

**18 April 2023 at 7pm**

**Council Chamber, Civic Centre, Chelmsford**

## **Membership**

Councillor J A Sosin (Chair)

## **and Councillors**

L Ashley, S Dobson, P Hughes, R J Hyland, J Lardge,  
R Lee, G H J Pooley, R J Poulter, T E Roper,  
E Sampson, C Shaw and I Wright

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 Daniel Bird in the Democracy Team on Chelmsford (01245) 606523  
email [daniel.bird@chelmsford.gov.uk](mailto:daniel.bird@chelmsford.gov.uk)

# PLANNING COMMITTEE

18 April 2023

## AGENDA

### 1. CHAIR'S ANNOUNCEMENTS

### 2. APOLOGIES FOR ABSENCE

### 3. 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.

### 4. MINUTES

To consider the minutes of the meeting on 7 February 2023

### 5. PUBLIC QUESTION TIME

Any member of the public may ask a question or make a statement at this point in the meeting, provided that they have submitted their question or statement in writing in advance. Each person has two minutes and a maximum of 20 minutes is allotted to public questions/statements, which must be about matters for which the Committee 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.

Where an application is returning to the Committee that has been deferred for a site visit, for further information or to consider detailed reasons for refusal, no further public questions or statements may be submitted.

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.

### 6. 22/00311/OUT – Land North of South Woodham Ferrers Burnham Road, South Woodham Ferrers, Chelmsford

### 7. 22/02091/FUL – Mushroom Cottage, Parsonage Lane, Little Baddow, Chelmsford, Essex, CM3 4SU

8. 22/02196/FUL – Car Park, Glebe Road, Chelmsford, Essex
9. 22/01874/FUL - Ferrers Dental Laboratory, Nabbots, Pump Lane, Springfield, Chelmsford, Essex, CM1 6TB

**MINUTES**  
of the  
**PLANNING COMMITTEE**  
held on 7 February 2023 at 7:00pm

Present:

Councillor J A Sosin (Chair)

Councillors L Ashley, J Lardge, R Lee, G Pooley  
R J Poulter, T Roper, E Sampson, C Shaw and I Wright

### 1. Chair's Announcements

For the benefit of the public, the Chair explained the arrangements for the meeting.

### 2. Apologies for Absence

Apologies for absence were received from Councillors Dobson, Hughes and Hyland.

### 3. Declarations of Interest

All Members were reminded that they must disclose any interests they knew they had 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 became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

### 4. Minutes

The minutes of the meeting on 10 January 2023 were confirmed as a correct record.

### 5. Public Question Time

Four statements had been submitted in advance of the meeting for Item 6 from members of the public and the local Town Council. These had been circulated to the Committee in advance of the meeting, three were against the application and one was in support. [The statements can be viewed via this link.](#)

## 6. Land North West of Hamberts Farm, Burnham Road, South Woodham Ferrers, Chelmsford - 21/01961/OUT & 21/0191/FUL

The order of business was altered by the Chair and therefore Item 7 was considered prior to Item 6.

Declarations of Interest :

Cllr Wright declared a non-registrable interest in this item and left the meeting at this point.

Cllr Pooley declared a predisposition to be in favour of applications that accelerated the provision of housing.

The Committee considered a hybrid application for Land North West of Hamberts Farm, detailing both the outline and full application. The Committee were directed to the green sheet which had been published for the meeting, in particular, that the Secretary of State had issued a holding direction to the effect that planning permission must not be granted, without specific authorisation. The Committee were informed that this meant any decision would be subject to the Secretary of State determining not to call in the application and therefore lifting their holding direction, submitted on 2<sup>nd</sup> February.

The Committee were informed that the applications detailed up to 1020 homes and were on an allocated site, part of Strategic Growth Site 10 in the Council's Local Plan. It was noted that the masterplan had also been agreed by the Cabinet in March 2021. The Committee heard that the site contained two separate areas and the one being considered was for the Countryside development, with a separate parcel of land set to be developed by Bellway. It was noted that the principle of the development had already been dealt with and that several parameter plans were detailed in the officer's report. It was noted that the application included, sport areas, a community centre and a travelling show persons site. It was also noted that the existing bridleway in the site would be retained, in addition to a new roundabout on the B1418, further pedestrian and cycle routes, upgrades to crossings and increases in pavement widths. The Committee heard that the application mitigated its own highway impacts and the proposals would create a significantly improved network of pedestrian and cycle routes along with other highway improvements to roundabouts and junctions. It was also noted that a car club scheme had been agreed as part of the Section 106 negotiations along with improved bus services, with discounted tickets for new households.

The Committee heard that applications could only be refused on highways grounds if there was an unacceptable severe impact on highway safety, which was not the case with these proposals. It was noted that this view was supported by transport assessments and traffic modelling, where the Highways authority were content with the proposals. The Committee also heard details of the green infrastructure, including 3 trees for every new household and it was noted that Public Health and Protection Services had not raised any concerns.

The Committee were informed of the various Section 106 obligations that had been agreed as part of the proposals. The majority of the highway works were to be secured by condition. The Section 106 obligations included 357 affordable homes, 1000sqm of business floor space, a local community centre, improved bus services and education facilities.

The Committee heard from the agent for the application. They informed the Committee that the principle of the development had already been well established and had been subject to scrutiny already. The Committee heard that the proposed highway mitigations had been refined and were now acceptable to the Highway authority. The Committee also heard that all other consultees along with officers were happy with the development.

The Committee heard from the local town council, two local ward members and two members of the public. They all spoke against the scheme and raised the below points and concerns:

- The impact on existing residents from congestion and road safety issues.
- Increased traffic travelling clockwise around the town to avoid the congestion and junctions created by the development.
- Capacity constraints of the A132 Lower Burnham Road.
- The length of commitment from private bus companies to the new routes.
- Car travel to the preferred Wickford rail station did not appear to have been taken into account by the applicant's traffic modelling.
- The disposal of sewage and potential impact on extra outfall and pollution into Fenn Creek and the River Crouch.
- Surface water drainage from the East of the site.
- The Town Council's submission had been required before sight of the transport assessment from Essex Highways.
- Inconsistent assumptions and results of the traffic assessment, leading to conclusions which could not be considered as safe.
- Significant errors in the Essex Highways VISSIM Model Assessment of traffic.
- A crowdfunded independent report assessment of the Transport assessment recommended the development be refused on highways safety grounds and likely severe adverse impact on the road transport network.
- The traffic assessment carried out by the applicant, did not meet the requirements of the 2021-2036 Local Plan as it had only been considered up to 2026.
- Two separate independent traffic assessments had been dismissed.
- The assessment by Jacobs had only checked the base model and not the model with junction mitigations in place.
- Existing provisions for the town would be under serious threat without significant new infrastructure for the new development.
- Would green open space be handed over to the City or Town Council.
- The site should not be progressed until Essex County Council confirmed they would exercise the proposed option to build a new school on the site.
- Existing school provision was not sufficient for an extra 1200 homes.
- The whole site should not be on the gas grid.
- Highways issues had been put off until the planning stage, but it was felt they were still not being considered seriously.
- The rail services in the area were already not sufficient and buses to Chelmsford were slower than using a private car.
- Other developments in Maldon's administrative area close to the site would also have significant impacts on South Woodham Ferrers.
- Further traffic mitigations needed to be considered and the application should be refused in its current form.

In response to the concerns raised, officers informed the Committee that;

- The extensive proposed highways mitigations were acceptable to Essex Highways.
- Annual monitoring surveys of traffic levels would be carried out, and the mitigations were set to take place at various trigger points early into the proposed development.
- New cycle routes served the residents of the proposed development sufficiently into the existing town.
- Improvements to the sewerage network would be funded by the developer.
- Highways issues had been considered for the last 24 months and were viewed as acceptable to the Highways authority.

- The transfer of land to local Councils was not a planning consideration.
- The development included reserved land for a primary school, this would be for Essex County Council to decide if they wished to exercise their option on it, not the City Council.
- At the Local Plan stage, the inspectorate had stated that a northern bypass was not required.
- Proposed developments within the Maldon district, that were in their local plan, had been taken into consideration during the traffic assessments, but not speculative applications such as the one in Althorne.

In specific response to highway concerns, the Essex Highways Officer stated that they had been involved in discussions throughout each stage and had analysed and challenged the difficult areas. The Committee heard that the models had been subject to revised assessments in October 2022 and the highways authority were now satisfied with the mitigations secured via legal obligations on the developer. The Committee also heard that in reference to the separate crowdfunded traffic assessment, it was not uncommon for two professionals to reach different conclusions. It was also noted that the Highways authority could not consider speculative applications nearby and were only concerned with whether the development in question could mitigate its own highway impacts, which in their view it could. The Committee also heard that concerns that assessments had been carried out during the covid pandemic, were incorrect as the data provided had been from February 2020, just prior to lockdown. The Committee also heard that concerns raised about the VISSIM model assessment were not shared by the Highway authority, who had them separately assessed by Jacobs. The Committee were also informed that the mitigation package had been based on traffic assessment trip rates higher than detailed in the local plan, therefore increasing the robustness of the assessment.

Members of the Committee raised concerns about the school provision on the site and whether ECC would exercise their option to build a school on the reserved site and what would happen if the option was not exercised. The County Council education officer detailed that they would first need to ascertain if there was demand for a new school and whether opening a new one would damage the existing school's prospects. It was also noted that there would be a statutory process with public consultation, that couldn't be prejudiced alongside the decision also lying with the Secretary of State, due to new schools being academies. The Committee heard it was an ongoing process and a business case would be produced if they saw an emerging need in the area. City Council officers also informed the Committee that they could reserve the land for a number of years but it would then fall back to the developer if ECC didn't exercise their option and the City Council could not dictate the use of the land. In response to concerns that the developer could build extra housing in the future, the Committee were reminded that they were considering the application before them and could not prejudge potential future applications.

In response to other points raised by the Committee, officers informed the Committee that;

- There was land in the development sufficient for 256 early years education places. It was also noted that these would be run by private entities. It was also noted that private companies would manage areas such as car clubs or bus routes but this was common practice.
- Allocated sites in neighbouring authorities local plans had been taken into account, but speculative applications had not been.
- The majority of cycleways were fully segregated between cyclists and pedestrians.
- The whole development would be off the gas grid, with electricity used instead.

- The 35% affordable housing was secured via the Section 106 agreements.
- The £400k set aside for further highways measures was a failsafe to be used for minor changes rather than wholesale ones.
- The additional buses to Wickford would be at peak times to alleviate congestion on the road network at its busiest times.
- It was not uncommon for different assumptions to be made by professionals in areas such as traffic assessments.

A member of the Committee proposed that the application be deferred to allow further discussion to take place between the two traffic assessment providers to see if a common view could be formed. Officers informed the Committee that differences in professional opinion were to be expected and they could not make two separate professionals come to the same conclusion. It was also noted that if the matter was to return to the Committee, then officers were not sure of what different information they could provide. The Committee were also reminded of the thorough work already undertaken by Essex Highways throughout the extent of the application process.

The proposal to defer the matter to a future meeting was voted on and not carried by the Committee.

The Committee then voted on the hybrid application being accepted as detailed in the report before them and this was carried. It was noted that

RESOLVED that Subject to (i) a S106 Agreement (as indicated in the report presented to the Committee) being entered into pursuant to the Town and Country Planning Act 1990, and (ii) the Secretary of State determining not to call-in the application (and thereby lifting the Holding Direction issued by him on 02 February 2023), the Director of Sustainable Communities be authorised to grant the application subject to the conditions set out in the report to the meeting.

(7.11pm to 9.13pm)

## 7. Land North East of Little Fields, Danbury, Chelmsford – 22/00971/FUL

The Committee considered a retrospective application for the hard surfacing of an access track to stables. The Committee were informed that the site was a 1.1 hectare property, within the rural area and that the defined settlement of Danbury abutted the western and northern boundaries of the site. It was noted that the site contained a stable block and barn within its northern corner, surrounded by an area of hardstanding. The Committee also heard that the site was enclosed by mature native hedging, providing a high level of screening. The Committee were informed that retrospective permission had been sought for the construction of a 70m track, extending from the field access within Little Fields to the hardstanding surrounding the stable block. The Committee heard that the application had an acceptable relationship with neighbours, no highway concerns and was recommended for approval by officers.

In response to a point raised about vehicles being left overnight on the track, officers noted that the field had been accessed for many decades and it would not be possible to now argue that a parked vehicle would be harmful.

RESOLVED that planning application 22/00971/FUL in respect of Land North East of Little Fields, be approved subject to the conditions set out in the report to the meeting.



(7.02pm to 7.10pm)

The meeting closed at 9.13pm.

Chair

## **PLANNING POLICY BACKGROUND INFORMATION**

The Chelmsford Local Plan 2013 – 2016 was adopted by Chelmsford City Council on 27<sup>th</sup> May 2020. The Local Plan guides growth and development across Chelmsford City Council's area as well as containing policies for determining planning applications. The policies are prefixed by 'S' for a Strategic Policy or 'DM' for a Development Management policy and are applied across the whole of the Chelmsford City Council Area where they are relevant. The Chelmsford Local Plan 2013-3036 carries full weight in the consideration of planning applications.

## **SUMMARY OF POLICIES REFERRED TO IN THIS AGENDA**

- DM2A** Policy DM2 (A) - Affordable Housing & Rural Exception Sites - The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential sites which comprise 11 or more residential units.
- DM1** Policy DM1 - Size & Type of Housing - The Council will protect existing housing from redevelopment to other uses and will require an appropriate mix of dwelling types that contribute to current and future housing needs and create mixed communities. For developments of 10 or more dwellings, 50% of the new dwelling shall be constructed to meet requirement M4 (2) of the Building Regulations. On sites of 30 or more dwellings 5% off the affordable units shall also be provided as wheelchair user dwellings. Sites of 100 dwellings or more will need to comply with Ai), A ii) and Bi) and provide 5 % self-build homes which can include custom housebuilding; and provision of Specialist Residential Accommodation taking account of local housing needs.
- DM13** Policy DM13 - Designated Heritage Assets - The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. The Council will preserve Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments.
- DM14** Policy DM14 - Non-Designated Heritage Assets - Proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting. Any harm or loss will be judged against the significance of the asset.
- DM15** Policy DM15 - Archeology - Planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings.
- DM16** Policy DM16 - Ecology & Biodiversity - The impact of a development on Internationally Designated Sites, Nationally Designated Sites and Locally Designated Sites will be considered in line with the importance of the site. With National and Local Sites, this will be balanced against the benefits of the development. All development proposals should conserve and enhance the network of habitats, species and sites.
- DM17** Policy DM17 - Trees, Woodland & Landscape Features - Planning permission will only be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands. Development proposals must not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area.

- DM18** Policy DM18 - Flooding/Suds - Planning permission for all types of development will only be granted where it can be demonstrated that the site is safe from all types of flooding. All major developments will be required to incorporate water management measures to reduce surface water run off and ensure that it does not increase flood risk elsewhere.
- DM20** Policy DM20 - Delivering Community Facilities - Planning permission will be granted for new, or extensions to existing facilities and services which support the local community where there is sufficient access, including for the disabled and sufficient vehicle parking. The development must also be visually compatible with its surroundings.
- DM23** Policy DM23 - High Quality & Inclusive Design - Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments and landscape. The design of all new buildings and extensions must be of high quality, well proportioned, have visually coherent elevations, active elevations and create safe, accessible and inclusive environments.
- DM24** Policy DM24 - Design & Place Shaping Principles in Major Developments - The Council will require all new major development to be of high quality built form and urban design. Development should, amongst other matters, respect the historic and natural environment, be well-connected, respond positively to local character and context and create attractive, multi-functional, inclusive, overlooked and well maintained public realm. The Council will require the use of masterplans by developers and will implement design codes where appropriate for strategic scale developments.
- DM25** Policy DM25 - Sustainable Buildings - All new dwellings and non-residential buildings shall incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions and the use of natural resources. New dwellings and non-residential buildings shall provide convenient access to electric vehicle charging point infrastructure.
- DM26** Policy DM26 - Design Specification for Dwellings - All new dwellings (including flats) shall have sufficient privacy, amenity space, open space, refuse and recycling storage and shall adhere to the Nationally Described Space Standards. These must be in accordance with Appendix B. All houses in multiple occupation shall also provide sufficient communal garden space, cycle storage, parking and refuse and waste storage.
- DM27** Policy DM27 - Parking Standards - The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009) or as subsequently amended when determining planning applications.
- DM29** Policy DM29 - Protecting Living & Working Environments - Development proposals must safeguard the amenities of the occupiers of any nearby residential property by ensuring that development is not overbearing and does not result in unacceptable overlooking or overshadowing. Development must also avoid unacceptable levels of polluting emissions, unless appropriate mitigation measures can be put in place and permanently maintained.
- DM30** Policy DM30 - Contamination & Pollution - Permission will only be granted for developments on or near to hazardous land where the Council is satisfied there will be no threat to the health or safety of future users and there will be no adverse impact on the quality of local groundwater or surface water. Developments must also not have an unacceptable impact on air quality and the health and wellbeing of people.
- SPS1** Strategic Policy S1 Spatial Principles - The Spatial Principles will guide how the Strategic Priorities and Vision will be achieved. They will underpin spatial planning decisions and ensure that the Local Plan focuses growth in the most sustainable locations.

- SPS2** Strategic Policy S2 Addressing Climate Change & Flood Risk - The Council, through its planning policies and proposals that shape future development will seek to mitigate and adapt to climate change. The Council will require that all development is safe, taking into account its expected life span, from all types of flooding.
- SPS3** Strategic Policy S3 Conserving & Enhancing the Historic Environment - The Council will conserve and where appropriate enhance the historic environment. When assessing applications for development, the Council will place great weight on the preservation and enhancement of designated heritage assets and their setting. The Council will also seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings.
- SPS4** Strategic Policy S4 Conserving & Enhancing the Natural Environment - The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution. The Council will plan for a multifunctional network of green infrastructure. A precautionary approach will be taken where insufficient information is provided about avoidance, management, mitigation and compensation measures. Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS)
- SPS7** Strategic Policy S7 The Spatial Strategy - New housing and employment growth will be focussed to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area; sustainable urban extensions around Chelmsford and South Woodham Ferrers and development around Key Service Settlements outside of the Green Belt in accordance with the Settlement Hierarchy. New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford. Where there are large and established mainly institutional uses within the countryside, Special Policy Area will be used to support their necessary functional and operational requirements.
- SPS9** Strategic Policy S9 Infrastructure Requirements - New development must be supported by the provision of infrastructure, services and facilities that are identified as necessary to serve its needs. New development must be supported by sustainable means of transport, safe from all types of flooding, provide a range of community infrastructure, provide green infrastructure and utilities. Necessary infrastructure must seek to preserve or enhance the historic environment.
- SPS10** Strategic Policy S10 Securing Infrastructure & Impact Mitigation - Infrastructure must be provided in a timely, and where appropriate, phased manner to serve the occupants and users of the development. Infrastructure will be secured through planning conditions and/or obligations or through the Community Infrastructure Levy or its successor.

## **VILLAGE DESIGN STATEMENTS**

VDS: Sets out the local community's view on the character and design of the local area. New development should respect its setting and contribute to its environment.

## **NATIONAL PLANNING POLICY FRAMEWORK**

The National Planning Policy Framework (NPPF) was published in February 2019. It replaces the first NPPF published in March 2012 and almost all previous national Planning Policy Statements and Planning Policy Guidance, as well as other documents.

Paragraph 1 of the NPPF sets out the Government's planning policies for England and how these should be applied. Paragraph 2 confirms that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions and should be read as a whole.

Paragraph 7 says that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development meant that the planning system has three overarching objectives; an economic objective; a social objective; and an environmental objective. A presumption in favour of sustainable development is at the heart of the Framework.

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.



### Planning Committee

<b>Application No</b>	:	22/00311/OUT Outline Application
<b>Location</b>	:	Land North Of South Woodham Ferrers Burnham Road South Woodham Ferrers Chelmsford
<b>Proposal</b>	:	<b>Outline application with all matters reserved (except for access) for up to 200 residential dwellings; open space (including allotments, children's play facilities and sustainable drainage features) pedestrian, cycle and bridleway routes; vehicle accesses; internal roads; and associated infrastructure</b>
<b>Applicant</b>	:	Bellway Homes Limited
<b>Agent</b>	:	Savills
<b>Date Valid</b>	:	15th February 2022

### Contents

1. Executive summary.....	2
2. Description of the Site .....	3
3. Details of the proposal .....	3
4. Other relevant applications .....	4
5. Summary of consultations .....	4
6. Planning considerations .....	5
7. Conclusions .....	20
8. Community Infrastructure Levy (CIL).....	21

### Appendices:

Appendix 1	Consultation responses
Appendix 2	Neighbour representations
Appendix 3	Drawings

## 1. Executive summary

- 1.1. This application site forms the western part of an allocated site within the Chelmsford Local Plan. Strategic Growth Site Policy 10 allocates the land north of South Woodham Ferrers for around 1000 homes of mixed size and use, travelling show people site for 5 serviced plots, 1,000 sqm business floor space, potential co-location of a new primary school with an early years and childcare nursery and one stand-alone early years and childcare nursery, a neighbourhood centre, flexible neighbourhood scale business (1,000sqm) and community and healthcare provision.
- 1.2. A masterplan was approved for the wider Strategic Growth Site by Cabinet in March 2021.
- 1.3. The application is submitted in outline with all matters reserved except access. The proposal is submitted by Bellway and is for up to 200 residential dwellings, open space including allotments, children's play facilities and sustainable drainage features. The scheme also includes pedestrian and cycle routes, vehicle access, internal roads and associated infrastructure.
- 1.4. A separate hybrid planning application, submitted by Countryside Properties (reference 21/01961/OUT) covers the remainder of the allocation site. This application was considered by the Planning Committee on the 7<sup>th</sup> February 2023 and was for up to 1020 homes, up to 88 bedroom units of residential care accommodation (Class C2 or Class C3 use, including retirement living/sheltered housing, and/or extra care/housing-with-care/independent living and/or care home/nursing home use), up to 1,100 sqm (GEA) neighbourhood centre (Class E) including a multi-purpose community centre, up to 1,200 (GEA) of business floorspace (Class E), a 2fe primary school and two 56 place early years facilities and five serviced plots for travelling show people. The Committee resolved to grant planning permission subject to conditions, completion of a s.106 Agreement and the lifting of a Holding Direction from the Secretary of State.
- 1.5. The current application development is in compliance with the approved masterplan and satisfies the requirements of Strategic Growth Site Policy 10 of the Chelmsford Local Plan.
- 1.6. As with application 21/01961/OUT, one of the main concerns from local residents is the impact of the development on the existing local highway network. The highway impact of the wider development has already been considered by application 21/01961/OUT and mitigation to address both developments is proposed by Countryside Properties in the form of junction improvements in the vicinity of the site, an improved bus service, smarter choices campaign and the provision of a comprehensive network of pedestrian and cycle routes and connections to the existing town. Bellway will be providing a proportionate (16.4%) financial contribution toward the cost of the highway works considered to be necessary to mitigate the impact of the development. This will be secured through a Section 106 agreement (s106).
- 1.7. The development would deliver 35% affordable homes, of which 22% would be for affordable rent. The affordable rent units would be delivered in accordance with the Council's Strategic Housing Market Assessment Update (December 2015) (SHMA) mix and in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022), whereby a revised mix applies to the additional units over the allocated number of 1000 homes in the Local Plan. The revised mix seeks to address the shortfall in supply of new four-bedroom affordable homes for rent by reducing the proportion of one-bedroom dwellings, in favour of an increase in the proportion of four-bedroom homes. The revised mix would be split proportionately between Bellway and Countryside over the 1000 units.

- 1.8. The application would also deliver First Homes, Shared Ownership homes and Custom Build/Self Build units. All housing matters are fully compliant with Local Plan policies and would be secured by a s106.
- 1.9. The development provides financial contributions towards the provision of a new primary school and two early years/childcare nurseries. Financial contributions will also be made towards secondary school provision and post 16 education.
- 1.10. Contributions will be made towards re-modelling and refurbishing the Crouch Vale Medical Centre in order to increase healthcare capacity for the new residents. This is in accordance with advice from the NHS.
- 1.11. The site would provide in excess of policy compliant open space and Bellway will provide a proportionate contribution (16.4%) toward the provision of a sports pavilion and associated infrastructure as part of the wider strategic open space to be provided. Biodiversity net gain of at least 10% would be secured.
- 1.12. All relevant local plan policies have been met. It is therefore recommended that the application should be approved by the Director of Sustainable Communities subject to the completion of the s.106 agreement.
- 1.13. The application is accompanied by an Environmental Statement.
- 1.14. The Secretary of State has not issued a Holding Direction in relation to the Bellway application.

## **2. Description of site**

- 2.1. The application site consists of approximately 18ha of land located to the northwest of South Woodham Ferrers. The land is currently in agricultural use.
- 2.2. The site is situated between Willow Grove to the west and the B1418 to the east and is intersected by a stream running roughly northwest to southeast.
- 2.3. The site has mature trees located along the stream corridor and hedges along the northern, southern and eastern boundaries. The southern part of the eastern boundary abuts the rear garden boundaries of residential properties in Willow Grove. The topography of the site is relatively flat.
- 2.4. There are no public footpaths or rights of way through the site.
- 2.5. There is a Grade II listed building located to the north of the site, Illgars Manor and Shaw Farm to the south, which is also Grade II listed.

## **3. Details of the proposal**

- 3.1. The application is submitted in outline with all matters reserved except access. The outline application seeks permission for up to 200 residential dwellings, open space including allotments, children's play facilities and sustainable drainage features. The scheme also includes pedestrian and cycle routes, vehicle access, internal roads and associated infrastructure.
- 3.2. The main vehicular access into the site is from the northeast. This access stems from a new roundabout on the B1418, that will be constructed as part of the wider strategic growth site



development. A private drive access is also shown adjacent to the northernmost residential property in the ribbon of development along Willow Grove. This access would serve only five units.

3.3. Parameter plans and an illustrative layout plan have been submitted as part of the application. The plans show four parcels of residential development, with the largest parcel located to the western side of the site. The remainder of the land would be open space, incorporating allotments to the northeast and a children's play area to the centre of the site. The north-western parcel of land would form part of a wider area of strategic open space.

3.4. The submitted access and movement parameter plan shows cycle routes running through the site from east to west, alongside the B1418, along the spine road and two connections to the north. The plan shows raised junctions with pedestrian/cycle priority.

#### **4. Other relevant applications**

4.1. 20/01363/SCOPE - Scoping Opinion report agreed 23rd October 2020. Environmental impact assessment scoping opinion of up to 350 dwellings

4.2. The City Council has recently considered a separate planning application for the remainder of Strategic Growth site 10. A hybrid application 21/01961/OUT was submitted by Countryside Properties for up to 1020 homes, Up to 88 bedroom units of residential care accommodation (Class C2 or Class C3 use, including retirement living/sheltered housing, and/or extra care/housing-with-care/independent living and/or care home/nursing home use), up to 1,100 sqm (GEA) neighbourhood centre (Class E) including a multi-purpose community centre, up to 1,200 (GEA) of business floorspace (Class E), a 2fe primary school and two 56 place early years facilities and five serviced plots for travelling show people. The application also included associated local and strategic open space, highway infrastructure, pedestrian, cycle and bridleway routes. The outline part of the application was for access only, with all other matters reserved. The full part of the planning application sought permission for highways works and SuDs attenuation basins. This application was considered by Chelmsford Planning Committee on 7<sup>th</sup> February 2023. The Committee resolved to grant planning permission subject to conditions, completion of a s.106 Agreement and the lifting of a holding direction from the Secretary of State.

#### **5. Summary of consultations**

5.1. Below is a short summary of the responses from consultees. Further information is contained within Appendices 1 and 2.

- South Woodham Ferrers Town Council – Concerns regarding highway matters and adequacy of the submitted information, concerns regarding the drainage strategy, foul water and impact of the development on ecology.
- Basildon District Council – No reply
- Maldon District Council – No reply
- Rettendon Parish Council – No reply
- Runwell Parish Council – Concerns regarding highway congestion. Mature trees on site should be protected.
- East Hanningfield Parish Council – Concerns regarding the proposed access from Willow Grove and traffic on Creep hedge Lane

- Purleigh Parish Council – Concerns regarding highway implications, air pollution and potential future development in the Dengie. Recommends a new northern by-pass
- Woodham Ferrers & Bicknacre Parish Council – No reply
- Cold Norton Parish Council – Highway concerns especially with the impact of development in the Dengie. Recommends a new northern by-pass
- North Fambridge Parish Council – Concerns regarding highway congestion and safety, air pollution and the inadequacy of the transport assessment
- Stow Maries Parish Council – Object due to highway concerns. Recommends a new northern by-pass
- Environment Agency – No objections
- Natural England – No objections
- Historic England – No comments
- Public Health & Protection Services – Conditions recommended. Air quality impact assessment methodology and conclusions are acceptable
- Economic Development & Implementation – No reply
- Parks & Open Spaces – Contribution required for the sports pavilion, location of play area is in principle acceptable, information needed on maintenance/management of the open space, tree planting required
- NHS Mid & South Essex Sustainability & Transformation Partner – Contributions required to increase the capacity of the Crouch Vale Medical Centre for primary healthcare, community and out of hospital services
- Essex County Council Highways – No objections subject to a proportionate contribution towards the highway mitigate package that has already been secured under application 21/01961/OUT
- Essex County Council (SUDS) – No objections subject to conditions
- ECC Major Development & New Communities – Contributions required for Early Years, Primary Education, Secondary Education and Post 16 and Adult Learning. Employment and Skills Plan required. Site Waste Management Plan required. The development should aim to reduce its carbon footprint. A Construction Environmental Management Plan is required.
- ECC Historic Environment Branch - There is potential that significant archaeological features and deposits may survive within the proposed development area. Condition required.
- Leisure & Heritage Services – No reply
- Cadent Gas – No objections
- National Grid – No objections
- Anglian Water Services Ltd – Request a condition for on-site drainage strategy.
- Essex and Suffolk Water – No reply
- Network Rail – No reply
- Fisher German – No reply
- UK Power Networks (Network Planner) – No reply
- HSE – No comments. The development is not within the scope of an HSE consultation
- Ramblers Association – No reply
- Police - Designing Out Crime – Wish to be involved at REM stage regarding designing out crime
- Sport England Eastern Region – Sports facilities should be designed in accordance with Sport England or the relevant national governing body design guidance notes. Recommend the use of Sport England’s Active Design guidance
- Essex County Fire & Rescue Service – Recommend the installation of automatic water suppression systems
- Essex Wildlife Trust Ltd – No reply
- Public Health Impact Assessment – No objections
- Local residents – Comments raised relate to highways, residential amenity, drainage, ecology and the principle of the development.

## **6. Planning considerations**

### ***Principle of Development***

*Strategic Priorities: 1 (sustainable development patterns) 2 (new homes), 5 (strategic infrastructure), 6 (local infrastructure),*

*Local Plan Strategic Policies: S1, S6, S7. Site Policies: Growth Site Policy 10*

6.1. Strategic Priority 2 of the Chelmsford Local Plan is Meeting the needs for new homes. The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet objectively assessed housing needs.

6.2. Strategic Policy S7 sets out the spatial strategy (i.e., the scale and distribution) for new development over the period of the Local Plan. The Spatial Strategy applies the Spatial Principles to focus new housing and employment growth to the most sustainable locations, which includes sustainable urban extensions around Chelmsford and South Woodham Ferrers.

6.3. 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.

6.4. The application site relates to Strategic Growth Site Policy 10 – North of South Woodham Ferrers  
This site policy requires the following amount and type of development:

- Around 1,000 new homes of mixed size and type to include affordable housing
- Travelling showpeople site for 5 serviced plots
- 1,000sqm of business floorspace
- 1,900 of convenience retail floorspace (This has already been provided by the Sainsbury's supermarket)
- Potential co-location of a new primary school with an early years and childcare nursery and one stand-alone early years and childcare nursery or two new stand-alone early years and childcare nurseries
- Neighbourhood centre
- Local and strategic open space

6.5. This application follows the approval of a masterplan for the site allocation. The development of the masterplan began in late 2018 and was initially led by Countryside Properties, with Bellway later becoming a partner in the document. Community and Technical Stakeholder Workshops were held in January 2020 and an extended public consultation was carried out during June-July 2020. The masterplan was considered by the Essex Quality Design Review Panel on 20<sup>th</sup> July 2020 and considered by Chelmsford Policy Board on 21 January 2021. The masterplan was then approved by Cabinet on 2 March 2021. The masterplan document showed a density of housing that was capable of accommodating 1200 homes.

6.6. The application does not relate to the whole of the masterplanned area. In terms of residential use it proposes 200 dwellings. The site relates only to the westernmost part of the wider strategic site. A hybrid planning application 21/01961/OUT submitted by Countryside Properties relates to the majority of the rest of the strategic growth site. In terms of residential uses, application 21/01961/OUT included up to 1020 homes. The Countryside application was considered by the Planning Committee on the 7<sup>th</sup> February 2023. The Committee resolved to grant planning permission subject to conditions, the completion of a s.106 Agreement and the lifting of a holding direction from the Secretary of State. Taking the Countryside application into account, the combined (Use Class C3) housing numbers on the site would therefore be 1220 homes. Although the site is allocated for around 1,000 new homes, 1,000 homes is not a 'ceiling'. Development of the site is required to meet the Council's identified growth needs. The proposed land use, movement and landscaping are consistent with the approved masterplan.

