play areas that are accessible to all areas of the development
6. <b>Improve quality of life, health and wellbeing</b> , through the design of buildings and spaces. Capitalising on the site and surrounding green assets and provision of new uses, creating a high quality spaces for social interaction. Ensure that as many dwellings as possible within a perimeter block approach benefit from a dual aspect in terms of light, or for apartments, avoid a north aspect. Provide access to attractive/useable private and communal open space	i.e. To provide development within a framework that provides easy access to attractive and useable open spaces within which a network of routes encourages walking and cycling. Spaces that are well-designed to be attractive and safe, functional and well maintained. Provide for useable and attractive private space
7. <b>Safe, easy, direct and attractive pedestrian and cycle movement</b> within the development and beyond. Streets and landscape corridors designed as places not just for vehicle movement or parking. Design street spaces to be pedestrian and cycle friendly, through traffic calming and detailed design of materials and landscaping - to create streets for people. Routes within green infrastructure should be safe, attractive and direct	i.e. Legible streets with space for cycle and footpaths that afford the most convenient routes through the Sites. To prioritise accessibility for pedestrians and cyclists with a permeable block structure that connects into the existing spatial hierarchy of routes. Direct links to bus stops, the park and ride and new facilities in the employment area
8. <b>Deliver quality homes.</b> With regard to Redrow's 8 principles and Building for a Healthy Life, be energy efficient and respond to climate change through the design of buildings and building fabric, use of materials and approach to drainage. Promote energy efficiency with the dwelling. Provide for change in the use of accommodation such as home working/ flexible home space, changing garages to accommodation	i.e. A masterplan structure that provides space for flexible buildings with potential to adapt. Tenure blind approach to layout and design
9. <b>Minimising the impact of the development on the environment</b> by encouraging conservation, management and the recycling of natural resources. Using the area of land constrained by the gas wayleaves to create a landscaped green corridor. Using natural processes to protect places from flood risk. Using green infrastructure to assist in reducing Carbon in the atmosphere	i.e. The sustainable transport measures that underpin the movement through the Sites. Using multi-functional green corridors to connect landscape features, creating wildlife and biodiverse corridors and attractive spaces for residents and workers
10. Provide multi-functional green infrastructure, a living network of green spaces, water and environmental features. A well-connected ecosystem network by creating and enhancing habitats and natural features, increasing biodiversity. Natural and semi-natural open space including reinforced/compensation woodland and hedgerow planting; and local open space / strategic open space	i.e. By providing an overall landscape strategy for the Sites that creates attractive and functional spaces for residents, visitors, wildlife and bio-diversity that manages SuDs and resolves an asset to the development
11. <b>Deliver biodiversity net gain and ecological enhancements</b> through the provision of high quality green infrastructure to incorporate habitats of ecological value. Retaining and enhancing existing hedgerow, providing new tree planting and new green corridors that will support wildlife	i.e. By providing green infrastructure and space for planting within the development to enhance biodiversity. Integrating and enhancing existing landscape features. Semi-natural areas such as around the flood attenuation ponds provide informal recreation and protection for species and habitats. Retaining Important features such as trees and hedges of amenity or ecological value. Connecting green corridors to the existing landscape features





## Matrix for Stage Two – Essex Quality Review Panel

### East Chelmsford – Strategic Growth Sites 3b, 3c and 3d

Issue	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed and/or considered at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/no further action needed
Transport and Connectivity	<p>Would like to see the roundabout features proposed with the minimum number of arms – no clear justification for the 5-arm roundabout</p> <p>It is essential for a seamless link through the site for pedestrians and cyclists in accordance with LTN 1/20 for the benefit of pedestrians and cyclists and to allow for linkage to the bus routes</p>	<p>Splitter islands for pedestrians and cyclists appear small – they should be of sufficient size to ensure the safety for people who wish to cross the roundabouts</p> <p>Important that adequate clear signage is proposed across all the strategic links, in particular for pedestrians and cyclists</p> <p>As there is free car parking within Sandon Park and Ride, there should be a reduction in parking standards for the business park unless there will be an acceptance that this will be a secured car dominated area off the A12 junction</p> <p>Electric charging points should be provided across the masterplan</p>		

		Cycle parking should be accommodated at the sites including visitor parking spaces		
Layout and Masterplanning	<p>More collaboration between Redrow Homes and Hopkins Homes towards a comprehensive masterplan approach will be critical to secure a holistic placemaking with a unique identity rather than a fragmented one</p> <p>Would like a better understanding on the creation of a sense of community and place</p> <p>Concerns on the clustering of affordable housing in one area as this detracts from the sense of community space and identity</p>	<p>Detailed review of private, public, internal, external, garden space, etc. is needed – the future adaptability in house typologies within flexible plot sizes will prove beneficial across to achieve long-term success</p> <p>There should not be a fixed target on dwellings per hectare – a landscape approach will help provide optimum density</p>		<p>There is possible scope to increase the density – greater density can stimulate greater uses in flexibility and diversity</p> <p>The proposed land uses could be better assimilated to create a more comprehensive masterplan. The traditional zoning of commercial away from residential constrains the masterplan – a more flexible approach should be taken with land uses in an alternative format to allow adaptation to changing future needs</p> <p>Location of the nursery is inappropriate – its function and use would be more suited to serve the families in resident zones</p> <p>Questions as to where the primary community centre exists for the sites which is</p>

				further compounded by the severance of Maldon Road through the middle of the sites; there is a need to cluster these developments into a single community and to not be bisected by a high traffic route
Health and Wellbeing	<p>Concerns that Maldon Road will become a through route that cuts the site phases into two – greater clarity needed on how residents will be able to cross Maldon Road as well as moving eastwards towards the Park and Ride</p> <p>Would like to understand where the ‘Redrow 8’ principles come into the masterplan</p> <p>There should be more connections between the existing neighbourhoods to the play and open spaces at site 3c and through to the north of Maldon Road</p>	A clear signage and wayfinding strategy will be key in connecting the sites and Site 3a		
Sustainability and Energy Strategy	<p>There should be greater aspiration in achieving sustainable energy targets – information in the masterplan is more generic</p> <p>Would like more information whether</p>	Greater information should be provided into the actual measurements of buildings on site, in terms of their energy performance and standards as opposed to providing previous		Concern that current car parking standards and policies may not accurately reflect future needs

	<p>new homes will be supplied by gas or electric</p> <p>Expect more ambitious standards to be achieved – concerns that the current strategies are not being portrayed as clear as they can be across the masterplan</p>	<p>data on energy reductions, references to building regulations, etc.</p> <p>Expect that Passivhaus principles and solar design are implemented into the scheme including the commercial scheme</p> <p>Consideration should be given to Modern Methods of Construction (MMC) to meet the adaptable needs of the families</p>		
Public Realm and Placemaking				<p>Concerns on the constraints driven approach taken to masterplanning the sites</p> <p>Further consideration should be given towards providing a street frontage to the main road with greater inclusion of traffic lights, street lighting, reducing speed limits etc.</p> <p>A change of approach should be taken for the commercial zone</p>

## Matrix for Stage Two consultation responses

### East Chelmsford – Strategic Growth Sites 3b, 3c and 3d

Consultee	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed and/or considered at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/no further action needed
Sandon Parish Council	<ul style="list-style-type: none"> <li>- Masterplan refers to Great Baddow but the development is in Sandon</li> <li>- Not enough attention has been taken to screen the houses within Site 3c from the houses on Molrams Lane – more screening should be included to mask the existing houses view</li> <li>- Screening between The Sandon School and Site 3c should be considered to cut down on the noise from the school playing fields</li> <li>- Provisions should be outlined for Cross Wood and its surroundings protection</li> <li>- Plans to tidy Cross Wood and allow the public to use it for recreation is not acceptable</li> </ul>	<ul style="list-style-type: none"> <li>- Development will impact upon Sandon's historic village unless well screened - of paramount importance is the landscaping running to the east of Site 3c from The Sandon School boundary to the A414 (Maldon Road)</li> <li>- Zebra crossing near the roundabout at the Maldon Road/Molrams Lane junction is in a dangerous position, too close to the bend and unnecessary</li> <li>- Concerns on the proposed 3 storeys – development should be in keeping with the surrounding area</li> </ul>	<ul style="list-style-type: none"> <li>- Details are needed of the future upkeep of Cross Wood</li> </ul>	<ul style="list-style-type: none"> <li>- Concerned masterplan is not showing housing layouts</li> <li>- An assessment of potential effects of the development including healthcare, education, infrastructure, public space etc. should be undertaken now – existing infrastructure currently not coping</li> </ul>

	<ul style="list-style-type: none"> <li>- The compensatory planting of trees (in relation to Cross Wood) elsewhere needs more detail</li> <li>- Concerned on new access on Molrams Lane (Site 3c) – this will encourage cars to be parked on Molrams Lane. An exit at the Sandon School end would be acceptable</li> <li>- 2015 biodiversity report is out of date. Redrow has advised there is a more up-to-date report – where is this?</li> <li>- Existing issues with sewerage in Molrams Lane – concerned this has not been addressed</li> </ul>	<ul style="list-style-type: none"> <li>- No details given on location of affordable housing</li> <li>- Provisions should be made to safeguard the existing pillboxes</li> <li>- Can a medical facility be provided within Site 3b?</li> </ul>		
<b>Great Baddow Parish Council</b>	<ul style="list-style-type: none"> <li>- Strongly objects to the proposed new vehicular access onto Molrams Lane from Site 3c – considers it unnecessary and could be used as a rat run</li> <li>- Question how Redrow can reassure that no flooding will take place</li> <li>- Question whether there will be backup systems for piping water to the attenuation basins?</li> </ul>	<ul style="list-style-type: none"> <li>- Concerns on traffic congestion along Maldon Road</li> <li>- More than one box junction and crossing areas needed to allow existing residents to exit onto Maldon Road</li> <li>- Potential impact of Bradwell B Power Station on existing traffic and congestion needs to be considered</li> </ul>	<ul style="list-style-type: none"> <li>- Would like to see a full consultation with relevant bodies. i.e. Essex County Council and the Environment Agency advising SuDS is adequate and it is acceptable to build on these areas</li> </ul>	<ul style="list-style-type: none"> <li>- Despite S106/CIL contributions, concerns that the education and health authorities will not make any provision in Great Baddow any time soon</li> <li>- Development for Site 3c should not be facing Molrams Lane</li> </ul>

	<ul style="list-style-type: none"> <li>- Would like to better understand better how Redrow is going to increase biodiversity as stipulated in the Masterplan</li> <li>- How will Redrow incorporate climate change targets and ban on gas boilers from 2025?</li> <li>- 2015 biodiversity report is out of date. Redrow has advised there is a more up-to-date report – where is this</li> </ul>	<ul style="list-style-type: none"> <li>- Impact of the Army and Navy needs to be considered before commencement of development</li> <li>- Doctors, dentists and schools currently oversubscribed – question what provisions will be put in place to address this?</li> <li>- A direct dedicated off-road cycle route from the new developments into the centre of Chelmsford is needed. Do not consider the current Great Baddow to City Centre route (via Meadgate Avenue) is safe or encourages cycling</li> <li>- Improved bus services for new and existing residents required – currently limited</li> <li>- Footpaths in Molrams Lane are inadequate for the increase in footfall – development should address this</li> </ul>		
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		<ul style="list-style-type: none"> <li>- Do not consider SuDS is adequate to stop water build up causing further problems</li> <li>- Would like reassurance on the affordability of the affordable houses</li> <li>- Houses at Site 3c should be in keeping with the surrounding area, mirroring existing architecture in Molrams Lane</li> <li>- 3 storey buildings inappropriate for the area</li> <li>- How will the excessive noise increase be dealt with and compensated for?</li> <li>- Query provisions for electric charging points</li> </ul>		
<b>Historic England</b>		<ul style="list-style-type: none"> <li>- Refer the developer to published advice <i>The Setting of Heritage Assets 2nd edition</i></li> </ul>		
<b>ECC Historic Environment Branch</b>	<ul style="list-style-type: none"> <li>- Archaeological assessment is only mentioned in respect of Site 3d. There is the potential for archaeological remains across the whole of the development area and</li> </ul>			

	the archaeological assessment will need to cover all three areas. This needs to be stated in the masterplan			
<b>Sport England</b>		<ul style="list-style-type: none"> <li>- In the strategic open space that separates sites 3b and 3d, attention should be given to the siting and design of the proposed hedgerow/tree planting to achieve a balance between the need to screen the residential development and provide natural surveillance to encourage use of the open space.</li> <li>- The children's play area and an area suitable for informal play should be provided if possible between the residential and the hedgerow/planting to encourage use</li> <li>- The proposed cyclepath/footpath that runs through the strategic open space should be supported by seating</li> <li>- The strategic open space should be designed so that there are areas large enough</li> </ul>	<ul style="list-style-type: none"> <li>- Recommend that the HIA checklist is completed as part of a HIA that supports a planning application to demonstrate how opportunities have been maximised for encouraging physical activity</li> </ul>	

		<p>for informal play, community events etc (i.e. multi-functional)</p> <ul style="list-style-type: none"> <li>- A circular footpath around the periphery of northern attenuation basin (site 3b) should be explored – would encourage recreational walking. The footpaths should include seating</li> <li>- The open space corridor that runs through the centre of site 3c should be designed as one area of open space (preferably the larger area to the north where play areas are indicated) and is sufficiently large for informal play and community events</li> <li>- Should explore opportunities for using the existing and proposed footpath/cycleway/bridleway network to create attractive and safe circular walking/running routes around the residential areas</li> </ul>	
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<b>Parks and Green Spaces</b>			The City Council would look to adopt public the open space within the new development. This will be subject to a commuted sum for future maintenance	
<b>Environment Agency</b>		<ul style="list-style-type: none"> <li>- Sustainable Drainage Systems (SuDs) should be carefully considered in discussions with the Lead Local Flood Authority</li> <li>- Anglian Water Services should be consulted regarding the available capacity in the foul water sewer</li> <li>- New development should be designed with a view to improving resilience and adapting to the effects of climate change</li> </ul>		<ul style="list-style-type: none"> <li>- Part of the site lies within Flood Zone 3 – an application for development must pass the Sequential and Exception Tests and be supported by a site-specific Flood Risk Assessment (FRA)</li> </ul> <p>Council note: Sites are not in Flood Zone 3. Its likely the EA is referring to the area of the Country Park in Site 3c which is in Flood Zone 3.</p>
<b>Natural England</b>		<ul style="list-style-type: none"> <li>- Natural England has not been able to fully assess the potential impacts or opportunities of this proposal or provide detailed advice on the Stage 2 Masterplan. Direct developer</li> </ul>		

		and Council to generic advice on natural environment impacts and opportunities		
<b>Essex County Council Major Development and New Communities</b>	<p><u>Suggested amendments/additional information required</u></p> <ul style="list-style-type: none"> <li>- Use Classes Order has been amended. Masterplan should refer to the appropriate use classes reflecting the changes</li> <li>- The following should be referenced at section 5.4 of the masterplan: <ul style="list-style-type: none"> <li>• ECC Developers' Guide to Infrastructure Contributions (2020)</li> <li>• ECC Development Management Policies (2011)</li> <li>• SuDS Design Guide (February 2020)</li> <li>• Essex Green Infrastructure Strategy (2020)</li> </ul> </li> <li>- Page 51 '<i>Principle 3</i>' and page 54, '<i>Concept Masterplan Key</i>' – reference should be made to a 56-place early years and childcare nursery</li> <li>- Page 51 '<i>Principle 4</i>' – further clarify needed on 'routes'</li> </ul>	<ul style="list-style-type: none"> <li>- Development should use Sport England Active Design principles</li> <li>- Health Impact Assessment – should be carried out in early design stage, include matters outlined by ECC in their response to application 20/00840/SCOPE and include engagement with the NHS</li> <li>- Would like early engagement on the selection of the early years provider</li> <li>- Design of early years will need to take account of overlooking, noise, air quality, safety, location of outdoor area, landscaping and proximity to overhead powerlines</li> <li>- Good walking and cycling connections are needed from the nursery to Sandon, Sites 3a and 3c and Maldon Road bus stops</li> </ul>	<ul style="list-style-type: none"> <li>- If the developer remains the owner of the early years facility (rather than transferred to ECC), a legal agreement would be sought on tenure, rental level, quality and type of provider</li> <li>- Essex Design Guidance advice - "<i>occupation of housing for each phase should be tied to successful delivery of employment floorspace (rather than simply marketing employment land)</i>".</li> <li>- Any site drainage features must be included within application redline to ensure compliance with any conditions</li> </ul>	<ul style="list-style-type: none"> <li>- Support local of early years facility within the employment area and proximity to footpath/cyclepath links to Park and Ride</li> </ul>