- 6.7. In terms of land use, the proposed application meets all the requirements of Strategic Growth Policy 10. Although the application is submitted in outline, an illustrative layout plan has been provided to show how the development might be laid out. This clearly shows all of the land uses required by the Policy and is consistent with the approved masterplan, which required a landscape led approach.
- 6.8. The proposal shows the main access to the development from a new roundabout on the B1418. A land use parameter plan has been provided as part of the application submission. This shows four parcels of residential development, allotments located to the north-eastern part of the site, a children's play area located roughly in the centre of the site and an area of strategic open space to the northwest of the site.
- 6.9. South Woodham Ferrers has a Neighbourhood Plan, which is a material planning consideration. The plan was made (adopted) by Full Council at its meeting on 8 December 2021. Chapter 8 of the Neighbourhood Plan relates to the Northern growth area. It sets out principles for "good growth" which includes recognising the importance of green space, the sensitive nature of the Garden of Remembrance, local flood risk and patterns and the need to structure the development such that new facilities are accessible to all and well-integrated with the existing community. The importance of connecting across Burnham Road to Hullbridge Road and balancing traffic movements along Burnham Road with the ability to cross Burnham Road by foot or by bicycle are highlighted. The document expresses the importance of a Transport Assessment to accompany the planning application and that the Highways Authority will need to be satisfied with the Assessment and package of transport solutions and mitigations put in place. Policy SWF NGA1: Placemaking principles states that "Proposals for development of the Northern Growth Area which conform to the adopted "Land North of South Woodham Ferrers Masterplan" and which mitigate the cumulative transport impact through all phases of development following acceptable assessment by the Highways Authority will be supported".
- 6.10. The principle of the development is acceptable. The land was allocated in the Chelmsford Local Plan as a strategic growth site with the intention that the development would be a sustainable extension of the existing town. The site has been the subject of a detailed masterplan and the application submission is in accordance with that masterplan. The development therefore contributes to fulfilling the Council's strategic priorities for housing and employment growth and is in accordance with the Spatial Strategy
- 6.11. Following the written statement by the Secretary of State for Levelling Up, Housing and Communities and Minister for Intergovernmental Relations made on 6 December 2022, the Government are consulting on reforms to national planning policy which includes proposed changes to the National Planning Policy Framework (NPPF). The consultation closed on 2 March 2023. With regards to housing numbers, the consultation makes clear that the national standard method for deriving local housing need should remain the starting point for local authorities. However, the consultation seeks to clarify that where this means that national housing targets can be met only by building at densities significantly out of character with the existing areas; or requires the review of Green Belt boundaries; or where there has been a history of over-delivery of housing, then it could be possible for new Local Plans not to meet all of its identified housing need. The housing requirement in the adopted Local Plan, which this site is allocated within, was considered at an independent examination and found sound. The Council will consider the Government consultation in the context of the review of the adopted Local Plan and a new Strategic Housing Needs Assessment (SHNA) has been commissioned which will determine a new housing number for the period to 2041.

## **Housing**

Affordable Housing

- 6.12. The application as submitted is in outline only therefore the final number of homes and the proposed mix is not yet known. The application is for “up to” 200 dwellings. Thirty five percent of the new homes are to be provided as affordable housing units. This would equate to a maximum of 70 affordable homes. This is compliant with Policy DM2.
- 6.13. The City Council’s Planning Obligations SPD sets out the required mix for affordable housing. To ensure new affordable provision is weighted to make a proportionate contribution to the assessed need, 22% of the total number of dwellings within the development will be required to be provided as social or affordable rented accommodation. The applicant has agreed that the Affordable Rented units would be delivered in accordance with the Council’s Strategic Housing Market Assessment Update (December 2015) (SHMA) mix and in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022) whereby a revised mix applies to the additional units over the allocated number of 1000 homes in the Local Plan. The revised mix seeks to address the shortfall in supply of new four-bedroom affordable homes for rent by reducing the proportion of one-bedroom dwellings, in favour of an increase in the proportion of four-bedroom homes. Households in need requiring one bedroom accommodation are most likely to have their need met from the current supply.
- 6.14. This application has been submitted by Bellway and is for up to 200 units. The separate, concurrent application for 1020 homes that has been submitted by Countryside is for the remainder of the allocation site.
- 6.15. In terms of the affordable housing provision, the two applications are being considered together, which means that there would be 220 units over the allocation number in the Local Plan. The Housing Additionality revised mix is therefore applied to 220 units and split proportionately between the two developments. The calculations are based on 83.6% for Countryside and 16.4% for Bellway to represent their proportions of the overall development. Table 1 below sets out the affordable rent mix on the additional 220 units.

**Table 1. Affordable Rent – additionality units only**

Size of home	Additionality	No. of AR units Countryside (total of 41)	No. of AR units Bellway (total of 8)
One bedroom	0%	0	0
Two bedrooms	53.6%	22	4
Three bedrooms	14.2%	6	1
Four or more bedrooms	32.2%	13	3
Total	100%	41	8

Table 2 below sets out the affordable rent mix across the entire allocation

**Table 2. Affordable Rent – whole allocation**

Bedroom number	CP (no. of units)	Bellway (no. of units)
1 Bed	41	8
2 Bed	121	24
3 Bed	32	6
4 Bed +	31	6
Total	225	44

- 6.16. First Homes was introduced by the government following the adoption of the Local Plan in May 2020. They are a specific kind of discounted market sale housing. The Council's approach to First Homes has been set out in a Planning Advice Note. The units will be required to have a 30% discount against the market value and will have a cap of £250,000 in line with the national price cap.
- 6.17. The applicant has confirmed that the scheme will be compliant with the Planning Advice note, which requires 9% of the total units to be delivered as First Homes. Based on the maximum number of units to be constructed on this site (200), this would equate to 18 First Home units.
- 6.18. The Local Plan Viability Study assumed a larger discount would apply to shared ownership housing – 35% from the market value rather than 30%. Therefore, to maintain the same overall value for the affordable home ownership contribution in addition to the provision of 9% of the total number of residential units being provided as First Homes; a financial contribution in lieu of the 5% difference in the discount applied to shared ownership will be applied to the 9% First Homes to meet the priorities identified in the Housing Strategy if the First Homes are discounted at 30% from the market value. Should the developer wish to apply a larger discount of 40% or 50% then the contribution would not be required. Either option will be available to the developer, secured through the s.106 agreement.
- 6.19. Policy DM1 of the Local Plan requires 5% of the affordable units to be delivered as Wheelchair units in compliance with Building Regulation M4(3)(2)(b). The Wheelchair User dwellings will be delivered as Affordable Rent. For a scheme of 200 units this would equate to 4 Wheelchair units. The planning advice note sets out the profile of need for wheelchair user dwellings. This uses information based on the number of households on the Council's Housing Register that require wheelchair accessible housing that are in the greatest priority and considered to be urgent need of rehousing as of April 2022. This requires the following mix based on 4 units.

**Table 3: Wheelchair user dwellings proposed mix**

<b>Table 2: M4(3)(2)(b) Wheelchair User Homes for AR</b>	Total Units	1 Bed (33%)	2 Bed (22%)	3 Bed (22%)	4 Bed (17%)	5 Bed (6%)
M4(3)(2)(b) Wheelchair	4	1	1	1	1	0

- 6.20. The applicant has agreed to comply with the above table.

- 6.21. Policy DM1 also requires 50% of the total units to be delivered as Accessible or Adaptable dwellings in compliance with Building Regulation M4(2). The Applicant has also agreed to this, which on a scheme of 200 units would result in 100 M4(2) Accessible or Adaptable units.
- 6.22. The reasoned justification to Policy DM1 includes an indicative size guide for market homes and states that this will be used to inform negotiations between the Council and developers to determine the appropriate mix of housing. An indicative mix of market homes has been provided as part of the design and access statement. This indicative mix does not align with the table in the reasoned justification to Policy DM1 due to the lack of smaller dwellings and oversupply of larger dwellings. The mix as shown would continue to add to the wider affordability pressures in the housing market locally. Given that the application is submitted in outline with all matters reserved except access, this is an element of the scheme that will need to be revised at the stage of reserved matters.

#### *Self-Build and Custom Build and Specialist Residential Housing*

- 6.23. Policy DM1 C) states that within all developments of more than 100 dwellings the Council will require 5% self-build homes which can include custom housebuilding. The submitted planning statement, at paragraph 4.8 states that the development will include 5% of the new homes as self-build plots in the north of the largest development parcel. The provision of these units would be secured through the S106 agreement. A condition is also attached to secure a design code for these units which would inform the design and appearance of the units.
- 6.24. Policy DM1 C) also requires the provision of specialist residential accommodation, taking account of local housing needs. The Planning Obligations SPD states that at the time a formal application is submitted the Council will consider the specialist residential accommodation needs identified in the Council's Housing Strategy as well as the latest assessments of need.
- 6.25. The Council has produced a planning advice note relating to specialist residential accommodation. This states that the latest assessment of housing need is contained within the Housing Strategy. The planning advice note explains that obtaining a commuted sum in lieu of on-site specialist residential accommodation provision would enable flexibility in the location of units but also the ability to align revenue funds to match this capital contribution towards the identified housing needs. The applicant has confirmed that they will contribute to specialist residential accommodation through a commuted sum in line with the planning advice note. This will be secured through the s.106 agreement.

#### **Education**

*Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure) Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 10, Local Policy: DM20*

- 6.26. As part of the wider strategic growth site, land has been allocated for a new co-located primary school and early years and childcare nursery and one stand alone early years and childcare nursery. All of these facilities fall within the Countryside application site (21/01961/OUT) and not within the Bellway land.
- 6.27. The application proposal would mitigate its impacts on Education through contributions to Early Years, Primary Education, Secondary Education and Post 16 Education.

#### **Health**

*Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure) Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 10, Local Policy: DM20*

- 6.28. Strategic Growth Site Policy 10 states that financial contributions will be required for healthcare provision as required by the NHS/CCG.
- 6.29. The NHS Mid Essex Clinical Commissioning Group (CCG) and the Mid and South Essex Health and Care Partnership (HCP) were consulted on this planning application and have advised that the proposed development is likely to have an impact on the services of the surgeries that operate within the vicinity of the application site and that the GP practices do not have capacity for the additional growth resulting from this development.
- 6.30. The existing three surgeries within SWF are all located within the relatively newly built Crouch Vale Medical Centre. The CCG and HCP consultation response has advised that in order to create capacity for the development the Crouch Vale Medical Centre will need to be reconfigured and reorganised to provide for primary healthcare, community and out of hospital services. A contribution of £99,200 will be secured through a s.106 agreement to mitigate the impact of the development on healthcare services.
- 6.31. A health impact assessment has been submitted as part of the Environmental Statement. This uses the Essex Health Impact Assessment Checklist presented by Essex Healthy Places. The HIA presents an assessment of the potential human health effects that are anticipated to arise from the proposed development during construction, and also once the development is complete and occupied. The scheme, alongside the Countryside application puts walking and cycling as the priority forms of travel within the development, with streets and paths connecting people to places and public transport services in the most direct way. The wider Strategic Growth Site provides community facilities, shops, education and health facilities, as well as parks, play spaces and meeting places that respond to local community needs, located in the best location for those walking, cycling and using public transport. There is also good mix of formal and informal physical activity, sporting and play space across the wider scheme. The development also provides an opportunity for access to healthier food environments with an area of allotments totalling 1,400 sq.m (0.14 ha) to be provided.
- 6.32. The City Council's Public Health officer is content with the submitted HIA and there are no concerns on health grounds.

### **Transport**

*Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure)  
Local Plan Strategic Policies: S9, S10. Local Policy: DM24*

#### *Routes and Access*

- 6.33. The strategic growth site policy 10 sets out site masterplanning principles for movement and access. The majority of these requirements have already been met by the Countryside application. The Countryside scheme shows a new roundabout on the B1418 that would allow access into both the eastern and western parcels of the strategic growth site. The main access for this development would be via this new roundabout. A condition is attached to the Countryside application requiring the access into the Bellway land to be provided prior to the first occupation of their site.
- 6.34. In accordance with the approved masterplan, the submitted parameter plan shows a section of segregated pedestrian and cycle route running along the eastern side of the site adjacent to the



B1418. This would tie in with the proposal from Countryside to have a pedestrian and cycle route running along either side of this road down to the roundabout to the south to provide sustainable connections to the town centre.

- 6.35. The approved masterplan showed pedestrian and cycle routes running east/west along the main spine road through the development and an east/west leisure route to the southern part of the site. Both are shown on the submitted parameter plan. Two pedestrian and cycle routes connecting up to the strategic sports site to the north are also shown, which is again in accordance with the masterplan
- 6.36. A new access is shown to the west of the site from Willow Grove. This did not form part of the approved masterplan. Whilst the principle of this access has not been established by the masterplan, it would only serve five units off a private drive and would not allow access to the wider part of the development site. Willow Grove is not considered to be suitable for a priority junction access. Given the low number of additional units to be accessed from this side of the site, the impact on Willow Grove is considered to be acceptable.

#### *Transport Modelling, Traffic Impact and Mitigation proposals*

- 6.37. As with the Countryside application, the main concern from local residents regarding this proposal is the impact of the development on the existing traffic congestion around South Woodham Ferrers. The primary concern is about congestion on the Burnham Road, particularly with the addition of new signalised crossings on this road and the potential for rat running as a result of the congestion. Some residents have requested a new northern bypass around South Woodham Ferrers as part of the mitigation proposals.
- 6.38. The National Planning Policy Framework states at paragraph 110 that “In assessing specific applications for development, it should be ensured that
- a) appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location
  - b) safe and suitable access to the site can be achieved for all users
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree

Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe“

- 6.39. The transport assessment submitted as part of this application relies on the data and modelling contained within the transport assessment that accompanied the Countryside application. The Countryside application accounted for 1200 dwellings. The proposal now is for 1220 in total (Bellway and Countryside combined) but ECC Highways have advised that the extra 20 dwellings would make no material difference to the modelling, conclusions and required mitigation. A transport assessment addendum has been provided by Bellway to ensure that the information provided as part of their application aligns with the transport assessment that was submitted and subsequently amended by Countryside.

- 6.40. In accordance with the requirements of the strategic site policy, the recommendations of the Local Plan Inspector and the requirements of the NPPF, the application proposes to make a proportionate financial contribution (16.4%) towards the following mitigation, which has already been secured by the Countryside development:

*Rettendon Turnpike/Hawk Hill/A132*

- Rettendon Turnpike widening of the A1245 approach to 3 lanes and Main Road approach to 2 lanes - Hawk Hill roundabout widening of the A130 southbound off slip approach to roundabout to 3 lanes and widening to increase the flare on Hawk Hill approach
- A132/Runwell Road/A130 northbound on/off slip road junction, to include the provision of MOVA at the traffic signals

*A132 Burnham Road*

- Extension of the taper where Burnham Road is reduced from 2 lanes to 1 by approximately 100 metres

*Willow Grove/Ferrers Road/B1012 Burnham Road roundabout*

- Extend the merge taper on the A132 Burnham Road southwest-bound exit from the roundabout
- widening of A132 Burnham Road northeast-bound approach to 3 lanes
- widening to increase the flare lengths on the Willow Grove and Ferrers Road approaches to the roundabout

*B1012 Burnham Road/Old Wickford Road/B1418 Junction*

- Enlarged roundabout and widening of B1012 westbound towards B1012/Ferrers Road/A132/Willow Grove roundabout to 2 lanes

*B1012 Burnham Road/Hamberts Road/Ferrers Road/Woodham Road roundabout*

- Enlarged roundabout

- 6.41. The proposal will also provide a car club and a proportionate contribution (16.4%) to the Bus Strategy that has already been secured by the Countryside application. This will provide an increased frequency of buses during peak hours and a new shuttle service to Wickford station. The bus strategy will provide up to one year's free bus travel on local and proposed bus services for up to four people in each household. It is also proposed to extend the town centre fare zone to include the proposed development.

**Natural Environment**

Key Strategic Priority 7 (Protecting and enhancing the Natural and Historic and Environment)

Local Plan Strategic Policy: S4, Local Policies DM16 and DM17

*Ecology – Designated Sites*

- 6.42. The application site is located within the zone of influence of four designated sites with statutory protection; Essex Estuaries Special Area of Conservation (SAC), Crouch & Roach Estuaries Special Protection Area (SPA), Crouch & Roach Estuaries Ramsar and Blackwater, Crouch & Roach Estuaries Site of Special Scientific Interest (SSSI). These sites have national, European and international importance.
- 6.43. The application is accompanied by a shadow Habitat Regulations Assessment (HRA), including an Appropriate Assessment (Appendix 9.1 of the Environmental Statement). The HRA considered two key impact pathways; firstly water quality and secondly the potential for recreational disturbance.
- 6.44. The proposal is not considered likely to result in water pollution with the provision of a Construction Environmental Management Plan which can include pollution prevention to ensure that any water run off from the site does not include site materials. This can be conditioned.
- 6.45. In relation to recreational disturbance no birds from the SPA were recorded on the site and the land is not considered to be “functionally linked” to the protected site. Natural England have reviewed the applicant’s shadow HRA and are content that the findings are sound. With the provision of a CEMP conditions, the development is not therefore considered likely to result in any adverse impacts on the nearby designated sites.

#### *Ecology – On site*

- 6.46. Detailed fauna surveys were carried out on the site in accordance with the relevant survey methodology for that species as recommended by the Chartered Institute of Ecology and Environmental Management (CIEEM) and Natural England. Surveys have confirmed no evidence of badgers, water voles, otter or reptiles on site and the site is not considered to be likely to contain great crested newts. Surveys did confirm breeding birds around the edges of the site and along the stream corridor. The site is also considered important to commuting and foraging bats at local level. There are 15 trees that may be suitable as bat roosts, although not surveyed.
- 6.47. The environmental statement advises that a key inherent mitigation measure is the retention and creation of wildlife corridors and networks around and across the site. All trees with potential roost features will be retained. The environmental statement also advises how species should be protected both during and after construction. The mitigation measures identified in the chapter 9 of the Environmental statement are to be secured by condition requiring the production of a CEMP, Sensitive Lighting Strategy and a Landscape Environmental Management Plan.

#### *Ecology – Biodiversity Net Gain*

- 6.48. The environmental statement sets out how the development seeks to increase biodiversity on the site, with a target 10% increase in biodiversity net gain. Enhancement recommendations include providing bat boxes on all low bat roost potential trees and some of the buildings, providing bird boxes, creating attenuation basins and plug planting the basins, creating new boundary features, creating log piles and seeding areas with a wildflower seed mix. The proposed biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy which is to be secured by condition.

#### *Trees*

- 6.49. The application is accompanied by an arboricultural impact assessment which contains the results of a tree survey and details relating to tree constraints and impacts as a result of the proposed development.

The site contains 71 trees, 6 groups and 12 hedgerows. The central group of poplar trees are an attractive landscape feature. There are however some specimens that have suffered storm damage and have significant dieback and deadwood in their crowns.

The proposed illustrative layout shows that two poplar trees from the central group and a section of a hedgerow are to be removed to facilitate the road access. The two poplars have poor structural form and have had their tops lost historically and are unlikely to recover. The loss of these trees is acceptable and the hedgerow can be sufficiently compensated for within the landscape and open space.

- 6.50. Conditions are attached requiring an arboricultural impact assessment, method statement and tree protection plans and a detailed soft landscaping strategy.

### **Historic Environment**

*Strategic Priority 7 (Protecting and Enhancing the Natural and Historic Environment)*

*Local Plan Strategic Policy: S3, Local Policies DM13, DM14 and DM15*

- 6.51. There are no heritage assets within the site, but the wider area includes a number of designated and non-designated heritage assets.
- 6.52. Ilgars Manor, a grade II listed building, lies to the north. The wider rural context forms part of the setting and contributes to its significance. The wider rural context would be eroded by the development, but its impact would be limited by the separating distance, layout of development and landscaping. This harm would amount to a low level of less than substantial harm for the purposes of the NPPF.
- 6.53. Shaws Farm a timber framed house (now restaurant), grade II listed, lies to the south. This building is now separated from the application site by the B1012 and landscaping, any functional association with the land is no longer legible, there would be no harmful impact on its setting.
- 6.54. At the summit of Mill Hill there is a redundant Nuclear Royal Observatory Corps Monitoring Post. The site was chosen for its elevated position and whilst the setting would change through the development, its significance would not be adversely affected.
- 6.55. Heritage assets in the wider area would be unaffected.
- 6.56. Overall, the development would not result in any significant harmful impacts on heritage assets that cannot be satisfactorily mitigated through layout, design and landscaping.

### **Noise**

*Strategic Priority 8 (Well designed and attractive places, healthy communities)*

*Local Policy DM29*

- 6.57. A noise assessment has been submitted as part of the application. This has been carried out in accordance with BS8233 for internal and external amenity sound levels and includes the construction period of the development. The assessment takes into account noise from the

nearby BP Petrol Station and the KFC restaurant. Noise from the proposed rugby pitches to the north of the site were also modelled using methodology outlined in Sports England Guidance for artificial grass pitches.

- 6.58. The assessment concludes that the majority of the site would be considered negligible to low risk. The eastern boundary of the site close to the B1418, the southern boundary closest to Burnham Road and the western boundary of the site directly adjacent to Willow Grove would be considered medium to high risk due to road traffic noise.
- 6.59. The report sets out proposed mitigation recommendations to ensure that the development does not result in unacceptable noise levels for future residents. This includes Type 2 glazing and ventilation where facades overlook the B1418 with Type 1 glazing proposed elsewhere. It is also recommended that a Level 2 overheating assessment should be undertaken as part of the reserved matters application. The mitigation recommendations also cover good practise methods during the period of construction to protect existing residents
- 6.60. The City Council's Public Health and Protection Team have reviewed the content of the submitted noise report and advised that the content is acceptable. They have no objections provided the recommendations are followed
- 6.61. A condition is therefore attached requiring the proposal to be carried out in accordance with the mitigation recommendations of the submitted noise report

### **Air Quality**

*Strategic Priority 8 (Well designed and attractive places, healthy communities)*

*Local Policy DM30*

- 6.62. An air quality impact assessment has been submitted as part of the Environmental Statement. The assessment takes into account both the construction period and the generated road traffic impacts during the operational phase of the development.
- 6.63. Annual mean concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> have been predicted at a range of locations representing existing and proposed sensitive properties in the local area, including worst-case locations. The receptors include existing properties and also the closest proposed new dwellings on the adjacent Countryside development to the east.
- 6.64. To mitigate the impact of the proposal during the construction phase, the report recommends the submission of a dust management plan prior to works commencing on site. The report also recommends monitoring, site preparation, good practise methods for the operation of vehicles and machinery, waste management and management of earthworks during the construction period. All these measures can be controlled by condition.
- 6.65. The impact of the operational phase on air quality at any of the current or proposed receptors has been deemed as negligible and will not result in any exceedances of the air quality objectives. The methodology and conclusions of the report have been reviewed by the City Council's Public Health and Protection Team and they are content that the findings are sound.
- 6.66. Overall, with the provision of appropriate conditions, the development will not give rise to problems of air quality.

### **Flood risk and Drainage**

### *Surface Water*

- 6.67. Policy DM18 of the Chelmsford Local Plan states that all major development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS).
- 6.68. A SuDs drainage strategy is included as part of the application. The drainage strategy acknowledges that Fenn Brook is a tidally influenced watercourse. The principle of the drainage strategy is to ensure that the water draining from the site would be no more than the existing situation. There have been comments from local residents regarding problems of surface water flooding in the local area. It is not the purpose of a planning application to resolve existing issues, simply to maintain a status quo, in that the proposed development must not worsen the possibilities of surface water flooding. This must also take into account the impacts of climate change.
- 6.69. The submitted SuDs scheme has been considered by the Local Lead Flood Authority at Essex County Council. They do not object to the granting of planning permission for this development and recommend conditions to secure the SuDs scheme, together with its management and maintenance.

### *Foul Water*

- 6.70. Anglian Water have advised that the information provided as part of the application is insufficient to determine the acceptability of the used water sewerage scheme. They have advised that they have no objections to the application subject to the provision of a condition requiring a scheme for on site foul water drainage works, including connection point and discharge rate. The suggested condition is therefore attached.

### ***Design and Layout***

- 6.71. The application is submitted in outline with all matters reserved except access. Whilst the matter of layout is reserved for subsequent approval, parameter plans and an illustrative layout have been provided as part of the application to show how the development might be laid out.
- 6.72. The indicative layout broadly follows the principles set by the approved masterplan. The scheme shows four parcels of residential development with the remainder of the land being open space. The scheme provides a total of 10.56 ha of public open space. The area for allotments is 0.14 ha and the children's play area would be approximately 0.12 ha.
- 6.73. The illustrative masterplan was amended during the life of the application. The amended scheme now shows a generally outward facing development and better defined character areas. The layout shows improved plan forms and less exposed car parking than the original submission.
- 6.74. As the scheme is illustrative and only shown in sketch form, details such as the treatment of parking and design of buildings will need to be looked at carefully at the stage of reserved matters. Focal buildings, for example, are welcomed, but the choice of form will need some work. The large plan forms/splay/hipped roofs appear out of scale with the neighbouring units and there are better ways of accommodating large blocks. In general, blocks with a orthogonal / right-angled plan form work a lot better on corners than the chamfered blocks shown.

- 6.75. The internal road layout of the development is not determined at this stage. At the stage of reserved matters the pavements and cycle routes will need to consistently carry across junctions. There is also a concern about the continuous vehicle route on the western side of the western block. This straight section would encourage higher vehicle speeds and could be improved if it did not allow access all the way to the south of the square. These are matters that can all be resolved when the final layout is known.
- 6.76. Overall, the illustrative layout and parameter plans show a development scheme that would be compliant with the masterplan and likely to have an acceptable character and appearance.
- 6.77. The overall character of the site would obviously change, as the land is currently open countryside. The site was allocated in the Local Plan in 2020 and the evidence base for the local plan included character assessments. The site was considered to be suitable for residential development. The proposed scheme is landscape led and has been designed to respect the heritage asset to the north and to retain the important natural features of the site.

### **Legal Obligations**

*Key Strategic Priorities: 2 (new homes), 5 (strategic infrastructure), 6 (local infrastructure)*

*Local Plan Strategic Policies: S6, S9, S10. Site Policies: Growth Site Policy 8. Local Policies: DM1, DM2, DM16, DM20*

### *Affordable Housing*

- 35% of total units to be provided as affordable housing (22% affordable rent, 9% first homes, and 4% shared ownership) The size of the Affordable Rented units will reflect the requirements of Table 3 in the POSPD except in the circumstances where the number of residential units built at the wider site exceeds the 1000 allocation identified in the Local Plan. In these circumstances a different housing size table will be applied but only to the Affordable Rented proportion above the 1000-allocation number. This application has been submitted by Bellway and is for 200 homes. There is a separate concurrent application for 1020 homes that has been submitted by Countryside Properties for the remainder of the allocation site. In terms of the affordable housing provision, the two applications are being considered together, which means that there would be 220 units over the allocation number in the Local Plan. The Housing Additionality revised mix as set out in Table 3 of the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022) is therefore applied to 220 units and split proportionately between the two developments
- First Homes financial contribution to make up the 5% difference in the discount applied to Shared Ownership will be £247 per sq. m for each First Home flat and £202 per sqm for each First Home House. As an alternative to paying the First Homes Financial contribution the s.106 will provide scope for the developer to either discount First Homes at 40% or 50% from market value
- Wheelchair User M4(3)(2)(b) units to be secured at 5% of the total number of affordable homes
- Affordable housing scheme to be submitted to address phasing, delivery and mix for each phase

### *Specialist residential accommodation*

- Financial contribution £457.50 x 200 dwellings = £91,500

### *Self/Custom Build*

- Self/Custom Build housing to be provided at 5% of the total number of units. Units to be provided prior to 50% occupation of the site

### *Education*

The below figures are based on 200 dwellings without any exceptions as the mix is unknown at this stage. The figures would be adjusted accordingly subject to the final mix

#### Early Years

- Financial contribution of £369,144

#### Primary Education

- Financial contribution of £1,230,480

#### Secondary Education

- Financial contribution of £951,000

#### Post 16 Education

- Financial contribution of £191,696

#### Employment and Skills

- Employment & Skills Plan

### *Transport/Infrastructure*

- Proportionate financial contribution (16.4% of the overall cost of the 278 works bond value plus a contingency allowance related to the bond value) towards the following:

#### *Rettendon Turnpike/Hawk Hill/A132*

- Rettendon Turnpike widening of the A1245 approach to 3 lanes and Main Road approach to 2 lanes - Hawk Hill roundabout widening of the A130 southbound off slip approach to roundabout to 3 lanes and widening to increase the flare on Hawk Hill approach
- A132/Runwell Road/A130 northbound on/off slip road junction, to include the provision of MOVA at the traffic signals

#### *A132 Burnham Road*

- Extension of the taper where Burnham Road is reduced from 2 lanes to 1 by approximately 100 metres

#### *Willow Grove/Ferrers Road/B1012 Burnham Road roundabout*

- Extend the merge taper on the A132 Burnham Road southwest-bound exit from the roundabout
- widening of A132 Burnham Road northeast-bound approach to 3 lanes
- widening to increase the flare lengths on the Willow Grove and Ferrers Road approaches to the roundabout



*B1012 Burnham Road/Old Wickford Road/B1418 Junction*

- Enlarged roundabout and widening of B1012 westbound towards B1012/Ferrers Road/A132/Willow Grove roundabout to 2 lanes

*B1012 Burnham Road/Hamberts Road/Ferrers Road/Woodham Road roundabout*

- Enlarged roundabout
- No occupation to occur until pedestrian/cycle improvements along the B1418 and enlarged B1012 Burnham Road/Old Wickford Road/B1418 Junction improvements have been completed in accordance with drawings that have already been approved in principle under application 21/01961/OUT. (This may alternatively be secured by way of a condition).
- Bus strategy as agreed by Countryside Properties under application 21/01961/OUT
- Submission of a residential travel plan prior to occupation
- An annual Travel Plan monitoring fee of £4000 (index linked from April 2022) to Essex County Council until a year after full occupation.
- The provision of a contribution of £65,600 (index linked from February 2023) to be used for local highways improvements at Shaw Farm or on Burnham Road and the adjacent roads, should the results of the annual Travel Plan/Smarter Choices monitoring surveys for this application or 21/01961/OUT identify the agreed mode share targets in the TA are not being achieved for 3 years in succession.

Car Club

- Marketing Scheme
- Smarter choices campaign

Open Space / Recreation

- Open Space Delivery
- Open Space Phasing and Delivery Plan to be submitted relating to the timing and delivery of strategic open space, play area, biodiversity net gain and allotment.
- Strategic open space. Safeguarding of land and transfer to CCC with a commuted maintenance sum. The strategic open space shall be provided prior to the 80<sup>th</sup> occupation.
- Provision of play area
- Allotments – To be provided prior to the 80th occupation.
- Landscape and Open Space Management and Maintenance Plan (inc. SUDS).
- Proportionate (16.4%) financial contribution toward the provision of a sports pavilion including sports club rooms, toilets and 4 dual changing rooms (suitable for two sides)

- 600 trees to be planted on site or financial contributions in lieu of on-site provision in accordance with the City Council's tree planting planning advice note.

#### Health Care

- Financial contribution towards reconfiguration and re-organisation of the Crouch Vale Medical Centre to increase capacity for the benefit of patients of the surgeries. On the basis of 200 dwellings this would be £99,200. This would be adjusted accordingly depending on the final number of units.

#### Biodiversity / RAMS

- RAMS financial contribution of £27,542 (200 x 137.71)

#### Monitoring Fee

- A Monitoring fee of £840 which excludes affordable housing obligations; these are subject to a separate monitoring fee of £100 per affordable housing unit.

## 7. Conclusion

7.1. The National Planning Policy Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three overarching objectives to sustainable development; economic, social and environmental.

#### *Economic*

7.2. The proposal would generate jobs through the construction process and in the longer term through the onsite open space management and sports facilities. The construction of up to 200 dwellings on the site would also increase spending in the existing Town Centre which would add to the local economy. These benefits carry weight in favour of the proposed development.

#### *Social*

7.3. The proposed development would provide a range of house types and sizes and would meet the City Council's identified growth needs. The development would provide affordable homes, first homes, shared ownership, self or custom build, wheelchair user homes and accessible or adaptable homes. It would also provide contributions towards specialist residential accommodation.

7.4. The scheme includes facilities that would encourage social interactions and the growth of the community and would be well connected to the facilities on the wider growth site. The on site facilities include strategic and local open space, allotments, and a play space. The development would also be mitigating its own impacts in relation to education through the provision of financial contributions

7.5. The scheme has been designed to connect pedestrian and cycle links to the wider site and existing town centre and provide good walking and cycling routes throughout the site. This not only provides health benefits to the residents, in that active and sustainable modes of transport are a realistic prospect but also aids in social cohesion with existing residents in the town centre.

7.6. Even with the provision of sustainable transport measures, it is recognised that the development will result in additional private motor vehicles on the existing highway network. The applicant has sought to mitigate the impacts of the additional traffic through a proportionate financial

contribution to the package of highway mitigation measures that have already been secured by the Countryside development.

7.7. The proposal provides social benefits, which weighs in favour of the development.

#### *Environmental*

7.8. The scheme is landscape led, providing 10.56 of open space. It is acknowledged, however, that the development would result in a loss of open countryside. The proposal seeks to retain most of the existing trees and hedgerows and would result in no harm to protected species. A biodiversity net gain of 10% would be achieved.

7.9. The application provides environmental benefits through the provision of a network of pedestrian and cycle links, a car club and financial contributions towards an improved bus service to encourage sustainable modes of transport.

7.10. Conditions are recommended to ensure the development is built sustainably by requiring the installation of electric vehicle charging infrastructure and by requiring water efficiency building regulations to be met.

7.11. No harm would be caused to existing heritage assets in the area and a condition is attached to ensure that the archaeology of the site is properly recorded.

7.12. Overall, with the provision of appropriate conditions and s.106 obligations, the proposal is considered to comply with the three strands of sustainable development. The proposal is in accordance with the approved masterplan and would satisfactorily meet the requirements of Strategic Growth Site Policy 10 of the Chelmsford Local Plan.