	<ul style="list-style-type: none"> <li>- Page 51 '<i>Principle 4</i>' and section 4.2 - reference should also be made to safe and direct routes to schools (<i>see suggested text in response</i>)</li> <li>- Pages 50 &amp; 51 – green infrastructure should be 'multifunctional'</li> <li>- Pages 50 &amp; 51 '<i>Historic and Natural Environment</i>' - should refer to the Essex SuDS Design Guide and SuDS hierarchy</li> <li>- Pages 50 &amp; 51 '<i>Movement and Access</i>' – should consider green infrastructure to footpaths, cycle ways and bridleways</li> <li>- Inconsistency between sections 1.2 and 7.2 on size of nursery – this should be clarified</li> <li>- Page 49, '<i>Opportunities</i>'; page 51, '<i>Table 1</i>'; and page 74, '<i>Table 2</i>' – should make reference to potential skills development, training and employment opportunities that will emerge as part of the development</li> <li>- Masterplan references allotments but not indicate location</li> </ul>	<ul style="list-style-type: none"> <li>- Expect safe, direct walking and cycling routes to Meadgate Primary School, Baddow Hall Infant and Junior Schools and The Sandon School – these links may require offsite works (footways and crossings)</li> <li>- Would encourage the early preparation of a housing strategy to identify the ability meet climate change demands and housing requirements including aging households, those with disabilities, and demand for different housing tenures</li> <li>- Would encourage early engagement with ECC on the potential provision of specialist accommodation</li> <li>- Employment site should facilitate the delivery of 'Grow-on-Space' for businesses</li> <li>- Housing should be flexible and adaptable to support homeworking</li> </ul>	<ul style="list-style-type: none"> <li>- The Biodiversity Management Plan for any application must include how net gain will be measured</li> <li>- The following documents should be prepared prior to commencement of development: <ul style="list-style-type: none"> <li>• Landscape &amp; GI Strategy</li> <li>• Construction Environmental Management Plan</li> <li>• Landscape and Ecological Management Plan</li> </ul> </li> <li>- Recommend preparation of a Minerals Supply Audit and Site Waste Management Plan</li> <li>- Consideration needs to be given to a potential increase in</li> </ul>	
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	<p><u>Drainage</u></p> <ul style="list-style-type: none"> <li>- Drainage Strategy - recommend an integrated series of features across the site to ensure that the pipe ponds system isn't subject to a potential single point of failure and to enhance water quality and biodiversity</li> <li>- Consideration should be given to central rainwater harvesting systems to deliver some community's water requirements</li> </ul> <p><u>Sustainability</u></p> <ul style="list-style-type: none"> <li>- Development should plan for net zero greenhouse gas emissions and larger low carbon or renewable energy schemes. Masterplan should set out how it will be sustainable using principles of (some but not all which have already been identified): <ul style="list-style-type: none"> <li>• Orientation and Form</li> <li>• Fabric first approach</li> <li>• Ventilation and overheating</li> <li>• Embodied and operational energy</li> <li>• Renewable technologies</li> <li>• Air-tight strategy and thermal bridge free</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Early engagement will relevant stakeholders needed to embed green infrastructure into the development including design and future management</li> <li>- Site 3b – green walls, bio solar roofs, green roofs, multiple functional open spaces around employment buildings and access to green space for nursery facility should be considered</li> <li>- Sites 3c and 3d <ul style="list-style-type: none"> <li>• soil cell systems should be used for street trees</li> <li>• Walking and cycling routes should be landscaped, appropriately surfaced for all users, at least 2m wide, connect to the existing network and community and should include consultation with Local Access Forums</li> </ul> </li> </ul>	<p>household waste disposal</p> <ul style="list-style-type: none"> <li>- Details of internet connectivity should be submitted with any application</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Energy performance must be seen</li> </ul> <p><u>Access and Movement</u></p> <ul style="list-style-type: none"> <li>- Page 10 ‘Accessibility’ - “To and from the Sandon Park and Ride” needs to be added to the pedestrian and cycle routes</li> <li>- Page 20 ‘Access’ - Detailed design of the roundabouts will need to ensure that safe crossing points are provided across the arms for pedestrians, and cyclists where appropriate</li> <li>- Amend section 4.19 to <i>“There is the opportunity to promote public transport usage through providing new and improved bus stop infrastructure, and by providing direct convenient and attractive links to existing/new bus stops and to the Park and Ride site”</i></li> <li>- Page 51 ‘Movement and Access’ – amend to <i>“will include access to Sandon Park and Ride”</i></li> <li>- Page 51, Site 3c – <i>‘Infrastructure requirements’ and ‘Design and Layout’</i> are missing for this site</li> </ul>	<ul style="list-style-type: none"> <li>- Development should apply Building with Nature standards</li> <li>- Consideration will need to be given to the potential future cumulative traffic impacts due to Bradwell B nuclear power station and the use of the Park and Ride for its workforce</li> <li>- Early engagement with providers on internet connectivity should be considered</li> </ul>		
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	<ul style="list-style-type: none"> <li>- Page 61 '<i>Movement</i>' – points A &amp; B reference at 7.28 is missing from plan</li> <li>- Page 61 '<i>Movement Plan</i>' – Crossing point needed across roundabout arm in Site 3a</li> <li>- Page 62 '<i>Cyclepaths/footpaths</i>' – discussions are needed with Essex Property and Facilities on the footpath/cycle link on the east side of Molrams Lane between site 3c and The Sandon School</li> </ul> <p><u>Minerals and Waste</u></p> <ul style="list-style-type: none"> <li>- Masterplan silent on constraints and opportunities of prior minerals extraction and its practicalities</li> <li>- No further detail given on the Mineral Resource Assessment (MRA) at Chapter 5</li> <li>- ECC has not been approached regarding the requirements for the MRA for Site 3b – concerned that if extraction is practicable in Site 3b, how will the masterplan respond to this</li> </ul>		
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	<ul style="list-style-type: none"> <li>- Water management should be considered at this stage as it can impact on place-making</li> </ul>			
<b>Essex County Fire and Rescue Service</b>			<ul style="list-style-type: none"> <li>- More detailed observations on access and facilities will be considered on submission of suitable hard copy plans at Building Regulation consultation stage</li> <li>- Developer is reminded that additional water supplies for firefighting may be necessary for this development</li> <li>- Would strongly recommend a risk-based approach to the inclusion of Automatic Water Suppression Systems</li> </ul>	
<b>Essex Police</b>		<u>Maldon Road</u> <ul style="list-style-type: none"> <li>- Concerns on the multi-use nature of the road. Wish for all provisions to cover the safety of all road users and vulnerable road user groups,</li> </ul>		

	<p>such as cyclists, pedestrians and equestrian users</p> <ul style="list-style-type: none"> <li>- Request developers use the “Safe system approach” when designing local roads in and around the development</li> <li>- Recommend a robust layered management plan to self-police the facility</li> <li>- Would recommend that the design and layout encourage a Blue Light collaborative approach</li> </ul> <p><u>Public Footpath connecting Sites 3b and 3d</u></p> <ul style="list-style-type: none"> <li>- Poor design may discourage use due to perception of crime and or actual crime. Would like to discuss the surveillance, management and design of this public right of way</li> <li>- A robust management and maintenance plan will be pivotal its successful operation</li> </ul>	
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	<p><u>Park and Ride Facility</u></p> <ul style="list-style-type: none"> <li>- Would welcome early engagement to ensure the crime prevention measures within the extension including boundary treatment, access and permeability into the sites</li> </ul> <p><u>Landscape Considerations</u></p> <ul style="list-style-type: none"> <li>- Would encourage discussions to ensure public realm spaces are designed for a safer future</li> <li>- Consideration should be given at design stage to future maintenance requirements</li> </ul> <p><u>Securing the local heritage</u></p> <ul style="list-style-type: none"> <li>- Development with heritage assets should ensure these assets are protected from crime and anti-social behaviours at early design stage</li> </ul>	
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		<p><u>Secured by Design</u></p> <ul style="list-style-type: none"> <li>- The development should adopt Secured by Design</li> </ul>		
<b>National Grid</b>		<p><u>High voltage powerlines</u></p> <ul style="list-style-type: none"> <li>- National Grid's policy is to retain existing overhead lines in-situ</li> <li>- '<i>Guidelines for Development near pylons and high voltage overhead power lines</i>' promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places</li> <li>- Statutory safety clearances between overhead lines, the ground, and built structures must not be infringed</li> </ul> <p><u>Gas pipeline</u></p> <ul style="list-style-type: none"> <li>- National Grid's approach is always to seek to leave their existing transmission pipelines in situ</li> </ul>	<ul style="list-style-type: none"> <li>- Written permission will be required before any works commence within the National Grid's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement</li> </ul>	

		<ul style="list-style-type: none"> <li>- National Grid have land rights which prevents the erection of permanent/temporary buildings, or structures, changes to existing ground levels, storage of materials etc.</li> </ul>		
<b>Planning Trees and Landscaping</b>	<ul style="list-style-type: none"> <li>- Trees missing from the site analysis plan accompanying the trees and hedgerows section (3.27-3.31)</li> <li>- Trees and hedgerows should be recognised in opportunities section</li> <li>- Oak tree identified at 3.24 is missing in the succeeding pages</li> <li>- Tree within central hedgerow of Site 3c have limited celebratory credit – they mark the historic field boundary</li> <li>- The minimum threshold of biodiversity net gain should be stated at this stage to support future planning applications</li> <li>- There is scope for the proposed creation of natural and semi-natural habitats to be demonstrated in greater detail as the design concept</li> </ul>	<ul style="list-style-type: none"> <li>- Section 7.7 sets the area of loss for Cross and the amount of hectarage to receive compensatory planting. The eastern boundary of Site 3c should, as a minimum, have no less than 7.5m to 10m width of planting to make this a purposeful corridor</li> </ul>		

	<p>seemingly relies heavily on woodland, tree and hedgerow planting</p> <ul style="list-style-type: none"> <li>- The biodiversity management plan outlined at 7.22 should highlight the need for the plan to cover a sufficient timespan, i.e. in perpetuity with the development</li> </ul>			
<b>Chelmsford and Central Essex RSPB</b>	-	<p><u>Suggestions to protect and enhance wildlife and biodiversity</u></p> <ul style="list-style-type: none"> <li>- Mammal and invertebrate friendly dry culverts installed beneath the 4414 Maldon Road with appropriate fencing installed near the green corridor</li> <li>- Install guide walls or passageways to prevent access to roadways and/or wildlife kerbs to provide a recess around drains</li> <li>- Bee friendly planting and bee hotels</li> <li>- Hedgehog crossings/highways</li> </ul>	<ul style="list-style-type: none"> <li>- S106 required to secure the long-term funding and maintenance of the development</li> </ul>	-

		<ul style="list-style-type: none"> <li>- SuDS above ground storage to enhance biodiversity and green areas</li> <li>- Permeable driveways</li> <li>- Wildflower verges</li> <li>- Appropriate lighting</li> <li>- Renewable energy and water recycling</li> <li>- Incorporate trees, hedgerows and water habitats</li> <li>- Interpretation panels for the environment and wildlife</li> <li>- Bird boxes, bat roosts designed into buildings</li> <li>- Wildlife permeable boundaries to gardens</li> </ul>		
<b>Essex Swifts</b>		<ul style="list-style-type: none"> <li>- RIBA's "Designing for Biodiversity" recommends one swift box per dwelling/flat – this could be installed in clusters</li> </ul>		-

		<ul style="list-style-type: none"> <li>- The "Ibstock" integral Swift nest brick is suitable for installing high up in gable ends</li> </ul>		
<b>Essex Bridleways Association</b>	<ul style="list-style-type: none"> <li>- No bridleway link identified into Site 3a. Whilst it may be possible that no definitive bridleway paths are proposed in Site 3a, permissive access to the country park should be available to all users, including equestrians. A safe route for those users, preferably an east-west link should be part of the layout. Request a joined-up approach between all four sites</li> </ul>			<ul style="list-style-type: none"> <li>- Welcome the inclusion of a bridleway link from Brick Kiln Road through to the National Cycle Route 1- will provide a missing link north and east and a safer route for horse riders</li> </ul>
<b>Springfield Parish Council</b>				No comments
<b>Public Health and Protection Services</b>				No comments

## Matrix for Stage Two neighbour responses

### East Chelmsford – Strategic Growth Sites 3b, 3c and 3d

Neighbour comments	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed and/or considered at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/no further action needed
Principle of development	Sites 3, 3c & 3d are interlinked with Site 3a (Hopkins Homes) – how is it possible to endorse the Redrow Masterplan without being aware of the impact of the Hopkins masterplan, development and shared infrastructure. <b>This will also need to be addressed at pre-application and planning stage.</b>			<p>Objections to the principle of the development</p> <p>Land should be allocated elsewhere</p> <p>Development should be rejected or scaled down</p> <p>Development will open the door to further housing in the area</p> <p>Agricultural land should remain for agriculture/unacceptable loss of agricultural land</p> <p>Local residents' opinions are not taken into account</p>