## **8. Community Infrastructure Levy (CIL)**

8.1. The development is CIL liable and CIL payments will be levied on the CIL chargeable elements of the development.

## **RECOMMENDATION**

**Subject to a S106 Agreement (as indicated in the report presented to the Committee) being entered into pursuant to the Town and Country Planning Act 1990, the Director of Sustainable Communities be authorised to grant the application subject to the following conditions:-**

### Condition 1 – Reserved Matters

No development shall commence within any phase until plans and particulars showing precise details of the appearance, landscaping, layout and scale (hereinafter called the “Reserved Matters”) within that phase have been submitted to and approved in writing by the Local Planning Authority. All development shall be carried out in accordance with the Reserved Matters details approved.

Reason:

The particulars submitted are insufficient for consideration of the details mentioned.

#### Condition 2 – Time Limits

(i) Application for the first Reserved Matters application shall be made no later than the expiration of 3 years beginning with the date of this planning permission.

(ii) Application for the approval of the remainder of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 8 years from the date of this planning permission.

(iii) Implementation of a Reserved Matters Approval shall commence no later than 2 years from the date of the approval of the Reserved Matters for the relevant phase.

Reason:

In order to comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

#### Condition 3 – Parameter plans

Plans and particulars of the Reserved Matters referred to in Condition 1 for each phase of the development shall accord with the following Parameter Plans (subject to such minor variation that may be subsequently agreed in writing by the local planning authority):

Parameter Plan Land Use (Drawing No. 082004-BEL-ST-PP-LU Rev B)  
Parameter Plan Access and Movement (Drawing No. 082004-BEL-ST-PP-ACC Rev D)  
Parameter Plan Open Space (Drawing No. 08004-BEL-ST-PP-OS Rev A)  
Parameter Plan Residential Density (Drawing No. 082004-BEL-ST-PP-RD Rev B)  
Parameter Plan Building Heights (Drawing No. 082004-BEL-ST-PP-BH Rev B)

Reason:

In order to achieve satisfactory development of the site.

#### Condition 4 – Access plans

The development hereby permitted shall be carried out in accordance with the following access plans:

Access via B1418 Roundabout (Drawing No. 2003831-005 Rev B)  
Shared Private Drive via Willow Grove (Drawing No. 2003831-009)  
Site location Plan 082004-BEL-ST-PP-LOC

Reason:

In order to achieve satisfactory development of the site

### **Pre-commencement**

#### Condition 5 – Access roundabout

No development to occur until such time as a new roundabout junction on the B1418 to provide access to the site shall be provided in accordance with details which shall have previously been submitted to and approved in writing by the local planning authority. The roundabout shall include a carriageway (road, footway and cycle route) connection from B1418 up to and abutting the boundary of the Bellway site.

Reason:

The provision of these works would provide access to the residential parcels to the east and west of the B1418 and to enable comprehensive development of the Local Plan Strategic Site 10. Alternative access (including construction access) to the Bellway site from B1418 or Willow Grove would not be acceptable in highway terms.

#### Condition 6 – Phasing Plan

Prior to the commencement of the development hereby permitted, a phasing plan shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with that phasing plan.

Reason:

In order to achieve satisfactory development of the site.

#### Condition 7 - Archaeology

1. No development or preliminary groundworks within any phase or sub-phase of the development shall commence until a programme of archaeological trial trenching has been secured and undertaken in accordance with a Written Scheme of Investigation which has previously been submitted by the applicant and approved by the planning authority.
2. A mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits within the relevant phase or sub-phase shall be submitted to the local planning authority following the completion of this work.
3. No development or preliminary groundworks can commence on those areas containing archaeological deposits within the relevant phase or sub-phase until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been previously approved by the local planning authority in consultation with its historic environment advisors.
4. The applicant shall submit to the local planning authority a post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning

Authority), for the relevant phase or sub-phase. This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report for the relevant phase or sub-phase.

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for archaeological investigation work to be undertaken. These works are required to ensure that adequate archaeological records can be made in respect of the site in accordance with Policy DM15 of the Chelmsford Local Plan.

#### Condition 8 - SUDS

No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates to 1:1 Greenfield runoff rates for all storm events up to and including the 1 in 100 year rate plus 45% allowance for climate change (see advisory note below)
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 45% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 45% climate change critical storm event.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- Demonstrate that run-off can be safely managed on site during a 1in100 plus 45% CC event, combined with a) 1in20 yr tidal event and b) 1in20 yr fluvial event in the receiving watercourse
- An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

To ensure the effective operation of SuDS features over the lifetime of the development.

To provide mitigation of any environmental harm which may be caused to the local water environment.

Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

### Condition 9 – Offsite flooding

No development shall take place on any phase or sub-phase of the development, including any works of ground clearance or site preparation, until a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction works and measures to prevent pollution within that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority.

The approved scheme shall be adhered to throughout the construction period for the development.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and Policy DM18 of the Chelmsford Local Plan.

### Condition 10 – Contamination

a) No development within any phase or sub-phase of the development shall take place until a scheme to assess and deal with any contamination within that phase or sub-phase has been submitted to and approved in writing by the local planning authority.

b) Prior to the occupation or first use of the development within any phase or sub-phase, any remediation found necessary as a result of the scheme to be approved under part (i) of this condition shall be carried out, and a validation report to that effect submitted to the local planning authority for written approval and the development shall be carried out in accordance with that scheme.

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for contamination to be accurately assessed. This is to ensure the development does not give rise to problems of pollution or contamination in accordance with Policy DM30 of the Chelmsford Local Plan.

### Condition 11 - Levels

Prior to any development works within each phase or sub-phase, detailed drawings and sections showing the finished levels of all parts of the development within that phase or sub-phase in relation to the levels of the adjacent phases, surrounding area and neighbouring buildings shall be submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the development is constructed at suitable levels in relation to its surroundings in accordance with Policy DM23 of the Chelmsford Local Plan.

#### Condition 12 - Landscape and Ecology Management Plan

Prior to commencement of development within any phase or sub-phase, a Landscape and Ecology Management Plan (LEMP) for the long-term management of that phase or sub-phase shall be submitted to and approved in writing by the local planning authority. The development shall be managed in accordance with the approved details.

Reason:

In order to manage the protection and enhancement of biodiversity of the site in accordance with Policy DM16 of the Chelmsford Local Plan.

#### Condition 13 – Hard landscape details and materials

No development shall commence within each phase or sub-phase of the development until details of the following have been submitted to and approved in writing by the local planning authority:-

- (i) The proposed roads/footways/footpaths and cycleways within that phase or sub-phase of the development including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, gradients, and surfacing,
- (ii) How the proposed surfacing materials take into account mobility and visually impaired users, and
- (iii) A panel composed of samples of all materials to be used (other than tarmac finishes) in the paving of the ground surfaces including details of the product name, number, colour and manufacturer.

Reason:

To ensure that the proposed hard landscape is visually satisfactory, able to be maintained in the long term, suitable for drainage purposes, does not prejudice the lasting quality of the locality and which ensures that materials sourcing is resource efficient in accordance with Policies DM24, DM18 and S2 of the Chelmsford Local Plan.

#### Condition 14 – Construction method statement

No development within each phase or sub-phase of the development shall commence until a Construction Method Statement for that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The statement shall include details of the following relating to such phase or sub-phase of the development:-

- i. construction vehicle access and routing,



- ii. any temporary traffic management/signage,
- iii. wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,
- iv. contractor and visitor parking clear of the highway,
- v. turning, loading and unloading of plant and materials,
- vi. hours of deliveries,

The approved statement shall be adhered to throughout the duration of the construction period of the relevant phase or sub-phase of the development. Until final surfacing is completed, footway and shared surface base courses shall be provided and maintained in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering pedestrian routes.

Reason:

In the interests of highway safety and to ensure the environmental impact of the construction of the development is adequately mitigated and to safeguard the amenities of the occupiers of neighbouring residential properties and future residents of the development in accordance with Policies S2, DM24 and DM29 of the Chelmsford Local Plan.

#### Condition 15 - Construction Environmental Management Plan

Prior to commencement within any phase or sub-phase of the development hereby permitted a Construction Environmental Management Plan (CEMP) relating to that phase or sub-phase shall be submitted to and approved in writing by the local planning authority.

The CEMP shall include, but not be limited to the following

- control measures for noise and vibration during the period of construction
- , construction dust and dust monitoring,
- waste management and management of earthworks
- good practices for construction vehicles and stationary plant.
- mitigation measures for biodiversity as set out within section 9 of the environmental statement

Reason:

To ensure that the construction of the development does not result in harmful impacts on the local environment in accordance with Policies DM29 and DM30 of the Chelmsford Local Plan.

#### Condition 16 – Waste Management Plan

Prior to commencement within any phase or sub-phase of the development hereby permitted a detailed waste management strategy for the construction phase of the development, through a Site Waste Management Plan, shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved plan.

Reason:

*To ensure that materials will be managed efficiently and disposed of correctly during the construction of the works.*

#### Condition 17 – Soft Landscaping

- (1) As part of Reserved Matters submissions for each phase or sub-phase, a soft landscaping strategy for that phase or sub-phase shall be submitted setting out the proposed approach to the design and layout of soft landscaped areas, including the proposed planting strategy.
- (2) Prior to commencement of development in any phase or sub-phase, details of the soft landscaping design for the relevant phase or sub-phase shall be submitted for the approval of the Local Planning Authority. Such details shall include planting plans including specifications of species, sizes, planting centres, number and percentage mix, and shall be in general accordance with the soft landscaping strategy submitted with the respective Reserved Matters application.

The development shall be implemented in accordance with the approved details, and thereafter maintained in accordance with the relevant approved Landscape and Ecological Management Plan.

Reason:

In order to add character to the development, to integrate the development into the area and to promote biodiversity in accordance with Policies DM16 and Policy DM23 of the Chelmsford Local Plan.

#### Condition 18 – Arboriculture and soft landscaping

The development shall be carried out in accordance with the approved Arboricultural Impact Assessment prepared by Underhill Tree Consulting (Ref. UTC-0540-03-AIA) unless as part of Reserved Matters submissions for each phase or sub-phase which includes or adjoins existing trees, an updated arboricultural impact assessment and method statement is required, such document to be submitted to and approved in writing by the local planning authority to include:

- (a) Details of trees and hedges to be retained and removed,
- (b) Details of tree surgery work to retained trees,

- (c) Specification for tree protection including layout and type of tree protection for construction including change that may occur during development
- (d) Location and installation of services, utilities and drainage,
- (e) Details of construction within the root protection area of retained trees,
- (f) Where relevant to the assessment, a full specification for the construction of any new access and parking areas, including details of any bespoke cross-over and cellular confinement specification, and the extent of the areas. Details must include the relevant sections through them.
- (g) Details of site access, temporary parking, welfare facilities, loading and unloading, storage of equipment, materials, fuels and waste,
- (h) Tree protection plan,
- (i) Boundary treatments within the root protection areas,
- (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.

The development shall then be carried out in accordance with the approved details if applicable.

Reason:

In the interests of creating a landscape led development and safeguarding landscape features which are of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

#### Condition 19 – Self build and custom build housing

No development within any phase or sub-phase of the development which will include self build and custom build housing shall commence until a design code for the self build and custom build units has been submitted to and agreed in writing with the local planning authority. This shall be in accordance with the Council's Self-Build and Custom Build Planning Advice note dated April 2022 (or as subsequently may be updated). Subsequent reserved matters applications for self build and custom build units shall accord with the approved design code.

Reason:

To ensure satisfactory development of the site and ensure the development is visually satisfactory in accordance with policy DM23 of the Chelmsford Local Plan.

#### Condition 20 – Biodiversity enhancement strategy

Prior to the commencement of the development hereby permitted a Biodiversity Enhancement Strategy (BES) demonstrating how the development will achieve a minimum of 10% biodiversity net gain shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with that strategy.

Reason:

To ensure that the development delivers Biodiversity Net Gain in accordance with Making Places SPD.

### **During Construction**

#### Condition 21 – Vehicle parking

No dwelling or community facility shall be brought into use until such time as the approved vehicle parking for that dwelling or community facility has been made available for use. The spaces shall not thereafter be used for any purpose other than the parking of motor vehicles in conjunction with the dwelling or community facility which they serve.

Reason:

To ensure that parking provision is acceptably integrated within the development avoiding car dominated spaces and to prevent on-street parking in the interests of highway safety and the amenities of the area in accordance with Policy DM27 of the Chelmsford Local Plan.

#### Condition 22 – Part M4 (2)

A minimum of 50% of the dwelling units as approved shall be constructed to comply with Building Regulations 2015 Approved Document Part M4(2) Category 2 .

Reason:

To ensure the development provides sufficiently adaptable homes to meet current and future needs of residents in accordance with Policy DM1 of the Chelmsford Local Plan

#### Condition 23 – Pedestrian and cycle surfacing and lighting

The network of pedestrian and cycleway routes within the site shall, as appropriate, be hard surfaced and illuminated in accordance with details to be submitted to and approved in writing by the Local Planning Authority and designed to accord with the adoptable highway standard applicable at the time. The pedestrian and cycle routes shall be implemented as part of the overall phased delivery of the development in accordance with an agreed timetable.

Reason:

In the interests of establishing a logical route network which permeates the development encouraging sustainable methods of travel and minimising the need for travel by car

#### Condition 24 – Noise

The development hereby permitted shall be carried out in accordance with the mitigation recommendations of the submitted noise assessment report ref 2003831-030 dated January 2022.

Reason:

To ensure that the development maintains an acceptable living environment for the occupiers in accordance with Policy DM26 of the Chelmsford Local Plan.

#### Condition 25 – Cycle parking

No dwelling or community facility shall be brought into use until such time as the approved cycle parking for that dwelling or community facility has been made available for use. The cycle spaces shall not thereafter be used for any purpose other than the parking of cycles in conjunction with the dwelling or community facility which they serve.

Reason:

To ensure that cycle storage provision is acceptably integrated within the development in a safe and convenient manner to encourage cycling as a sustainable mode of transport in accordance with Policy DM27 of the Chelmsford Local Plan.

#### Condition 26 – Refuse and recycling

Prior to their installation, details of the facilities for the storage of refuse and recyclable materials shall be submitted to and approved in writing by the local planning authority. Each dwelling shall not be occupied until the facilities for the storage of refuse and recyclable materials for that dwelling have been provided in accordance with the approved details.

Reason:

To ensure that suitable facilities for refuse disposal are provided and that such facilities are visually satisfactory in accordance with Policy DM23 and DM26 of the Chelmsford Local Plan.

#### Condition 27 - Lighting

No external lighting (including street lighting but excluding PIR lighting on residential properties) shall be installed at the site until such time as a lighting strategy for biodiversity has been submitted to and approved in writing by the local planning authority. The strategy shall;

a) identify areas/features on the site that are sensitive to bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important territory routes used to access key areas of their territory, for example, foraging; and

b) show how and where the external lighting will be installed so that it can be clearly demonstrated that areas lit will not disturb or prevent the above species using their territory or having access to their breeding sites or resting places.

Prior to their installation details of any means of external lighting (including street lighting but excluding PIR lighting on residential properties) shall be submitted to and approved in writing by the local planning authority, with details explaining how the proposal relates to the approved lighting strategy. The lighting shall then be installed and maintained in accordance with the approved details.

Reason:

To ensure that the proposed development is visually satisfactory in accordance with policy DM23 of the Chelmsford Local Plan.

To ensure there is no disturbance or harm caused to protected species in accordance with Policy DM16 of the Chelmsford Local Plan.

#### Condition 28 – Ancillary infrastructure

Reserved Matters applications for new buildings shall include details of any pipes, flues, vents, meter boxes, external letterboxes, fibre wires and cables which are to be incorporated as part of the building design. Reason:

To ensure that the detailed finish of the proposed development is visually satisfactory and does not prejudice the lasting quality of the locality in accordance with Policy DM24 of the Chelmsford Local Plan.

#### Condition 29 – Street signage

No street name plates or any other signage shall be provided within each phase or sub-phase of the development until full details of their location and design have been submitted to and approved in writing by the local planning authority

Reason:

To ensure that the proposed development is visually satisfactory, to avoid street clutter, to minimise the number of sign posts in public spaces and signs on building faces and to ensure lasting environmental quality in accordance with Policy DM24 of the Chelmsford Local Plan.

#### Condition 30 – Samples of building materials

Prior to their use, samples of the materials to be used in the construction of buildings shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason:

To ensure that the development is visually acceptable in accordance with Policy DM23 of the Chelmsford Local Plan.

### **Prior to First Occupation**

#### Condition 31 – Highway improvement works

No occupation to occur until such time as the following highway works have been completed in accordance with details which shall have first been submitted to and approved in writing by the local planning authority:

- a. a toucan crossing is provided on the B1418 north of the access roundabout, with necessary connections and infrastructure.
- b. segregated (where feasible) LTN1/20 compliant pedestrian and cycle facilities shall be provided adjacent to the B1012 until it meets the B1012, eastwards to Hullbridge Road.
- c. the existing crossing on the B1012 east of Hullbridge Road roundabout shall be upgraded to provide a toucan crossing. The existing zebra crossing on the Sainsburys access spur of the Hullbridge Road roundabout shall also be upgraded to provide a parallel crossing, with necessary connections and infrastructure.
- d. bus stops shall be provided in laybys north and southbound on the B1418 to include bus cage markings, raised kerbing, shelter, seating, RTP1 screen, static information display and a bus stop flag.
- e. junction improvements at the B1418/B1012 roundabout, including widening of B1012 westbound towards B1012/Ferrers Road/A132/Willow Grove roundabout to 2 lanes.
- f. segregated LTN1/20 compliant pedestrian and cycle facilities shall be provided adjacent to the B1418 and B1012.
- g. two toucan crossings shall be provided on the B1418 and one on B1012 east of B1418 roundabout, with necessary connections and infrastructure.
- h. bus stops shall be provided in laybys, east and westbound on the B1012 to include bus cage markings, raised kerbing, shelter, seating, RTP1 screen, static information display and a bus stop flag.

Reason:

To ensure that the impact of the development on the local highway network is satisfactorily mitigated and to ensure that sustainable transport connections are provided and available to use from first occupation.

#### Condition 32 – Willow Grove access

Prior to first occupation of any dwelling to be served by the access on Willow Grove, the access shown in Ardent plan 2003831-009 rev 0 shall be provided and shall include provision of a gateway feature at the northern extent of the visibility splay and best efforts to revise the existing TRO to extend the current 40mph limit to include the visibility splay.

Reason:

To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

#### Condition 33 - Broadband

Each dwelling shall be provided with a connection to broadband prior to the first occupation of that dwelling.

Reason:

Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being in accordance with the objectives of the National Planning Policy Framework and Making Places Supplementary Planning Document.

#### Condition 34 – SuDs maintenance

Prior to the first occupation of the development within any phase or sub-phase of the development, a maintenance plan detailing the maintenance arrangements for SuDS features within that phase or sub-phase, including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be submitted to and approved in writing by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements shall be provided.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and Policy DM18 of the Chelmsford Local Plan.

#### Condition 35 – Boundary treatments

a) Prior to above ground works, details of the proposed treatment of all boundaries, including drawings of any gates, fences, walls, railings or piers, shall be submitted to and approved in writing by the local planning authority.



b) Each dwelling shall not be occupied until the boundary treatments for that dwelling have been provided in accordance with the approved details.

Reason:

In the interests of the visual amenities of the area and to safeguard the residential living environment of the occupiers of the proposed dwellings and the existing neighbouring dwellings in accordance with Policy DM29 and Policy DM23 of the Chelmsford Local Plan.

#### Condition 36 – EV Charging

No dwelling or building shall be occupied until that dwelling or building has been provided with one electric vehicle charging point for a dwellinghouse with dedicated off-road parking or one electric vehicle charging point per 10 parking spaces for a non-residential building or where off-road parking is unallocated. Electric vehicle charging points shall be installed and retained in accordance with details that shall have been previously submitted to and agreed in writing by the local planning authority.

Reason:

To ensure that the development is constructed sustainably in accordance with Policy DM25 of the Chelmsford Local Plan.

#### Condition 37 – Final surfacing of roads and paths

The carriageways, footways, shared surfaces, footpaths and cycleways within each phase or sub-phase of the development shall be completed with final surfacing prior to the occupation of 90% of the units within that phase/sub-phase of the development unless the road is a construction route in which case the final surfacing shall be completed following the cessation of use of that road as a construction route.

Reason:

In the interests of highway safety.

#### Condition 38 – Tree retention

No trees or hedges within any phase or sub-phase of the development shall be felled, uprooted, damaged, or disturbed or removed prior to the commencement of development within that phase or sub-phase until the details submitted under condition 19 of this permission have been approved in writing by the local planning authority. If any such tree is removed, uprooted, destroyed or dies prior to commencement of development or within a period of 5 years following commencement another tree shall be planted within the next available planting season. The location, size and species of replacement planting shall be as agreed in writing by the local planning authority.

Reason:

To safeguard the existing trees which are of amenity value and add character to the development in accordance with Policy DM17 and Policy DM23 of the Chelmsford Local Plan.”

Condition 39 – Tree and hedge planting report

Within 24 months of the first occupation of each phase or sub-phase of the development a tree and hedge planting report detailing the results of the first 12-month defect inspection shall be submitted to and agreed in writing with the local planning authority. Any remedial works shall be carried out in accordance with a timetable to be submitted to and agreed in writing with the local planning authority.

Reason:

In the interests of creating a landscape led development and safeguarding landscape feature which are preserved and of local importance in accordance with Policy DM17 of the Chelmsford Local Plan.

Condition 40 – Public Art

Within six months of the commencement of the development, a public art statement shall be submitted to and approved in writing by the local planning authority. The statement shall include the following:

- a) Details of the artist (including an explanation of why they have been selected for this scheme),
- b) Details of the proposed public art (including an explanation of the chosen theme and medium) and its intended siting,
- c) Details for the installation including timing,
- d) Future maintenance regime.

The approved public art scheme shall be implemented in accordance with the approved statement.

Reason:

To ensure that Public Art is provided in accordance with Policy DM24 Chelmsford Local Plan.

**Ongoing**

Condition 41 – SuDs maintenance logs

The applicant or any successor in title must maintain yearly logs of maintenance to the surface water drainage system which shall be carried out in accordance with the approved Maintenance Plan subject of condition 34. These logs must be available for inspection upon a request by the Local Planning Authority.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and Policy DM18 of the Chelmsford Local Plan.

Condition 42 – Water efficiency

All new dwelling units as hereby approved shall be constructed to achieve water efficiency to a standard of no more than 110 litres of water per person per day.

Reason:

To ensure the development reduces water dependency in accordance with Policy DM25 of the Chelmsford Local Plan.

Condition 43– PD rights boundary treatments

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no wall, gate or other means of enclosure other than approved under Reserved Matters or Condition 35 shall be constructed beyond the roadside front or side elevation of properties within the site without the written consent of the local planning authority.

Reason:

To ensure that the proposed development is visually satisfactory and does not prejudice the appearance of the locality in accordance with Policy DM23 of the Chelmsford Local Plan.

Condition 44 – Unbound material

No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Reason:

To avoid displacement of loose material onto the highway in the interests of highway safety

**Notes to Applicant**

- 1 Hours of work during construction

In order to cause minimum nuisance to neighbours, the applicant is strongly advised to follow guidelines for acceptable working hours set out by the Council's Public Health and Protection team.

#### Noisy work:

- Can be carried out between 0800 and 1800 Monday to Friday
- Limited to 0800-1300 on Saturdays
- At all other times including Sundays and Bank Holidays, no work should be carried out that is audible beyond the boundary of the site

#### Light work:

- Acceptable outside the hours shown above
- Can be carried out between 0700 and 0800; and 1800-1900 Monday to Friday

In some circumstance further restrictions may be necessary.

For more information, please contact Chelmsford City Council Public Health and Protection Services, or view the Council's website at [www.chelmsford.gov.uk/construction-site-noise](http://www.chelmsford.gov.uk/construction-site-noise)

#### Party Wall Act

The Party Wall Act 1996 relates to work on existing walls shared with another property or excavation near another building.

An explanatory booklet is available on the Department for Communities and Local Government website at

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

2. All work within or affecting existing and future highways is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org).

The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required as security in case of default.

The developer will be responsible for all of the costs associated with the stopping up of existing public highway to facilitate the development and its associated highway works.

#### APCs

All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

#### Committed Maintenance Payments

Any non-standard specification materials, signal equipment or structures proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public

highway, will require a contribution (commuted sum) to cover the cost of future maintenance for an agreed period following construction.

Trigger(s): Prior to the adoption of the relevant sections of Public Highway.

Any landscaping proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for an agreed period following adoption.

Any tree planting proposed within the highway must be agreed with the Highway Authority. Trees must be sited clear of all underground services and visibility splays and must be sympathetic to the street lighting scheme. All proposed tree planting must be supported by a commuted sum to cover the cost of future maintenance, to be agreed with the Highway Authority.

3. More information about BREEAM is available on the BRE website: [www.breeam.org](http://www.breeam.org) .
4. You are reminded that this permission is also subject to a legal agreement, and that the terms of this agreement must be complied with.
5. The proposed development is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended) which will be applied to any Reserved Matters application(s) submitted in connection with this outline application. Reserved Matters application(s) must be accompanied by a CIL Additional Questions Form as well as CIL Form 2 - Claiming Exemption or Relief if claiming Social Housing relief. There are further details and links to these forms on the Council's website at [www.chelmsford.gov.uk/cil](http://www.chelmsford.gov.uk/cil).
6. Please note that the Council will contact you at least annually to gain information on projected build out rates for this development. Your co-operation with this request for information is vital in ensuring that the Council maintains an up to date record in relation to Housing Land Supply.
7. Details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority. These details should conform to the Essex Design Guide or equivalent guidance.
8. Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available
9. In relation to conditions 5 and 31 as set out above, these requirements will be secured either through conditions or the s.106 agreement.

### **Background Papers**

Case File

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## Essex County Council Highways Authority

The application is for a part of Strategic Growth Site Policy 10 allocation of Chelmsford City Council's Local Plan adopted May 2020. The Local Plan Policy sets out requirements of the whole allocation, in terms of movement and access and the approved Masterplan for the allocation encompasses these policy requirements.

An application by Countryside Properties Plc under 21/01961/OUT for the larger part of Site 10 (1020 dwellings) has already been approved subject to S106. This application, 22/00311/OUT, is for up to 200 dwellings. The Transport Assessment submitted for 21/01961/OUT considered the impact of 1200 dwellings. The traffic impact relating to the 20 dwellings over 1200 has not been considered in the TA, however the impact is not considered significant.

Bellway, the applicant for this application will be required to pay a proportional contribution to Countryside via Essex County Council to mitigate their impact. This proportion will be 16.4% based on their proportion (200) of the total number of units applied for over the allocation site (1220).

The Highway Authority requires that the developer does not commence development until such time as the access roundabout on B1418 has been provided along with the road linking the roundabout to their site. It is also required that the developer is unable to allow occupation of their site until such time as necessary highway works have been completed in order to make their development accessible by sustainable modes. Countryside is under an obligation to provide the works as part of planning consent 21/01961/OUT, however, if Countryside were to not provide these works, it will be for Bellway to negotiate with Countryside to undertake the works instead.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following requirements:

The developer to provide the following S106 contributions:

The applicant is required to pay a monetary contribution to Essex County Council towards the costs of the identified S278 highway mitigation works under 21/01961/OUT, identified below. A monetary contribution is required, to be calculated by proportioning the number of dwellings in the Countryside and Bellway applications. The monetary contribution will be passed on to Countryside, the developer required to undertake the works.

1. The following works require a financial contribution:
  - a. a new roundabout junction on the B1418 to include a carriageway (road, footway and cycle route) connection from B1418 up to and abutting the boundary of the Bellway site
  - b. a toucan crossing on the B1418 north of the access roundabout.
  - c. pedestrian and cycle facilities adjacent to the B1012 from a point where the temporary pedestrian and cycle facilities through phase 1 eastwards to Hullbridge Road
  - d. toucan crossing upgrade on the B1012 east of Hullbridge Road roundabout
  - e. a parallel crossing upgrade on the Sainsburys access spur of the Hullbridge Road roundabout,
  - f. bus stops in laybys north and southbound on the B1418 to include bus cage markings, raised kerbing, shelter, seating, RTP1 screen, static information display and a bus stop flag

- g. junction improvements at the B1418/B1012 roundabout, including widening of B1012 westbound towards B1012/Ferrers Road/A132/Willow Grove roundabout to 2 lanes,
- h. segregated LTN1/20 compliant pedestrian and cycle facilities adjacent to the B1418 and B1012.
- i. two toucan crossings on the B1418 and one on B1012 east of B1418 roundabout.
- j. bus stops in laybys, east and westbound on the B1012 to include bus cage markings, raised kerbing, shelter, seating, RTP1 screen, static information display and a bus stop flag,
- k. pedestrian/cycle improvements for corridor A between Hullbridge Road roundabout and Guys Farm
- l. pedestrian/cycle improvements for corridor E between the B1418/B1012 roundabout and Haltwhistle Road
- m. junction improvements to the B1012/Ferrers Road/A132/Willow Grove roundabout to extend the merge taper on the A132 Burnham Road southwest-bound exit from the roundabout, widening of A132 Burnham Road northeast-bound approach to 3 lanes, and widening to increase the flare lengths on the Willow Grove and Ferrers Road approaches to roundabout
- n. junction improvements to Rettendon Turnpike roundabout, including widening of the A1245 approach to 3 lanes and Main Road approach to 2 lanes
- o. junction improvements to the Hawk Hill roundabout including widening of the A130 southbound off slip approach to roundabout to 3 lanes together with widening to increase the flare length on the Hawk Hill approach
- p. junction improvements to the A132/Runwell Road/A130 northbound on/off slip road junction, to include the provision of MOVA at the traffic signals

Reason: To mitigate the impact of development traffic on the highway network and to provide sustainable travel routes to/from the site.

No proportional contribution will be sought from Bellway for works at the eastern end of the allocation site, beyond the pedestrian crossing east of Hullbridge Road roundabout.

2. A proportional contribution will also be required from Bellway for the bus service improvements outlined in the Bus Strategy, to include: a. Prior to occupation, provision of a bus service between South Woodham Ferrers and Chelmsford (currently service 336) with a frequency of every 30 minutes in peak hours 06.30 – 09.30 and 16.00 – 19.00 Monday to Friday.

b. Prior to 200th occupation the implementation of a Peak Period Shuttle service to Wickford Station with a service frequency of every 30 minutes in peak hours 06.30 – 09.30 and 16.00 – 19.00 Monday to Friday.

c. Prior to occupation of the 2 residential parcels in phase 1, north-east of the Sainsbury's site, the bus service between South Woodham Ferrers and Chelmsford (currently service 336) to divert from B1418 into the site and out onto B1418, with provision of a temporary turnaround facility, to be kept clear for bus use, to enable bus stops to be within 400m of every property, until such time as the spine road is fully open.

d. Prior to occupation of phase 2b, provision of a bus service between South Woodham Ferrers and Chelmsford (currently service 336), routed through the site, with a service frequency of every 20 minutes in peak hours 06.30 – 09.30 and 16.00 – 19.00 Monday to Friday and a 30-minute frequency during the off-peak hours between 06.00 and 23.00.

The bus services to be developer funded for the duration of the development build plus 1 year or until self-funding, if sooner.

Reason: To provide sustainable travel routes to/from the site

Sustainable Travel

3. Prior to first occupation of the proposed development, the Developer to submit a residential travel plan to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation, with annual monitoring reports submitted to Essex County Council demonstrating the level of modal shift to sustainable means achieved. The Travel Plan to include:

- a. Information on bus, rail, walking, cycling routes in the vicinity of the site
- b. Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
- c. Season tickets/vouchers i. 4x 12-month bus travel vouchers per dwelling covering Chelmsford or Basildon Zone  
ii. Discounted bus travel tickets in following years
- iii Discounted rail travel vouchers (format and quantity TBA)
- d. Details of the car club scheme for the development (to be combined with 21/01961/OUT obligation) i. Provision of 1 space within the development or agreement reached for shared space within neighbourhood area on Countryside scheme  
ii. Funded for 5 years after final occupation  
iii. Discounted or free membership to encourage uptake

Reason: To promote sustainable travel to/from the site

4. An annual Travel Plan mitigation contribution of £8,200 (index linked from February 2023) per year to be combined with the required contribution from 21/01961/OUT, to be put towards additional sustainable measures (i.e. travel information, further travel discounts for Passenger Transport, cycling,) should the number of motor vehicle movements arising from the development as measured in the annual monitoring surveys exceed the forecasts identified in the trip rate tables in the TA, to be considered in conjunction with the outcomes of the 21/01961/OUT monitoring surveys.

Reason: To promote sustainable travel to/from the site

5. The provision of a contribution of £65,600 (index linked from February 2023) to be used for local highways improvements at Shaw Farm or on Burnham Road and the adjacent roads, should the results of the annual Travel Plan/Smarter Choices monitoring surveys for this application or 21/01961/OUT identify the agreed mode share targets in the TA are not being achieved for 3 years in succession. The fund to be used to provide mitigation in the form of, but not limited to, additional non-car incentives, traffic calming and physical measures.

Reason: To mitigate the impact of development traffic on the highway network and to provide sustainable travel routes to/from the site.

6. The developer to pay an annual Travel Plan monitoring fee of £1,596 (index linked from April 2022) to Essex County Council until a year after full occupation.

Reason: To monitor compliance with the Travel Plan targets

7. Prior to first occupation of the proposed development, the Developer to pay a 16.4% contribution of cost towards implementing and maintaining a Smarter Choices Campaign including an Incentive Travel Package for residents living within South Woodham Ferrers, to the Local Planning Authority for approval in consultation with Essex County Council, as required under consent 21/01961/OUT. The contribution to



be paid to Essex County Council and passed onto Countryside as implementer of the scheme.

Reason: To promote sustainable travel to/from the area surrounding the site

The following 2 requirements to be imposed by grampian conditions or via a S106 agreement:

No development to occur

8. No development to occur until such time as a new roundabout junction on the B1418 as shown in principle on Mayer Brown drawing GA6 Rev P9 and P&C-6 Rev P9 submitted under 21/01961/OUT shall be provided. The roundabout shall include a carriageway (road, footway and cycle route) connection from B1418 up to and abutting the boundary of the Bellway site.

Reason: The provision of these works prior to occupation would provide access to the residential parcels to the east and west of the B1418 and to enable comprehensive development of the Local Plan Strategic Site 10. Alternative access (including construction access) to the Bellway site from B1418 or Willow Grove would not be acceptable in highway terms.

No occupation to occur

9. No occupation to occur until such time as the following highway works have been completed a. a toucan crossing is provided on the B1418 north of the access roundabout, with necessary connections and infrastructure as shown in principle on Mayer Brown drawings GA6 Rev P9 and P&C-6 Rev P9 submitted under 21/01961/OUT.

b. segregated (where feasible) LTN1/20 compliant pedestrian and cycle facilities shall be provided adjacent to the B1012 from a point where the temporary pedestrian and cycle facilities through phase 1, as shown on the approved phasing plan drawing no.331 Rev F, meets the B1012, eastwards to Hullbridge Road, as shown in principle on Mayer Brown drawings GA4 Rev P8, GA5 Rev P14, P&C-4 Rev P8, and P&C-5 Rev 13 submitted under 21/01961/OUT.

c. the existing crossing on the B1012 east of Hullbridge Road roundabout shall be upgraded to provide a toucan crossing. The existing zebra crossing on the Sainsburys access spur of the Hullbridge Road roundabout shall also be upgraded to provide a parallel crossing, with necessary connections and infrastructure, as shown in principle on Mayer Brown drawings GA4 Rev P8, and P&C-4 Rev P8, submitted under 21/01961/OUT

d. bus stops shall be provided in laybys north and southbound on the B1418 to include bus cage markings, raised kerbing, shelter, seating, RTPI screen, static information display and a bus stop flag, as shown in principle on Mayer Brown drawing GA5 Rev P14, P&C-5 Rev P13, GA6 Rev P9 and P&C-6 Rev P9, submitted under 21/01961/OUT

e. junction improvements at the B1418/B1012 roundabout, including widening of B1012 westbound towards B1012/Ferrers Road/A132/Willow Grove roundabout to 2 lanes, as shown in principle on Mayer Brown drawing GA5 Rev P14 submitted under 21/01961/OUT.

f. segregated LTN1/20 compliant pedestrian and cycle facilities shall be provided adjacent to the B1418 and B1012, as shown in principle on Mayer Brown drawings GA5 Rev P14, GA6 Rev P9, P&C-5 Rev P13 and P&C-6 Rev P9 submitted under 21/01961/OUT.

g. two toucan crossings shall be provided on the B1418 and one on B1012 east of B1418 roundabout, with necessary connections and infrastructure, as shown in principle on Mayer Brown drawings GA5 Rev P14 and P&C-5 Rev P13 submitted under 21/01961/OUT.

h. bus stops shall be provided in laybys, east and westbound on the B1012 to include bus cage markings, raised kerbing, shelter, seating, RTPI screen, static information display and a bus stop flag, as shown in principle on Mayer Brown drawing GA5 Rev P14 and P&C-5 Rev P13 submitted under 21/01961/OUT.

Reason: To mitigate the impact of development traffic on the highway network and to provide sustainable travel routes to/from the site.

#### Conditions

##### Highway works:

10. Prior to first occupation of any dwelling to be served by the access on Willow Grove, the provision of the access shown in Ardent plan 2003831-009 rev 0, to include provision of a gateway feature at the northern extent of the visibility splay and best efforts to revise the existing TRO to extend the current 40mph limit to include the visibility splay.

Reason: to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

##### Construction Management Plan

11. Prior to commencement a Construction Management Plan shall be produced and adhered to throughout the construction period. The Statement shall provide for: a. construction vehicle access and routing, b. any temporary traffic management/signage, c. wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas, d. contractor and visitor parking clear of the highway, e. turning, loading and unloading of plant and materials and f. hours of deliveries.

Details shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

##### Pedestrian and Cycle Routes

12. The network of pedestrian and cycleway routes within the site shall be hard surfaced and illuminated in accordance with details to be submitted to and approved in writing by the Local Planning Authority and designed to accord with the adoptable highway standard applicable at the time. The pedestrian and cycle routes shall be implemented as part of the overall phased delivery of the development in accordance with an agreed timetable.

Reason: In the interests of establishing a logical route network which permeates the development encouraging sustainable methods of travel and minimising the need for travel by car  
The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

#### Notes

i. An alternative access (including construction access) other than the proposed roundabout spur to the Bellway site from the B1418 would conflict with the required highway works along B1418. An alternative access from Willow Grove, other than a private drive, would not be acceptable due to Willow Grove's limited width and unsuitability for intensification of traffic particularly commercial vehicles.

ii. The £65,600 contribution to be used for local highways improvements at Shaw Farm or on Burnham Road and the adjacent roads subject to monitoring survey results has been calculated as 16.4% of the £400,000 contribution required for the same purpose from the developer under 21/01961/OUT.

#### **Natural England**

The City Council need to carry out an HRA Appropriate Assessment.

Natural England have considered the applicant's additional information (the details of the wintering bird surveys and the commentary on the issue of functionally linked land) in advance of the second response to consultation on this application. They had misunderstood the distance between the application site and the nearest boundary of the Crouch and Roach Estuaries SPA/Ramsar. With that issue clarified and sight of the wintering birds survey Natural England area satisfied that it was reasonable to conclude that the application site was not functionally linked to the SPA/Ramsar.

#### **Essex Police**

Wish to be involved at REM stage re designing out crime

#### **Cadent Gas**

No objections

#### **ECC SuDs**

No objections subject to conditions

#### **Sport England**

If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes.

Recommend the use of Sport England's Active Design guidance

#### **Anglian Water**

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary.

The foul drainage from this development is in the catchment of Chelmsford Water Recycling Centre that will have available capacity for these flows.

In relation to the used water network, a full assessment cannot be made due to lack of information, the applicant has not identified the point of connections for the gravity and pumped connection, or the rate for

the pumped element. In addition we require the number of plots to connect into both points so that we can accurately assess our network. We therefore request a condition requiring on-site drainage strategy

Surface Water - The proposed method of surface water management does not relate to Anglian Water. The applicant and the Local Lead Planning Authority should seek the advice of the Local Lead Flood Authority

#### **East Hanningfield Parish Council**

Concerns that a new separate access is shown to Willow Grove, which is contrary to the approved masterplan.

Concerned that during the construction of the new roundabouts on the B1418, resultant traffic flow restrictions will lead to yet more traffic movements on Creephedge Lane.

#### **Health and Safety Executive (HSE)**

No comments because the buildings are less than 18m in height and therefore not within the scope of an HSE consultation.

#### **The National Grid**

No objections

#### **Essex Fire and Rescue**

Not satisfied with the proposals as access to numerous plots cannot be access by a fire service appliance within the required 45m.

Dimensions given for fire service appliance requirements

Additional water supplies for firefighting may be necessary

Recommend the installation of automatic water suppression systems

#### **Environment Agency**

No objections

The maintenance and liability for any roads, bridges, culverts or similar over the watercourse would sit with the landowner/applicant

The applicant may need an environmental permit for flood risk activities if they wish to do work in, under over or within 8 metres from Fen Brook, which is a "main river"

All proposed built development would be within Flood Zone 1. The submitted flood risk assessment provides the Council with the information necessary to make an informed decision. The access and egress route is safe as it travels through Flood Zone 1. Flood storage compensation is not required. A flood evacuation plan has been proposed.

As the development is wholly within Flood Zone 1 it is unnecessary to require the application to re-model Fen Brook in order to incorporate the new climate change allowances. This is because the majority of the new climate change allowances have not exceeded the current extent of the existing flood zone 2.

The Council should consult with their emergency planners to determine whether the proposed emergency flood plan is adequate

The development is within the sewerage catchment of South Woodham Ferrers WRC. According to our latest data we have no concerns over treatment capacity at South Woodham Ferrers WRC, and the WRC should be able to accommodate the additional flows from the proposed development.

There are no abstraction licences within the vicinity of this site that would be impacted by the proposed works

#### **Public Health and Protection**

The methodology of the submitted acoustic assessment is acceptable and provided the recommendations are followed there are no objections.

Contaminated land condition required

Air quality impact assessment – the methodology and conclusions of the report are acceptable.

The recommended mitigations (travel plan, EV charging and cycle parking) along with a dust management plan should be secured by condition.

#### **Public Health Impact Assessment**

No objections

#### **Listed Buildings and Conservation**

The development would result in less than substantial harm to Ilgars Manor, through the erosion of the rural setting. This should be weighed against any public benefit of the scheme in accordance with para 202 of the NPPF. Any consent should ensure that the future detailed layout, design and landscaping minimise the harm to the setting of Ilgars. It is important that the land to the north remains free of development and there is a landscaping belt, as indicated on the masterplan.

No harm to Shaws Farm (Grade II listed) as the building is separated from the application site by the B1012 At the summit of Mill Hill there is a Nuclear Royal Observatory Corps Monitoring Post, whilst its setting would change, its significance would not be adversely affected.

#### **ECC Historic Environment Branch**

There is the potential that significant archaeological features and deposits may survive within the proposed development area.

An Archaeological Programme of Trial Trenching followed by Open Area Excavation of deposits identified shall be required by condition

#### **Historic England**

Historic England do not wish to offer advice and suggest that the views of specialist conservation and archaeological advisers are sought.

#### **Runwell Parish Council**

The main impact will be on the transport network – roads and public transport. Concerns regarding more congestion on the roads and a greater demand on the rail network.

Request that the mature trees on site are protected.

#### **NHS Mid and South Essex Integrated Care System**

The proposed development is likely to have an impact on the services of the Surgeries which operate within the vicinity of the application site. The GP practices do not have capacity for the additional growth resulting from this development and cumulative development in the area.

The development could generate approximately 480 new residents and subsequently increase demand upon existing constrained services.

The ICB therefore requests that the sum of £99,200 be secured through a planning obligation in the form of a S106 agreement is linked to any grant of planning permission in order to increase capacity for the benefit of patients of the Surgeries in the vicinity of the application site. The contribution is needed to create capacity

through reconfiguration and reorganisation of the Crouch Vale Medical Centre for primary healthcare, community and out of hospital services.

The contribution should be made prior to commencement of development in order that the increased capacity can be achieved early in the construction of the development.

## **Essex County Council Major Development and New Communities**

### *Health and wellbeing*

The Public Health response will be led by the Public Health Practitioner for CCC. Any public health comments provided previously in response to the masterplan should also frame the Public Health input to the current planning application.

### *Early Years and Childcare*

Contribution required £20,508 per place generated by the application.

### *Primary Education*

Contribution required of £20,508 per place generated by the application.

### *Secondary Education*

Contribution required of £23,775 per place generated by this application

### *Libraries*

Contribution required of £77.80 per dwelling

### *Post 16 and Adult Community Learning*

A development of this size can be expected to generate a need for up to 8 post-16 learner places. A financial contribution of £191,696 is sought as per the Developer's Guide to mitigate the impact on post 16 learning provision

### *Adult Social Care and Independent Living*

A significant amount, if not all, of the proposed 200 dwellings (across all tenures) should be built to Part M of the Building Regulations Category 2 "accessible and adaptable dwellings" and a minimum of 5% built to Category 3 "wheelchair user dwellings".

The anticipated experiences of residents with impaired mobility (and/or mental impairments) should be considered throughout the design of the development.

### *Digital Connectivity*

All new developments should include provision of future proofed internet access, ideally Fibre to the premises.

It is recommended that there should be an obligation included within the S106 Heads of Terms to provide future proofed broadband access to all homes and businesses

### *Employment and Skills*

ECC supports CCC in requiring developers to prepare an "Employment and Skills Plan" seeking to drive forward an increase in construction employability levels and workforce numbers.

### *Minerals and Waste Planning*

There is currently no set scope of a Mineral Supply Audit, but a framework has been submitted to the authority previously and could be modified to suit the project in question.

A condition should be attached to require the applicant to prepare an appropriately detailed waste management strategy through a Site Waste Management Plan.

#### *Waste Management*

The proposed 200 homes would deliver cc.44 tonnes of waste per annum into the RCHW service. A developer contribution of £24,000 is recommended to mitigate the impact on RCHWs, based on £120 per dwelling.

#### *Flood Risk and Drainage*

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, the Local Lead Flood Authority do not object to the granting of planning permission subject to conditions.

#### *Zero Carbon and Renewable Energy Generation*

The development proposals need to be far more ambitious to be considered sustainable development in achieving sustainability by reducing the carbon footprint of the development to align with ECC and the national target of net zero and the environmental objective of moving to a low carbon economy.

At this scale, developments should aim to maximise renewable energy generation on site to contribute to a very significant proportion of the energy demand of the development.

This proposal is a backward step in adding 200 homes to the gas network in Essex. It is the government's intention to phase out the installation of gas boilers.

The development should also aim high in seeking to reduce embodied as well as operational carbon and further details on this would be welcome.

#### *Environment and Green Infrastructure*

ECC do not object to the granting of this application from a Green Infrastructure (GI) perspective. The application site will need to contribute towards the Recreational Avoidance and disturbance Mitigation Strategy (RAMS).

ECC recommends the exploration of natural play and would expect the play strategy to be formed by the character and function of the green spaces.

ECC supports the preparation of a Nature Conservation Management Plan and expects this documentation to include details on who is responsible for GI assets and the maintenance activities/frequencies, details on how management company services for the maintenance of GI assets and green spaces shall be funded and managed for the lifetime of the development.

In addition, a Construction Environmental Management Plan (CEMP) will be required to set out how retained GI will be protected during the construction of this site.

It is recommended that the development proposal applies the Building with Nature standards and achieves an accreditation to highlight what "good" looks like at each stage of the green infrastructure lifecycle.

#### **Purleigh Parish Council**

The Parish Council believes that the highway implications of this development will be detrimental to Purleigh parishioners and residents of the Dengie Hundred as a whole. The proposals will create significant congestion, especially at peak times.

Concerns regarding air pollution and the subsequent public health issues.

This application has not taken into account potential future development in the Dengie Hundred as part of the Maldon District Local Development Plan (currently under review) or the possible development of Bradwell B.

The Parish consider that a new northern by-pass should be created.

#### **Stow Maries Parish Council**

Object to the application.

The proposals will create significant congestion and will encourage through traffic to use Ferrers Road. Traffic is also already using Edwins Hall Lane and Woodham Road as rat runs. There are concerns that Stow Maries will experience the same rat run effects.

The addition of pedestrian crossings will exacerbate these problems and contribute to worsening air quality. Concerns about road safety with school children crossing an extremely busy road.

The traffic assessment submitted does not allow for any future development in the Dengie as part of the Maldon Local Plan or the potential development of Bradwell B.

It is critical that a new northern bypass is created. This should not be hampered by cost or the view that it would be a physical barrier. The additional harm to the environment caused by a northern by pass would be minimal. It is imperative that the necessary infrastructure is provided.

#### **North Fambridge Parish Council**

The highway implications of the development will be detrimental to parishioners. The Transport Assessment is inadequate and has limited proposals for impact mitigation.

The TA associated with the Application provides an inadequate impact assessment of proposed changes to the proximate section of the Burnham Road (B1012).

Concerns that the development will result in degraded response times for emergency services, road safety implications and worsened air quality in the vicinity of the affected road sections due to markedly worsened traffic congestion.

The application fails to take into account potential future development in the Dengie, including Bradwell B it is imperative that the associated infrastructure is commensurate with need, and that existing communities in the region not be disadvantaged by narrow-focus solutions.

A new northern by-pass should be provided.

#### **Cold Norton Parish Council**

The proposals will create significant congestion especially at peak times and will create unacceptable rat runs via Ferrers Road and Crows Lane.

Concerns about an increase in air pollution due to the traffic congestion.

The application has not taken into account potential future development in the Dengie Hundred as part of the Maldon District Local Plan or the possible development of Bradwell B.



The Parish Council agree with the recommendations of the Woodham and Dengie Infrastructure Group that a new northern by pass is created and that the City Council and Essex County Council should analyse the full costs and benefits of this.

It is imperative that the necessary infrastructure is provided even if that means that the developments will be less profitable and that policy exceptions have to be made.

### **Public Health and Protection**

Please add the standard contaminated land condition.

The air quality impact assessment that forms part of the Environmental Statement identifies that the impact of the operational phase on air quality at any current or proposed receptors has been deemed as negligible and will not result in any exceedances of the air quality objectives. The methodology and conclusions of the report have been accepted.

Mitigation for the proposed development has been offered in the form of cycle parking spaces for each dwelling, a travel plan and electric vehicle charging points. Should the application be approved it is recommended that these mitigations along with the dust management plan are conditioned.

### **SWF Town Council**

Recognises and supports the growth of the town but the new development must be sustainable without detrimental effects on the existing town.

The neighbourhood plan is not referred to in the outline planning application

#### Highway matters

- Neither the Bellway application nor the Countryside application consider the collective impact both their plans have when combined
- The bus services are overstated and exaggerated – mitigation by bus is unrealistic as SWF is an island
- Leisure facilities in Chelmsford will not be reached by railways. The route takes more than 2 hours each way and is too expensive
- 1 parking space for a 1 bedroom property is not enough in SWF
- Table 5.3 is inaccurate and does not reflect reality
- Table 5.4 demonstrates the reality of proposed car use. If this table is correct then much of the rest of the document is based on inaccurate assumptions and figures
- The transport scoping note (December 2020) does not contain valid data sets, local awareness modelling or understanding of local traffic flows
- The travel plan has an over reliance on environmental modes of transport
- Rat runs may emerge because of the new proposed road layouts, junction alterations and the increase in light-controlled pedestrian crossings.
- Traffic heading through SWF from the Dengie could use the new development as a cut through to avoid the Hullbridge Road junction
- Ferrers Road will be used as an alternative to Burnham Road
- Hamberts Road and King Edwards road may also be used as a cut through to avoid Burnham Road
- There is a significant new development within North Fambridge – this new development has not been considered within the traffic modelling of the B1012.
- The Ferrers Road zebra crossing should be upgraded to a light controlled crossing
- The Elmwood School and Woodville School are within a 2km walk but the Local Plan states that Collingwood School, which is a 3km walk from the site is the only primary school with capacity
- Page 10 Figure 2.7 shows ECC public rights of way and allows traffic free walking to Hullbridge and Hockley. ECC has not maintained this right of way and has recently stated it is low on their list of priorities.

- Concerns about the drainage strategy. A theoretical SuDs based on figures and not on the reality of the local environment and the increasing flooding occurrences in recent years because of climate change
- Concerns that the tidal flood risk information is not up to date. Information used on page 18, paragraph 3.23 was published in 2014. More recent data should be used – there were four named storms in 2022 Corrie, Dudley, Eunice and Franklin; the last two resulted in EA flood warnings
- There are several places where the seawall is in poor condition. Any additional flow from this proposed development could cause an adverse effect on people and properties in the existing SWF town
- Concerns that the fluvial flooding data is from 2014, which is dated
- Concerns that Ardent considers that the Environment Agency risk of flooding from surface water is significantly overstated
- Anglian Water has previously commented that there is currently no capacity for foul water from any new development in the existing network
- Pleased to note that only two trees and a section of hedgerow needs to be removed and that the existing roadside vegetation will be maintained
- The Desk Source Material for ecology does not use the Essex Record Centre Service, which is recognised widely as the main source of species records for the County.
- Concerns regarding a loss of farmland birds
- There are many species of birds that have been recorded by local observers that have not been listed by the surveyors

## Summary of Neighbour Representations

The summary below consists of the comments received from local residents as well as the information provided in an independent report from SCP (dated 9<sup>th</sup> December 2022).

### Highway Matters

Neighbour Comment	CCC Response
The vehicular access onto Willow Grove is a departure from the masterplan and will cause issues highway safety issues	The access is a private drive serving only 5 dwellings. Whilst this is a minor departure from the masterplan, given the very small number of dwellings and the minor nature of the access this is considered to be acceptable
A pedestrian route to Willow Grove should be provided	A pedestrian route to Willow Grove is shown on the submitted parameter plan A link from the west side of the development to Willow Grove is proposed, to link with the existing footway on Willow Grove. There is no additional highway land available to widen the existing footway on Willow Grove.
No pedestrian or cycle access to Burnham Road is shown even though this was part of the approved masterplan	Pedestrian and cycle routes are shown to connect into the wider planned routes for the strategic site, which will provide access to Burnham Road The masterplan shows a contingency route should the crossing to the east of Shaw Farm roundabout not be provided. This crossing has been provided and a pedestrian connection along Willow Grove into the site can be provided
The application should be rejected because it is based on a transport assessment from Countryside Properties which does not meet the NPPF requirement paragraphs 110, 111 and 112	ECC Highway Authority have assessed the submitted Transport Assessment and are content that the junctions have been modelled acceptably. An applicant's VISSIM model of the B1012 route has been assessed by Jacobs and is acceptable.
This application assumes the increase in traffic from only 20 homes on the basis that Countryside will only build 1020 homes. It should be revised to consider the full 200 homes as it is clear that Countryside intend to build 1200 homes	The Countyside planning application is for 1020 homes, not 1200. Application 21/01961/OUT is for up to 1020 dwellings and 22/00311/OUT is for up to 200 dwellings. The Countryside TA consider the impact from 1200 dwellings. Countryside will need to submit a further planning application to increase the number of dwellings from what has been approved. The addition of 20 additional dwellings over 1200 is not

	considered significant
Bellway have not considered increase in traffic caused by significant developments development in Bicknacre and Maldon	The traffic related to other local plan housing allocations has been included in the SWF allocation modelling within the TEMPRO growth rates applied.
The traffic volumes are unsafe, based on data from 2016, 2020 and counts 'during covid' and do not fully consider HGV traffic which DFT data has shown an increase between 5 and 10% over pre covid levels.	The primary data used in the assessments is pre-COVID data from February 2020. For the A130/A132 Intersection 2016 data has been referred to and checked against later surveys. All data has background growth added to it to bring it in line with current dates. The growth applied to the data is actually higher than recently released Government growth forecasts making the assessment robust
Pedestrians and Cycling Routes are east / west and quoted walking / cycling isochrones times and distances to the Station and local schools/ facilities are incorrect and misleading	The allocation site will be provided with a package of improvements to walking and cycling infrastructure within and beyond the site.
Bus and Train Services. It is misleading to quote there are 10 buses per hour. Currently there are 2 per hour to Chelmsford. The applicant has not considered the effect of the end of the 'Bus/ Train Recovery Grant' in October 2022. Reduced subsidies will lead to reduction in services.	The site allocation will provide a comprehensive package of bus infrastructure improvements including a peak period shuttle bus service to Wickford Station
Burnham Road is in constant need of repair	The development has identified mitigation locations where improvements could be made to mitigate the impact of the development. Maintenance is a separate matter, for which ECC as Highway Authority has responsibility for.
Concerns about rat running through residential areas.	A range of junction improvements are proposed as part of the mitigation for the development. The proposal also includes an improved bus service and pedestrian and cycle links together with incentives for residents to use public transport. ECC Highway Authority are content that with the required package of mitigation measures the impact of the development on the local highway network will be acceptable, which would prevent traffic from seeking other routes. Money will be available from the developer for additional mitigation to deal with rat running, should this occur

The proposal for more roundabouts is dangerous and will result in more accidents	All the required highway works have undergone a Stage 1 Road Safety Audit and as part of the technical approval process, will undergo further assessment as the design is progressed.
There is a report from SCP transport consultants which strongly criticises the transport assessment that was submitted for the Countryside application.	The SCP report is not the opinion of the Highway Authority.
Both applications also rely on the year 2026 in assessing off site highway impacts which is far too short term	The full development has been assessed in future year 2026. Therefore, the mitigation for the total development traffic has been identified. Assessing a future year of 2036 would involve adding forecast growth to the base flows which in effect would reduce the proportional impact of the development traffic. Therefore, ECC is satisfied that a robust case has been assessed and that this is appropriate to identify the required mitigation package for the development's impact.
Concerns about the impact of Bradwell B traffic in conjunction with this proposal	There is no certainty at this stage that Bradwell B will be constructed. It will be for the developers of Bradwell B to take into account the development of the Strategic Growth Site 10 rather than the other way around.
There is no clear commitment to improving bus infrastructure and the strategy provided lacks details regarding payments, duration and timing.	The bus strategy has been agreed in principle as part of application 21/01961/OUT and will be secured through a s.106 agreement. Bellway will be contributing proportionately to this strategy.
The assumptions within the submitted transport assessment are incorrect and therefore the VISSM model is also not correct	ECC Highway Authority are content that the assumption within the transport assessment are correct.
There should be a northern by-pass	This is not considered to be necessary. The highway mitigation package proposed is sufficient to mitigate the impact of the development on the local highway network. The suggestion of a northern bypass was considered at Local Plan stage by the Planning Inspectorate, who concluded that it was not necessary.
The transport assessment shows an existing access that Essex Highways has declared cannot be used	This is a contingency pedestrian access should the signalised crossing at KFC not have been implemented
the applicant fails to include and consider the significant vehicle and coach traffic for visitors to RHS Hyde Hall	The TA's are based on traffic counts which would include traffic associated with Hyde Hall

The accident data used does not reflect the full extent of no injury incidents which must be included	Only accident stats that are recorded by the Police can be used. These include fatalities, serious or slight injury. There is no other comprehensive log of accidents to use.
The train station is too far to walk to	The ability of residents to walk to the train station will vary amongst individuals. A shuttle service to Wickford station is proposed as part of the application mitigation package.
It is not feasible to travel to Chelmsford by train	It is feasible, but it involves a change.
Delivery vehicle demand. This has significantly increased with Covid and working from home. The source is needed to be declared to prove it is up to date.	Whilst a source is not quoted, delivery vehicle numbers will not result in the development being unacceptable. It is however important to ensure they are accommodated adequately within the internal layout.
Being a commuter area the peak hours should be considered between 06:30 and 09:00. This needs to be reassessed from the 08:00 to 09:00 quoted which is not valid.	Standard assessment is to look at the busiest one hour in the peak. ECC Highway authority are content with the information provided.
Information based on 2011 data is unsafe	The 2021 census data was not available at the time of preparing the documents for planning submission. In any event, the 2021 census was heavily affected by the COVID pandemic so in the absence of accurate data the 2011 census is most relevant.
The ling sig model of the proposed signalised cross roads in the Countryside application is incorrect	ECC Highways are content that the modelling has been carried out correctly.
The junctions have not been modelled correctly	The junctions have been modelled individually and the VISSIM model looks at the corridor. ECC Highways are content that the modelling has been carried out correctly
The pedestrian crossings have not been modelled correctly	ECC Highways are content that robust pedestrian/cycle numbers were used in the junction assessments and VISSIM modelling
Shared footway on N side of B1012 to Sainsburys is too narrow and unsuitable for cyclists	Improvements are required where feasible
There is a further parcel owned by Countryside to the south of the site. The size of this should be included as part of this application	This site does not form part of the current application. A separate planning application would be required.
There are no direct pedestrian/cycle links to the town centre	This application needs to be considered in conjunction with the Countryside application, which provides the connections to the town centre.

#### Residential Amenity

<b>Neighbour Comment</b>	<b>CCC Response</b>
The plans show town houses close to the rear boundaries of the existing houses in Willow Grove – concerns regarding overlooking.	At the stage of reserved matters the proposal will need to comply with the development standards of Appendix B of the Chelmsford Local Plan. This includes standards on back to back distances to prevent overlooking
The boundary with the rear gardens of properties in Willow Grove will need to be treated sensitively at the stage of reserved matters	This is agreed. At the stage of reserved matters the proposal will need to comply with the development standards of Appendix B of the Chelmsford Local Plan.
The air quality data was taken during covid and is unrepresentative	The air quality data is based on the traffic modelling from the transport assessment, which was not taken during covid

#### Drainage

<b>Neighbour Comment</b>	<b>CCC Response</b>
The creeks running through the site are tidal. The applicant has defined it as an ordinary watercourse	Additional information was submitted during the life of the application to address this matter. The local lead flood authority are content with the proposed SuDs scheme and conditions are attached in this respect.
There have been instances of flooding in the past from Fenn Brook. High tides combined with high rainfall since 2018 have caused flooding on the old Wickford Road and across Willow Grove	The development is required to mitigate its own impacts and will not make the existing situation any worse. With the provision of a SuDs scheme, water draining from the site will not be any greater or drain any faster than the existing situation
There needs to be evidence that the existing foul sewer will take the flow from the proposed housing	Anglian Water have no objections to the proposal subject to a condition requiring a scheme for on site foul water drainage works, including connection point and discharge rate.

#### Ecology

<b>Neighbour Comment</b>	<b>CCC Response</b>
There are slow worms on this site, which are a protected species.	The site was surveyed for slow worms and none were found on the site.

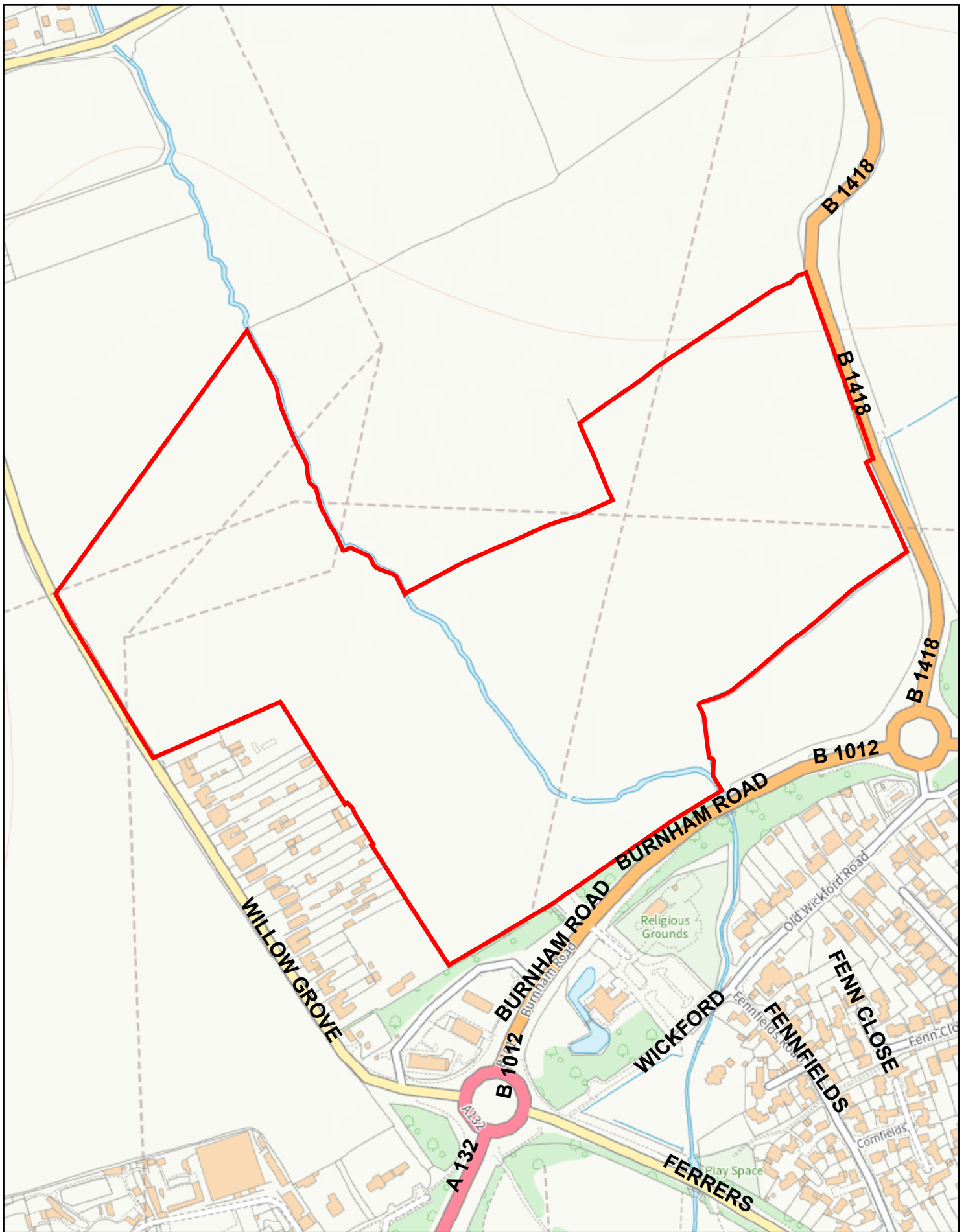
#### Principle of the Development

<b>Neighbour Comment</b>	<b>CCC Response</b>
1220 is not “around 1000 homes” as required by the Local Plan	The City Council is content that 1220 homes is in accordance with the Strategic Growth Site Policy.
Maldon call for sites is showing the land to east of the masterplan site is considered suitable for development. This would virtually join up with Stow Maries	The City Council has no authority over the decisions of Maldon District Council
Maldon and Chelmsford councils need to work together	Maldon District Council were consulted on this application.