Transport/highways	<p>Object to the vehicle access off Molrams Lane for Site 3c – unnecessary and will impact on traffic and parking</p> <p>Page 54 '<i>Concept Masterplan</i>' – crossing link from Site 3d to Site 3a will be further south and masterplan should reflect this</p>	<p>Traffic along Maldon Road, local roads and the wider area including the Great Baddow bypass and the Army and Navy is already congested. This will make it worse</p> <p>Bradwell B Power Station could further impact on existing traffic and congestion</p> <p>Traffic will impact on Park and Ride Services, dissuading people from using it</p> <p>Concerns on impact on capacity at the Park and Ride</p> <p>Question whether Park and Ride extension takes account of potential parking from Bradwell B workers</p> <p>Bus frequency and capacity, including more local Great Baddow and Chelmsford bus routes, needs to be improved</p> <p>Park and Ride extension should consider levels, accessibility, boundary planting and lighting</p> <p>Assurances needed from ECC Highways that proposed road scheme (including the two roundabouts) can manage current and projected traffic flows with</p>		<p>People will not use Park and Ride as it is too expensive and only serves the Town Centre.</p> <p>Access to Chelmsford at peak times should be for Chelmsford residents not out of town traffic using the Park and Ride</p> <p>Two-way flyover needed at the Army and Navy and dedicated left turn lanes</p> <p>There should be no bus gates - no cutting Great Baddow or Sandon off from Chelmsford</p> <p>Should consider a second train line from a Great Baddow branch to alleviate traffic</p> <p>Pegasus crossing will cause traffic congestion – a subway should be installed instead</p> <p>Molrams Lane should be widened to manage traffic</p>
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	<p>a scheme that builds in capacity capable of future road improvements</p> <p>Any traffic modelling should be based on 'normal levels' rather than current circumstances and be based on the removal of the Army and Navy</p> <p>The road width and pavements of the development need to be adequate</p> <p>Suitable resident and visitor car parking is needed to prevent on street parking</p> <p>Essex Vehicle Parking standards (2009) are not sufficient to prevent on-road parking.</p> <p>Developer should contribute to the future redevelopment of the Army and Navy</p> <p>Safety and congestion concerns on the changes to the split junction and crossing at Molrams Lane and Maldon Road</p> <p>Currently cars park in Molrams Lane for the school pick up – area is congested</p>	<p>Development should not be built until improvements to the Army and Navy are complete</p> <p>Additional parking should be provided to the north-west of site 3d for walkers, runners, cyclists and horse riders</p>
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		<p><u>Suggested infrastructure improvements</u></p> <ul style="list-style-type: none"> <li>• Puffin crossings on Baddow Road (for surgery and students) – to manage traffic</li> <li>• Reduce speed limit to 20 mph on Baddow Road between Longmead Avenue and High Street roundabout – to manage traffic</li> <li>• Puffin crossings at The Sandon School and Baycroft care home – to manage traffic</li> <li>• Improve Tabors Hill, Maldon Road and High Street junction – currently dangerous</li> <li>• Improvements to help residents of Baden Powell Close and Baddow Hall Crescent exit onto Maldon Road</li> <li>• A free/nominal bus shuttle linking the development to Chelmsford via Great Baddow</li> </ul>		
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Cycle, pedestrian and bridleway links	<p>Lack of detail on integration with Site 3a and opportunity for additional routes into the City Centre via the Country Park.</p> <p><b>This will also need to be addressed at pre-application and planning stage.</b></p> <p>Pages 14 &amp; 15 of Masterplan are not sourced from Chelmsford Cycling Action Plan. Key suggests maps contain "Proposed cycle schemes CAP 2017" but these are not shown</p> <p>Concerns on bridleway on Brick Kiln Road due to the nature and width of road – suggest bridleway route run through site 3c</p> <p>Will the existing Right of Way at Cross Wood be reinstated?</p> <p>Question whether access to the National Cycle Route will be retained?</p> <p>Public footpath and routes should be retained and enhanced</p>	<p>Direct footpath access should be provided between the employment land, nursery and Park &amp; Ride</p> <p>What improvements are proposed for the additional use of the Meadgate to Chelmsford cycle route – currently not safe</p> <p>Improvements needed to National Cycle Route – crossing across the River Chelmer is poor and poor access at Chelmer Village Way</p> <p>Shared cycle and pedestrian routes do not work – they should be separate</p> <p>Footpaths should be appropriate widths and safe</p> <p>Development will not address current dangers to cyclists using the roads</p> <p>No dedicated cycles lanes to The Vineyards, the Army and Navy and City Centre</p>		<p>Suggest raised cycle and pedestrian routes through the Country Park</p> <p>Masterplan should include "Maldon Road - Essex Yeomanry Way" cycle routes and how this will be delivered – identified as a priority infrastructure scheme in the Chelmsford Cycling Action Plan (CCAP)</p> <p>Bridleway route on Brick Kiln Road would remove parking facilities for horsebox trailers</p>
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	<p>Page 56 '<i>Land Use Plan</i>' – footpath/cycle link not shown on Indicative Internal Street continuing northwest at Site 3d</p> <p>Footpath needed for new Molrams Lane access</p> <p>Would like to see commitment to more sustainable modes of travel and calculations on who would use them</p> <p>Should ensure all footpath and cycle connections are correctly shown throughout the document</p>			
Flooding and drainage	<p>Different mechanisms should be installed to ensure no single point of failure for dispersing water</p> <p>Question how water retained in attenuation basins be prevented from entering the water table and exacerbating issues within the flood plain</p> <p>Development should maximise landscaping and eco-diversity measures to manage surface water run-off into the floodplain</p>	<p>Water environment should not be scoped out on any EIA Environmental Statement</p> <p>Existing flooding issues in the locality (including The Meads, Sandford Mill Cottages and the sites themselves) and development will exacerbate this and cause surface water run off into flood prone areas. How will this be addressed/sceptical excess water from the sites will not meet flood waters from the River Chelmer</p>	<p>No works should take place until a detailed surface water drainage scheme for the sites has been approved</p>	<p>Development is in a flood plain and cannot be built on</p> <p>Drainage and flooding need to be considered in conjunction with Site 3a</p> <p>Up-to-date reports from EA and other bodies on Chelmer-Blackwater Navigation system on all flood matters should be sought</p>

	<p><b>This will also need to be addressed at pre-application and planning stage.</b></p>			<p>A full groundwater risk assessment should be carried out prior to the adoption of the masterplan</p> <p>Developers should be responsible for financial compensations in events of flooding</p> <p>Water run off from Site 3a will cause more flooding elsewhere or in the Country Park</p> <p>Country Park will result in removal of green land, wildlife and plant life which will cause more flooding</p> <p>Should include a flood barrier to funnel water away from Sandford Mill Cottages</p> <p>Cost implications to the Council after flooding incidents caused by the development</p>
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				<p>Development in Maldon has contributed to flooding at Sandford Mill Lane</p> <p>Flooding at sites observed during recent heavy rainfall</p> <p>Water meadows should be retained to manage flooding</p>
Healthcare	Details are required on how the developer will support healthcare	<p>Baddow Village GP surgery is closed to new patients – where is the additional doctor's surgery?</p> <p>The local dentists have long waiting lists – where is the new dentist within the development?</p> <p>Sandon should have its own doctor's surgery to relieve pressure on local services</p> <p>Financial contributions to healthcare (as referenced in the masterplan) will not make the doctors bigger</p>	Any additional doctor's surgery should be in place prior to occupation of the development	
Education	Masterplan should include information on current school capacity	Baddow Hall Infants and Junior School are at capacity/oversubscribed – development will further exacerbate this		Nursery should be moved to Site 3c – more central and less impact on traffic

	<p>No mention of new schools or investment in education/details required on how developer will support local schools</p> <p>Floodlights and sports pitches from The Sandon School will impact on new housing in Site 3c</p>	<p>The Sandon School is oversubscribed – development will further exacerbate this</p> <p>What plans are there to expand The Sandon School?</p> <p>Financial contributions to education (as referenced in the masterplan) will not make the schools bigger</p> <p>Drop-off and pick-up schemes are needed for the schools to mitigate traffic and parking issues</p> <p>Screening between Site 3c and The Sandon School needed for the safety of pupils</p>		<p>Nursery will attract commuters and will impact on the local economy</p> <p>Additional local primary and secondary schools are needed</p>
Landscape/character of area	<p>Masterplan does not reference para. 7.148 of the Local Plan on landscaping and layout requirements for site 3c</p> <p>Disagree with commentary on views in masterplan particularly in relation to Site 3c regarding wind turbine and pylons</p>	<p>Development will completely change the character of the area including Great Baddow and Sandon villages, the river valley, and the area around Sandford Mill</p> <p>Sites do not integrate well with east of Chelmsford or with one other</p> <p>The green space between Great Baddow and Sandon must be maintained</p> <p>New Molrams Lane access would cause visual gap in hedgerow</p>		<p>Sandon will be engulfed by housing</p>

		Natural boundary needed to screen and reduce the visual impact of housing from Sandon village		
Trees, wildlife, biodiversity	<p>Diagram on page 40 highlights an existing gap in Cross Wood beneath the power lines. This is incorrect. Planting has been topped in this location</p> <p>Contend greater area of Cross Wood than stated in masterplan needs to be removed – compensatory planting required for full loss and should be implemented at site 3c</p> <p>Further information needed on biodiversity net gain</p> <p>The areas around the attenuation basins should not be included in the calculations for compensatory planting</p> <p>Question whether Forestry Commission has been consulted regarding Cross Wood</p> <p>Environmental information is dated 2016 – where are the most recent reports?</p>	<p>Biodiversity should be considered in conjunction with Site 3a</p> <p>Request wildlife on land/aquatic survey with the Wildlife Trust</p> <p>Green areas are too ‘park’ like and out of keeping with the rural character</p> <p>Variety of wildlife, including some more rare species, seen at the sites – development will impact on them</p> <p>Ecological impacts of the development are unacceptable</p> <p>Development will significantly impact on trees</p> <p>Suggest bird boxes and bat boxes on both residential and commercial buildings</p> <p>Suggest use of wildflower meadows, wildlife tunnels, hedgehog friendly gravel boards/ fencing with hedgehog holes and badger crossings</p>	<p>Question the future management and maintenance responsibilities of Cross Wood</p>	<p>Masterplan should not be approved until to the satisfaction of the wildlife bodies</p> <p>A subway instead of a Pegasus crossing will protect the existing wildlife</p>

	<p>Question what wildlife surveys have been carried out?</p> <p>Masterplan incorrectly states western hedgerow boundary at Site 3d is dense</p> <p>Wildlife areas are too limited</p> <p>Preserved trees along Brick Kiln Lane are not referenced in masterplan</p> <p>Existing hedges and woodland should be retained and improved for biodiversity</p> <p>The masterplan incorrectly states that the sites have a ‘low biodiversity value’</p> <p>Hedgerow depth should be increased and be native planting</p>	No new pollutants or waste should enter the water table affecting biodiversity		
Housing provision, built form and layout	<p>No indicative location for allotments</p> <p>Area around Site 3c’s SuDS basin should be an addition to open space requirements and not counted towards</p> <p>Page 65 ‘Block Structure Plan’ – eastern parcel at Site 3a should</p>	<p>Is the affordable housing for local people?</p> <p>Affordable housing will be out of the price range for locals and will be people looking to move out of the City</p> <p>Properties should be one and two bedroom – more affordable</p>	<p>Assurances needed that affordable housing will be secured</p>	<p>Concerns on “around” when referring to housing numbers for sites 3c and 3d – numbers in Local Plan should not increase</p> <p>There should be a binding agreement to ensure the extent of development does not go beyond the</p>

	<p>be shown to demonstrate how the sites will relate</p> <p><i>Page 71 'Framework Masterplan'</i> – Site 3a should be indicated on the plan</p>	<p>Buildings at Site 3c should follow the building line of 4 properties adjacent to the site</p> <p>3 storeys is out of keeping with the area – oppose this scale of housing</p> <p>Flats are out of keeping with the area</p> <p>Density should be consistent across Site 3c</p> <p>Housing in Site 3c should reflect existing – detached and semi-detached and 2 storeys</p> <p>Development should achieve a Secure by Design award to create a safe and inclusive community. <b>This will also need to be addressed at planning application stage.</b></p> <p>Site 3d and the eastern parcel at Site 3a will create an important frontage – it is important they relate well to one another. <b>This will also need to be addressed at planning application stage.</b></p> <p>Concerns on strengthening the planting on Site 3d's western boundary and causing separation between Site 3d and Site 3a</p>	<p>site boundary of Site 3c – a greater area was shown for the EIA Scoping Opinion (Application 20/00840/SCOPE)</p> <p>Paragraph 7.17 of the Local Plan should be included which acknowledges that Site 3a could have more than 250 homes subject to masterplanning</p>
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Residential amenity		<p>Development will exacerbate existing poor air pollution for students at Mildmay Infant and Junior School</p> <p>Unacceptable increase in air and noise pollution</p> <p>Concerns on loss of privacy and light to the 4 properties adjacent to Site 3c</p> <p>No details on the landscape buffer for the 4 properties adjacent to Site 3c</p> <p>No detail on how development will comply with Policy DM29 (safeguard the living environments of occupants of nearby residential properties)</p> <p>Details needed on mitigating noise and light pollution for future residents of Site 3d</p> <p>Suggested use of trees/vegetation/baffle boards to mitigate noise pollution for Sites 3d &amp; 3c</p>	<p>No plans submitted on what the final development would look like to the detriment of residents</p> <p>Concerns on noise and pollution to the 4 properties adjacent to Site 3c during construction</p>	<p>Site 3c should include a raised bank/berm planted to create a visual barrier to residents in Molrams Lane</p> <p>Loss of view and scenery to Maldon Road and Molrams Lane residents – Site 3c should be single storey to preserve view</p> <p>Loss of view and environment will impact on existing residents standard of living and result in financial loss</p>
Employment land	No explanation of what Class B1 Use is	<p>Question whether employment site is sustainable in light of the pandemic and shift in working patterns</p> <p>Concerns on parking provision for employment uses. These should be</p>	<p>A S106 agreement should be used to secure the delivery of the early years facility and the employment site</p>	

		<p>sufficient to prevent parking in roads nearby</p> <p>Electric charging points required at every parking space at employment site</p>		
Utilities	<p>Concerns on the proximity of the gas main to the play areas (site 3c)</p> <p>Confirmation needed on the undergrounding of the low voltage powerlines – masterplan is too vague/does not confirm this and not in line with the Local Plan</p> <p>Masterplan refers to design guidance in relation to development in Site 3b near to overhead powerlines. Why is this not stated for site 3c?</p> <p>Concerns Site 3c will place extra pressure on the sewerage system and how site wide sewerage will be dealt with – existing problems in Molrams Lane</p>	<p>Any potential changes to powerlines east of sites 3b and 3c as a result of a new Nuclear Power Station at Bradwell should be considered</p> <p>Concerns regarding health of residents of Site 3c and long term exposure to high levels EMF (powerlines)</p> <p>Any potential changes to powerlines east of sites 3b and 3c as a result of a new Nuclear Power Station at Bradwell should be considered</p>		
Local infrastructure	Development will not support the local economy	Development not supported by investment in services and	Planning contributions should reflect new levels of	

		<p>infrastructure – there should be assurances on its delivery</p> <p>Great Baddow shops will be overwhelmed – The Vineyards is only suitable for the existing population</p> <p>Insufficient parking at The Vineyards to accommodate an increase in local shopping</p> <p>New residents will not use local shops – will go to larger supermarkets</p> <p>Development should include a local shop/supermarket/pub/café/community gardens</p>	needs generated by the development	
Sustainability		<p>Development should include smart meters, triple glazing, green roofs and access to communal environmentally friendly heating, hot water, refuse and water recycling systems – gas, oil and fuel boilers are not appropriate</p> <p>Development should work to being zero carbon</p> <p>Electric charging points should be provided for 2 vehicles at every dwelling</p>		