#### Other Matters

<b>Neighbour Comment</b>	<b>CCC Response</b>
It is already difficult to get doctors and dentist appointments	The NHS have requested a financial contribution which would be used to reconfigure the existing Crouch Vale Medical Centre to accommodate the increase in patients. This will be secured as part of the s.106 agreement.
There is too much material contained in the application to allow a thorough appraisal by residents	This is a strategic development, which by its nature requires a significant amount of information to be submitted.
There is a sewage pumping station shown to the north of the site, indicating that the applicant plans to develop the land to the north.	Each application is assessed on its own individual merits. The land to the north does not form part of this application





0 40 80 160 Metres

1:4,000



**Planning Committee**  
**22/00311/OUT**

**Planning & Development Management**  
**Directorate for Sustainable Communities**

PO Box 7544 Civic Centre  
Duke Street, Chelmsford, CM1 1XP

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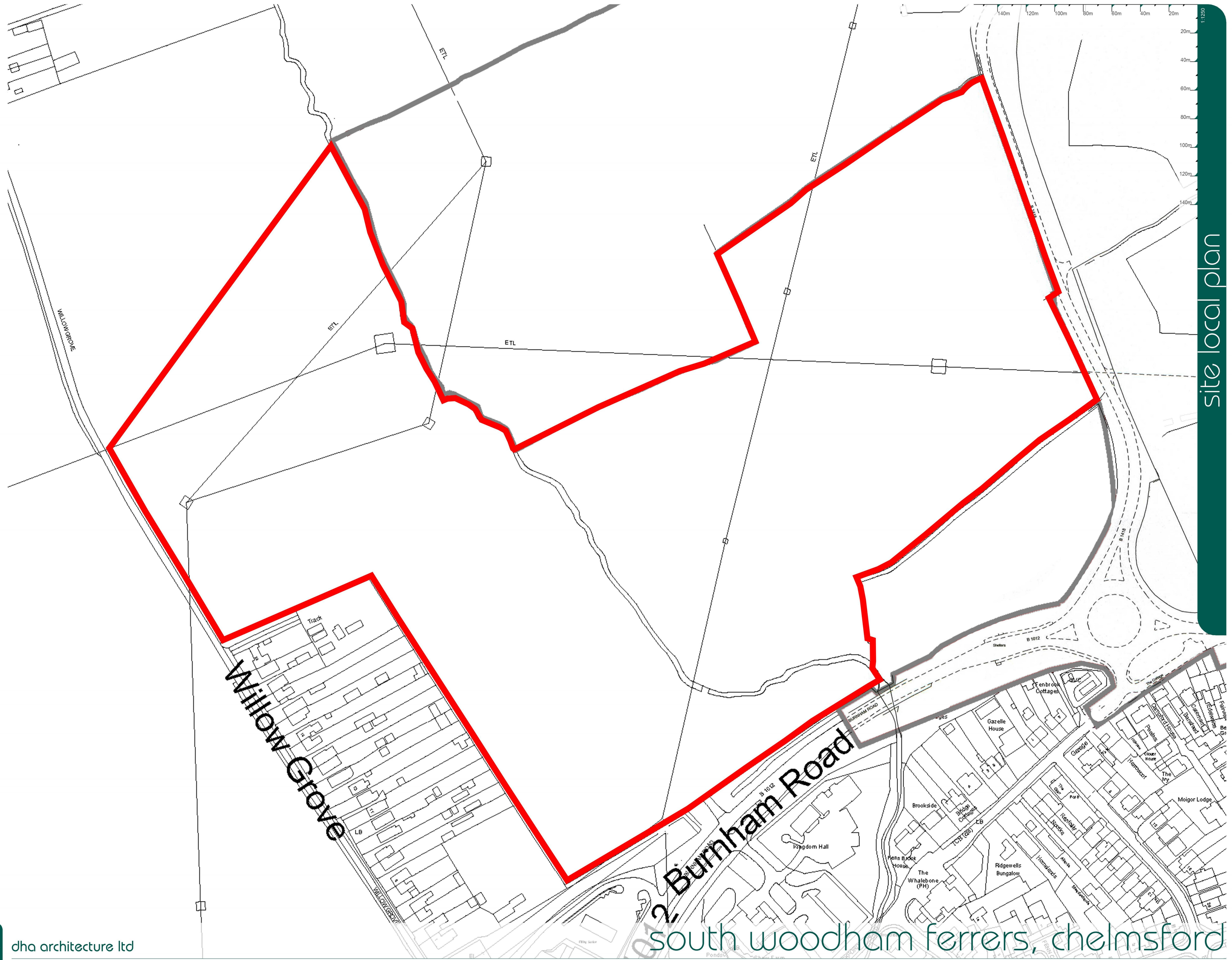
Chelmsford City Council Licence Number 100023562 2023.

Telephone: 01245 606826

Extent of application 

Total Site Area - 18.04Ha / 44.58Ac

Note: The representation of the Land Registry plans indicated to this drawing is generated by a scan and scale to best mean fit process. The accuracy therefore cannot be guaranteed and this drawing is intended to be an aid to qualified legal advice being sought.



site local plan



dha architecture ltd

Brooklands Farm Business Park  
 Bottle Lane  
 Binfield  
 Berkshire  
 RG42 5QX

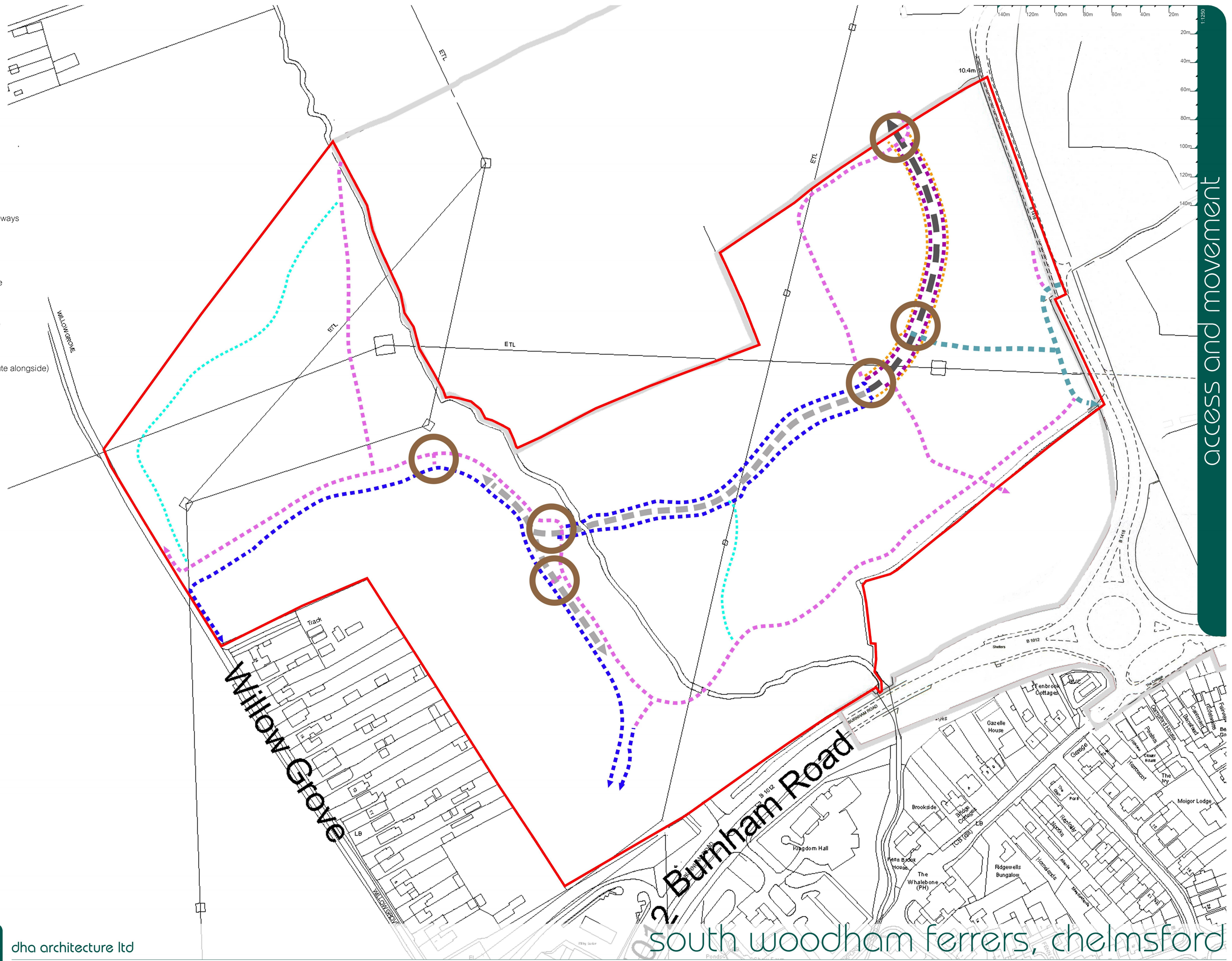
t. 0118 934 9666  
 e. [surname@dhaarchitecture.co.uk](mailto:surname@dhaarchitecture.co.uk)  
 w. [www.dhaarchitecture.co.uk](http://www.dhaarchitecture.co.uk)

south woodham ferrers, chelmsford

Parameters Plan  
 Site Local Plan  
 05.01.2022 created  
 1:1250 @ A1 scaling  
 TP/PI/HJ contact  
 reference 082004-BEL-ST-PP-LOC  
 revision

rev date by details

- Extent of Application
- - - 2m wide pedestrian routes
- - - 2m wide one-way cycle lanes alongside carriageways
- Raised junction with pedestrian/cycle priority
- - - 3.5m wide shared pedestrian and cycle routes
- - - 5m wide segregated cycle route/pedestrian route
- - - 2m wide pedestrian route through open space
- - - 2m wide pedestrian route alongside carriageway
- - - 5.5m shared carriageway/cycle route
- - - 5.5m wide carriageways (with separate cycle route alongside)



access and movement







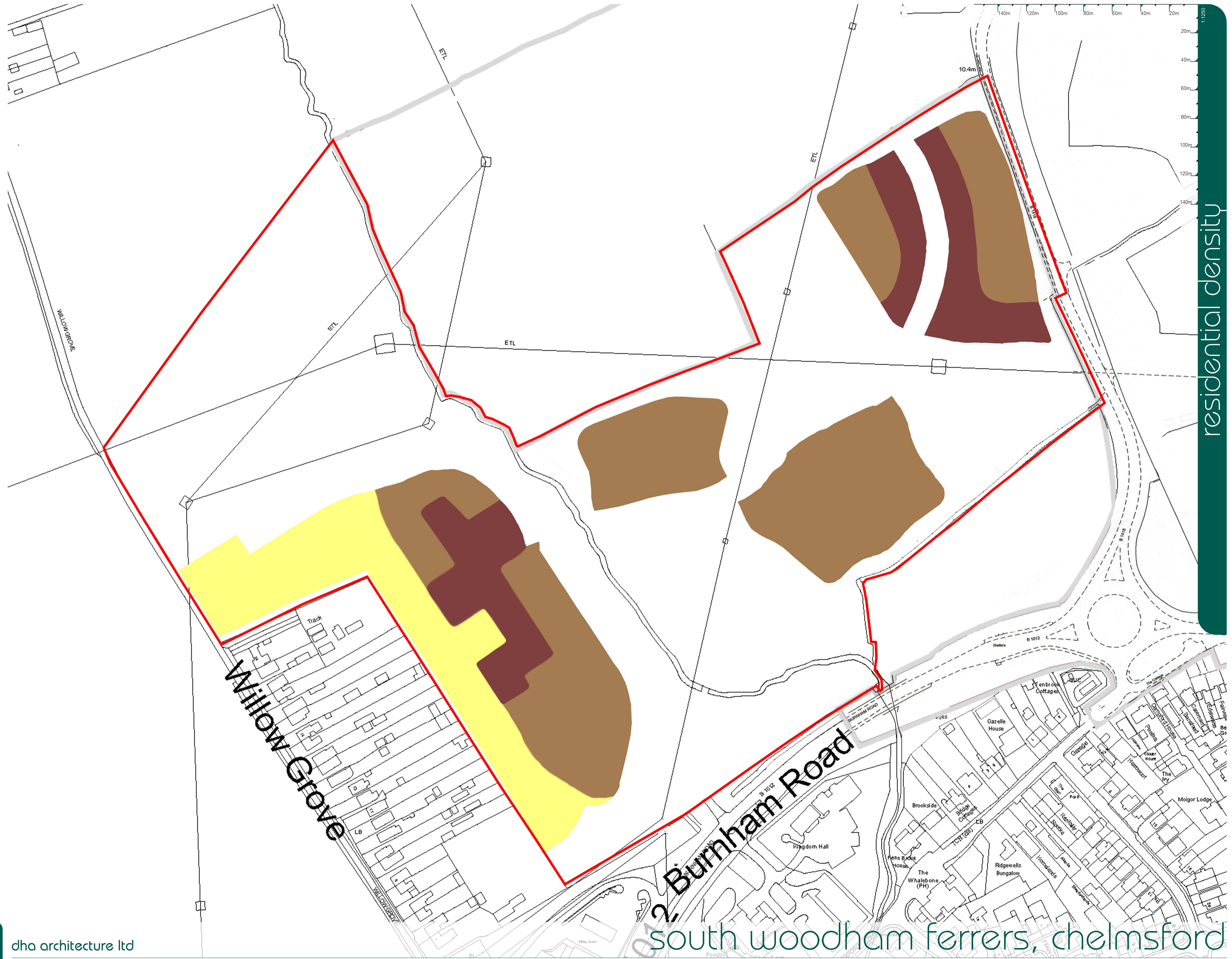
dha architecture ltd  
 Brooklands Farm Business Park  
 Bottle Lane  
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 Berkshire  
 RG42 5QX  
 t. 0118 934 9666  
 e. [surname@dhaarchitecture.co.uk](mailto:surname@dhaarchitecture.co.uk)  
 w. [www.dhaarchitecture.co.uk](http://www.dhaarchitecture.co.uk)

## south woodham ferrers, chelmsford

rev	date	by	details
D	19.12.22	DJ	Masterplan updated
C	25.08.22	TP	Updated footpath link
B	11.08.22	DJ	Design principles changed
A	01.06.22	HJ	Updated routes, proposed minor road added

Parameters Plan  
 Access and Movement  
 05.01.2022 created  
 1:1250 @ A1 scaling  
 TP/PI/HJ contact  
 reference 082004-BEL-ST-PP-ACC  
 D revision

- Extent of application 
- Residential density - higher (35-55 dph) 
- Residential density - medium (25-35 dph) 
- Residential density - lower (15-25 dph) 



residential density



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 Binfield  
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 w. [www.dhaarchitecture.co.uk](http://www.dhaarchitecture.co.uk)

south woodham ferrers, chelmsford

B 13.03.23 HS Masterplan updated  
 A 19.12.22 DJ Masterplan updated  
 rev date by details

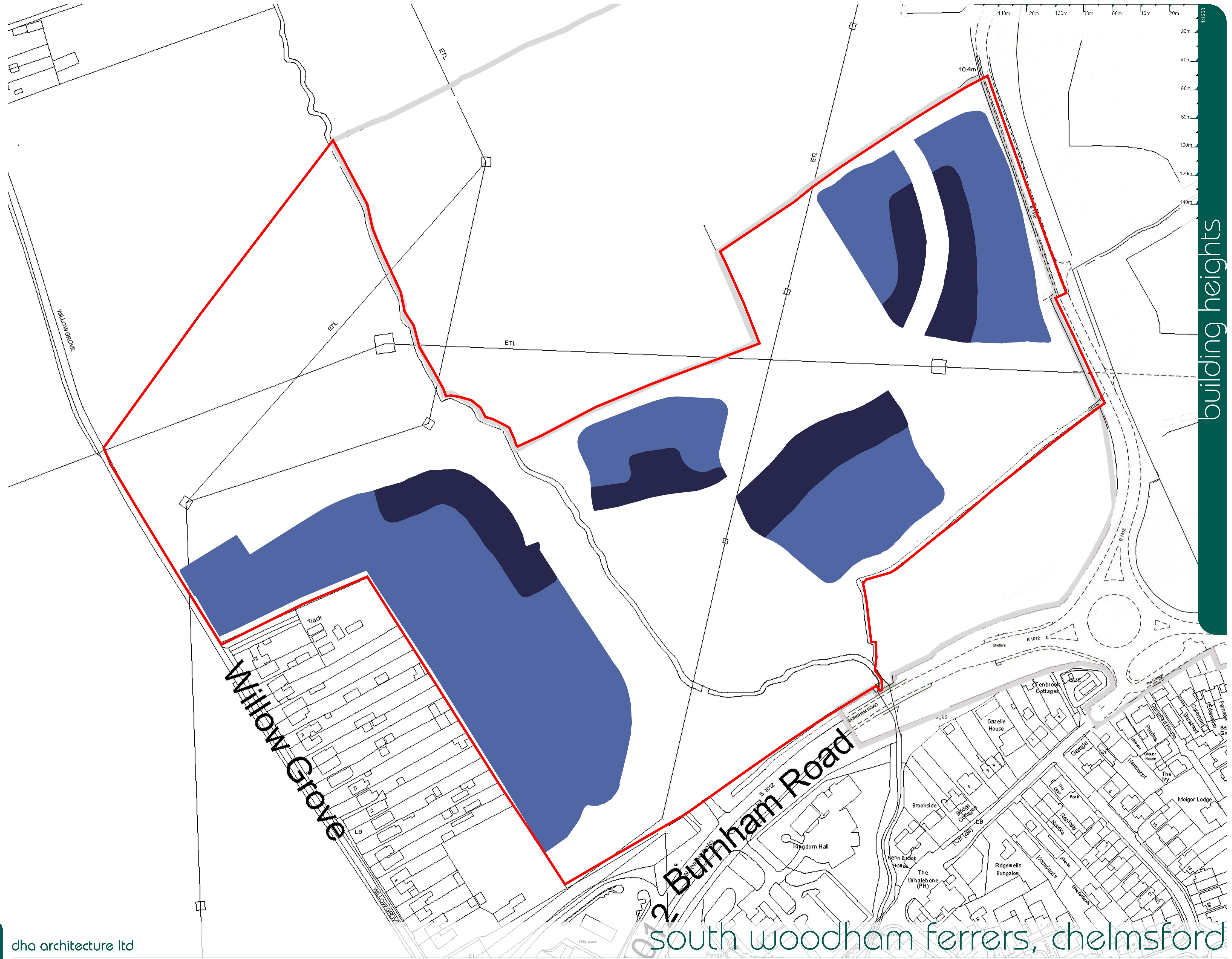
Parameters Plan  
 Residential Density

reference 082004-BEL-ST-PP-RD B revision

05.01.2022 created  
 1:1250 @ A1 scaling  
 TP/PI/HJ contact

Maximum building heights are as described below. All heights are to ridge level but exclude any point features. All heights are measured above proposed ground floor level. Proposed ground floor levels will be within a limit of deviation of 1 metre below to 1 metre above existing ground level

- Extent of application
- Building height up to +13.0 metres (up to 3 storeys) - generally 2 or 2.5 storeys with maximum of 25% of built footprint at 3 storeys
- Building height up to +11 metres (up to 2.5 storeys) - generally 2 storeys with maximum of 35% of built footprint at 2.5 storeys



building heights



dha architecture ltd

Brooklands Farm Business Park  
 Bottle Lane  
 Binfield  
 Berkshire  
 RG42 5QX

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 e. [surname@dhaarchitecture.co.uk](mailto:surname@dhaarchitecture.co.uk)  
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south woodham ferrers, chelmsford

B 13.03.23 HS Masterplan updated  
 A 19.12.22 DJ Masterplan updated  
 rev date by details

Parameters Plan  
 Building Heights

reference 082004-BEL-ST-PP-BH B revision

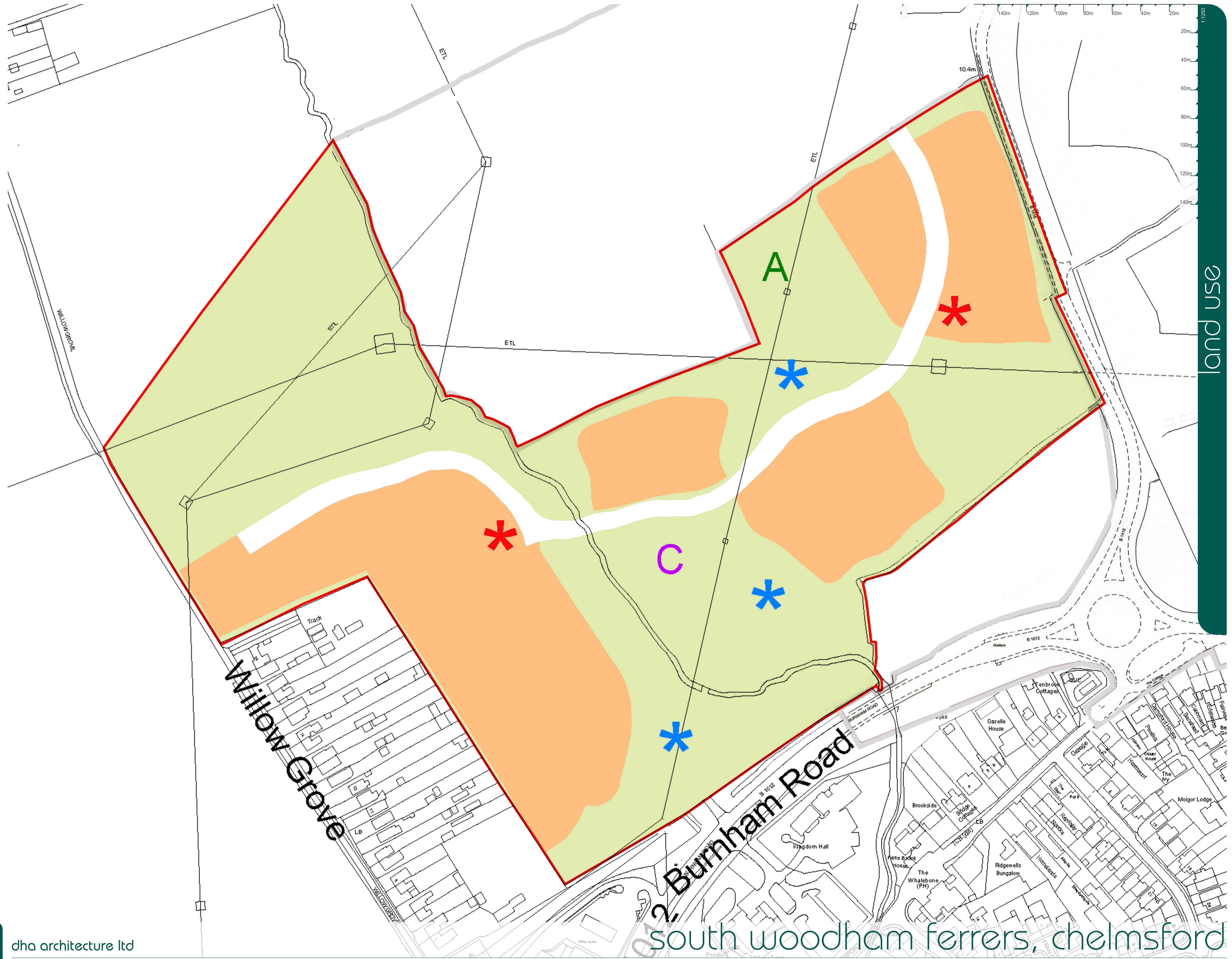
05.01.2022 created  
 1:1250 @ A1 scaling  
 TP/PI/HJ contact

- Extent of application
- Extent of open space  
*Including informal and formal open space, equipped play areas, parkland, woodland, buffer planting, ponds, SUDs features, footpaths, cycle routes and internal roads.*
- Proposed play facilities - children - broad location
- Proposed allotments - broad location
- Proposed sustainable drainage feature - broad location
- Existing hedgerow retained (replant small gaps)
- Existing hedgerow generally retained except for access
- New hedgerow planting



open space

- Extent of application
- Land use - residential  
*Including front and back gardens, internal circulation, utilities, parking spaces, sustainable drainage and landscaped areas.*
- Land use - landscape  
*Including informal and formal open space, sports pitches, equipped play areas, parkland, woodland, buffer planting, ponds, SUDs features, footpaths, cycle routes and internal roads.*
- Childrens play  
- broad location
- Allotments  
- broad location
- Sustainable drainage feature  
- broad location
- Vista building  
- broad location



LAND USE



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 w. [www.dhaarchitecture.co.uk](http://www.dhaarchitecture.co.uk)

south woodham ferrers, chelmsford

B 13.03.23 HS Masterplan updated  
 A 19.12.22 DJ Masterplan updated  
 rev date by details

Parameters Plan  
 Land Use

reference 082004-BEL-ST-PP-LU B revision

05.01.2022 created  
 1:1250 @ A1 scaling  
 TP/PI/HJ contact

**BELLWAY HOMES LIMITED**

**LAND NORTH OF SOUTH WOODHAM FERRERS  
(WILLOW GROVE MEADOWS)**

**TRANSPORT ASSESSMENT ADDENDUM**

**REPORT REF.  
2003831-12**

**March 2023**

**HEAD OFFICE:** 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

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**SUFFOLK:** Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

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**Email:** [enquiries@ardent-ce.co.uk](mailto:enquiries@ardent-ce.co.uk)



## **Contents**

	<b>Page</b>
<b>1. Introduction.....</b>	<b>1</b>
<b>2. Response to ECC Highways Comments.....</b>	<b>2</b>
<b>3. Summary and Conclusions .....</b>	<b>8</b>

## **Drawings**

<b>2003831-005B</b>	<b>-</b>	<b>Proposed Access via B1418 Roundabout</b>
<b>2003831-009</b>	<b>-</b>	<b>Shared Private Drive via Willow Grove</b>

## **Appendices**

- A. ECC Highways Comments**
- B. Speed Survey Results**

## Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	ATB	ATB	DRAFT	09.03.23
-	Final Issue	ATB	RS <i>RS</i>	ATB <i>ATB</i>	14.03.23

## Distribution

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## **1. Introduction**

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited to advise on the transport aspects of an outline planning application for up to 200 dwellings on land adjacent to the B1418, at the northern edge of South Woodham Ferrers. The application was submitted to Chelmsford City Council (CCC) in February 2022 (ref: 22/00311/OUT) and included a detailed Transport Assessment (**Ardent ref: 2003831-07**).
- 1.2 The local highway authority, Essex County Council (ECC), provided comments on the application in an email dated 1<sup>st</sup> March 2023. A copy of these comments is included at **Appendix A** for reference. This Transport Assessment Addendum (TAA) has been produced to address the outstanding points raised in ECC's email, with a view to ensuring there are no highways-related reasons for refusal for the outline application. **Section 2.0** below covers each specific comment raised by ECC.

## 2. Response to ECC Highways Comments

- 2.1 For ease of reference, the below subheadings mirror those in ECC's response, and their comments are also provided in italics under each heading.

### TA

*"We are obviously relying on the Countryside TA to determine the required mitigation for the allocation site, however the Bellway submitted TA that accompanies the Planning Application is a bit out of date now and does not take account of the changes agreed with the Countryside scheme (for example, B1012/B1418 RAB now being improved, not signalised, Shaw Farm junction improvements are required prior to 300<sup>th</sup> occupation, not a monitor and manage scenario, bus strategy etc.). It is suggested that the TA is updated to reflect the current position. In addition the 2 access plans included will need updating.*

*In principle, we do agree that the additional 20 dwellings that have not been modelled by the Countryside TA is not a concern. The modelling inputs used in the Countryside TA were robust and therefore we can assume some tolerance in the figures. Our recommendation will require proportional contributions towards the highway works west of and including Hullbridge Road roundabout, the mitigation outlined in the bus strategy and travel plan mitigation."*

- 2.2 As referenced in the comments above, since the TA for the Bellway site was submitted, the extent of proposed mitigation for the adjacent Countryside hybrid planning application (CCC refs: 21/01961/FUL and 21/01961/OUT) has been amended following comments from ECC. The resulting package of accesses and off-site works formed part of the Case Officer's recommendation of approval for the Countryside scheme, following which Chelmsford's Planning Committee resolved to grant consent subject to a S106 Agreement on 7<sup>th</sup> February 2023.
- 2.3 The original TA for the Bellway scheme included details of the specific off-site works that should be either delivered or contributed towards, which was based on the details of the Countryside mitigation package at the time of writing. As such, now that the Countryside mitigation works have been amended, this table has been updated and is presented below.

<b>Access Arrangements</b>	
<b>B1418 access roundabout and B1418 highway works</b>	Junction and highway improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout and western arm leading to site (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Off-Site Highway Improvements</b>	
<b>Burnham Road/B1418/Old Wickford Road roundabout</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Burnham Road/Ferrers Road/Willow Grove Roundabout</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Burnham Road/Hullbridge Road roundabout</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>A130/A132 Intersection</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>A130/A132 MOVA upgrades</b>	MOVA upgrades delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.

<b>Non-Car Access Improvements</b>	
<b>New Bus Services and Delivery of Public Transport Strategy</b>	Public Transport Strategy to be delivered by CPPLC, proportionate S106 contribution from Bellway to be secured towards diverted bus service and increased frequencies
<b>Off-Site Cycle Works – Corridors A, E, and F</b>	As per routes included in approved masterplan for the allocation site. Works delivered by CPPLC (S278), Bellway to contribute proportionately to delivery (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Burnham Road footpath upgrades</b>	Improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Travel Plan and Bus Passes</b>	Bus Passes for residents, and Travel Plan + monitoring, to be secured by condition/S106.

2.4 It is proposed that the above details are used as the basis for agreeing suitably worded planning conditions and S106 obligations for the Bellway site, noting that discussions are also ongoing between Bellway and Countryside regarding apportionment of costs for specific items. The above list reflects ECC’s request for proportional contributions at the Hullbridge Road roundabout and to the west, along with the bus and Travel Plan contributions as well. This approach is also consistent with ECC’s comments on the Countryside application, which included the following statement:

*"Countryside will be required to undertake the S278 highway works necessary for the entire allocation site, with a proportional monetary contribution (proportioned by the number of dwellings in the Countryside and Bellway applications) payable by Bellway to ECC and then passed onto Countryside once the works are complete. No proportional contribution will be sought from Bellway for works at the eastern end of*

*the site. A proportional contribution will also be required from Bellway for the bus service improvements."*

### **Willow Grove**

*"As we have previously stated, a vehicular access onto Willow Grove is a departure from the approved Masterplan, which requires all vehicular access via B1418. Willow Grove is a narrow country lane and would not be suitable for intensification of use due to width of the road and conflict with the additional vehicles generated from a new priority access. A decision not to provide access from Willow Grove was determined at the Local Plan stage and should be upheld. Therefore at the very maximum, only a shared private drive for up to 5 dwellings served from a vehicle crossover onto Willow Grove would be acceptable, subject to achieving the required visibility splays.*

*In an email of 11/10/22 you said you had obtained speed survey data. Please can you send a copy of this?*

*Please revise plan 2003831-004 Willow Grove Access to show a suitable vehicle crossover access with the required visibility splays and provide vehicle tracking.*

*Having discussed the matter with DM colleagues, we think a private drive vehicle crossover access here with 120m visibility would be acceptable and accord with DMRB visibility standards but I just need to have all the evidence on file for future reference. In addition, we think the extension of the 40mph to include the visibility splay should be pursued although there is a concern it could be against policy. If this fails, a gateway feature would be required in lieu of the extended speed limit."*

- 2.5 Ardent do not necessarily agree with the characterisation of Willow Grove as narrow, given the carriageway width along the site frontage measures circa 4.5 to 5.0 metres measured between the white lines that border the road. This is sufficient for two cars, or a car and HGV, to comfortably pass. However, in recognition of ECC's stance on this access and its relation to the approved masterplan for the wider allocation site, the proposed access arrangement has been revised as requested to serve up to 5 dwellings only.

- 2.6 **Drawing Number 2003831-009** shows the amended proposals for the Willow Grove access, which now comprises a Type H Shared Private Drive and replaces the previously proposed Drawing Number 2003831-004. This access comprises a dropped kerb vehicle crossover, with an access width of 5.5m, which would extend a minimum of 6m from Willow Grove before potentially tapering to a narrower width within the site (subject to future detailed masterplan). The access includes 1.5m x 1.5m pedestrian intervisibility splays from the back of the proposed footway.
- 2.7 As per previous access proposals presented to ECC, the drawing also shows how the existing 40mph speed limit south of the site could be extended to the northern end of the site frontage. This would be supported by an extended footway along the site frontage to support the lower speed limit. As such, 2.4 x 120m visibility splays are shown from the access, as per DMRB requirements and a 70kph design speed.
- 2.8 As requested, the speed surveys results for Willow Grove are included at **Appendix B** for reference. The survey was commissioned to support the access in the event no extension of the 40mph limit was proposed. However, in the event the required TRO for the speed limit change cannot be secured post-planning for any reason, the speed data can be used to form the basis of potential alternative design options to control speeds such as a new gateway feature on Willow Grove at the location of the new access.

### **B1418 Access**

*"The current plan, 2003831-005A Access via B1418 Roundabout, is not reflective of Countryside plan L00005-AEC-NA-NA-DR-C-1000 PO7. It will need to be amended to show the required cycleway and footway widths."*

- 2.9 In recognition of the fact that the latest detailed design of the western arm of the new B1418 roundabout is acceptable to ECC highways, an updated drawing has been prepared confirming how this road could be extended into the Bellway site at it's boundary. **Drawing Number 2003831-005B** shows this tie in, confirming how the internal spine road would comprise a Type E Access Road as per the ECC Design Guide. The drawing also confirms how the spine road would include segregated footway/cycleways on both sides, to ensure the routes on the adjoining road are



continued into the site, which also reflects recent discussions with ECC in respect of incorporating the requirements of LTN 1/20.

- 2.10 The drawing shows how the 6.75m Feeder Road from the new roundabout would reduce to the 5.5m Access Road as it enters the site, also noting no verges will be required on the Spine Road as per ECC requirements for a Type E road. In addition, the drawing shows an indicative arrangement for a crossing to facilitate the proposed shared footpath/cyclepath extending west, albeit noting the precise design will be subject to review at the Reserved Matters stage, where interaction with proposed driveways/accesses will need to be taken into account.

### **Parameter Plan**

*"082004-BEL-ST-PP-ACC Rev D Parameters Plan Access and Movement as submitted to planning is acceptable."*

- 2.11 This is noted, and the latest access design shown in **Drawing Number 2003831-005B** reflects these key parameters in terms of pedestrian and cycle routes at the access itself.

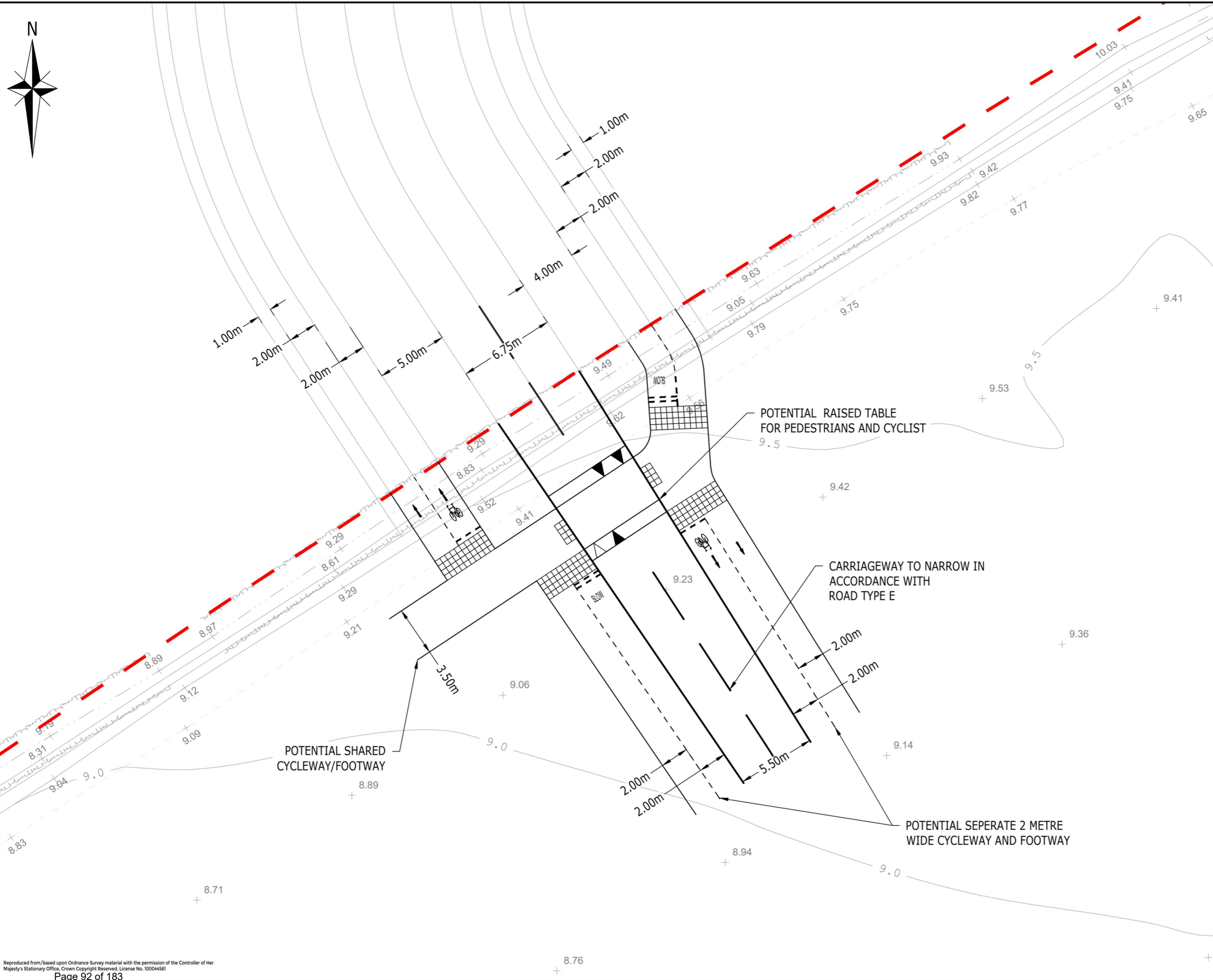
### 3. Summary and Conclusions

3.1 Based on the details presented in this Transport Assessment Addendum, it is considered that ECC's outstanding comments have been satisfactorily addressed. In summary, the following points have been confirmed in this report:

- Based on the approved off-site mitigation package secured as part of the adjacent Countryside application and the trip generation details presented in the TA for the Bellway site, this TA Addendum identifies which off-site improvement schemes the Bellway site should proportionately contribute towards. Precise details of how costs will be apportioned are being actively discussed between Bellway and Countryside.
- As per ECC's request, the proposed access at Willow Grove has been amended as shown in **Drawing Number 2003831-009**, which now shows a Type H Shared Private Drive suitable to serve up to 5 dwellings. The drawing also includes the proposed extension of the 40mph speed limit and associated footway extension along the site frontage. Should there be any issue obtaining the required TRO for the speed limit post-planning, an alternative gateway feature would be reviewed if required.
- The proposed access into the site via the approved link road within the Countryside scheme is shown in **Drawing Number 2003831-005B**.
- The details set out within the Access and Movement Parameters plan are acceptable to ECC highways.

3.2 In light of the additional information presented in this Transport Assessment Addendum, it is considered that ECC Highways' outstanding comments/queries have been addressed, and as such there should be no highways-related objections to the outline application, subject to appropriately worded conditions and S106 obligations.

## **Drawings**



**NOTES**

1. ACCESS DESIGNED BASED ON ESSEX DESIGN GUIDES STREET TYPE E, ACCESS. AS WELL AS TAKING INTO ACCOUNT LTN1/20 REQUIREMENTS WHERE SUITABLE.
2. ACCESS TIES INTO APPROVED DRAWING NUMBER L00005-AEC-NA-NA-DR-C-1000 P07 FOR ADJACENT DEVELOPMENT.
3. SUBJECT TO CONFIRMATION OF HIGHWAY BOUNDARY, REVIEW OF EARTH WORKS AND DETAILED DESIGN
4. SUBJECT TO VEHICLE SWEPT-PATH ANALYSIS.
5. IMPACT ON TREES STILL TO BE CONSIDERED
6. ACCESS LAYOUT INCLUDING CROSSING IS INDICATIVE ONLY AND SUBJECT TO TIE-IN WITH FUTURE RESERVED MATTERS LAYOUT.

**KEY**

--- INDICATIVE SITE BOUNDARY

B	AMENDED HIGHWAY LAYOUT	CL	DV	ATB	08/03/23
A	AMENDED TO CLIENT COMMENTS	RDS	AG	ATB	19/01/22
Rev	Description	Drn	Chk	App	Date

**ARDENT** CONSULTING ENGINEERS

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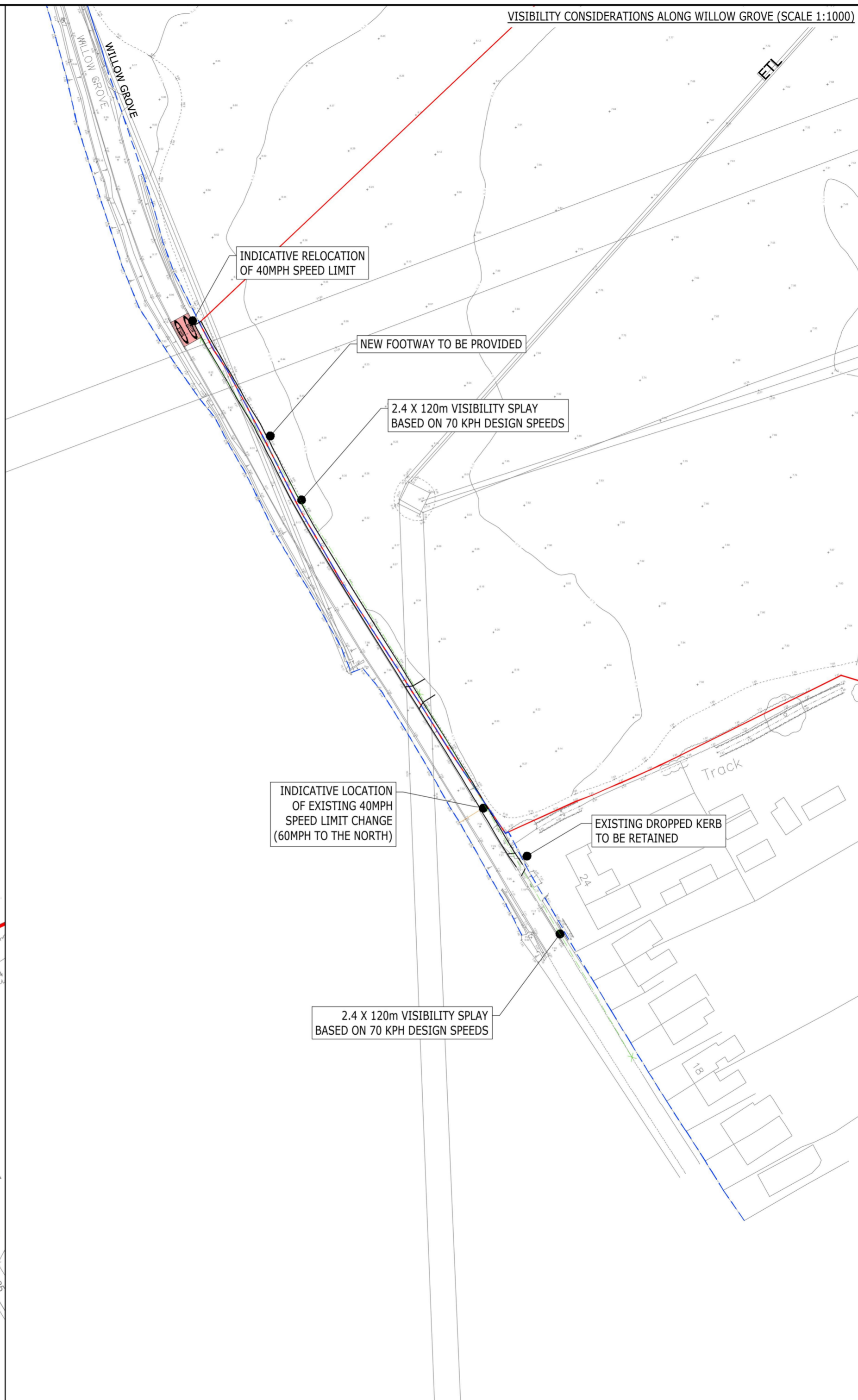
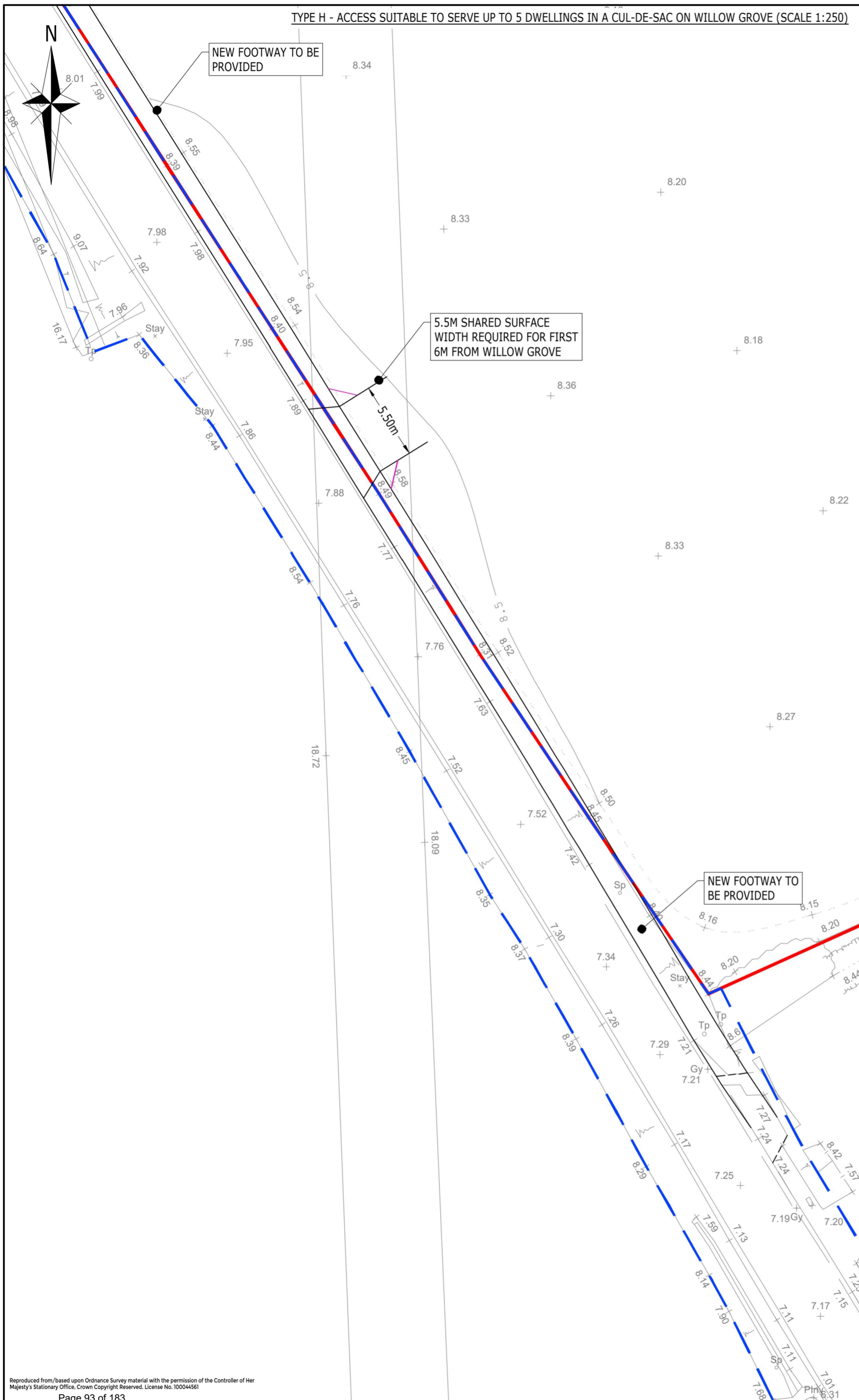
**SSIP**  
SAFETY PROCESS OF IMPROVEMENT

Client  
**BELLWAY HOMES LIMITED**

Project Title:  
**LAND AT WILLOW GROVE, SOUTH WOODHAM FERRIERS**

Drawing Title:  
**ACCESS VIA B1418 ROUNDABOUT**

A3 Scale	Date	Designed by
AS SHOWN	24.12.21	KI
Drawn by	Checked by	Approved by
RS	AG	ATB
Drawing Number	Rev	
<b>2003831-005</b>	<b>B</b>	



- NOTES:**
1. ACCESS DESIGN IN LINE WITH ESSEX COUNTY COUNCIL HIGHWAY DESIGN GUIDE SPECIFIC TO TYPE H SHARED PRIVATE DRIVE.
  2. SHARED PRIVATE DRIVE SHOULD BE 5.5M WIDE FOR THE FIRST 6M FROM WILLOW GROVE AND CAN THEN TAPER OVER 6M DOWN TO A MINIMUM WIDTH OF 3M.
  3. VISIBILITY SPLAYS ARE SHOWN BASED ON INDICATIVE DMRB REQUIREMENTS (BUT WITH MFS2 SET BACK DUE TO RESIDENTIAL NATURE OF ROAD).
  4. 1.5M X 1.5M PEDESTRIAN SIGHT SPLAYS REQUIRED FROM THE REAR OF THE FOOTWAY IN LINE WITH THE ESSEX DESIGN GUIDE.
  5. ANY WORKS TO PROVIDE A NEW FOOTWAY LINK ALONG WILLOW GROVE ARE SUBJECT TO A REVIEW OF DETAILED DESIGN IMPLICATIONS.
  6. HIGHWAY BOUNDARY INFORMATION SHOWN HAS BEEN TRANSCRIBED FROM OS PLANS PROVIDED BY ECC WITH BEST ENDEAVORS.

- KEY**
- INDICATIVE SITE BOUNDARY
  - HIGHWAY BOUNDARY (TRANSCRIBED FROM INFORMATION PROVIDED BY ECC)
  - 1.5M X 1.5M PEDESTRIAN VISIBILITY
  - 2.4M X 120M VISIBILITY SPLAY TAKEN TO THE EDGE OF THE CARRIAGEWAY

**WORK IN PROGRESS**

Rev	Description	Drn	Chk	App	Date
<p><b>ARDENT CONSULTING ENGINEERS</b></p> <p>Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE</p> <p>Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk</p>					
Client					
<b>BELLWAY HOMES LIMITED</b>					
Project Title:					
<b>LAND AT WILLOW GROVE, SOUTH WOODHAM FERRERS</b>					
Drawing Title:					
<b>SHARED PRIVATE DRIVE VIA WILLOW GROVE</b>					
A2 Scale	Date	Designed by			
AS SHOWN	07/03/23	GL			
Drawn by	Checked by	Approved by			
CL	AG	ATB			
Drawing Number					Rev
<b>2003831-009</b>					-

**Appendix A**  
**ECC Highways Comments**

**From:** [Emma Featherstone - Strategic Development Engineer](#)  
**To:** [Andrew Braun](#)  
**Cc:** [Oliver Milne](#); [ROGERS, Sally](#); [HOSEGOOD, Robin](#)  
**Subject:** Bellway 22/00311/OUT - South Woodham Ferrers - Highways  
**Date:** 02 March 2023 16:25:11  
**Attachments:** [image001.png](#)

---

**EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hello Andrew

I've now had chance to look at the highway elements of the Bellway scheme submission.

### **TA**

We are obviously relying on the Countryside TA to determine the required mitigation for the allocation site, however the Bellway submitted TA that accompanies the Planning Application is a bit out of date now and does not take account of the changes agreed with the Countryside scheme (for example, B1012/B1418 RAB now being improved, not signalised, Shaw Farm junction improvements are required prior to 300<sup>th</sup> occupation, not a monitor and manage scenario, bus strategy etc.). It is suggested that the TA is updated to reflect the current position. In addition the 2 access plans included will need updating.

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### **Willow Grove**

As we have previously stated, a vehicular access onto Willow Grove is a departure from the approved Masterplan, which requires all vehicular access via B1418. Willow Grove is a narrow country lane and would not be suitable for intensification of use due to width of the road and conflict with the additional vehicles generated from a new priority access. A decision not to provide access from Willow Grove was determined at the Local Plan stage and should be upheld. Therefore at the very maximum, only a shared private drive for up to 5 dwellings served from a vehicle crossover onto Willow Grove would be acceptable, subject to achieving the required visibility splays.

In an email of 11/10/22 you said you had obtained speed survey data. Please can you send a copy of this?

Please revise plan 2003831-004 Willow Grove Access to show a suitable vehicle crossover access with the required visibility splays and provide vehicle tracking.

Having discussed the matter with DM colleagues, we think a private drive vehicle crossover access here with 120m visibility would be acceptable and accord with DMRB visibility standards but I just need to have all the evidence on file for future reference. In addition, we think the extension of the 40mph to include the visibility splay should be

pursued although there is a concern it could be against policy. If this fails, a gateway feature would be required in lieu of the extended speed limit.

**B1418 access**

The current plan, 2003831-005A Access via B1418 Roundabout, is not reflective of Countryside plan L00005-AEC-NA-NA-DR-C-1000 PO7. It will need to be amended to show the required cycleway and footway widths.

**Parameter Plan**

082004-BEL-ST-PP-ACC Rev D Parameters Plan Access and Movement as submitted to planning is acceptable.

Hopefully I have set out the Highway Authority's position but please do not hesitate to contact me for further clarification.

Regards

Emma

**Emma Featherstone | Strategic Development Engineer  
Transportation and Smarter Travel**



**Safer, greener, healthier**

T: [REDACTED]  
E: [REDACTED]  
W: [www.essex.gov.uk/highways](http://www.essex.gov.uk/highways)

Please note I work part time, Monday - Thursday

The Highway Authority is now charging for all pre-planning application advice, full details can be found here – [Pre-App Charging](#)

 Please consider the environment before printing this e-mail



**Appendix B**  
**Speed Survey Results**



Willow Grove, South Woodham Ferrers - Radar speed survey

Produced By PCC Traffic Information Consultancy Ltd  
All speeds recordings are from free flowing vehicles.

Weather  
Sunny

Wed 07 Sept 2022  
10.00-13.00

Northbound								Southbound							
Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds		
1	42	51	36	101	34	151	46	1	41	51	41	101	59	151	45
2	39	52	40	102	36	152	41	2	32	52	41	102	50	152	38
3	43	53	41	103	46	153	43	3	42	53	40	103	52	153	33
4	42	54	52	104	41	154	35	4	37	54	36	104	46	154	49
5	45	55	31	105	41	155	41	5	44	55	43	105	44	155	39
6	47	56	35	106	40	156	48	6	43	56	37	106	47	156	38
7	38	57	38	107	44	157	38	7	54	57	44	107	36	157	32
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11	46	61	44	111	37	161	41	11	41	61	33	111	50	161	39
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14	47	64	36	114	40	164	46	14	55	64	29	114	41	164	42
15	41	65	41	115	38	165	42	15	30	65	41	115	45	165	45
16	49	66	44	116	35	166	50	16	40	66	35	116	49	166	40
17	38	67	35	117	36	167	44	17	46	67	37	117	22	167	41
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19	39	69	39	119	53	169	39	19	42	69	44	119	35	169	48
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48	51	98	38	148	41	198	30	48	37	98	39	148	39	198	-
49	43	99	48	149	37	199	37	49	45	99	55	149	36	199	-
50	41	100	43	150	48	200	43	50	43	100	42	150	40	200	-

ROAD SURFACE - DRY

Average Northbound	40.5	Average Southbound	40.7
85th%ile Northbound	46.1	85th%ile Southbound	47.0

SPEED LIMIT

SPEED LIMIT

**BELLWAY HOMES LIMITED**

**LAND NORTH OF SOUTH WOODHAM FERRERS  
(WILLOW GROVE MEADOWS)**

**TRANSPORT ASSESSMENT ADDENDUM**

**REPORT REF.  
2003831-12**

**March 2023**

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## **Contents**

	<b>Page</b>
1. Introduction.....	1
2. Response to ECC Highways Comments.....	2
3. Summary and Conclusions .....	8

## **Drawings**

2003831-005B	-	Proposed Access via B1418 Roundabout
2003831-009	-	Shared Private Drive via Willow Grove

## **Appendices**

- A. ECC Highways Comments
- B. Speed Survey Results

## Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	ATB	ATB	DRAFT	09.03.23
-	Final Issue	ATB	RS <i>RS</i>	ATB <i>ATB</i>	14.03.23

## Distribution

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## **1. Introduction**

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited to advise on the transport aspects of an outline planning application for up to 200 dwellings on land adjacent to the B1418, at the northern edge of South Woodham Ferrers. The application was submitted to Chelmsford City Council (CCC) in February 2022 (ref: 22/00311/OUT) and included a detailed Transport Assessment (**Ardent ref: 2003831-07**).
- 1.2 The local highway authority, Essex County Council (ECC), provided comments on the application in an email dated 1<sup>st</sup> March 2023. A copy of these comments is included at **Appendix A** for reference. This Transport Assessment Addendum (TAA) has been produced to address the outstanding points raised in ECC's email, with a view to ensuring there are no highways-related reasons for refusal for the outline application. **Section 2.0** below covers each specific comment raised by ECC.

## 2. Response to ECC Highways Comments

- 2.1 For ease of reference, the below subheadings mirror those in ECC's response, and their comments are also provided in italics under each heading.

### TA

*"We are obviously relying on the Countryside TA to determine the required mitigation for the allocation site, however the Bellway submitted TA that accompanies the Planning Application is a bit out of date now and does not take account of the changes agreed with the Countryside scheme (for example, B1012/B1418 RAB now being improved, not signalised, Shaw Farm junction improvements are required prior to 300<sup>th</sup> occupation, not a monitor and manage scenario, bus strategy etc.). It is suggested that the TA is updated to reflect the current position. In addition the 2 access plans included will need updating.*

*In principle, we do agree that the additional 20 dwellings that have not been modelled by the Countryside TA is not a concern. The modelling inputs used in the Countryside TA were robust and therefore we can assume some tolerance in the figures. Our recommendation will require proportional contributions towards the highway works west of and including Hullbridge Road roundabout, the mitigation outlined in the bus strategy and travel plan mitigation."*

- 2.2 As referenced in the comments above, since the TA for the Bellway site was submitted, the extent of proposed mitigation for the adjacent Countryside hybrid planning application (CCC refs: 21/01961/FUL and 21/01961/OUT) has been amended following comments from ECC. The resulting package of accesses and off-site works formed part of the Case Officer's recommendation of approval for the Countryside scheme, following which Chelmsford's Planning Committee resolved to grant consent subject to a S106 Agreement on 7<sup>th</sup> February 2023.
- 2.3 The original TA for the Bellway scheme included details of the specific off-site works that should be either delivered or contributed towards, which was based on the details of the Countryside mitigation package at the time of writing. As such, now that the Countryside mitigation works have been amended, this table has been updated and is presented below.

<b>Access Arrangements</b>	
<b>B1418 access roundabout and B1418 highway works</b>	Junction and highway improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout and western arm leading to site (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Off-Site Highway Improvements</b>	
<b>Burnham Road/B1418/Old Wickford Road roundabout</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Burnham Road/Ferrers Road/Willow Grove Roundabout</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Burnham Road/Hullbridge Road roundabout</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>A130/A132 Intersection</b>	Junction improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>A130/A132 MOVA upgrades</b>	MOVA upgrades delivered by CPPLC (S278), Bellway to contribute proportionately to delivery of roundabout improvements (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.



<b>Non-Car Access Improvements</b>	
<b>New Bus Services and Delivery of Public Transport Strategy</b>	Public Transport Strategy to be delivered by CPPLC, proportionate S106 contribution from Bellway to be secured towards diverted bus service and increased frequencies
<b>Off-Site Cycle Works – Corridors A, E, and F</b>	As per routes included in approved masterplan for the allocation site. Works delivered by CPPLC (S278), Bellway to contribute proportionately to delivery (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Burnham Road footpath upgrades</b>	Improvements delivered by CPPLC (S278), Bellway to contribute proportionately to delivery (secured via S106). Contribution to be calculated pro-rata based on number of residential units within each application.
<b>Travel Plan and Bus Passes</b>	Bus Passes for residents, and Travel Plan + monitoring, to be secured by condition/S106.

2.4 It is proposed that the above details are used as the basis for agreeing suitably worded planning conditions and S106 obligations for the Bellway site, noting that discussions are also ongoing between Bellway and Countryside regarding apportionment of costs for specific items. The above list reflects ECC’s request for proportional contributions at the Hullbridge Road roundabout and to the west, along with the bus and Travel Plan contributions as well. This approach is also consistent with ECC’s comments on the Countryside application, which included the following statement:

*"Countryside will be required to undertake the S278 highway works necessary for the entire allocation site, with a proportional monetary contribution (proportioned by the number of dwellings in the Countryside and Bellway applications) payable by Bellway to ECC and then passed onto Countryside once the works are complete. No proportional contribution will be sought from Bellway for works at the eastern end of*

*the site. A proportional contribution will also be required from Bellway for the bus service improvements."*

### **Willow Grove**

*"As we have previously stated, a vehicular access onto Willow Grove is a departure from the approved Masterplan, which requires all vehicular access via B1418. Willow Grove is a narrow country lane and would not be suitable for intensification of use due to width of the road and conflict with the additional vehicles generated from a new priority access. A decision not to provide access from Willow Grove was determined at the Local Plan stage and should be upheld. Therefore at the very maximum, only a shared private drive for up to 5 dwellings served from a vehicle crossover onto Willow Grove would be acceptable, subject to achieving the required visibility splays.*

*In an email of 11/10/22 you said you had obtained speed survey data. Please can you send a copy of this?*

*Please revise plan 2003831-004 Willow Grove Access to show a suitable vehicle crossover access with the required visibility splays and provide vehicle tracking.*

*Having discussed the matter with DM colleagues, we think a private drive vehicle crossover access here with 120m visibility would be acceptable and accord with DMRB visibility standards but I just need to have all the evidence on file for future reference. In addition, we think the extension of the 40mph to include the visibility splay should be pursued although there is a concern it could be against policy. If this fails, a gateway feature would be required in lieu of the extended speed limit."*

- 2.5 Ardent do not necessarily agree with the characterisation of Willow Grove as narrow, given the carriageway width along the site frontage measures circa 4.5 to 5.0 metres measured between the white lines that border the road. This is sufficient for two cars, or a car and HGV, to comfortably pass. However, in recognition of ECC's stance on this access and its relation to the approved masterplan for the wider allocation site, the proposed access arrangement has been revised as requested to serve up to 5 dwellings only.

- 2.6 **Drawing Number 2003831-009** shows the amended proposals for the Willow Grove access, which now comprises a Type H Shared Private Drive and replaces the previously proposed Drawing Number 2003831-004. This access comprises a dropped kerb vehicle crossover, with an access width of 5.5m, which would extend a minimum of 6m from Willow Grove before potentially tapering to a narrower width within the site (subject to future detailed masterplan). The access includes 1.5m x 1.5m pedestrian intervisibility splays from the back of the proposed footway.
- 2.7 As per previous access proposals presented to ECC, the drawing also shows how the existing 40mph speed limit south of the site could be extended to the northern end of the site frontage. This would be supported by an extended footway along the site frontage to support the lower speed limit. As such, 2.4 x 120m visibility splays are shown from the access, as per DMRB requirements and a 70kph design speed.
- 2.8 As requested, the speed surveys results for Willow Grove are included at **Appendix B** for reference. The survey was commissioned to support the access in the event no extension of the 40mph limit was proposed. However, in the event the required TRO for the speed limit change cannot be secured post-planning for any reason, the speed data can be used to form the basis of potential alternative design options to control speeds such as a new gateway feature on Willow Grove at the location of the new access.

### **B1418 Access**

*"The current plan, 2003831-005A Access via B1418 Roundabout, is not reflective of Countryside plan L00005-AEC-NA-NA-DR-C-1000 PO7. It will need to be amended to show the required cycleway and footway widths."*

- 2.9 In recognition of the fact that the latest detailed design of the western arm of the new B1418 roundabout is acceptable to ECC highways, an updated drawing has been prepared confirming how this road could be extended into the Bellway site at it's boundary. **Drawing Number 2003831-005B** shows this tie in, confirming how the internal spine road would comprise a Type E Access Road as per the ECC Design Guide. The drawing also confirms how the spine road would include segregated footway/cycleways on both sides, to ensure the routes on the adjoining road are

continued into the site, which also reflects recent discussions with ECC in respect of incorporating the requirements of LTN 1/20.

- 2.10 The drawing shows how the 6.75m Feeder Road from the new roundabout would reduce to the 5.5m Access Road as it enters the site, also noting no verges will be required on the Spine Road as per ECC requirements for a Type E road. In addition, the drawing shows an indicative arrangement for a crossing to facilitate the proposed shared footpath/cyclepath extending west, albeit noting the precise design will be subject to review at the Reserved Matters stage, where interaction with proposed driveways/accesses will need to be taken into account.

### **Parameter Plan**

*"082004-BEL-ST-PP-ACC Rev D Parameters Plan Access and Movement as submitted to planning is acceptable."*

- 2.11 This is noted, and the latest access design shown in **Drawing Number 2003831-005B** reflects these key parameters in terms of pedestrian and cycle routes at the access itself.

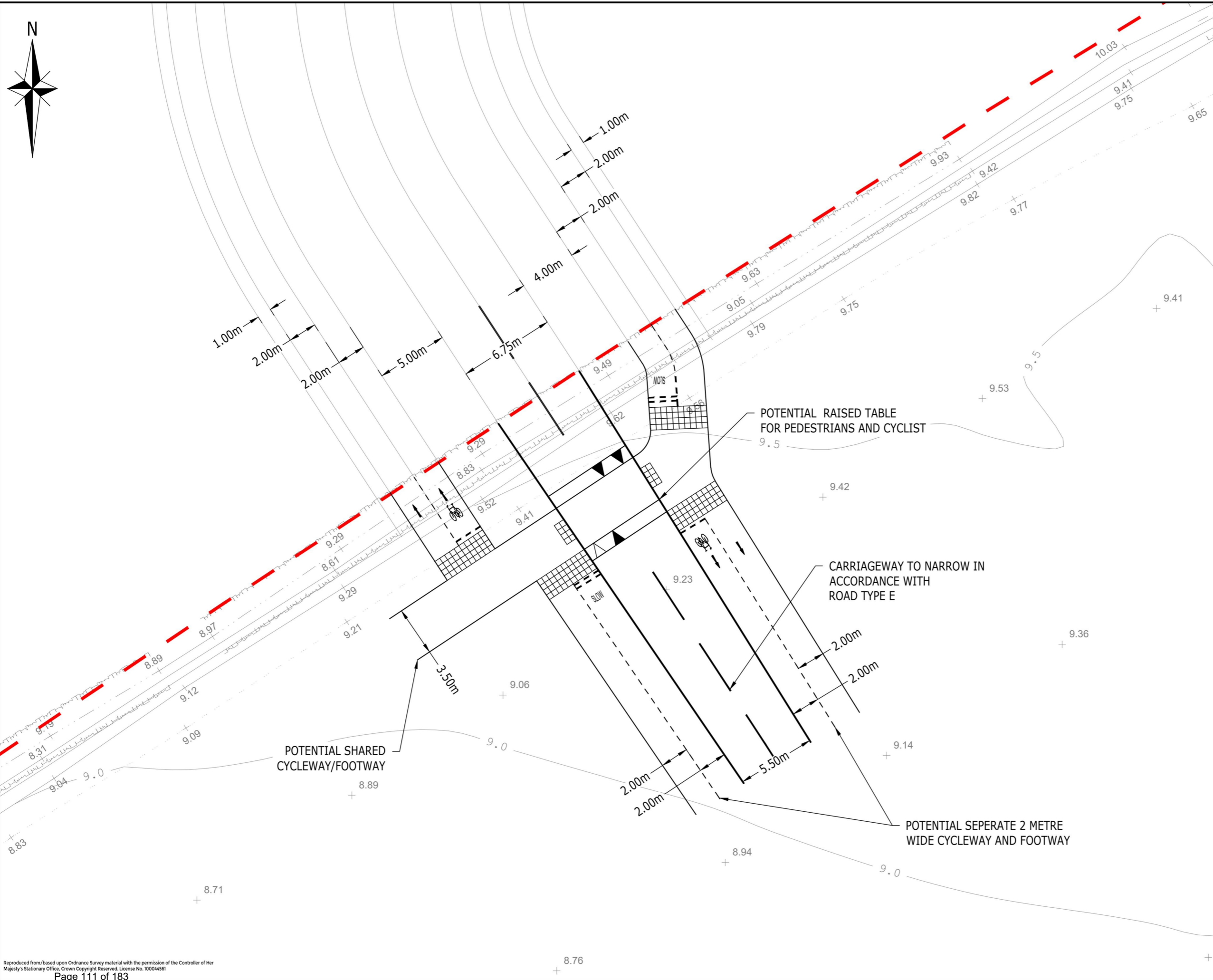
### 3. Summary and Conclusions

3.1 Based on the details presented in this Transport Assessment Addendum, it is considered that ECC's outstanding comments have been satisfactorily addressed. In summary, the following points have been confirmed in this report:

- Based on the approved off-site mitigation package secured as part of the adjacent Countryside application and the trip generation details presented in the TA for the Bellway site, this TA Addendum identifies which off-site improvement schemes the Bellway site should proportionately contribute towards. Precise details of how costs will be apportioned are being actively discussed between Bellway and Countryside.
- As per ECC's request, the proposed access at Willow Grove has been amended as shown in **Drawing Number 2003831-009**, which now shows a Type H Shared Private Drive suitable to serve up to 5 dwellings. The drawing also includes the proposed extension of the 40mph speed limit and associated footway extension along the site frontage. Should there be any issue obtaining the required TRO for the speed limit post-planning, an alternative gateway feature would be reviewed if required.
- The proposed access into the site via the approved link road within the Countryside scheme is shown in **Drawing Number 2003831-005B**.
- The details set out within the Access and Movement Parameters plan are acceptable to ECC highways.