		<p>At least 50% of communal car park spaces should have electric charging points</p> <p>Properties should have fibre optic to obtain broadband to support home working</p>		
Historic Environment	Concerns on site analysis on the archaeological importance of the sites (see public representation from Nigel Brown)	Accessibility to pill boxes will have safety and maintenance implications		
Other matters	<p>The sites fall within Sandon not Great Baddow – Masterplan is incorrect</p> <p>Site 3a should be identified on Context Plans on pages 8, 9 &amp; 10</p> <p>Page 53 – Extent of Country Park on plan incorrectly shown</p>		<p>Redrow should cover the cost of all damages caused by the development</p> <p>Development will bring more household waste to be dealt with by the Council</p>	<p>Question the inclusion of the Country Park/no details given</p> <p>Local Plan references emerging Sandon Neighbourhood Plan (NDP) as helping shape East Chelmsford allocations but NDP still being prepared</p> <p>The Sandon Village Design Statement is the relevant design statement for the development</p> <p>Local Plan does not reference Great Baddow Village Design Statement</p>

			(VDS) with reference to the allocations  Chelmsford's Community Governance Review does not address why someone can sit on multiple councils concurrently which can cause issues with consistency  The population of Great Baddow is 16,000 – it is ten times more populous than Sandon
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MATRIX 1: STAGE 2 CONSULTATION RESPONSES: EAST CHELMSFORD – STRATEGIC GROWTH SITES 3B, 3C AND 3D				
	Consultee	Matters that need to be addressed at masterplanning stage	Response as provided within Development Framework Document Revision P	Page and paragraph
1	Sandon Parish Council	Masterplan refers to Great Baddow but the development is in Sandon	Retitled East Chelmsford	Cover Footers
2		Not enough attention has been taken to screen the houses within Site 3c from the houses on Molrams Lane – more screening should be included to mask the existing houses view	<p>It is not clear which houses this relates to. For the dwellings on the eastern side of Molrams Lane, there are landscape buffers around the perimeter to Site 3c. Only the dwelling to the south flanks onto new development - which will be sited and landscaped in accordance with guidance (Essex Design Guide) to safeguard existing privacy and amenity</p> <p>For facing dwellings on the eastern side of Molrams Lane , the retained hedgerow provides some screen, however it is important not to seek to hide the development which is proposed to address Molrams Lane and contribute towards the streetscape.</p>	Plan page 64 Essex Design Guide provides guidance on siting and privacy
3		Screening between The Sandon School and Site 3c should be considered to cut down on the noise from the school playing fields	<p>The noise and impacts of the playing fields have been considered and are referred to within the constraints and opportunities plan.</p> <p>The existing hedgerow, trees and new landscaping will provide a visual screen</p> <p>Buildings provide the best screen for noise intrusion into private garden space –the block structure illustrates frontage to the boundary. This will be addressed and the noise mitigation approach demonstrated through the detailed application</p>	Plan page 64 Paragraph 4.16
4		Provisions should be outlined for Cross Wood and its surroundings protection	<p>Cross Wood is shown retained apart from access (addressing its protection)</p> <p>The Development Framework Document (DFD) refers to the benefits afforded from future management at paragraph 7.46, page 65 to address the issues identified earlier with new plantation woodland and new tree planting. At Site 3c, new planting can be provided within areas of natural and semi natural open space along the north western boundary adjacent to Molrams Lane and along the eastern boundary</p>	Plan page 64 Page 65 Paragraph 7.46
5		Plans to tidy Cross Wood and allow the public to use it for recreation is not acceptable	The intention is to manage, not tidy Cross Wood, and to enhance the planting to increase the woodland's biodiversity merits. We do not intend for the woodland to be used for recreation as to encourage walking through this area could minimise biodiversity enhancements and also encourage anti-social behaviour	Page 47 Paragraph 4.23
6		The compensatory planting of trees (in relation to Cross Wood) elsewhere needs more detail	The degree of compensatory planting is not finalised as there is no definitive area of trees lost which will be subject to detailed highways design. However, paragraph 3.28 has been clarified to state Site 3c will accommodate the compensation planting	Page 22 Paragraph 3.28
7		Concern at new access on Molrams Lane (Site 3c) – this will encourage cars to be parked on Molrams Lane. An exit at the Sandon School end would be acceptable	Access proposed on Molrams Lane would only serve a small number of properties (by means of a cul-de-sac – thereby preventing rat running). Parking to properties will be in accordance with ECC Standards. Exit near a school not desirable for safety reasons (road narrowing and proximity to entrance)	Page 18 Paragraph 3.16
8		2015 biodiversity report is out of date. Redrow has advised there is a more up-to-date report – where is this?	An updated Biodiversity Statement will be submitted with the planning application. Reference to updated surveys added to paragraphs 3.33 to 3.36 at page 23	Page 23 Paragraphs 3.33 to 3.36
		Existing issues with sewerage in Molrams Lane – concerned this has not be addressed	N/A	
9	Great Baddow Parish Council	Strongly objects to the proposed new vehicular access onto Molrams Lane from Site 3c – considers it unnecessary and could be used as a rat run	As above. Point 7	
10		Question how Redrow can reassure that no flooding will take place	Scheme will secure SUDS to ensure drainage at greenfield rates. Answer to this is addressed in Neighbours comments	
11		Question whether there will be backup systems for piping water to the attenuation basins?	Yes – the attenuation ponds will be included in the ongoing management plan for the site. The attenuation is designed to the 1:100 year flood event and therefore no backwater is anticipated. Should this occur, excess water will be able to be pumped from the site through the management process.  Further details will be addressed at the planning application stage	Page 65 Paragraph 7.48
12		Would like to better understand better how Redrow is going to increase biodiversity as stipulated in the Masterplan	Biodiversity Net Gains will be achieved at the site in accordance with national policy. Further details on this will be confirmed at the application stage when the details of the planning layout are better known	
13		How will Redrow incorporate climate change targets and ban on gas boilers from 2025?	Climate change measures are addressed in the DFD at page 70. Like all developers, Redrow will have to comply with Government guidance/laws in achieving reductions to fossils, including potential for reductions in boiler usage	Page 70 Paragraphs 7.74-7.77
14		2015 biodiversity report is out of date. Redrow has advised there is a more up-to-date report – where is this?	As above – Biodiversity Statement to be submitted with application. DFD Updated to reflect 2018 updates to survey and conclusions	Page 23 Paragraphs 3.33 to 3.36
15	Historic England	Matters that will need to be addressed and/or considered at pre-application	Referred to published advice The Setting of Heritage Assets 2nd edition	Page 48 Paragraph 5.4
16	ECC Historic Environment Branch	Archaeological assessment is only mentioned in respect of Site 3d. There is the potential for archaeological remains across the whole of the development area and the archaeological assessment will need to cover all three areas. This needs to be stated in the masterplan	The Archaeological Desk-Based Assessment to be submitted will cover all of the Redrow parcels. Para 3.37 refers to 'sites' plural	Page 24 Paragraph 3.37
17	Sport England	Matters that will need to be addressed and/or considered at pre-application		
18	Parks and Green Spaces	Matters that will need to be addressed at planning application space		
19	Environment Agency	Matters that will need to be addressed and/or considered at pre-application		

20	<b>Natural England</b>	Matters that will need to be addressed and/or considered at pre-application		
21	<b>Essex County Council Major Development and New Communities</b>	Use Classes Order has been amended. Masterplan should refer to the appropriate use classes reflecting the changes	Full use class relevant to DFD added to page 4 – inset table at page 4	Page 4
22		The following should be referenced at section 5.4 of the masterplan: <ul style="list-style-type: none"> <li>• ECC Developers' Guide to Infrastructure Contributions (2020)</li> <li>• ECC Development Management Policies (2011)</li> <li>• SuDS Design Guide (February 2020)</li> <li>• Essex Green Infrastructure Strategy (2020)</li> </ul>	References to guides amended to include the references as relevant to design. The first relates to detailed matters	Page 48 Paragraph 5.4
23		Page 51 'Principle 3' and page 54, 'Concept Masterplan Key' – reference should be made to a 56-place early years and childcare nursery	A note added to Paragraph 1.3 as the policy requirement does not specify capacity. Table 1 page 49 and table 2 page 74 updated to include reference. Concept plan key updated to include reference page 52	Paragraph 1.3 (second bullet) Page 49 Table 1 Page 74 Table 2 Page 52
24		Page 51 'Principle 4' – further clarify needed on 'routes'	Table 1 page 49 amended to refer to cyclepaths Table 2 page 74 updated	Page 49 Table 1 Page 74 Table 2
25		Page 51 'Principle 4' and section 4.2 -reference should also be made to safe and direct routes to schools	Table 1 page 49 amended Table 2 page 74 updated Safe and direct routes to school is not a constraint (paragraph 4.2 unchanged)	Page 49 Table 1 Page 74 Table 2
26		Pages 50 & 51 – green infrastructure should be 'multifunctional'	Table 1 page 49 amended . Table 2 page 74 updated (both point 10P. Paragraph 7.32 page 62	Page 49 Table 1 Page 74 Table 2 Page 62 Paragraph 7.32
27		Pages 50 & 51 'Historic and Natural Environment - should refer to the Essex SuDS Design Guide and SuDS hierarchy	Added list of other guidance paragraph 5.4 page 49.	Page 49 Paragraph 5.4
28		Pages 50 & 51 'Movement and Access' – should consider green infrastructure to footpaths, cycle ways and bridleways	Noted. Table 1 page 49 amended ,Table 2 page 74 updated We do not want to specify that all routes should be in green infrastructure as this is not possible or desirable to create safe and attractive spaces. The bridleway is shown off carriageway through Site 3b	Page 49 Table 1 Page 74 Table 2
29		Inconsistency between sections 1.2 and 7.2 on size of nursery – this should be clarified	Added reference to ECC advice for 56 places to paragraph 1.3, paragraph 7.2 as clarification. See above page	
30		Page 49, 'Opportunities'; page 51, 'Table 1'; and page 74, 'Table 2' – should make reference to potential skills development, training and employment opportunities that will emerge as part of the development	Amended table 1, page 51 and Table 2 page 74. Reference made at paragraph 4.18, page 47	Page 49 Table 1 Page 74 Table 2 Page 47 Paragraph 4.18
31		Masterplan references allotments but not indicate location	Reference to allotments made in land uses at page 57. If required these can be located in the area between 3b and 3d	Page 57
32	Drainage	Drainage Strategy - recommend an integrated series of features across the site to ensured that the pipe ponds system isn't subject to a potential single point of failure and to enhance water quality and biodiversity	Noted – the scheme secures 2no. attenuation basins. At the detailed application stage, further details will be provided including other potential measures as appropriate to the site features	
33		Consideration should be given to central rainwater harvesting systems to deliver some community's water requirements	Noted – Reference to rainwater harvesting added to page 71, and details will be addressed/confirmed at the application stage	Page 71 third right circle
34	Sustainability	<ol style="list-style-type: none"> <li>1. Development should plan for net zero greenhouse gas emissions and larger low carbon or renewable energy schemes.</li> <li>2. Masterplan should set out how it will be sustainable using principles of (some but not all which have already been identified):           <ul style="list-style-type: none"> <li>• Orientation and Form</li> <li>• Fabric first approach</li> <li>• Ventilation and overheating</li> <li>• Embodied and operational energy</li> <li>• Renewable technologies</li> <li>• Air-tight strategy and thermal bridge free</li> <li>• Energy performance must be seen</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>1. This is an objective by 2050 and there is no policy instrument for this.</li> <li>2. Paragraph 7.75 and 7.76, page 70 amended - an expanded list</li> </ol>	Page 70 Paragraph 7.75 Paragraph 7.76
35	Access and movement	Page 10 'Accessibility' - "To and from the Sandon Park and Ride" needs to be added to the pedestrian and cycle routes	Amended at paragraph 2.5	Page 10 Paragraph 2.5
36		Page 20 'Access' - Detailed design of the roundabouts will need to ensure that safe crossing points are provided across the arms for pedestrians, and cyclists where appropriate	Note added to caption at page 19 (where the matter is addressed). To be addressed at detailed stage	Page 19 shows roundabout
37		Amend section 4.19 to "There is the opportunity to promote public transport usage through providing new and improved bus stop infrastructure, and by providing direct convenient and attractive links to existing/new bus stops and to the Park and Ride site"	Amended at paragraph 4.20	Page 47 Paragraph 4.20
38		Page 51 'Movement and Access' – amend to "will include access to Sandon Park and Ride"	Amended fourth bullet point table 1 page 49, Table 2 page 74	Page 49 Table 1 Page 74 Table 2
39		Page 51, Site 3c – 'Infrastructure requirements' and 'Design and Layout' are missing for this site	Whole policy added	Pages 48 and 49
40	Minerals and Waste	Masterplan silent on constraints and opportunities of prior minerals extraction and its practicalities	Noted. Reference added to constraints	Page 46 Paragraph 4.14
41		No further detail given on the Mineral Resource Assessment (MRA) at Chapter 5	A Minerals Resource Assessment will be submitted as part of the planning application. This will assess the viability and feasibility	Page 46

		ECC has not been approached regarding the requirements for the MRA for Site 3b – concerned that if extraction is practicable in Site 3b, how will the masterplan respond to this	of extracting minerals from the site prior to development occurring. Should minerals require to be extracted, this would occur prior to development taking place. Further details on site levels and building heights would be addressed at the planning application stage.	Paragraph 4.14
42		Waste management should be considered at this stage as it can impact on place-making	The proposals will incorporate the appropriate facilities for waste management and collection. This will include appropriate turning space for collection vehicles	Page 70 Paragraph 7.80
43	<b>Essex County Fire and Rescue Service</b>	Matters that will need to be addressed at planning application stage		
44	<b>National Grid</b>	Matters that will need to be addressed at planning application stage		
45	<b>Essex Police</b>	Matters that will need to be addressed and/or considered at pre-application		
46	<b>Planning Trees and Landscape</b>	Trees missing from the site analysis plan accompanying the trees and hedgerows section (3.27-3.31) trees informed by tree survey. Trees and hedgerows should be recognised in opportunities section	Opportunities and constraints plan updated pages 48-49 to include trees from tree survey as appropriate. Trees and hedgerow are recognised as opportunities at paragraph 4.25 and reflected in masterplan	Pages 46 and 47 Page 47 Paragraph 4.25
47		Oak tree identified at 3.24 is missing in the succeeding pages	This Oak (i.e. in the south-west of 3d) may be required to be removed to accommodate the access provision for the site. It is a category "B" tree and if lost, re-provision can be secured on-site. The detail of this has yet to be confirmed and will be so at the application stage	
48		Tree within central hedgerow of Site 3c have limited celebratory credit –they mark the historic field boundary.	Historic field boundary added to commentary paragraph 4.25, point 6 at page 54	Page 54 Paragraph 4.25
49		The minimum threshold of biodiversity net gain should be stated at this stage to support future planning applications (email 10 <sup>th</sup> February_ 2021)	Stated: The scheme will seek to achieve a minimum of 10% in biodiversity net gain as stated at paragraph 7.47. The detail of this will be covered in the detailed application.	Page 65 Paragraph 7.47
50		There is scope for the proposed creation of natural and semi-natural habitats to be demonstrated in greater detail as the design concept seemingly relies heavily on woodland, tree and hedgerow planting	Noted – detail to be covered in detailed planning application. Paragraph 7.31	Page 61 Paragraph 7.31
51		The biodiversity management plan outlined at 7.22 should highlight the need for the plan to cover a sufficient timespan, i.e. in perpetuity with the development (email 10 <sup>th</sup> February_ 2021)	Noted – detail to be covered in detailed planning application	
52		There is scope for the proposed creation of natural and semi-natural habitats to be demonstrated in greater detail as the design concept seemingly relies heavily on woodland, tree and hedgerow planting (email 10 <sup>th</sup> February_ 2021)	Noted – landscape detail to be further covered at application stage	
53	<b>Chelmsford and Central Essex RSPB</b>	Matters that will need to be addressed and/or considered at pre-application		
54	<b>Essex Swifts</b>	Matters that will need to be addressed and/or considered at pre-application		
55	<b>Essex Bridleways Association</b>	No bridleway link identified into Site 3a. Whilst it may be possible that no definitive bridleway paths are proposed in Site 3a, permissive access to the country park should be available to all users, including equestrians. A safe route for those users, preferably an east-west link should be part of the layout. Request a joined-up approach between all four sites	Bridleway routes through Site 3a principally a matter for Hopkins Homes who controls the land. Relevant plans updated. Keys refer to <i>Potential bridleway link to BW30 and existing route Brick Kiln Road</i> . Plan page 47 refers to potential link to country park. Also addressed at: Paragraph 6.5 point 8; paragraph 7.28	Pages 47, 59, 60 62, 66, 67  Page 52 Paragraph 6.5 point 8 Page 60 Paragraph 7.28
56	<b>Springfield Parish Council</b>	No comments		
57	<b>Public Health and Protection Services</b>	No comments		
58	<b>EQRP</b>	Would like to see the roundabout features proposed with the minimum number of arms – no clear justification for the 5-arm roundabout	Addressed at paragraph 3.13. Highways matter addressed by ECC, Hopkins and Redrow	Page 18 Paragraph 3.13, 3.14, 3.15
59		It is essential for a seamless link through the site for pedestrians and cyclists in accordance with LTN 1/20 for the benefit of pedestrians and cyclists and to allow for linkage to the bus routes	Noted. It is considered that a seamless link is achieved with the proposed crossings located close to bus stops and the footpaths and cyclepaths convenient and accessible to residents and visitors. Plans pages 58 and 60. Para 7.20 now refers to as such	Plans pages 58 and 60 Paragraph 7.20
60		More collaboration between Redrow Homes and Hopkins Homes towards a comprehensive masterplan approach will be critical to secure a holistic placemaking with a unique identity rather than a fragmented one	Noted. The elements where the plans interact are consulted on (access and movement) and we are mindful of the block structure and relationship between 3a and Site 3d as shown on the block plan	
61		Would like a better understanding on the creation of a sense of community and place	This is set out within our vision and at page 56 (summary brought forward and retitled 'sense of place')	Page 56
62		Concerns on the clustering of affordable housing in one area as this detracts from the sense of community space and identity	A detailed matter. Affordable housing will be integrated	
63		Concerns that Maldon Road will become a through route that cuts the site phases into two – greater clarity needed on how residents will be able to cross Maldon Road as well as moving eastwards towards the Park and Ride	The crossing of Maldon Road (integration) addressed at pages 19 and 60 – and will be also covered in application	Pages 19 and 60
64		Would like to understand where the 'Redrow 8' principles come into the masterplan	Page 7 sets out Redrow 8 principles which are in-house guidance on layout practice. These have informed the principles of table 1, and they will be reflected in the detailed application	Page 7
65		There should be more connections between the existing neighbourhoods to the play and open spaces at site 3c and through to the north of Maldon Road	The connections are described at page 19 and 60. Connections provide legible routes towards play areas and open spaces such as within the central green corridor of 3c. Can be further addressed at detailed stage	Pages 19 and 60
66		There should be greater aspiration in achieving sustainable energy targets – information in the masterplan is more generic	Noted. Sustainability covered above	
67		Would like more information whether new homes will be supplied by gas or electric	Will be informed at detailed stage	
68		Expect more ambitious standards to be achieved – concerns that the current strategies	Noted. Sustainability covered above	

		are not being portrayed as clear as they can be across the masterplan		
69				

MATRIX 2: STAGE 2 NEIGHBOUR RESPONSES: EAST CHELMSFORD – STRATEGIC GROWTH SITES 3B, 3C AND 3D				
	Topic	Matters that need to be addressed at masterplanning stage	Response as provided within Development Framework Document Revision P	Page and paragraph
1	<b>Principle of development</b>	Sites 3, 3c & 3d are interlinked with Site 3a (Hopkins Homes) – how is it possible to endorse the Redrow Masterplan without being aware of the impact of the Hopkins masterplan, development and shared infrastructure. This will also need to be addressed at pre-application and planning stage	All plans updated where appropriate to include Site 3a to illustrate how the overall allocation will work in terms of shared infrastructure – principally access and movement. The draft masterplan for Site 3a (Hopkins) has been added to the access and integration sections which are moved forward in the DFD to reflect their importance to CCC Access and integration section expanded to cover public transport, cycle and footpath links in addition to bridleway East Chelmsford	Plans i.e. Pages 53, 59, 60, 67
2		Object to the vehicle access off Molrams Lane for Site 3c – unnecessary and will impact on traffic and parking	Parking and visitor parking within the scheme will be appropriate and parking need not overspill from the small area of limited access onto Molrams Lane. Access proposed on Molrams Lane would only serve a small number of properties (by means of a cul-de-sac – thereby preventing rat running). Parking to properties will be in accordance with ECC Standards	Page 18 Paragraph 3.16
3		Page 54 'Concept Masterplan' – crossing link from Site 3d to Site 3a will be further south and masterplan should reflect this	Crossing link has been updated on all relevant plans to reflect exit point from 3a onto Sandford Mill Lane	Plans i.e. Pages 59 and 60
4	<b>Cycle, Pedestrian and bridleway links</b>	Lack of detail on integration with Site 3a and opportunity for additional routes into the City Centre via the Country Park. This will also need to be addressed at pre-application and planning stage	New plans showing links in the wider context provided in DFD. Plans also include Site 3a to illustrate other routes	Plans Pages 59 and 60
5		Pages 14 & 15 of Masterplan are not sourced from Chelmsford Cycling Action Plan. Key suggests maps contain "Proposed cycle schemes CAP 2017" but these are not shown	Cycle plans reflect current initiatives and have been updated	Plans pages 13, 49, 60 Page 13 Paragraph 2.12
6		Concerns on bridleway on Brick Kiln Road due to the nature and width of road – suggest bridleway route run through site 3c	The proposals are to extend the <i>existing</i> route identified by interested parties along Brick Kiln Road from Sandon through to NCN R1. This will include new bridleway provision along Maldon Road include an appropriate crossing suitable for horses. Site 3c is separated from the existing route	
7		Will the existing Right of Way at Cross Wood be reinstated?	There is no existing PROW within Cross Wood. There is proposed a link from Molrams Lane	Plans
8		Question whether access to the National Cycle Route will be retained?	An NCNR1 is unaffected by our proposals other than affording greater access	
		Public footpath and routes should be retained and enhanced	Within the sites, the PROWs are retained and integrated into the proposals. Additional routes will enhance the wider permeability	Plans
9		Page 56 'Land Use Plan' – footpath/cycle link not shown on Indicative Internal Street continuing northwest at Site 3d	Plan has been amended to show on street route	Plan pages 59 and 60
10		Would like to see commitment to more sustainable modes of travel and calculations on who would use them	Noted - the commitment to sustainable travel underpins the movement and integration strategy. The commitment is to make these alternative modes of travel the most attractive for all residents and local residents who would benefit from healthier and safer travel	
11		Should ensure all footpath and cycle connections are correctly shown throughout the document	Noted	Plans various
12	<b>Flooding and drainage</b>	Different mechanisms should be installed to ensure no single point of failure for dispersing water	Issues not directly related to the masterplan proposals. However, the scheme will secure a package of SUDS measures across the sites. These include on-site pumping and attenuation which will ensure that drainage run-off occurs at existing greenfield rates	
13		Question how water retained in attenuation basins be prevented from entering the water table and exacerbating issues within the flood plain	Water drained to attenuation will do so at a controlled rate to ensure greenfield levels of run-off. This will include a controlled infiltration system designed to cater for the 1:100 year flood event in accordance with national guidance	
14		Development should maximise landscaping and eco-diversity measures to manage surface water run-off into the floodplain	Noted – the masterplan proposals set out the “green” and “blue” infrastructure to be secured as part of the development. As above, the scheme will secure attenuation and infiltration securing greenfield run-off rates	
15	<b>Healthcare</b>	Details are required on how the developer will support healthcare	Not considered applicable to DFD. A Health Impact Assessment will be submitted as part of the planning application for the site. This will be considered by consultees including NHS CCG during the application period	
16	<b>Education</b>	Masterplan should include information on current school capacity	Not considered applicable to DFD. The EIA (Population and Human Health Chapter) will set out the relevant details in terms of school provision and capacity in the area.	
17		No mention of new schools or investment in education/details required on how developer will support local schools Matters that will need to be addressed and/or considered at pre-application	Not considered applicable to DFD as sites are not delivering a school(s). Potential obligations towards education provision will be considered at the application stage through engagement with ECC. These can be secured through CIL	
18	<b>Landscape/character of area</b>	Masterplan does not reference para. 7.148 of the Local Plan on landscaping and layout requirements for site 3c	Masterplan is considered to respond to the numerous Local Plan requirements. These are addressed at lengths in the constraints and opportunities section and then taken forward through the appropriate sections (including on Green Infrastructure)	
19		Disagree with commentary on views in masterplan particularly in relation to Site 3c regarding wind turbine and pylons	Matter of visual impacts of pylons and buildings are covered in DFD views section of context appraisal. Additional photography provided. To visitors the turbine and pylons are prominent features on the landscape	Pages 26-35
20	<b>Trees, wildlife, biodiversity</b>	Diagram on page 40 highlights an existing gap in Cross Wood beneath the power lines. This is incorrect. Planting has been topped in this location	Text clarified	
21		Contend greater area of Cross Wood than stated in masterplan needs to be removed compensatory planting required for full loss and should be implemented at site 3c	Matter of compensation planting covered. No definitive area for loss to woodland is stated as will be subject to detailed highways design. Para 3.28 clarified to state Site 3c will take the compensation planting, however additional planting will also be provided across the wider sites	
22		Further information needed on biodiversity net gain	Para 7.47 sets out the Masterplan objectives relating to bio-diversity. This level of information is considered appropriate in the context of the masterplan. The Biodiversity Statement (to be submitted with the planning application) will set out in full the context for Biodiversity Net Gains. This will be informed by the detailed layout for the site	Page 65 Paragraph 4.47
23		The areas around the attenuation basins should not be included in the calculations for	The area around the 3c basin is not included in the Green Infrastructure calculation and will not form part of the compensation	

		compensatory planting	planting	
24		Question whether Forestry Commission has been consulted regarding Cross Wood	We are unaware of representations from the Forestry Commission at the various Local Plan stages including the Examination. Redrow has to-date not contacted the Forestry Commission	
25		Environmental information is dated 2016 – where are the most recent reports	A revised planning application package (inc. EIA) is being prepared and will be submitted with the application	
26		Question what wildlife surveys have been carried out	Surveys carried out by Redrow relate to potential for badgers, bats, birds, Great Crested Newts, Invertebrates, and reptiles. Survey data will be recorded and analysed in Biodiversity Statement (to be submitted with planning application)	
27		Masterplan incorrectly states western hedgerow boundary at Site 3d is dense	Description of boundary hedgerow to Sandford Mill Lane clarified	
28		Wildlife areas are too limited	Wildlife area are not specifically defined in the DFD- only natural and semi natural open space which accounts for 8.5 ha across the three sites, much of which would be accessible to wildlife. In broad terms the wildlife areas are not considered limited and the scheme, at the planning application stage will achieve a net gain in biodiversity	Page 57 land use open space
29		Preserved trees along Brick Kiln Lane are not referenced in masterplan	Not part of application area. No trees identified of value in area of access from Maldon Road (as part of access arrangements)	
30		Existing hedges and woodland should be retained and improved for biodiversity	Note - agreed subject to detailed access proposals for the site	
31		The masterplan incorrectly states that the sites have a 'low biodiversity value'	Updated section to reflect recent surveys	Page 23 Paragraphs 3.33 to 3.36
32		Hedgerow depth should be increased and be native planting	Paragraph 7.43 covers native planting. Existing hedgerows where retained are within wide corridors. The proposals will also provide acceptable new hedgerow corridors across the sites including at specific boundaries to the proposals	Page 65 Paragraph 7.43
33	<b>Housing provision, built form and layout</b>	No indicative location for allotments	The proposals make provision for a community orchard. This could include allotment provision albeit this has not been requested to date. If required allotments could be accommodated within the area between Sites 3d and 3b - vehicular access from the employment and the allotments would be well connected to footpaths and cyclepaths	Page 57 land use open space
34		Area around Site 3c's SuDS basin should be an addition to open space requirements and not counted towards	This area is not counted to open space (albeit will be available for open space use). Page 57 land use plan	Page 57 land use open space
35		Page 65 'Block Structure Plan' – eastern parcel at Site 3a should be shown to demonstrate how the sites will relate	Site 3c indicative block structure and masterplan added where appropriate	
36		Page 71 'Framework Masterplan' – Site 3a should be indicated on the plan	Site 3c indicative block structure and masterplan added	Plans Pages 69, 60 and 67
37	<b>Residential amenity</b>	No comment		
38	<b>Employment land</b>	No explanation of what Class B1 Use is	Added *Use Class E	
39	<b>Utilities</b>	Concerns on the proximity of the gas main to the play areas (site 3c)	Play areas will be outside relevant safety zones	Plan Page 63
40		Confirmation needed on the undergrounding of the low voltage powerlines – masterplan is too vague/does not confirm this and not in line with the Local Plan	Updated text to confirm low voltage cable through Site 3c is intended to be undergrounded	Page 49 policy
41		Masterplan refers to design guidance in relation to development in Site 3b near to overhead powerlines. Why is this not stated for site 3c?	Design guidance relates to activity beneath powerlines. There are no powerlines over Site 3c	
42		Concerns Site 3c will place extra pressure on the sewerage system and how site wide sewerage will be dealt with – existing problems in Molrams Lane	Foul sewerage will be treated on-site by means of foul pumping. This will prevent capacity issues from occurring in the local drainage infrastructure	
43	<b>Local infrastructure</b>	Development will not support the local economy	Noted and disagree. Development will bring extra footfall to local services which are within walking distance and accessible. It will also create construction and other associated jobs	
44	<b>Historic Environment</b>	Concerns on site analysis on the archaeological importance of the sites (see public representation from Nigel Brown)	Noted and disagree. This matter is addressed in the Site Analysis section. Further information detailing archaeology will be submitted at the planning application stage and a programme of trial archaeological works can be secured by means of planning condition	
45	<b>Other matters</b>	The sites fall within Sandon not Great Baddow – Masterplan is incorrect	Amended title	Cover
46		Site 3a should be identified on Context Plans on pages 8, 9 & 10	Amended	
47		Page 53 – Extent of Country Park on plan incorrectly shown	Amended	Page 58



## Chelmsford City Council Chelmsford Policy Board

4 March 2021

### Solar Farm Development Supplementary Planning Document

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Report by: Director for Sustainable Communities

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#### Officer contacts:

Claire Stuckey, [claire.stuckey@chelmsford.gov.uk](mailto:claire.stuckey@chelmsford.gov.uk), 01245 606475

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#### Purpose

The purpose of this report is to present the draft Solar Farm Development Supplementary Planning Document and to seek the Board's approval to publish the document for public consultation.