3.2 In light of the additional information presented in this Transport Assessment Addendum, it is considered that ECC Highways' outstanding comments/queries have been addressed, and as such there should be no highways-related objections to the outline application, subject to appropriately worded conditions and S106 obligations.

## **Drawings**



- NOTES**
1. ACCESS DESIGNED BASED ON ESSEX DESIGN GUIDES STREET TYPE E, ACCESS. AS WELL AS TAKING INTO ACCOUNT LTN1/20 REQUIREMENTS WHERE SUITABLE.
  2. ACCESS TIES INTO APPROVED DRAWING NUMBER L00005-AEC-NA-NA-DR-C-1000 P07 FOR ADJACENT DEVELOPMENT.
  3. SUBJECT TO CONFIRMATION OF HIGHWAY BOUNDARY, REVIEW OF EARTH WORKS AND DETAILED DESIGN
  4. SUBJECT TO VEHICLE SWEPT-PATH ANALYSIS.
  5. IMPACT ON TREES STILL TO BE CONSIDERED
  6. ACCESS LAYOUT INCLUDING CROSSING IS INDICATIVE ONLY AND SUBJECT TO TIE-IN WITH FUTURE RESERVED MATTERS LAYOUT.

**KEY**

— INDICATIVE SITE BOUNDARY

B	AMENDED HIGHWAY LAYOUT	CL	DV	ATB	08/03/23
A	AMENDED TO CLIENT COMMENTS	RDS	AG	ATB	19/01/22
Rev	Description	Drn	Chk	App	Date

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**worksafe consultant**  
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SAFETY PROCESS OF EXCELLENCE

Client

**BELLWAY HOMES LIMITED**

Project Title:

**LAND AT WILLOW GROVE, SOUTH WOODHAM FERRIERS**

Drawing Title:

**ACCESS VIA B1418 ROUNDABOUT**

A3 Scale	Date	Designed by
AS SHOWN	24.12.21	KI
Drawn by	Checked by	Approved by
RS	AG	ATB
Drawing Number	Rev	
<b>2003831-005</b>	<b>B</b>	





**Appendix A**  
**ECC Highways Comments**

**From:** [Emma Featherstone - Strategic Development Engineer](#)  
**To:** [Andrew Braun](#)  
**Cc:** [Oliver Milne](#); [ROGERS, Sally](#); [HOSEGOOD, Robin](#)  
**Subject:** Bellway 22/00311/OUT - South Woodham Ferrers - Highways  
**Date:** 02 March 2023 16:25:11  
**Attachments:** [image001.png](#)

---

**EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hello Andrew

I've now had chance to look at the highway elements of the Bellway scheme submission.

### **TA**

We are obviously relying on the Countryside TA to determine the required mitigation for the allocation site, however the Bellway submitted TA that accompanies the Planning Application is a bit out of date now and does not take account of the changes agreed with the Countryside scheme (for example, B1012/B1418 RAB now being improved, not signalised, Shaw Farm junction improvements are required prior to 300<sup>th</sup> occupation, not a monitor and manage scenario, bus strategy etc.). It is suggested that the TA is updated to reflect the current position. In addition the 2 access plans included will need updating.

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**B1418 access**

The current plan, 2003831-005A Access via B1418 Roundabout, is not reflective of Countryside plan L00005-AEC-NA-NA-DR-C-1000 PO7. It will need to be amended to show the required cycleway and footway widths.

**Parameter Plan**

082004-BEL-ST-PP-ACC Rev D Parameters Plan Access and Movement as submitted to planning is acceptable.

Hopefully I have set out the Highway Authority's position but please do not hesitate to contact me for further clarification.

Regards

Emma

**Emma Featherstone | Strategic Development Engineer  
Transportation and Smarter Travel**



**Safer, greener, healthier**

T: [REDACTED]  
E: [REDACTED]  
W: [www.essex.gov.uk/highways](http://www.essex.gov.uk/highways)

Please note I work part time, Monday - Thursday

The Highway Authority is now charging for all pre-planning application advice, full details can be found here – [Pre-App Charging](#)

 Please consider the environment before printing this e-mail

**Appendix B**  
**Speed Survey Results**



Willow Grove, South Woodham Ferrers - Radar speed survey

Produced By PCC Traffic Information Consultancy Ltd  
All speeds recordings are from free flowing vehicles.

Weather  
Sunny

Wed 07 Sept 2022  
10.00-13.00

Northbound								Southbound							
Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds		
1	42	51	36	101	34	151	46	1	41	51	41	101	59	151	45
2	39	52	40	102	36	152	41	2	32	52	41	102	50	152	38
3	43	53	41	103	46	153	43	3	42	53	40	103	52	153	33
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46	33	96	38	146	39	196	39	46	37	96	31	146	36	196	-
47	42	97	39	147	44	197	44	47	40	97	34	147	35	197	-
48	51	98	38	148	41	198	30	48	37	98	39	148	39	198	-
49	43	99	48	149	37	199	37	49	45	99	55	149	36	199	-
50	41	100	43	150	48	200	43	50	43	100	42	150	40	200	-

ROAD SURFACE - DRY

Average Northbound	40.5	Average Southbound	40.7
85th%ile Northbound	46.1	85th%ile Southbound	47.0

SPEED LIMIT

SPEED LIMIT



## Planning Committee

<b>Application No</b>	:	22/02091/FUL Full Application
<b>Location</b>	:	Mushroom Cottage Parsonage Lane Little Baddow Chelmsford Essex CM3 4SU
<b>Proposal</b>	:	<b>Raising of the existing garage roof to create first floor habitable level for use ancillary to the existing dwelling with addition of 3 dormer windows. New first floor windows and alterations to ground floor fenestration.</b>
<b>Applicant</b>	:	Mr & Mrs Ian Cornell
<b>Agent</b>	:	GPO Designs Ltd
<b>Date Valid</b>	:	30th November 2022

### Contents

<a href="#">1. Executive summary</a> .....	2
<a href="#">2. Description of site</a> .....	2
<a href="#">3. Details of the proposal</a> .....	2
<a href="#">4. Other relevant applications</a> .....	3
<a href="#">5. Summary of consultations</a> .....	4
<a href="#">6. Planning considerations</a> .....	5
<a href="#">7. Community Infrastructure Levy (CIL)</a> .....	7

### Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

## **1. Executive summary**

- 1.1 The site lies in the Rural Area of Little Baddow within an area of sporadically positioned detached dwellings accessed from Parsonage Lane. The area is characterised by large and spacious plots edged in mature boundary treatments.
- 1.2 The proposed extension would add first floor accommodation over the entire footprint of the detached garage apart from a small rear projection. The extension would have a pitched roof with three large dormer windows. The maximum height of the extended outbuilding would be about 6m. Internally it would provide a carer's flat on the first floor; the ground floor would remain as a garage and store.
- 1.3 Two similar proposals were submitted for a first floor accommodation in 2012 and 2016. Both were refused planning permission and both were dismissed at appeal (planning history refers). The refusal reasons were similar. It was considered that the first floor extension to the existing garage building would harm the intrinsic character and beauty of the rural area and would result in a dominant building within the plot.
- 1.4 There have been no material changes to the appearance and character of Parsonage Lane since the latest appeal. Given that the current proposal is for an almost identical proposal in terms of scale and bulk to the existing garage outbuilding as previously proposed, the current proposal is considered to be equally harmful to the character and beauty of the countryside. Due to the scale and form of the enlarged outbuilding it would lose the subservient form and character within the plot and would result in a dominant building visible from the public road.
- 1.5 The applicant's personal circumstances were a material consideration in the previous appeals. No additional or new information has been submitted with the current proposal that would allow for officers to take a different view in terms of this consideration.
- 1.6 The application is recommended for refusal.

## **2. Description of site**

- 2.1 The site lies within the Rural Area of Little Baddow and is accessed by a rural lane that is leafy and gives access to sporadically positioned development along its length.
- 2.2 The area is characterised by large, detached dwellings within large plots. These are usually screened by vegetation and set back from the rural lane.
- 2.3 The application site contains a large, detached house significantly set back from the lane. Forward of this is a detached garage. It is positioned closer to the entrance gates and, despite the gates and mature vegetation to the front of the site, is visible from the rural lane.

## **3. Details of the proposal**

- 3.1 The proposed extension would add first floor accommodation over the entire footprint of the detached garage apart from a small rear projection. The extension would have a pitched roof

with three large dormer windows with slack hipped roofs. The maximum height of the proposed enlarged outbuilding would be about 6m.

3.2 The internal space would provide first floor habitable accommodation with an internal staircase, which would be installed inside the garage space. The proposed habitable area would include a lounge and an en-suite bedroom. On the ground floor the garage would remain as a garage but would be reduced in size due to the stairs. The other ground floor space would be retained in a domestic use.

#### 4. Other relevant applications

**22/01221/FUL** – Withdrawn 15<sup>th</sup> September 2022

Raising of the existing garage roof to create first floor habitable level for use ancillary to the existing dwelling with addition of 3 dormer windows. New first floor windows and alterations to ground floor fenestration.

**20/01152/FUL** - Approved 18th September 2020

Conversion of existing garage into gym with associated alterations to fenestration.

This proposal sought permission for the conversion of the garage space into a gym with a shower room.

The garage door was proposed to be replaced with a bay window and a new door installed. The storage room would have remained as existing.

**16/00182/FUL** - Refused 4th April 2016 – **Appeal dismissed**

First floor extension over existing garage and playroom to form carer's flat.

This proposal was similar to the 2012 planning proposal. It proposed first floor accommodation for a carer. This was refused planning permission and dismissed at appeal. The refusal reason stated that the addition of the first floor over the existing garage would significantly increase the height, scale and bulk of the building, resulting in a large, detached building rather than a subservient outbuilding. The enlarged building would be overly prominent from Parsonage Lane and would detract from the rural character of the area. This would adversely affect the intrinsic character and beauty of the countryside and be contrary to planning policies.

In considering the appeal, the Inspector considered that impact of the proposal on the character and appearance of the area. The Inspector stated that:

*'Its position [the extended garage's position], in front of the main dwelling, would result in the outbuilding dominating the site when viewed from the lane. From what I saw elsewhere on my site visit ancillary buildings were single storey and clearly subservient to their respective host properties. The proposal would therefore not be compatible with the form of development that characterises this rural area. (...) I conclude that the proposal would be harmful to the character and appearance of the area (...).'*

The inspector also considered the personal circumstances of the Appellant and the need for a carer accommodation within the site. The Inspector concluded that:

*'Personal circumstances are a material consideration only in exceptional circumstances when assessing the permanent effects of alterations to a building. The previous Inspector also considered the appellants'*



*personal circumstances and gave this matter only limited weight in reaching her decision. There was no additional evidence submitted in relation to the appeal proposal which leads me to take a different view. I therefore consider that the adverse impacts of permitting the development would significantly and demonstrably outweigh the benefits.'*

**12/01257/FUL** - Refused 12th October 2012 – **Appeal dismissed**

First floor extension over existing garage and store to form carer's flat

This scheme was refused planning permission and dismissed at appeal. The scheme had a more conventional dual pitched roof over the extension. The overall height of this scheme was approximately 6.8m.

The main issue considered by the Inspector in the above appeal was the effect of the proposal on the character and appearance of the area. The Inspector stated that:

*"Whilst the proposal would utilise quality materials the additions would increase the scale and bulk of the building creating the appearance of a large detached building rather than a subservient outbuilding."*

The Inspector also acknowledged:

*"I acknowledge that views of the building would be limited when approaching the site from the east. However, when approaching from the west the existing outbuilding is glimpsed and the proposal, with its increased height and change in appearance, would be visible. The scale of the proposal may be compatible with the dwellings in the area, however, as an outbuilding it would stand out as an overly prominent feature, altering the relationship with the main dwelling. The effect would be the creation of a form of development harmful to the rural character of the area. It is possible that the existing vegetation and boundary treatment would reduce the views of the proposal to some degree; however it does not provide sufficient certainty that the harmful effect would be satisfactorily mitigated over time. Further the frontage of the lane has an open character and appearance and the introduction of a proposal of this scale would have an adverse impact on this."*

## **5. Summary of consultations**

*Little Baddow Parish Council* – the Parish Council objects to the application because it does not meet the requirements of Policy DM8 in the Chelmsford Local Plan in that the proposal will adversely impact the intrinsic character of the area and be an over development of the plot.

*Public Health & Protection Services* – no comments.

*Local residents* – the following comments received:

- The new building will be significantly taller than the current one, and as a result will be an obvious structure at the end of a garden of Corner Cottage with a significant increase in scale at close proximity to the boundary.
- The proposed extension will result in the loss of privacy as the new structure will overlook the garden and house at Corner Cottage.
- The size and scale will impact the privacy and light into the garden and also affect the privacy of Corner Cottage.
- The existing screening in the garden of the application site is very limited and in the garden of Corner Cottage is not sufficient to provide the privacy needed and does not extend across the full scale of

the proposed dwelling. This will result in a very clear line of sight of the new larger structure outside of the summer months when the tree line is not in leaf. The other newer part of the Annexe will be visible all year round this having an impact on privacy.

- Considering the size of the proposal the ability to put screening in place is limited and will cause significant disturbance to the plot of Corner Cottage to do so.

## 6. Planning considerations

### *Main Issues*

6.1 The main consideration is whether the proposal would not adversely impact the character and appearance of this rural lane.

6.2 Consideration would also be given whether the current proposal is materially different to the previous proposals and overcomes the previous concerns raised regarding the first floor addition.

### *Impact on countryside consideration*

6.3 Paragraph 174 of the National Planning Policy Framework 2021 (NPPF) states that planning decisions should contribute to enhancing the natural environment by protecting and enhancing valued landscapes and by recognising the intrinsic character and beauty of the countryside.

6.4 In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site-by-site basis. Every proposal must however comply with two criteria set in policy DM11 of the Local Plan. The policy states that planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:

- *be out of keeping with its context and surroundings and does not result in any other unacceptable harm; and*
- *adversely impact on the identified intrinsic character and beauty of the Rural Area.*

6.5 The application is similar to a scheme considered at appeal in 2013 and 2016 (see other relevant applications). The previous appeal decisions are a material consideration in the assessment of this application. Since these proposals were determined the NPPF has been updated and a new Local Plan has been adopted. The planning policies referring to the principle of development in rural areas have not changed. The national and the local policies seek to protect and enhance the rural and intrinsic character and beauty of the countryside. As policy DM11 of the Local Plan states, additions to existing buildings must be in keeping with the context and surroundings in which they are located and have no identifiable harm to the intrinsic character and beauty of the rural area.

6.6 The site is located in an area characterised by sporadic houses in fairly large, landscaped plots. There are large gaps between houses giving the appearance of a country lane. This character was noted by the Inspector considering two previous appeals. The character of the area has not changed since that time despite the fact that brick walls and taller gates have now been installed at the application site (for which there is no planning history).

6.7 The existing garage is located towards the front of the site and can be seen from Parsonage Lane, even behind the brick walls and gates. Due to its modest size and scale, it has very little impact on

the character and appearance of the area and appears as an ancillary building to the main house. The Inspector previously described the garage as

*“...a subservient building that has an ancillary function to the main dwelling. This is reflected in its scale and form and when glimpsed within the street scene it appears as an established outbuilding in a rural setting.” (para 5).*

6.8 In the 2016 appeal the Inspector suggested that the position of the garage is prominent as it partially obscures the front elevation of the main house. However, the Inspector noted that *‘the layout of the site ensures that the existing outbuilding is subservient to the main dwelling’ (para 3).*

6.9 The current proposal would add a first floor over the existing garage, increasing its height from 4.3m to around 6m. This height increase is identical to 2016 proposal, although, it is noted that the 2016 proposal included a much bolder design with mono-pitched roofs. The current proposal is for a more traditional structure with three slack and bulky dormer windows.

6.10 The enlarged outbuilding would appear as a two storey building, similar to that considered in 2013 and 2016. As previously noted, the addition of the first floor would significantly increase the scale and bulk of the building, resulting in a large, detached building rather than a subservient outbuilding. It would be visible from Parsonage Lane and due to its proximity to it would dominate the plot blocking the views towards the main house.

6.11 As noted by the Inspector in 2016 appeal decision, two storey outbuildings are not in keeping with the prevailing character of the built environment along the lane. Therefore, this has not changed since the later appeal decision.

6.12 As such, the proposed enlarged building would be overly prominent from Parsonage Lane, and it would detract from the rural character of the area. It would not be in keeping with the context of the surroundings and would detract from the character of the application plot. This would adversely affect the intrinsic character and beauty of the countryside in this location, which is contrary to Policy DM11 and the NPPF. The proposed scheme would not overcome the harm identified in the previous appeals.

### ***Other Matters***

6.13 It is understood that the proposal would provide accommodation for a carer to meet the need of the applicant. This was also considered by both Inspectors as part of the previous appeals. The Inspectors’ both previously noted that the harm caused by the development would long continue after the personal circumstances cease to be material and that the adverse impacts of the development would significantly outweigh any benefits. This would remain to be the case and the adverse impact on the intrinsic character and beauty of the countryside would not be outweighed by the circumstances of the applicant. It is noted that the most recent planning application proposes to convert the garage and be used as a gym with a shower room. The current proposal does not include this.

6.14 An objection has been received from the occupier of a neighbouring property, Corner Cottage. The occupiers were concerned with the overlooking issue and the loss of privacy due to the proposed first floor. Whilst the enlarged building would be visible from this site, the upper level windows facing the plot of Corner Cottage are proposed to be fitted with obscure glass. It is

considered that simply the presence of the enlarged building would not result in any identifying harm to the amenity of the neighbours and the obscure glass would prevent any overlooking of this neighbouring site.

## **7. Community Infrastructure Levy (CIL)**

7.1 This application is not CIL liable.

### **RECOMMENDATION**

**The Application be REFUSED for the following reasons:-**

#### **Reason 1**

Paragraph 174 of the National Planning Policy Framework 2021 states that planning decision should contribute to enhance the natural environment by protecting and enhancing valued landscapes and by recognising the intrinsic character and beauty of the countryside.

In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site by-site basis. Every proposal must however comply with two criteria set in policy DM11 of the Local Plan. The policy states that planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:

- i. be out of keeping with its context and surroundings and does not result in any other unacceptable harm; and*
- ii. adversely impact on the identified intrinsic character and beauty of the Rural Area.*

The addition of the first floor over the existing garage would significantly increase the height, scale and bulk of the building, resulting in a large, detached building rather than an outbuilding ancillary to the main house. The proposed enlarged building would not be in keeping with the context of the surroundings and would detract from the character of the application plot as it would be overly prominent and visible from Parsonage Lane. This would adversely affect the intrinsic character and beauty of the countryside in this location. This would adversely affect the intrinsic character and beauty of the countryside, contrary to Policy DM11 of the Local Plan and the objectives of the National Planning Policy Framework.

#### **Positive and Proactive Statement**

The Local Planning Authority provided advice to the applicant before the application was submitted but the applicant did not take on board all or some of that advice. The local planning authority has identified matters of concern with the proposal and the report clearly sets out why the development fails to comply with the adopted development plan. The report also explains why the proposal is contrary to the objectives of the National Planning Policy Framework to deliver sustainable development.

## Appendix 1

### Little Baddow Parish Council

Comments
Little Baddow Parish Council considered this application at its meeting on January 5, 2023 and objects to the proposal. Council feels that the application does not meet the requirements of Policy DM8 in the Chelmsford Local Plan in that the proposal will adversely impact the intrinsic character of the area and be an over development of the plot.

### Public Health & Protection Services

Comments
No PH&PS comments with regard to this application.

### Essex County Council Highways

Comments
No response received

### Local Residents

Comments
Representations received and are included within the main body of the report.

### Background Papers

Case File

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0 10 20 40 Metres

1:1,000



**Planning Committee**  
**22/02091/FUL**

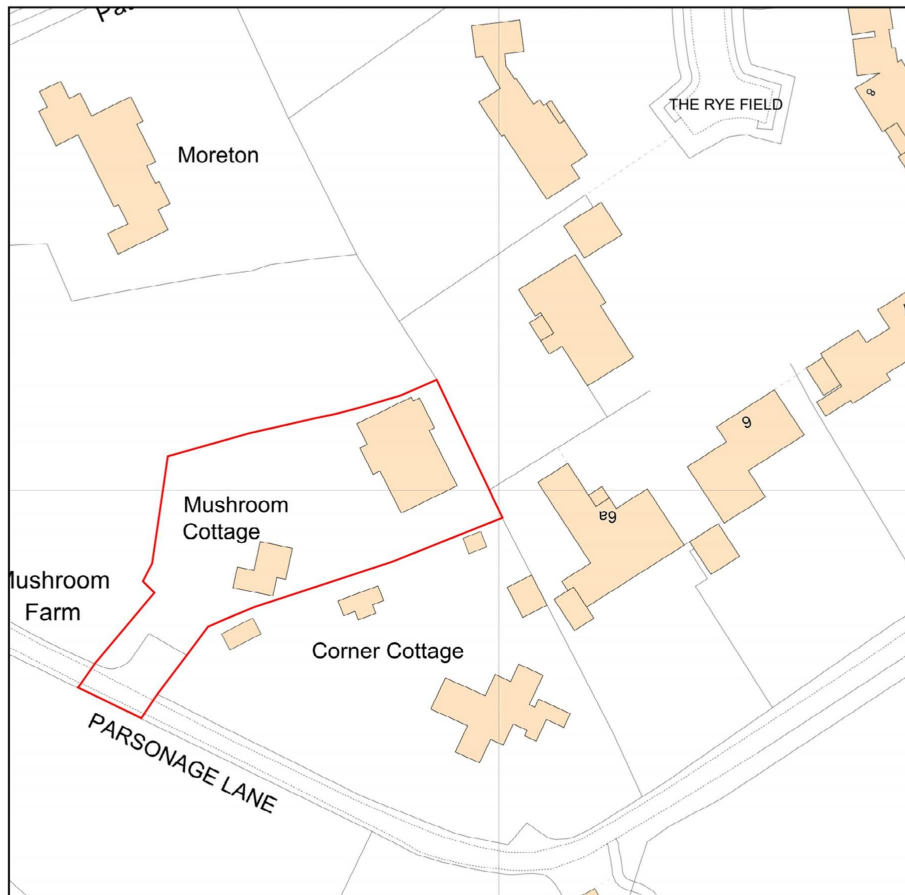
**Planning & Development Management**  
**Directorate for Sustainable Communities**

PO Box 7544 Civic Centre  
Duke Street, Chelmsford, CM1 1XP

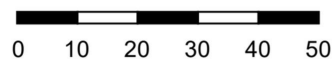
Telephone: 01245 606826

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**SITE PLAN, ISSUE 1.2**  
**MUSHROOM COTTAGE, PARSONAGE LANE, LITTLE BADDOW,**  
**CM3 4SU, AREA 150X150m, SCALE 1:1250 @A4**  
**(DRAWING NUMBER: MUCM34SU\_SP1.2)**



Scale:

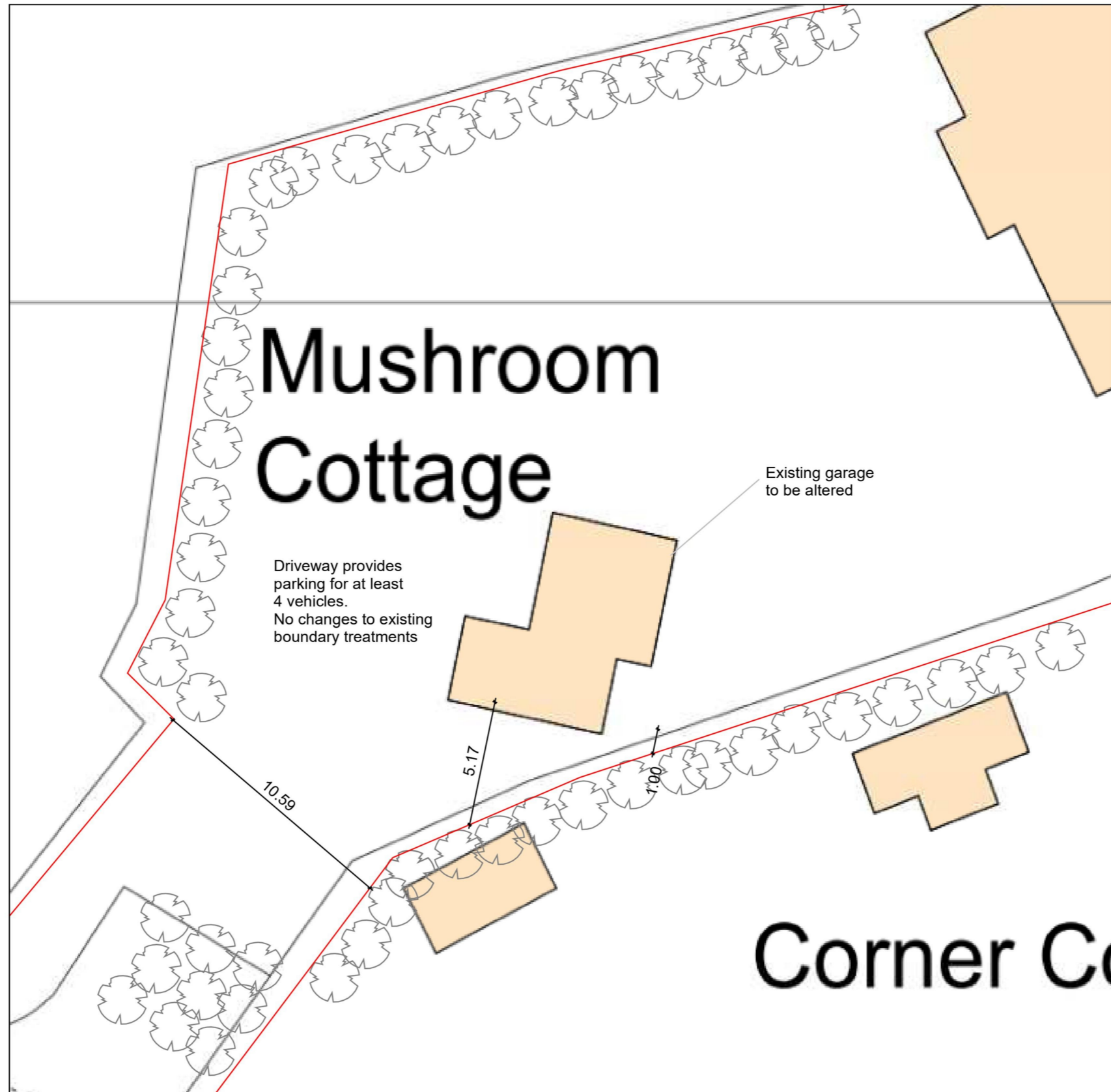


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BLOCK PLAN, ISSUE 1.1  
MUSHROOM COTTAGE, PARSONAGE LANE, LITTLE BADDOW,  
CM3 4SU, AREA 45X45m, SCALE 1:200 @A3  
(DRAWING NUMBER: MUCM34SU\_BP1.1)



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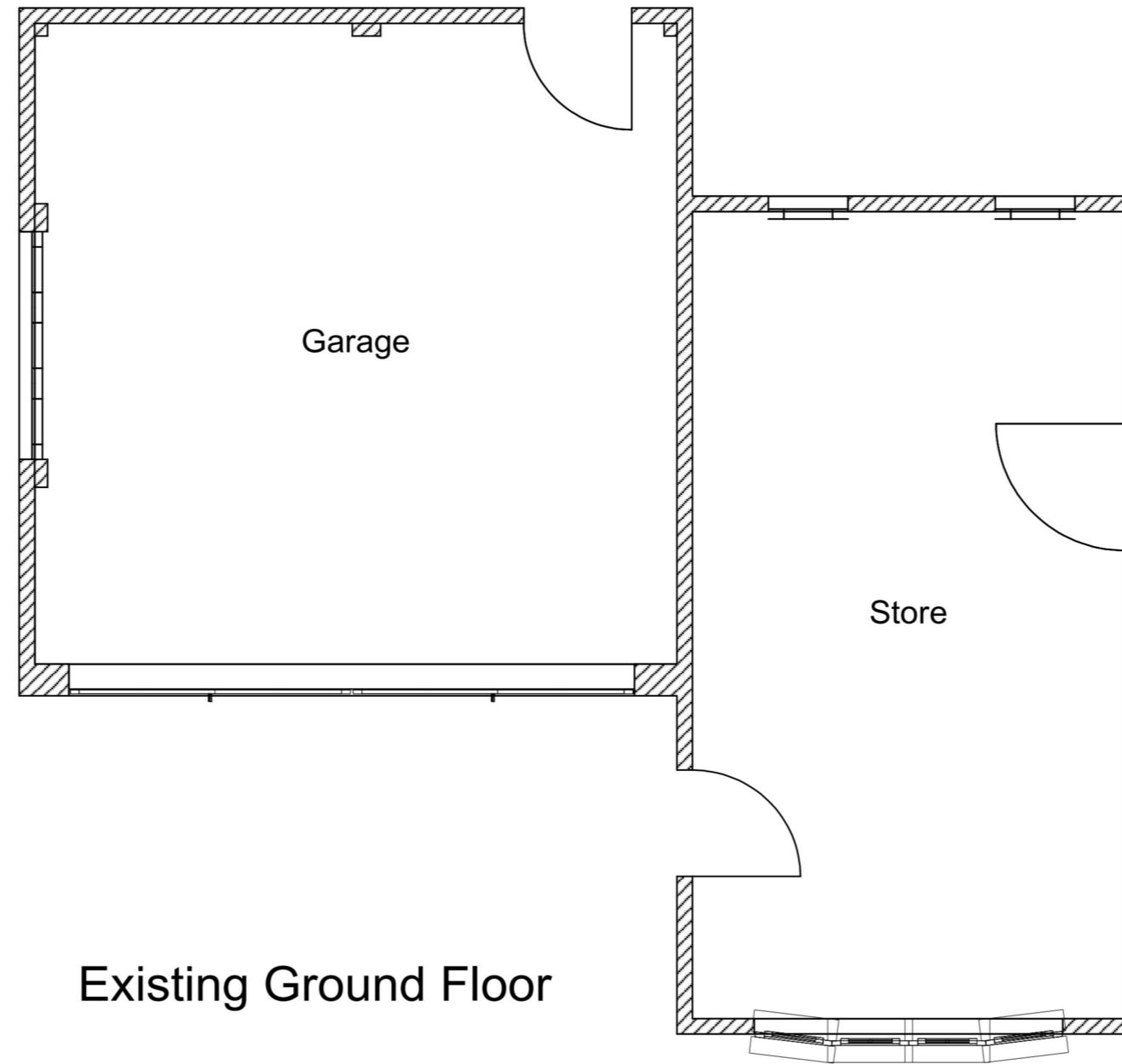


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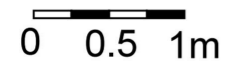
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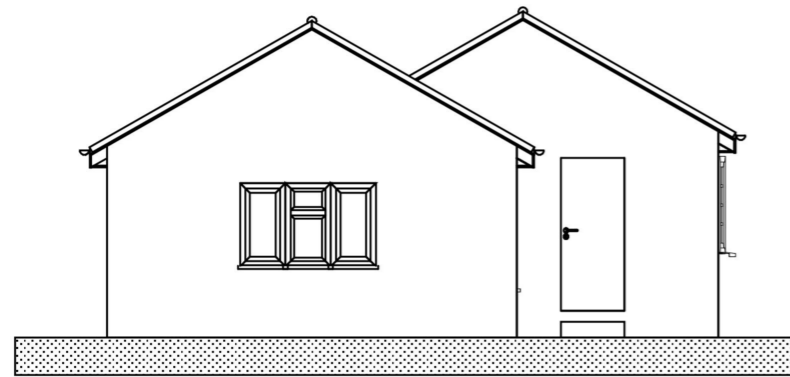
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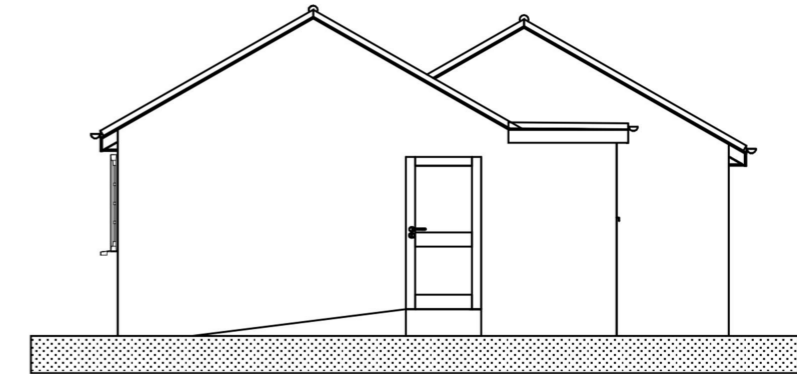