#### Recommendation:

1. That the Board recommend that the draft Solar Farm Development Supplementary Planning Document be approved for public consultation.
2. Any subsequent changes to the draft Solar Farm Development Supplementary Planning Document and finalising of all consultation material is delegated to the Director for Sustainable Communities, in consultation with the Cabinet Member for Sustainable Development.

#### 1. Introduction

1.1 Sustained growth in renewable and low carbon energy developments are considered a key element of the Government's approach to help the UK reach its net zero emissions target by 2050, and national planning policy places a presumption in favour of sustainable energy developments. This is resulting in an increase in planning proposals for renewable energy generation developments across the UK including solar farms.

- 1.2 The Council's Climate and Ecological Emergency Declaration in July 2019 promotes reducing carbon and greenhouse gas emissions in the area and planning for a more sustainable future. The Council recognises that solar farm development can help meet targets for reducing carbon emissions, reduce reliance on fossil fuels and provide local energy security. They can also provide an income stream for farmers and landowners and support local employment opportunities. As such, Chelmsford City Council (CCC) supports the development of solar energy development in principle provided the environmental impacts can be appropriately managed through the planning application process.
- 1.3 The Solar Farm Development Supplementary Planning Document (SPD) provides guidance on preparing, submitting and assessing planning proposals for solar farm proposals and guidance on where solar farms may be most suitable. It considers and applies the requirements of national planning policy and guidance, local planning policies and other relevant strategies and provides practical advice intended to be used by solar farm applicants, Council planners, local stakeholders, and communities in the consideration of solar farm proposals. Once adopted, the SPD will be a material consideration in the determination of solar farm development proposals in the Council's area.
- 1.4 The draft SPD is attached at Appendix 1 and it is recommended that this be published for four weeks consultation in line with the Council's adopted Statement of Community Involvement (SCI).

## 2. Preparation of the draft SPD

- 2.1 The SPD has been drafted with the input of other Services across the Council as set out in the Consultation Statement at Appendix 2. This includes consultation with Public Health and Protection, Economic Development and Implementation, Public Places and Development Management. Officers at Essex County Council were also consulted.

## 3. Contents of the draft SPD

- 3.1 The draft Solar Farm Development SPD includes:

- National Planning Policy and Guidance and Local Planning Policy relevant to major stand-alone ground mounted solar PV modules (or "solar farm") developments
- Local guidance on preparing and submitting planning proposals for solar farm proposals and how planning applications will be considered in light of national and local policy requirements
- How solar farm developments should be assessed including issues such as landscape sensitivity, heritage, glint and glare, traffic, and biodiversity, and how impacts should be mitigated

- An overview of the standards required for solar farm developments proposed in Chelmsford to help ensure that the local area and communities are able to benefit as much as possible from solar farm development in Chelmsford
- Advice on Environmental Impact Assessments (EIA) and undertaking community consultation
- Practical information on studies and supporting information to be submitted alongside planning proposals, and
- An overview of locations considered to be preferred areas of search for solar farm proposals and the locations considered to be unsuitable or highly sensitive for solar farm development in Chelmsford.

3.2 The SPD provides guidance on the implementation of key policies in the Chelmsford Local Plan including Strategic Policy S2 – Addressing Climate Change and Flood Risk and Policy DM19 – Renewable and Low Carbon Energy.

3.3 The SPD does not identify any preferred sites for solar farm development or cover planning advice for smaller building mounted solar energy systems which is provided in the Council's adopted Making Places SPD.

#### 4. Consultation on the draft SPD

4.1 In line with statutory requirements it is proposed to consult on the draft SPD for four weeks from 11 May to 8 June 2021, in line with the Council's adopted Statement of Community Involvement (SCI). The SPD will be desk top published and include relevant photos/diagrams before it is published for consultation.

4.2 The Council will issue consultation notifications in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This will include email/letter notifications to statutory bodies including Essex County Council, local Parish and Town Councils and Government bodies, all organisations/individuals on the Local Plan consultation mailing list and where possible, solar farm developers and industry specialists.

4.3 Information will be placed on the Council's website and subject to Government guidance allowing it and deposit locations being open, copies of the draft SPD and relevant consultation material will be distributed to local Libraries, Parish/Town Councils and placed in the Council's Civic Centre.

4.4 Feedback received will be used to inform the final version of the SPD which is anticipated for adoption in Summer 2021.

#### 5. Conclusion

5.1 National planning policy places a presumption in favour of sustainable energy developments meaning that planning applications for solar farm developments should not be resisted in principle unless there are sound and robust planning reasons to do so. The SPD provides guidance to help ensure that solar farm developments are located in

the most suitable areas, with least negative impact and that those communities and areas are able to benefit as much as possible from the development.

5.2 The draft SPD, attached at Appendix 1, is recommended to be published for public consultation for four weeks in line with the Council's adopted SCI.

### [List of Appendices](#)

Appendix 1 – Consultation Draft Solar Farm Development SPD

Appendix 2 – Consultation Statement

### [Background papers](#)

Energy White Paper – Powering our Net Zero Future, HM Government, December 2020

Sixth Carbon Budget, Climate Change Commission, December 2020

The Ten Point Plan for a Green Industrial Revolution, HM Government, November 2020

Climate and Ecological Emergency Action Plan, Chelmsford City Council, January 2020

Chelmsford Local Plan, Chelmsford City Council, May 2020

Making Places SPD, Chelmsford City Council, January 2021

Statement of Community Involvement, Chelmsford City Council, 2020

National Policy Statement for Energy (NPS EN-1), Department of Energy and Climate Change, July 2011

National Policy Statement for Renewable Energy Infrastructure (NPS EN-3), Department of Energy and Climate Change, July 2011

National Policy Statement for electricity generation (NPS EN-5), Department of Energy and Climate Change, July 2011

National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, February 2019

National Planning Practice Guidance (NPPG), Ministry of Housing, Communities and Local Government, first published November 2016

The Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment, Chris Blandford Associates, September 2006

Planning guidance for the development of large scale ground mounted solar PV systems, BRE National Solar Centre, 2013

Community Engagement Good Practice Guidance for Solar Farms, BRE National Solar Centre, 2015

Biodiversity Guidance for Solar Developments, BRE National Solar Centre, 2014

Green Essex Strategy, Essex County Council, 2019

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### [Corporate Implications](#)

Legal/Constitutional:

The SPD will be subject to consultation in accordance with Council's Statement of Community Involvement and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

Financial:

There are no financial issues arising directly from this report. Costs associated with the production and consultation on the SPD will be met from the agreed Local Plan budget.

Potential impact on climate change and the environment:

The SPD provides guidance to assist applicants when preparing, designing and submitting development proposals for a solar farm within Chelmsford. Solar farm developments can play an important role in renewable energy generation and in helping the UK to reach its net zero emissions target by 2050.

Contribution toward achieving a net zero carbon position by 2030:

Solar farm developments can play an important role in reducing CO<sup>2</sup> emissions.

Personnel:

There are no Personnel issues arising directly from this report.

Risk Management:

The SPD will help to promote high standards for the development of solar farms and provide greater certainty to the development management process and to developers/applicants in terms of the Council's expectations.

Equalities and Diversity:

An Equality and Diversity Impact Assessment has been undertaken for the Council's adopted 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 draft Solar Farm Development SPD has the potential to impact on the 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.

**Consultees:**

Development Management  
Legal Services  
Public Places  
Economic Development and Implementation

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**Relevant Policies and Strategies:**

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

Chelmsford Local Plan 2013-2036, 2020  
Making Places Supplementary Planning Document, 2021  
Statement of Community Involvement, 2020  
Climate and Ecological Emergency Action Plan, January 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.

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

# Solar Farm Development

## Draft Supplementary Planning Document, March 2021

### 1. Introduction

- 1.1 Renewables now account for over one third of UK electricity generation, up from seven per cent in 2010, driven by the deployment of wind, solar and biomass. Electricity demand is predicted to double in the UK by 2050, driven in part by the electrification of vehicles and the increased use of clean electricity replacing gas for heating. The Government have also committed to closing all coal fired power stations no later than 2025. As a result, electricity could provide more than half of final energy demand in 2050, up from 17% in 2019. This would require a four-fold increase in clean electricity generation with the decarbonisation of electricity increasingly underpinning the delivery of the Government's target to cut greenhouse gas emissions (compared to 1990 levels) in the UK by 100% by 2050<sup>1</sup>.
- 1.2 The Government expects future low-cost, net zero consistent electricity to be made up of predominantly of onshore and offshore wind and solar, complemented by technologies which provide power, or reduce demand, when the wind is not blowing, or the sun does not shine, including nuclear, clean hydrogen and long-duration storage<sup>2</sup>. The Government's 'Energy White Paper – Powering our Net Zero Future' published in December 2020 states that sustained growth in the capacity of solar and onshore and offshore wind will be needed in the next decade to ensure the country is on the path to a low-cost, clean electricity system by 2050.
- 1.3 The Climate Change Committee, the UK Government's independent advisor on emissions targets and climate change, published their 'The Sixth Carbon Budget: The UK's path to Net Zero' in December 2020. This sets out the actions the UK will need to take to achieve net-zero emissions by 2050. The report highlights that a portfolio of zero and low-carbon energy generating technologies will be needed to meet future electricity demands including expanding new solar capacity by 3,000MW on average every year to 2030 and beyond.

### 2 Principle of Major Solar Energy

- 2.1 The Council's Climate and Ecological Emergency Declaration in July 2019 seeks to focus attention on reducing carbon and greenhouse gas emissions in the area and to plan for a more sustainable future. CCC recognises that solar energy development can help meet targets for reducing carbon emissions, reduce reliance on fossil fuels and provide local energy security. They can also contribute to sustainable agriculture providing an income stream for farmers and landowners, provide benefits to local ecosystems and wildlife and support local employment opportunities. CCC supports the principle of solar energy development provided the environmental impacts can be appropriately managed through the planning application process.

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<sup>1</sup> Energy White Paper – Powering our Net Zero Future, HM Government December 2020

<sup>2</sup> Energy White Paper – Powering our Net Zero Future, HM Government December 2020

### **3 Purpose of this Supplementary Planning Document**

3.1 This Supplementary Planning Document (SPD) provides guidance on:

- National planning policy and guidance and Local Planning Policy relevant to major stand-alone ground mounted solar PV modules (or “solar farm”) developments
  - Local guidance on preparing and submitting planning proposals for solar farm proposals and how planning applications will be considered in light of national and local policy requirements
  - How solar farm developments should be assessed including issues such as landscape sensitivity, heritage, glint and glare, residential amenity, traffic, and biodiversity, and how impacts should be mitigated
  - An overview of the standards required for solar farm developments proposed in Chelmsford to help ensure that the local area and communities are able to benefit as much as possible from solar farm development in Chelmsford
  - Advice on Environmental Impact Assessments (EIA) and undertaking community consultation
  - Practical information on studies and supporting information to be submitted alongside planning proposals, and
  - An overview of locations considered to be preferred areas of search for solar farm proposals and the locations considered to be unsuitable or highly sensitive for solar farm development in Chelmsford.
- 3.2 Major solar farm proposals are those with a site area of 1 hectare or above, as defined in the Town and Country Planning (Development Management Procedure) England Order 2010. All solar farm planning applications of less than 50MW in CCC’s administrative area would be determined by the Council. Larger scale solar farms of 50MW or greater are considered as a ‘Nationally Significant Infrastructure Project’ and are determined by the Secretary of State for Business, Energy & Industrial Strategy through a Development Consent Order once the Planning Inspectorate has conducted an examination and made a recommendation.
- 3.3 This SPD is intended to be used by solar farm applicants, Council planners, local stakeholders, and communities. Once adopted, this SPD will be a material consideration in the determination of solar farm planning applications in the Council’s area. The Council is consulted by the Planning Inspectorate on Nationally Significant Infrastructure Projects (NSIP) in its area and will use this SPD to help determine its response. This SPD will also support the implementation of renewable energy policies in the Chelmsford Local Plan 2013-2036 and the Council’s Climate and Ecological Emergency Action Plan, published in January 2020.
- 3.4 This guidance does not identify any preferred sites for solar farm development or cover planning advice for smaller building mounted solar energy systems which is provided in the Making Places SPD.

- 3.5 Chelmsford City Council (CCC) encourages applicants to engage early with the Council and to seek pre-application advice ahead of submitting a planning application or Development Consent Order for a solar farm. Further information on how to access pre-application advice can be found at [Request planning advice - Chelmsford City Council](#). The Council will seek a Planning Performance Agreement (PPA) with the applicants of Nationally Significant Infrastructure solar farm projects to enable it to provide effective and timely planning advice throughout the planning application or Development Consent Order process.
- 3.6 Pre-application advice should also be sought from Essex County Council (ECC) statutory roles as highway and transport authority; Minerals and Waste Planning Authority (MWPA); Lead Local Flood Authority (LLFA); and lead advisors on public health. ECC also provides pre-application advice on other community infrastructure matters, including education. Further information, including charges is available at <https://www.essex.gov.uk/planning-advice-guidance/highways-planning-advice>. In addition, ECC has produced a model PPA to outline the offer and to assist partners in this process. Charges for community infrastructure enquiries are also detailed in the ECC Developer's Guide to Infrastructure Contributions.

#### 4 Status

- 4.1 This Draft Solar Farm Development SPD is published for four weeks public consultation from 11 May to 8 June 2021. Feedback received will be used to inform the final version of the SPD which is anticipated for adoption in Summer 2021.

#### 5 Policy Context

- 5.1 Proposals for the development of solar farms will be assessed against relevant national and local planning policies, including National Planning Policy Statements (NPS), National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and the statutory Development Plans for CCC's area.

##### National Policy

- 5.2 The overarching National Policy Statement for Energy (NPS EN-1) and National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) set out national policy for the delivery of nationally significant energy infrastructure, including renewable energy although neither explicitly covers solar powered electricity generation or battery storage. The NPS's set out assessment principles for judging impacts of energy projects and are material considerations when considering development proposals. The National Policy Statement for electricity generation (NPS EN-5) may also be relevant where new overhead electricity lines and associated infrastructure are proposed.
- 5.3 The NPPF talks generally about renewables within the context of planning for climate change and makes no specific reference to solar farms. It favours sustainable energy systems as long as any impacts are (or can be) made acceptable, and that local planning authorities should approach these as part of a positive strategy for tackling climate

change. The NPPF, paragraph 154 states that when determining planning applications for renewable and low carbon development, local planning authorities should:

- a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and
  - b) approve the application if its impacts are (or can be made) acceptable. Once suitable areas for renewable and low carbon energy have been identified in plans, local planning authorities should expect subsequent applications for commercial scale projects outside these areas to demonstrate that the proposed location meets the criteria used in identifying suitable areas.
- 5.4 The NPPF, paragraph 147 outlines that many renewable energy projects will comprise inappropriate development in the Green Belt. As such, applicants of solar farms in the Green Belt would need to demonstrate very special circumstances in order to be approved. The NPPF states that such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.
- 5.5 The NPPG outlines guidance on the specific planning considerations that relate to large scale ground-mounted solar PV farms. It states that one consideration amongst others should be whether land is being used effectively; recommending that large scale solar farms are focused on previously developed and non-agricultural land.

#### Local Planning Policy

- 5.6 When assessing a planning application for a solar farm the Council will also assess the proposal against relevant adopted local planning policies and guidance. These include:
- Chelmsford Local Plan 2013-2036, May 2020
  - Essex County Council and Southend-on-Sea Waste Local Plan, 2017
  - Essex County Council Minerals Local Plan, July 2014
  - Neighbourhood Plans that have passed referendum
  - Making Places Supplementary Planning Document (SPD), January 2021
  - Planning Obligations SPD, January 2021
  - Draft South East Inshore Marine Plan, 2020
- 5.7 This SPD provides guidance on the implementation for the following policies in the Chelmsford Local Plan:
- STRATEGIC POLICY S2 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK

This sets out policy requirements for mitigating and adapting to climate change. In addressing the move to a lower carbon future for Chelmsford, the Council will, amongst other considerations, encourage new development that provides opportunities for renewable and low carbon energy technologies and schemes and

provides opportunities for green infrastructure including city greening, and new habitat creation.

- POLICY DM19 – RENEWABLE AND LOW CARBON ENERGY

This sets out policy requirements for renewable or low carbon energy developments. The Council will support renewable or low carbon energy developments that do not cause demonstrable harm to residential living environment; avoid or minimise impacts on the historic environment; can demonstrate no adverse effect on the natural environment including designated sites; do not have an unacceptable visual impact which would be harmful to the character of the area; and will not have a detrimental impact on highway safety. Where located within the Green Belt, renewable or low carbon energy developments will also need to demonstrate very special circumstances in order to be approved.

5.8 It is also relevant to a number of other local plans policies including:

- STRATEGIC POLICY S3 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT
- STRATEGIC POLICY S4 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT
- STRATEGIC POLICY S11 – THE ROLE OF THE COUNTRYSIDE
- POLICY DM7 – NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE
- POLICY DM16 – ECOLOGY AND BIODIVERSITY

5.9 The Essex County Council and Southend-on-Sea Waste Local Plan (WLP) and Essex County Council Minerals Local Plan (MLP) set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation (Policy S8) through mineral safeguarded areas on all sites of 5ha or more for sand and gravel, 3ha or more for chalk and greater than 1 dwelling for brickearth or brick clay. The WLP and MLP also establish consultation areas within 250 metres of existing, permitted and allocated mineral and waste infrastructure to ensure the authority is consulted upon regarding any nearby development which may compromise their operation (Policy S8 and Policy S2 respectively).

## 6 Environmental Impact Assessment (EIA)

6.1 Solar farms and their associated development fall under Schedule 2 to the Environmental Impact Assessment (EIA) Regulations 1999 and apply to sites over 0.5 hectares. Applicants are advised to apply to CCC for an EIA Screening Opinion Request before submitting a planning application. If a development is considered to require an EIA, further advice can be requested by submitting an EIA Scoping Opinion. In the case of a Development Consent Order applications, Screening and Scoping Opinions should be requested from the Planning Inspectorate.

## **7 Guidance on submitting Planning Applications**

- 7.1 The following key planning considerations should be taken into account by applicants when preparing, designing and submitting development proposals for a solar farm development within Chelmsford. This includes associated infrastructure such as substations, transformers and connection to the National Grid. It also provides details of studies and supporting information to be submitted alongside planning proposals.

### Agricultural Land Classification (ALC)

- 7.2 Applicants of solar farm developments should in the first instance seek to consider sites on previously developed land, brownfield or contaminated land, industrial land or land of Grades 3b, 4 or 5. As such, solar farm development proposals should avoid the best quality agricultural land (Grades 1, 2 and 3a under the Agricultural Land Classification) as per the NPPF, Annex 2, the NPPG and Policy S4 of the Chelmsford Local Plan. CCC considers that land of such quality is an important area for food production and reducing the agricultural land available increases the reliance on the importation of food, with subsequent environmental impacts such as increased carbon emissions.
- 7.3 A detailed Agricultural Land Classification survey must be undertaken on site to guide the site selection and site design process and be submitted as part of any planning application. Where development is proposed on higher grade agricultural land, justification must be provided of why the development cannot be sited on land of a lesser agricultural classification within the area. An assessment should also be provided on the impact of the development on the local supply of higher-grade agricultural land, the viability of the agricultural holding and any proposals for continued agricultural use where applicable around the arrays.
- 7.4 It should be noted that the majority of agricultural land with CCC's Administrative Area falls within Grades 2 or 3. Agricultural land classification maps can be viewed on the Natural England website at [Natural England Access to Evidence - Regional Agricultural Land Classification Maps](#). If the site is Grade 3, it will need to be specifically assessed to establish whether the land meets the criteria for Grade 3a or 3b.

### Landscape and Visual Impact

- 7.5 The NPPG states that deployment of large-scale solar farms can have a negative impact on the rural environment, particularly in undulating landscapes. It also states that the visual impact of a well-planned and well-screened solar farm can be properly addressed within the landscape if planned sensitively. This should be informed by a Landscape and Visual Impact Assessment (LVIA) to identify the specific effects of the proposed development on views and on the landscape, the capacity of the site and landscape to accommodate the solar farm development, level of impact of change and mitigation needs. The LVIA should assess the wider landscape context and identify and assess all receptors including those distant from the site. It should consider the potential impact

on landscape characteristics, special qualities of landscape designations and potential impact on key views. The LVIA will also need to consider the impact of the overall scale, density, massing, height, layout, and materials used in relation to neighbouring buildings and the local area.

- 7.6 The City's Green Wedge is a local landscape designation that recognises the crucial role of the main river valleys in providing important open green networks for wildlife, flood storage capacity, leisure and recreation and sustainable means of transport (Policy S11). Any solar farm proposals will need to demonstrate that they do not materially harm the role, function and intrinsic character and beauty of the Green Wedge.
- 7.7 The Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment (2006) provides a comprehensive Borough/District-wide assessment of landscape character within the Study Area and provides a useful reference in assessing the potential landscape and visual impacts of individual proposals:<file:///C:/Users/plps3/Downloads/Braintree,%20Brentwood,%20Chelmsford,%20Maldon%20and%20Uttlesford%20Landscape%20Character%20Assessment.pdf>.  
The Landscape Character types identified in the Landscape Character Assessment Landscape in Chelmsford are River Valley, Farmland Plateau, Drained Estuarine Marsh and Wooded Farmland, each of these have their own characteristics which are outlined in the Landscape Character Assessment profiles. These profiles set out key features and characteristic of the location and sensitivity to change. Of the areas identified, the Fambridge Drained Estuarine Marsh character area and the Wooded Farmland character areas are shown to have high sensitivity to change. The River Valleys (Lower and Upper Chelmer River Valley and the Can and Wid River Valley) have a moderately to highly sensitivity to change or new development. The five farmland plateau character areas have a low to moderate sensitivity to change.
- 7.8 Any associated buildings and development on site including substations, transformers, power cables, fencing, access tracks and construction compound must also minimise their landscape and visual impact and be designed to be appropriate to the context and character of the local area.
- 7.9 As part of the LVIA, a detailed visual and landscape mitigation plan will be required to identify measures to avoid, reduce or remedy visual and landscape impact of the solar farm and its associated development. These may include landscape enhancements such as buffer areas and the use of natural features to screen the development such as hedges and trees including mass tree planting in line with the Council's 'Tree and Woodland Planting 10-year Programme'.
- 7.10 If the development proposes that the solar PVs follow the daily movement of the sun this must be made clear and all assessments undertaken having regard to this type of installation.

## Biodiversity and Nature Conservation

- 7.11 Proposals for solar farms will need to be well-located and well-designed where the biodiversity and nature conservation impacts are or can be made acceptable. Solar farm proposals should seek to conserve and enhance designated sites and species, including their habitat or not result in the loss or deterioration of irreplaceable habitats in accordance with Policy S4 and DM16 of the Local Plan. Where appropriate, proposals will be expected to consider the multifunctional network of green infrastructure, and seek to protect, enhance and wherever possible restore ecosystems, securing a net gain in biodiversity. Ecologically important sites, including Sites of Special Scientific Interest (SSSI), Local Nature Reserves and County Wildlife Sites should be avoided. Where a development is considered likely to have a significant effect on the conservation objectives of a designated ‘European Site’ an Appropriate Assessment will be required under the Habitats Directive.
- 7.12 A detailed ecological survey must be undertaken to guide the site selection and site design process. This should also identify any ecological site mitigation measures and opportunities for ecological enhancement. When considering proposals, including their layout and design it is essential to avoid any impact on any protected species and their habitats e.g. bats, badgers, and reptiles. A pre-biodiversity and post-biodiversity assessment of the development proposals must also be undertaken and to deliver a minimum of 10% biodiversity net gain. This must assess the potential negative effects on any loss of land and show how the mitigation hierarchy has been followed to measurably and quantifiably demonstrate that development proposals leave biodiversity in a better state than before.
- 7.13 A site management plan should be prepared and which must demonstrate how the land around the panels will be managed including providing a net gain in biodiversity. This could include enabling some low intensity animal grazing, the continued agricultural use of the site or the creation of new habitats to improve on-site ecology. An ecological monitoring programme will be required to monitor any impacts upon on-site flora and upon any particular features (e.g. bats) and to inform any changes that may be needed to the other particular habitats and species (e.g. bats) and to inform any necessary changes to the site management arrangements. The BRE National Solar Centre Biodiversity Guidance for Solar Developments provides further guidance on how to support biodiversity on solar farms: [NSC-Biodiversity-Guidance.pdf \(bre.co.uk\)](https://www.bre.co.uk/assets/documents/national-solar-centre/biodiversity/guidance-for-solar-developments.pdf).
- 7.14 Trees and woodland also provide vital benefits to the environment, including filtering air pollution, reducing noise, and creating and connecting wildlife habitats. Proposals are encouraged to provide additional tree and woodland planting in line with the City Council’s Climate and Ecological Emergency declaration and Action Plan, and ‘Tree and Woodland Planting 10 year Programme’ in order to increase the woodland cover significantly in the Chelmsford District. Further information is available online at [Climate emergency declaration and action plan - Chelmsford City Council](https://www.chelmsford.gov.uk/climate-emergency-declaration-and-action-plan-chelmsford-city-council).

## Flood Risk and Drainage

- 7.15 Applications are required to provide a Flood Risk Assessment (FRA) to demonstrate how the proposal will avoid or manage flood risk on-site and will not exacerbate or create any degree of flood risk elsewhere. The proposal will be required to demonstrate that the site is safe from all types of flooding for its lifetime in accordance with the NPPF, paragraph 155 and Local Plan Policies S1, S2, S11 and DM18. Applications are required to consider the guidance on surface water drainage in the Essex Sustainable Drainage Systems (SuDS) Design Guide (2020), in terms of design quality, and the benefits to the local community and the environment. Applications should also refer to the standards and guidance for SuDS schemes as recommended by CIRIA at [CIRIA](#), notably the SuDS Manual C753 which covers the planning, design, implementation and maintenance of SuDS.
- 7.16 Where access tracks need to be provided, permeable tracks should be used, and localised SuDS, such as swales, should be used to control any run-off where recommended.

## Pollution, Glint and Glare and Safety

- 7.17 In line with Local Plan Policy DM29, any proposals will be required to safeguard the living environment of the occupiers of any nearby residential property, not result in excessive noise, activity or vehicle movements and be compatible with neighbouring or existing uses in the vicinity of the development by avoiding unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless appropriate mitigation measures can be put in place and permanently maintained.
- 7.18 A noise and vibration assessment will be required covering the construction, operation and decommissioning phases of the proposal in order to identify any potential impacts and necessary mitigation requirements.
- 7.19 A Glint and Glare Assessment is likely to be required as part of a planning application to consider the potential impact of glint and glare from the solar panels on landscape/visual amenity, aircraft, rail and road safety must also be considered in developing proposals. Early engagement with airport, rail and the local highway authority and Highways England should be undertaken by applicants when developing their proposals.
- 7.20 Where a battery energy storage is proposed on the development site, a management plan will be required to demonstrate how this facility will be constructed and operated safely.

### Soil stripping, storage and replacement

- 7.21 Large scale solar farms are likely to require a degree of soil excavation to provide for site compounds, access roads and cable trenching etc. Details of the proposed approach for soil stripping, storage and replacement and site levelling will be required to be submitted alongside a planning application.
- 7.22 ECC would seek a Construction Resource Management Plan (equivalent to a Site Waste Management Plan) to be prepared outlining how waste materials will be disposed of to appropriate recycling facilities or appropriately licensed landfills. ECC would expect any application to quantify the volumes of waste re-used on site and leaving the site, as well as demonstrate how the amount of waste forecasted to leave the site has been proactively minimised at construction, operation and deconstruction stages by incorporating sustainable working practices, including a consideration of the material used and their procurement. Waste arising from the site should be assessed in light of the available capacity to manage it where such an assessment can be made.

### Security fencing and lighting

- 7.23 Any proposal will be required to minimise the use and height of artificial fencing seeking to make use of any natural site features such as field hedges and trees, where possible. Planning applications should include details of all site security measures and features such as perimeter fencing, CCTV cameras and lighting with significant consideration given to mitigating their impact on wildlife and ecology. Planning applications will be required to outline arrangements and specifications of site lighting with an appropriate assessment of how any impact on landscape, ecology and nearby communities will be minimised. Where fencing is proposed, these should include open sections at the bottom to allow small mammals to pass through.

### Traffic and Transport

- 7.24 Proposals will be required to demonstrate that the local and strategic highway network will be able to accommodate the type and number of vehicle movements during the construction and operation phases of the site. In addition, proposals will need to demonstrate that both the site access and vehicle movements to and from the site will have no adverse impacts on highway safety, including cyclists and pedestrians. As such, applications should be accompanied by a detailed Transport Assessment and Construction Environmental Management Plan (CEMP). Applicants are also encouraged to engage with Essex Highways as part of their pre-application discussions.
- 7.25 Any proposal requiring temporary construction compounds will be required to include details of their size, location, forecast traffic movements and their proposed restoration post construction phase. Any proposed temporary construction compound should be carefully located in order to minimise environmental or amenity impact. Site access tracks to the solar farm should be minimised to better enable the site to be restored at the end of the project.

### Public Rights of Way (PROW)

- 7.26 Applicants will need to demonstrate to the highway authority that all PROW impacted upon by a proposal will remain accessible to the general public and convenient for their use. Any PROW through the site should remain usable, retain their recreational amenity and character, and be integrated as part of the proposal. In the event that any proposal affects a PROW details of all works necessary to ensure its continued availability during and post construction will be required. If PROWs have to be temporarily or permanently diverted then no development should commence on site until an Order securing the diversion of the existing definitive right of way to a route has been agreed and has been confirmed with ECC and CCC, and the new route has been constructed. Applicants are encouraged to engage with ECC as part of their pre-application discussions if there is to be any impact on a PROW.

### Historic Environment

- 7.27 In line with Chelmsford Local Plan Policies S3, S9, DM13 and DM14 any development should conserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of Chelmsford through the diversity and quality of heritage assets and their settings. Depending on their scale, design and prominence, a large-scale solar farm within the setting of a heritage asset may cause substantial harm to the significance of the asset.
- 7.28 A detailed heritage survey should be undertaken to guide the site selection and site design process. This should identify listed buildings, Scheduled Ancient Monuments (SAM), Registered Parks and Gardens, historic landscapes, Conservation Areas or any other heritage assets located within, immediately adjacent or in the wider setting of the site. The assessment should include a search area of a minimum of 1km radius from the site boundary, in certain cases a larger area, for instance where there may be an impact on long distance views. The assessment should identify the extent and contribution of setting, define the impacts of development and where appropriate suggest mitigation or enhancement measures.
- 7.29 In line with Local Plan Policy DM15 a desk based archaeological assessment should be undertaken to identify any possible archaeological remains of historical importance, by referencing the Historic Environment Record, and propose further investigation, recording and mitigation as necessary. This may include the necessary preservation of archaeological interest in situ or through record.
- 7.30 An assessment to evaluate the impact on a historic landscape may also be required, to define historic boundaries, ponds, hedgerows and other landscape features which contribute to the significance of a historic landscape. An assessment to evaluate the impact on Historic Land Characterisation should also be required.
- 7.31 Further guidance on undertaking historic environment assessments is contained within the Council's Making Places SPD.

## Socio-Economic Impacts and Community Gain

- 7.32 An assessment will be required to be submitted alongside development proposals to assess any social and economic effects of the proposal such as on tourism, human health, land-use, telecommunications, waste and utilities, recreation and employment, opportunities and benefits to the local economy, and any required mitigation.
- 7.33 It is important that local communities can realise the benefits associated with the project throughout its lifetime. As such, opportunities for community benefit and a positive community legacy from the development should be explored although these will not be relevant to the determination of a planning application. Opportunities could include providing jobs to local people both during construction and operation, providing free or discounted energy to local public buildings, establishing a local Environmental Trust, installing information boards panels around the site and providing visitor/education facilities to raise awareness about renewable and low carbon energy. Further guidance is contained in 'Community Engagement Good Practice Guidance for Solar Farms, BRE (2015): [https://www.bre.co.uk/filelibrary/pdf/Brochures/BRE-NSC\\_Good-Practice-Guide.pdf](https://www.bre.co.uk/filelibrary/pdf/Brochures/BRE-NSC_Good-Practice-Guide.pdf)
- 7.34 From 2021, as a result of the recommendations made from the Essex Climate Action Commission (pending adoption by ECC), it is expected that all large-scale renewable energy developments in Essex should include an element of community ownership.

## Health Impact Assessment (HIA)

- 7.35 The Council will require schemes, particularly Nationally Significant Infrastructure Projects (NSIPs), to undertake a HIA of their proposal consistent with the requirements outlined in the Essex Design Guide (2018) and the Essex Planning Officers Association (EPOA) document 'Essex Healthy Places - Advice notes for planners, developers and designers'. This document provides guidance on what needs to be considered when looking at health, wellbeing and the environmental sustainability. The type of HIA required will be advised by the Council with advice from health partners as required, including ECC. It is expected that schemes will consider Sport England's Active Design Principles and in particular the creation of a network of multifunctional open space supporting SuDS, wildlife habitat and productive landscapes. Further information is available at  
<https://www.essexdesignguide.co.uk/media/2262/essex-healthy-places-advice-notes-for-planners-developers-and-designers.pdf>

## Cumulative Impacts

- 7.36 Where two or more solar farm developments are proposed within 500m to each other the applicant will need to assess the cumulative impacts and opportunities as part of their proposal. Cumulative impacts with any other existing or approved developments should also be considered. Where development is proposed on high quality agricultural land, consideration should be given to the cumulative impact of the proposal and other permitted solar farms development on the availability of local high quality agricultural

land. Cumulative impacts will also be considered as part of any EIA screening to the application.

#### Technological Requirements

- 7.37 Applicants should provide information on any technical considerations to support the siting and size of the proposed solar farm and demonstrate that a suitable grid connection will be possible. Details on the electricity generating potential and profile of the solar farm should also be provided.

#### Carbon Emissions

- 7.38 Information should be provided alongside development proposals regarding the solar PV technology to be used and the net reduction in CO<sup>2</sup> (Greenhouse Gas Emissions) emissions per annum and over the course of the proposed development. A balance sheet reviewing the environmental cost and benefits of producing the solar panels against the comparison with different types of energy both renewable and fossil fuels would be helpful in understanding the carbon reduction of the proposed project.
- 7.39 Information on the potential benefits of the development such as the average numbers of homes and electric cars that could be powered per year and visualisations of the solar farm in place would also provide useful background information.

#### Community Engagement

- 7.40 Solar farm developers will be required to demonstrate that they have undertaken a high standard of public pre-application activity in line with the Council's Statement of Community Involvement (2020) (SCI) and the developer's Statement of Community Consultation (SOCC) in the case of Development Consent Order submissions. Effective pre-application engagement allows local communities and others to gain a better understanding of the project and its potential impacts. It also allows local communities to make suggestions which the developer can consider when developing and finalising their planning proposals. Local knowledge of the area can help developers to omit unsuitable options and minimise impacts on the local community where possible. Community engagement will also be strongly encouraged during the construction period and operational life of the solar farm to develop strong local relationships between the operator and the local community.
- 7.41 Developers of NSIPs are legally required to carry out pre application consultation on proposed developments and to submit a Consultation Report as part of their DCO application setting out how they have complied with the statutory pre-application consultation requirements, and that they have had regard to the responses. PINS will consider the Consultation Report, alongside any adequacy of consultation representation made by a local authority and the other application documents, before deciding whether or not to accept the application for examination.

- 7.42 The Council can provide general advice on who, when and how to engage with the local community. Further guidance is also contained in 'Community Engagement Good Practice Guidance for Solar Farms, BRE (2015): [BRE-NSC\\_Good-Practice-Guide.pdf](#).

#### After Use/Restoration

- 7.43 Applications need to include detailed proposals for the timely restoration of the land to its previous use at the end of the solar farm operational life, retaining any landscape or biodiversity enhancements and community benefits.

#### Duration of Planning Permission

- 7.44 Although solar farms may be in operation for many decades they are regarded as a temporary use of land and planning permissions will limit the duration for which the solar farm can remain in place. Proposals to extend the life of the development would require separate planning consent.

#### Checklist of supporting documents to be submitted with a planning application to CCC

- 7.45 The Government sets out which documents must be provided with every planning application. These are the National Validation Requirements. The Council needs additional information to fully assess your application. These are the Local Validation Requirements. Applicants must comply with both national and local requirements when submitting a solar farm planning application. More information is available at [Consultation on the Local List - Chelmsford City Council](#).
- 7.46 In addition to the usual site location plan, completed application form and planning application fee the following documents are likely to be required for a solar farm planning application:

- Planning statement
- Design and access statement
- Details of connection to electrical grid
- Agricultural Land Classification reports/evidence including Arboricultural Impact Assessment
- Landscape and Visual Impact Assessment (LVIA)
- Detailed landscape mitigation plan
- Ecological Impact Assessment
- Biodiversity Net Gain Assessment
- On-going site management strategy
- Flood Risk Assessment
- Assessments of Noise, Vibration, Glint and Glare
- Battery Energy Storage Management Plan
- Transport Assessment
- Construction Environment Management Plan (CEMP) including details of any compound and how construction traffic will be managed

- Site Waste Management Plan including methodology for soil stripping, storage and replacement
- Options Report demonstrating Connection to the National Grid including environmental constraints; type of connection – substation or circuit; capacity of network; cost of connection etc
- Health Impact Assessment
- Heritage survey and any necessary heritage assessments
- Archaeological desk-based study
- Statement of Socio-Economic Impacts and Community Gain
- Statement of cumulative impacts
- Statement of community involvement
- Statement of after use/restoration
- Planning Performance Agreement
- Enhancement and Mitigation Strategy.

7.47 The following are also considered to be useful background information:

- Electricity generating potential statement
- Statement of efficiency of proposed solar power development.

7.48 Depending on the specific application details further documents not listed above may be required.

7.49 Applicants of NSIP solar farm developments are advised to consult with The Planning Inspectorate on validation requirements for DCO submissions.

## **8 Locational Principles**

8.1 When assessing a planning proposal for a solar farm the Council will consider the proposal alongside a range of policies, guidance and material planning considerations as described in this SPD. The following section provides information on preferred locations for solar farm development within Chelmsford which are likely to have the least negative impact. It also outlines areas which are likely to be unsuitable or highly sensitive meaning that they would require a greater level of mitigation in order to make them acceptable for solar farm development. It does not identify any preferred sites for solar farm development.

8.2 Solar farm development:

- Will need to demonstrate that the proposals would not adversely harm the role and purpose of the Green Belt and demonstrate very special circumstances in order to be approved (Policy S11)
- Will need to demonstrate that they do not materially harm the role, function and intrinsic character and beauty of the Green Wedge (Policy S11)

- Will need to demonstrate that they would not adversely impact on the identified character and beauty of the Rural Area (the countryside outside of the Urban Areas, Defined Settlements and Green Belt)
- Should avoid the best quality agricultural land defined as Grade 1, 2 and 3a under the Agricultural Land Classification (Strategic Policy S4)
- Should avoid areas of identified medium-high landscape quality and/or sensitivity unless the negative impacts can be adequately mitigated
- Should not result in harm to protected species or their habitats or in the loss or deterioration of irreplaceable habitats (Policy DM16)
- Should avoid ecologically important sites, including Sites of Special Scientific Interest (SSSI), Local Nature Reserves and County Wildlife Sites (Policy DM16).
- Should avoid or minimise harm to the historic environment or total loss of significance to a designated or non-designated heritage asset or its setting (Strategic Policy S3)
- Should avoid harmful cumulative impacts in combination with any other existing or approved development including nearby solar farms, and
- Will need to demonstrate safe and convenient access to the highway network, and ensure the proposals provide no adverse impact on the capacity and safety of that highway network during all stages of development.

8.3 Preferred locations for solar farm development include:

- Previously developed land, brownfield or contaminated land, industrial land or land of agricultural classification 3b, 4 or 5, and of low environmental value, and
- Areas in the vicinity of built-up areas or close to areas of high electrical consumption, and
- Locations where a proposal involves agricultural land, that use is able to continue for agricultural use and where applicable encourages biodiversity improvements around arrays.

## 9. The Solar Trade Association

9.1 The Solar Trade Association works for and represents the solar energy sector. It has produced a list of 10 commitments of best practice guidance that solar farm developers should comply with. These are supported by CCC and include many of the considerations set out within this SPD. The 10 commitments are available at [solar farms commitments.indd \(solar-trade.org.uk\)](https://solar-trade.org.uk/solar-farms-commitments.indd)

# **CHELMSFORD CITY COUNCIL SOLAR FARM DEVELOPMENT DRAFT SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

## **CONSULTATION STATEMENT**

### **(Town and Country Planning (Local Planning) (England) Regulations 2012 (Regulation 12))**

#### **Introduction**

Under Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012 it is a requirement to prepare and make available a Consultation Statement setting out:

- The persons the local planning authority consulted when preparing the supplementary planning document;
- A summary of the main issues raised by those persons; and
- How those issues have been addressed in the supplementary planning document.

This statement is a record of consultation undertaken during the production stage of the SPD prior to formal public consultation.

#### **Background**

The SPD has been produced to provide guidance on preparing, submitting and assessing planning proposals for solar farm proposals and guidance on where solar farms may be most suitable. It considers and applies the requirements of national planning policy and guidance, local planning policies and other relevant strategies and provides practical advice intended to be used by solar farm applicants, Council planners, local stakeholders and communities in the consideration of solar farm proposals. Once adopted, the SPD will be a material consideration in the determination of solar farm development proposals in the Council's area.

#### **Preparation of the draft SPD**

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

- Development Management
- Public Health and Protection
- Economic Development and Implementation
- Public Places

Informal consultation has also taken place with Officers at ECC and CCC Cabinet Members.

Initially CCC officers had input into the proposed content and format of the SPD. Officers and Members were given the opportunity to comment on the emerging draft SPD and relevant changes were then incorporated into the final draft SPD.

All the above consultees assisted in the structure and content of the document. Key issues raised included:

- Provide more detail on the purpose and scope of the SPD including that it relates to solar farms and their associated infrastructure such as substations and transformers
- Identify the policy hooks in the Chelmsford Local Plan which necessitate the need for the SPD, along with other Local Plan policies
- Include reference to the National Planning Practice Guidance (NPPG) regarding planning considerations for active solar technology and solar farms
- Include reference to the latest Government strategies and policy including the Energy White Paper, published in December 2020
- Include information about relevant Essex County Council strategies, requirements and policies
- Include information on Essex County Council's pre-application advice that should also be sought
- Refer to how solar farms will be considered in the Green Wedge
- Include reference to net gain in biodiversity
- Make reference to potential opportunities and benefits of solar farms to the local economy
- Make reference to the Council's Tree and Woodland Planting 10-year Programme
- Include reference to the Historic Environment Record with regards to archaeology
- Expand/amend list of planning application/Development Consent Order supporting documents.

The informal consultation stage has resulted in relevant changes to the SPD including:

- Text updates to reflect City Council priorities, plans and initiatives including the Council's Climate and Ecological Emergency Action Plan, Making Places SPD and Tree and Woodland Planting 10-year Programme
- Text updates to reflect Essex County Council policies and procedures including information on their pre-application advice, SuDS Design Guide, Construction Resource Management Plan, Transport Assessment and Construction Environmental Management Plan (CEMP) and Essex Green Strategy
- Text updates to reflect new Government strategies/policy including the Energy White Paper
- Broadening the scope of the SPD to better reflect national and local policy considerations and requirements including new references to the NPPG, biodiversity net gain and Green Wedges, and new sections on the Chelmsford Local Plan policies that the SPD will help to implement, Health Impact Assessments, Technological Requirements and Carbon Emissions
- Text updates to better reflect national and local policy considerations and requirements including changes to clarify the purpose of the SPD and that it covers

solar farm associated development, expanding how specific planning considerations should be assessed and addressed, updating the checklist of supporting documents to be submitted with a planning application, and strengthening the guidance related to community engagement and consultation

- Editorial and presentational changes to help with the navigation of the SPD.

## **Consultation**

The consultation will run from **10am Tuesday 11 May 2021 until 4pm on Tuesday 8 June 2021.**

The Council will issue consultation notifications in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This will include 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 and where possible, solar farm developers and industry specialists.

A statement of representations will be published advising where and when comments may be made.

Information will be placed on the Council's website and subject to Government guidance allowing it and deposit locations being open, copies of the draft SPD and relevant consultation material will be distributed to local Libraries, Parish and Town Councils and placed in the Council's Civic Centre.

From Tuesday 11 May 2021, the draft SPD will be made available online at:  
<https://consult.chelmsford.gov.uk/kse>

Once the consultation opens comments can be made in the following ways:

Online: <https://consult.chelmsford.gov.uk/kse>

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 returning a specially designed response form available at

<https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-new-local-plan/new-local-plan/planning-policy-consultations/>

Further details on how to get involved can be found in the Statement of Representations available at <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-new-local-plan/new-local-plan/planning-policy-consultations/>

## **Next steps**

Following consultation, the representations received will be considered, and used to inform the final SPD which will be reported to relevant Committees of the City Council for adoption in Summer 2021.