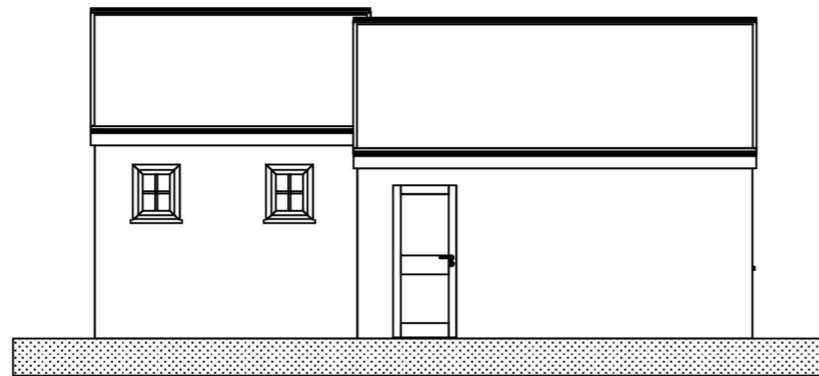
Existing North Facing Side Elevation



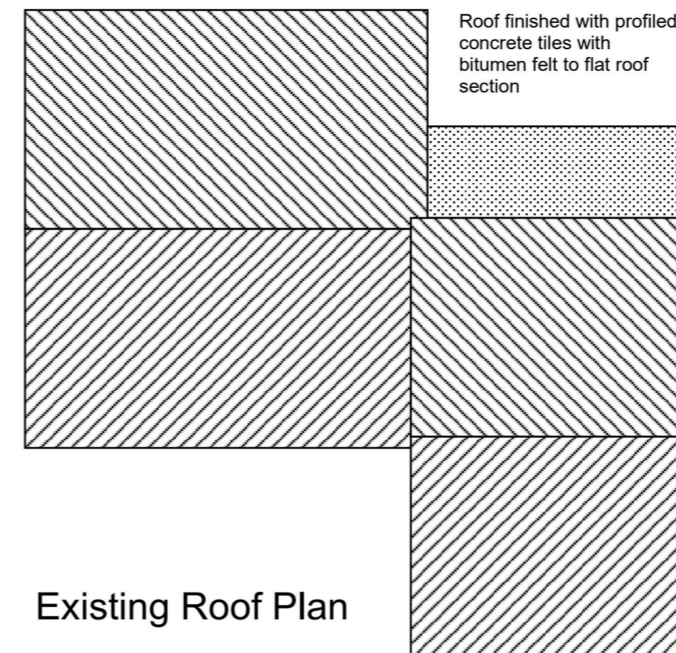
Existing West Facing Front Elevation



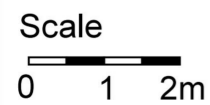
Existing South Facing Side Elevation



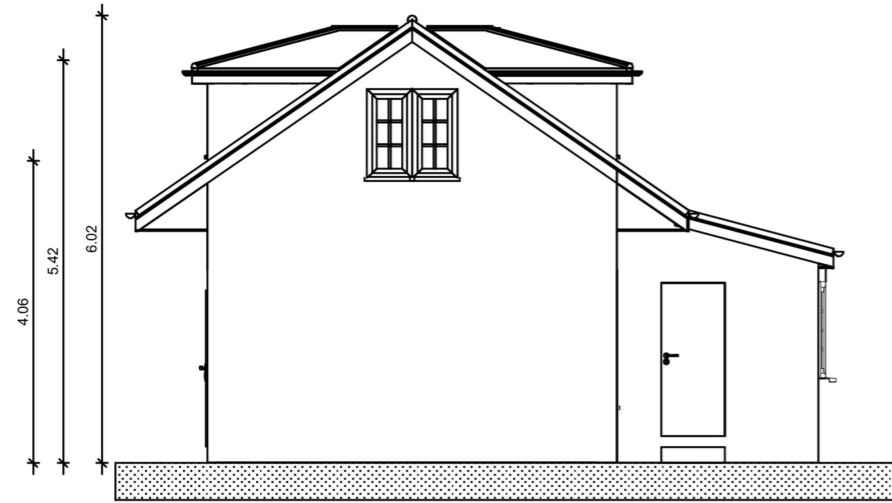
Existing East Facing Rear Elevation



Existing Roof Plan



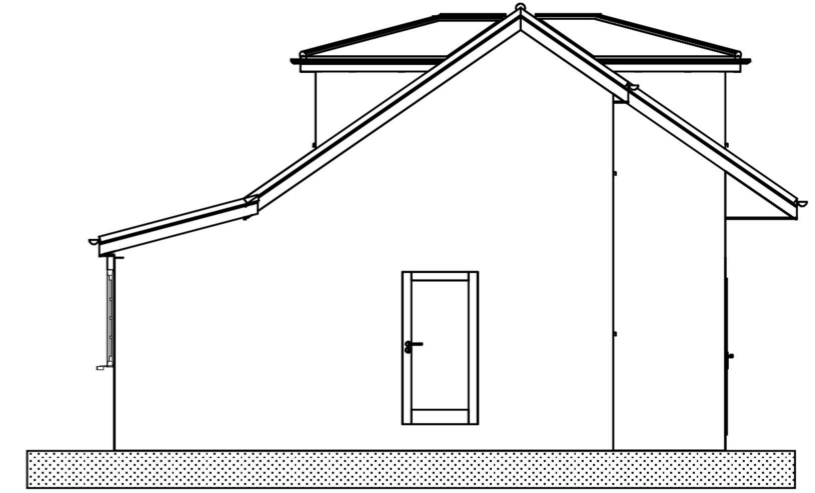
Drawings scaled for planning purposes:  
All dimensions to be confirmed on site.



Proposed North Facing Side Elevation

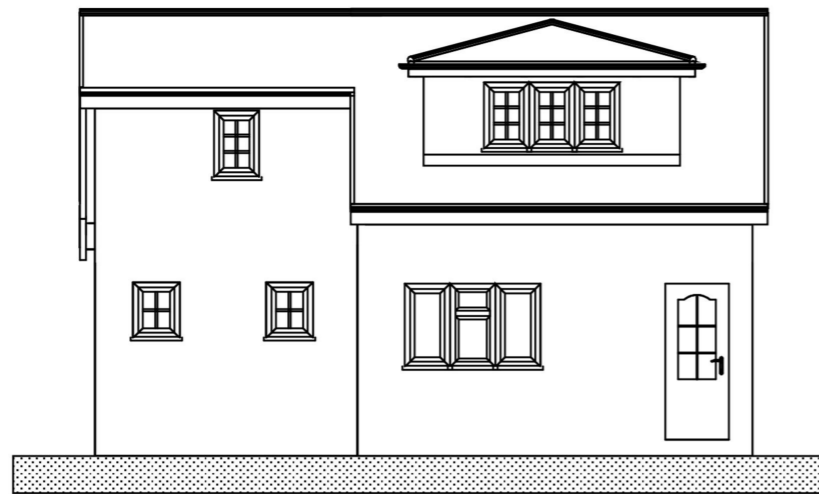


Proposed West Facing Front Elevation

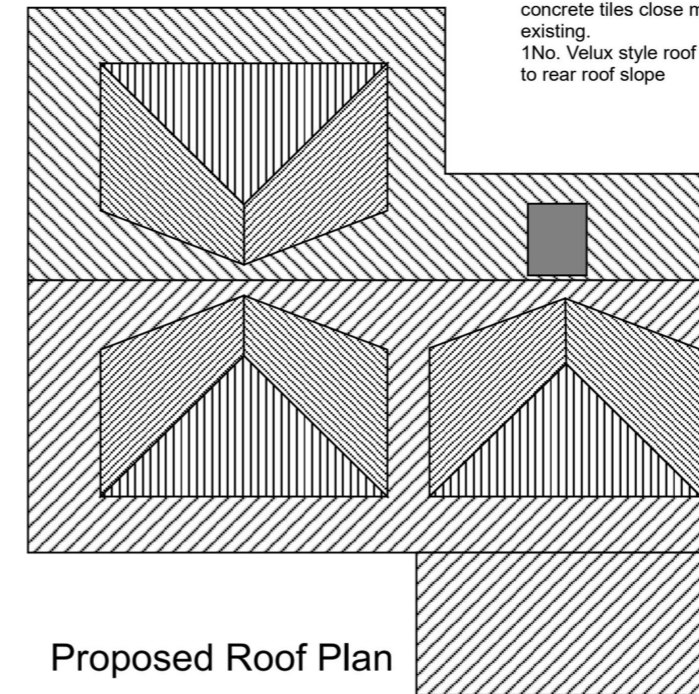


Proposed South Facing Side Elevation

Walls finished with render to match existing.  
White UPVC windows and doors to match existing

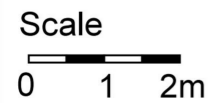


Proposed East Facing Rear Elevation

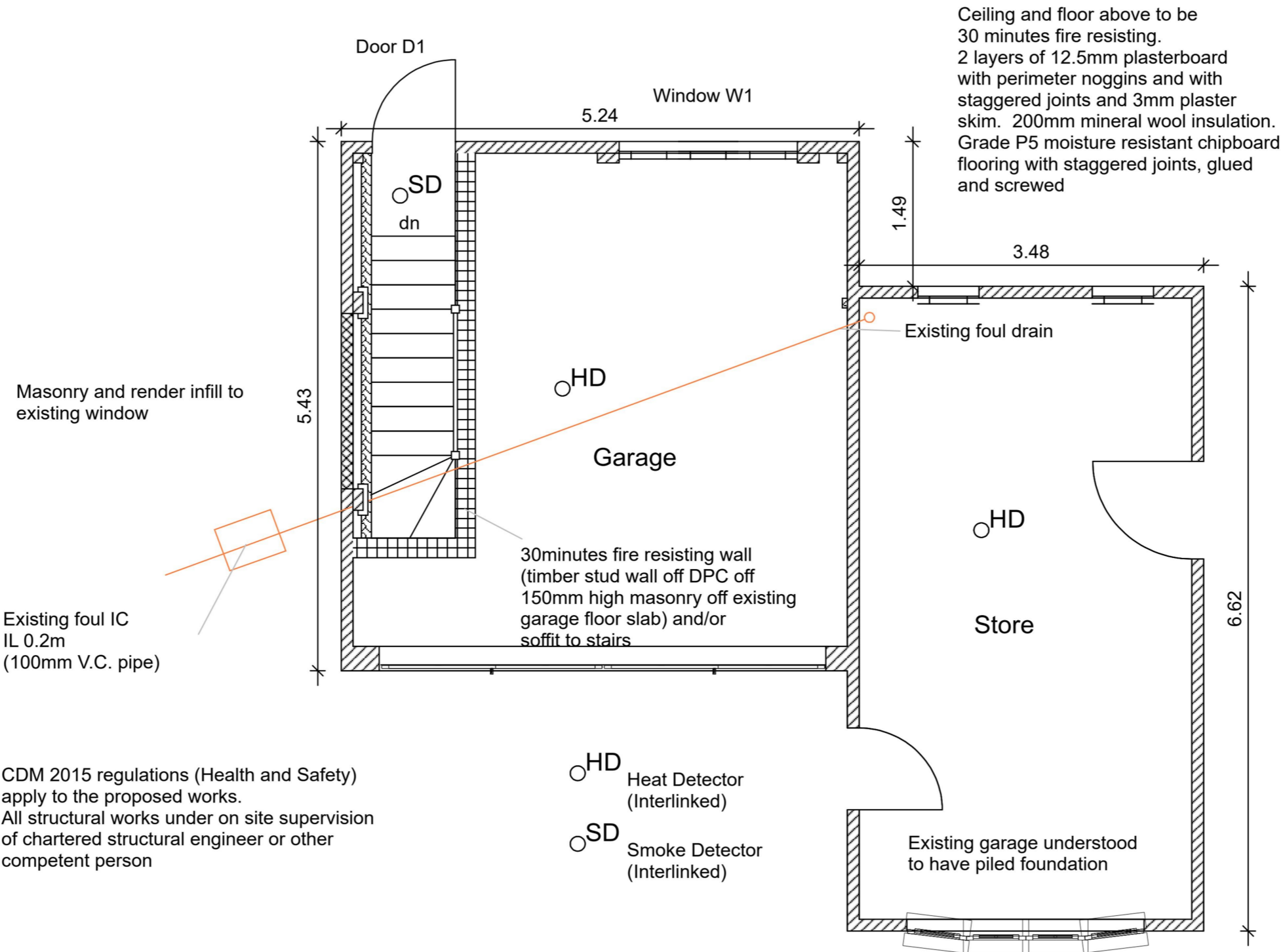


Roof finished with profiled concrete tiles close match to existing.  
1No. Velux style roof window to rear roof slope

Proposed Roof Plan



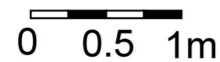
Drawings scaled for planning purposes:  
All dimensions to be confirmed on site.



CDM 2015 regulations (Health and Safety) apply to the proposed works. All structural works under on site supervision of chartered structural engineer or other competent person

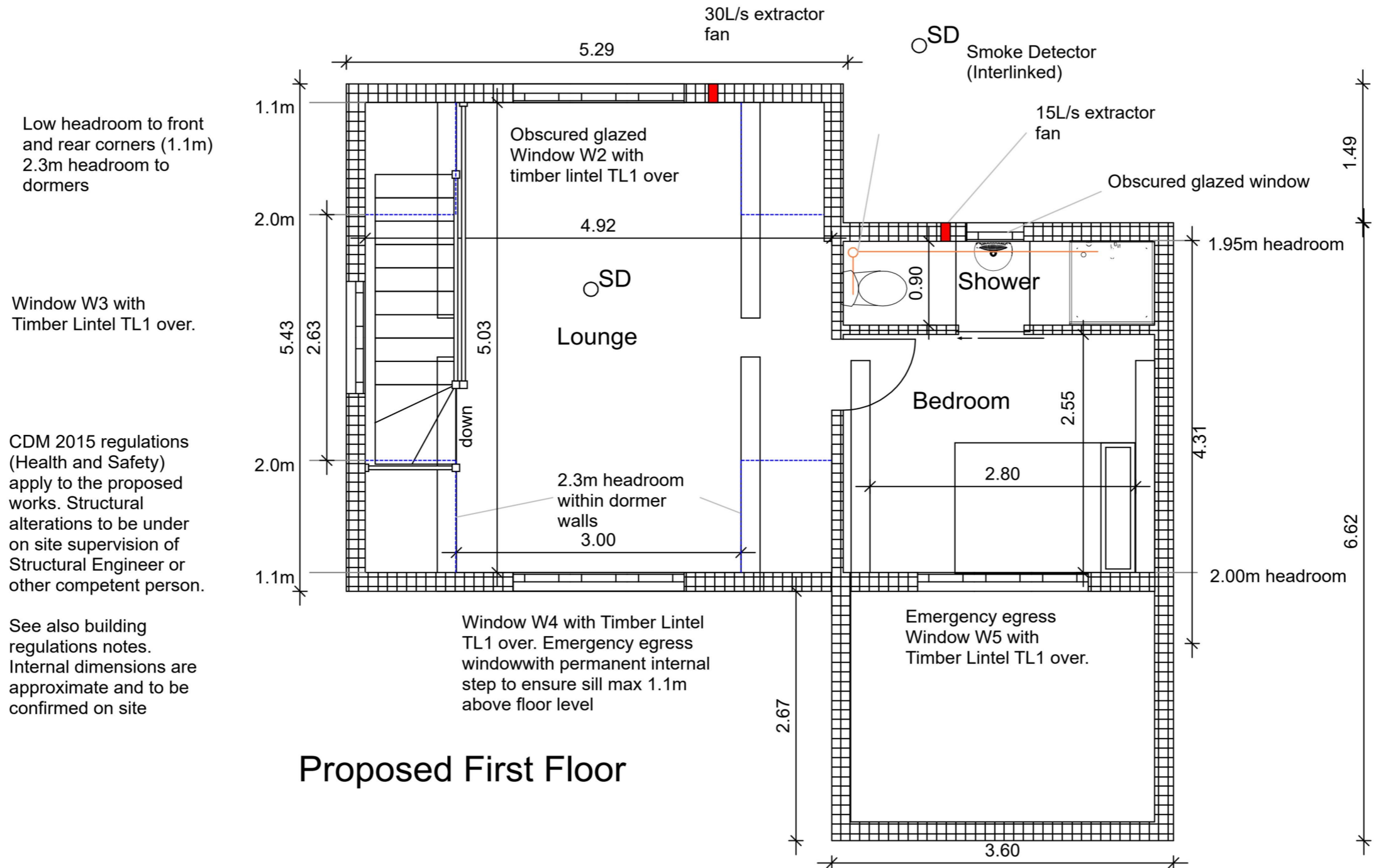
## Proposed Ground Floor

Scale



Heating to be via heat pump (air conditioning) unit with external unit installed at ground level to rear of building, with high level fan heater to shower room.  
 Hot water via under sink water storage heater (e.g. Redring MS6 stored water heater).  
 Shower to be electrically heated

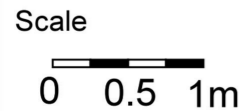
New 110mm UPVC foul drainage at 1:40 gradient connected to existing SVP.  
 Modify vent to existing SVP to terminate min 900mm above openings 40mm pipe for sink and shower waste

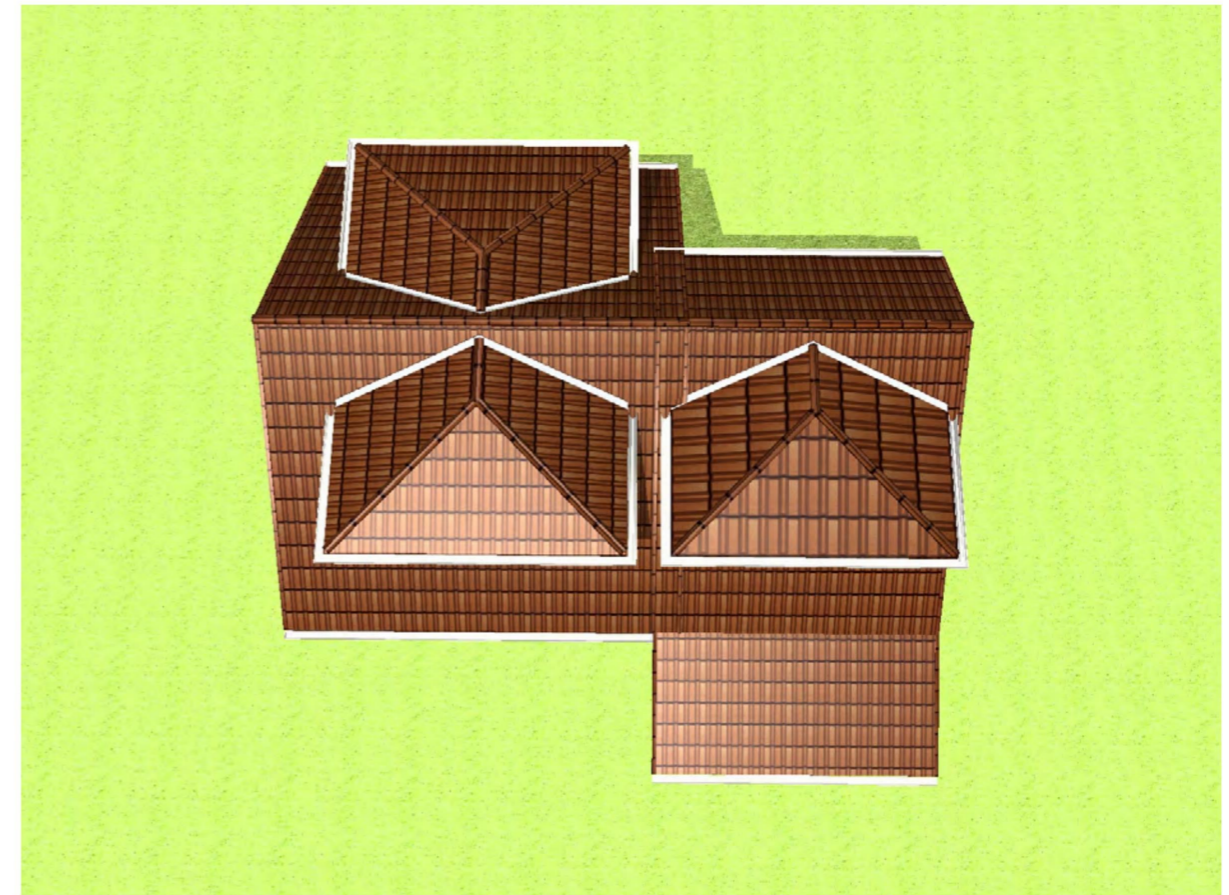


**Proposed First Floor**

**U-values of glazing:**

**Windows: 1.4W/m<sup>2</sup>K max**  
**Doors: 1.6W/m<sup>2</sup>K max**





Illustrative Visualisations of Proposed



## Planning Committee

<b>Application No</b>	:	22/02196/FUL Full Application
<b>Location</b>	:	Car Park Glebe Road Chelmsford Essex
<b>Proposal</b>	:	<b>Redevelopment of car park to provide 12 affordable residential apartments, amendments to access, parking and landscaping.</b>
<b>Applicant</b>	:	Chelmsford City Council
<b>Agent</b>	:	James Firth
<b>Date Valid</b>	:	23rd December 2022

### Contents

<a href="#">1. Executive summary</a>	2
<a href="#">2. Description of site</a>	2
<a href="#">3. Details of the proposal</a>	3
<a href="#">4. Other relevant applications</a>	3
<a href="#">5. Summary of consultations</a>	3
<a href="#">6. Planning considerations</a>	4
<a href="#">7. Community Infrastructure Levy (CIL)</a>	9
8. Conclusion	

### Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

## **1. Executive summary**

- 1.1. This application is for 12 affordable rent apartments to replace a 60 space long-stay car park (Glebe Road Car Park). Glebe Road Car Park is owned and operated by the City Council. The planning application is made by the City Council. In accordance with the Council's Constitution, the application is presented to the Planning Committee for a decision.
- 1.2. Objections to the application have been received (see Appendix 1). These cover a range of topics, but loss of the current car park, impact of new resident parking on local roads, access to existing properties and neighbour amenity are among the main issues raised. These concerns have been considered alongside the wider planning considerations of this development proposal. The application assessment concludes the proposal is compliant with the Development Plan.
- 1.3. The application is recommended for approval subject to conditions.

## **2. Description of site**

- 2.1. The application site is a Council-owned surface car park. The car park contains 60 long-stay spaces operated by the Council. The site area is circa 0.10 hectare.
- 2.2. Access to the site is from Glebe Road via a single entrance point.
- 2.3. Nearby properties in Glebe Road, Steamer Terrace and Townfield Street are a mix of two and three storeys mainly comprising urban terraced blocks of generally traditional character. Eastwood House is a large commercial property with large surface car park stretching along one side of Glebe Road. The former Marconi site to the east is now a modern development scheme of urban character containing buildings up to 8 storeys high.
- 2.4. Neighbouring the proposal site on three sides are residential properties. To the east are a semi-detached pair of houses which are a recent addition to Glebe Road. To the south a line of properties (Steamer Terrace) is oriented side-on to the proposal site with building and garden running the length of the boundary. Also to the south are the rear of properties running along Townfield Street. To the west are a terrace of houses and apartments facing onto the proposal site.
- 2.5. Connecting this area are a small network of footways which also serve as primary access to properties along Steamer Terrace. Pedestrian access to the proposal site can be taken from the footway in the south-eastern corner of the site.
- 2.6. The site lies within the West End Conservation Area.
- 2.7. The site is classified as Flood Zone 1, an area with low probability of flooding.
- 2.8. No trees or features of particular biodiversity interest are present on site.
- 2.9. Locally there are alternative long stay car parks (Townfield Street, Rectory Lane, Fairfield Road). Parking controls are in place along Glebe Road, Marconi Road, Townfield Street and, generally, all local roads in the vicinity of this site to either prevent or manage parking within streets given that they are within the city centre. There is a short stay car park and also a small amount of pay-at-meter parking in Railway Street.



- 2.10. The area contains many supporting facilities and services. Chelmsford Railway Station is approximately 150m to the south. Chelmsford Bus Station is approximately 180m to the south. Central Park is approximately 450m to the south. A Co-op (convenience retail) in Duke Street is approximately 160m to the south. Rivermead Gate Medical Centre is approximately 460m to the north-east.
- 2.11. The Eastwood House surface car park opposite the site has been allocated for strategic housing redevelopment through the Chelmsford Local Plan (Strategic Growth Site Policy 1f refers). There is an extant planning permission for redevelopment of the Eastwood House surface car park for 197 apartments (19/01618/FUL).

### **3. Details of the proposal**

- 3.1. The application seeks full planning permission for 12 affordable housing units (apartments) with associated access works, parking and landscaping.
- 3.2. All 12 apartments will be for affordable rent with unit mix as follows:
- 4x 1 bedroom, 2-person unit
  - 5x 2 bedroom, 3-person unit
  - 3x 2 bedroom, 4-person unit
- 3.3. 6x parking spaces are provided for the 12 units. These would be offered on an unallocated basis with management by the landlord.
- 3.4. 8x of the units would be M4(2) compliant as accessible and adaptable units.
- 3.5. A refuse and recycling store integral to the proposed apartment block is provided with access from front and rear.
- 3.6. A cycle store with space for 18 cycles is provided to the rear of the proposed apartment block.
- 3.7. Private and private-communal amenity space is provided to the rear of the proposed apartment block.
- 3.8. A landscaped area of circa 175 sq. metres would be created between the proposed apartment block and 6-15 Glebe Road (west of the proposal site).

### **4. Other relevant applications**

- 4.1. As referenced at 2.11, there is an extant planning permission for the Eastwood House surface car park. This would share a contextual relationship with the proposal site but has no direct bearing on consideration of this application.

### **5. Summary of consultations**

- Recycling & Waste Collection Services – no response
- Parks & Open Spaces – no response
- Leisure & Heritage Services – no response
- Anglian Water Services Ltd – submitted report acceptable, no objections
- Historic England – no comments, use in-house conservation expertise

- Essex County Council (SUDS) – no objection, conditions recommended
- Essex County Council Highways – no objection, conditions recommended
- ECC Historic Environment Branch – no objection, condition recommended
- Essex County Council Highways – no objection, conditions recommended
- Ramblers Association – no comment
- One Chelmsford BID Ltd – no response
- City Centre Manager – no response
- Local residents – 14 respondents, comments mainly relate to parking, maintaining access to neighbouring properties and neighbour amenity

5.1. The comments received have been considered as part of the planning assessment of the development proposals. Planning Considerations are summarised in the next section of this report. There are however no sustainable grounds for refusing the application based on comments received.

## 6. Planning considerations

### *Main Issues (policy S1 and DM1)*

6.1. The proposal site is a public car park (previously developed land), situated within the city centre and forming part of a mixed-use urban setting, which includes residential use. The site is close to nearby facilities which residents may depend upon, such as shops and transport interchange. There are no policy designations or restrictions which would undermine the principle of development as proposed. The principle of development is therefore acceptable.

6.2. The application seeks 12 affordable housing units – making this a 100% affordable housing scheme. This will be secured by condition 3. All 12 units would be provided on an affordable rent tenure which can be secured without a legal agreement due to the Council's ownership of the site. In these circumstances affordable housing tenure considerations under Policy DM2 would not apply.

6.3. Local objections have been raised about the loss of the long-stay car park, some of those on grounds of personal safety. The Council's decision to close this car park is part of a strategic review of parking across the city centre on sustainable travel grounds and to facilitate the development of affordable housing schemes. A decision on this approach has been reached independently from and prior to the planning application consideration. Whilst the loss of the car park has some materiality to planning consideration in that the demand for parking will be displaced from this site, there are several car parks in the vicinity which can accept this demand and which are a similar distance from the rail and bus stations. Townfield Street multi-storey directly next to Chelmsford Rail Station has 726 spaces but has limited available capacity. Rectory Lane surface car park has 305 spaces and is approximately 450m from Chelmsford Rail Station. Fairfield Road has 307 spaces and is approximately 200m from Chelmsford Rail Station. The latter two car parks more frequently have spare capacity throughout the day and are accessible via legible and well-lit public streets, with CCTV coverage. There would be no sustainable justification, on planning grounds, to resist the loss of this car park.

6.4. The main considerations for this proposal are design and conservation setting and neighbour relationships. Other considerations, such as parking and access, technical compliance with development standards and other material considerations also apply.

***Design and Conservation (Policies DM13, DM15, DM23 and DM24)***

- 6.5. The proposed development is designed as a perimeter block, meaning the proposed buildings are sited along street frontages with parking and amenity areas enclosed behind. This approach is common of newer developments. It reflects the pattern of terraced blocks within the locality. This means the street has a positive and sufficiently active frontage. The alignment of frontage is appropriately related to the road and neighbouring frontage (3/4 Glebe Road). Where the proposed building returns towards Steamer Terrace (western side of the site), the building is set away from 6-15 Glebe Road with an intervening landscaped space to the street. This provides a natural vista termination along Glebe Road (views north-to-south) and adds the presence of structural landscaping to the street to mask the exposed side of 10 Steamer Terrace. The layout of the proposal is acceptable in design terms.
- 6.6. The local area is characterised by terraced blocks of varying length and style. Some properties date back to turn of the 20<sup>th</sup> Century and mark the town's expansion following the arrival of the railway line, and other properties are of more modern construction but reflect a traditional architectural style. The majority of local buildings are two storeys, but Glebe Road and surrounding area contains examples of three plus storeys development. On the recently approved strategic development (Eastwood House car park opposite the proposal site) there will be 3-7 storeys present. This area is part of the city centre, and part of a conservation area, so in terms of scale a balance is required. The proposal seeks development with 3 storeys along the main frontage to Glebe Road and 2 storeys along the return towards Steamer Terrace. This scale range is compatible with Making Places SPD (scale range for this site is actually split between 2-3 and 3-5 storeys within Figure 30 of that adopted planning document – both of which support up to 3 storeys as proposed). The proposed scale is contextualised by local scale range of the area and results in a design approach which is positive for the site.
- 6.7. The building form is traditional with narrow perceived plan depth and pitched roof. The proposed building has a Georgian character with more slack pitch (angle) of roof, balanced fenestration, rebated stone effect to principal entrances, window header and door surrounds, and other features. The building has a largely linear form, but this has been appropriately balanced by the design which introduces physical articulation breaking up the elevations into visually smaller components with more vertical emphasis which has a suitable visual-scale for the street, and reflects its rhythm. There is a good depth of interest to the design, the form is compatible with locality, and it would have a positive impact on the street.
- 6.8. The impact on heritage needs to be considered as the West End Conservation Area is a formally designated heritage area. There is a requirement for this proposal to have a net neutral impact on the character and appearance of the conservation area taking into account public benefit generated by the proposals. The proposals seek 100% affordable housing, which is a public benefit consideration and would tilt the balance of assessment in the scheme's favour in any event, however the positive design of the scheme replacing a surface car park is a net positive impact on the character and appearance of the West End Conservation Area. The conclusion is that this development brings about a net positive impact on the West End Conservation Area.
- 6.9. There is potential for the area to contain archaeological remains, as highlighted by the archaeological advice provided by Essex County Council. A planning condition will secure an appropriate level of archaeological investigation.

***Neighbour relationships (Policy DM29)***

- 6.10. Several local representations have been received expressing concern about the impact of the proposals on living conditions of neighbouring properties.
- 6.11. To assess whether a proposal may cause unacceptable impact on neighbouring properties a number of relationship and proximity standards are published as part of the Chelmsford Local Plan (Appendix B) and are assessed as part of a planning application.
- 6.12. None of the neighbouring properties would be subject to unacceptable overshadowing, overbearing, loss of light or loss of privacy as a result of the proposals. The remoteness standards to neighbouring properties achieved by the development are in line with the requirements of the adopted Chelmsford Local Plan.
- 6.13. An example of the mitigation exhibited by the development which means it complies with Appendix B is the remoteness between the rear elevation of the Glebe Road block and 10 Steamer Terrace – here the remoteness is in excess of 15m, but the building would contain 3 storeys. To avoid impacting the privacy of the neighbouring occupier, the first and second floor windows facing towards that property are obscure-glazed (see drawing 3617:09 revision D) and will not be openable below a height of 1.7m (i.e. only openable above eye level) – in any event none of those windows serve habitable rooms (corridors and bathrooms). The proposed 3 storey block is consistent with local scale range and remoteness to surrounding properties and sensitive windows meets or exceeds adopted standards.
- 6.14. Another example of the design being modified to result in better neighbour relationship can be seen to the west of the proposal site. Front-to-front relationships are not expressly controlled by development standard – i.e. there is no minimum standard of remoteness and privacy considerations carry less significant weight as this is the public side of the building, not the private side. This commonly means front-to-front relationships are considerably less remote than what is proposed. The design incorporates a set-back frontage on that western side with a new landscaped zone introduced between those buildings which will be planted with trees and other structural vegetation, offering a positive setting to those properties (and street), maintaining an acceptable distance between frontages and allowing for further mitigation of relationship through landscape filter. The BRE guidance on maintaining suitable natural light to properties near to development is addressed by the proposals; although in city centre locations case precedent and guidance confirms the BRE guidance carries significantly less weight. The relationship with properties to the west of the site is acceptable.
- 6.15. Properties in the wider area are far enough detached from the proposed buildings, or sit in a linear alignment, such that they would not be subjected to unacceptable harm to amenity. This is a city centre location where development should be expected. All local residents have a reasonable expectation that their amenity will be preserved in conjunction with development coming forward, but that will not exceed the considerations as set out within the Chelmsford Local Plan. All relationships are assessed to be acceptable.

***Parking and Access (Policies DM24 and DM27)***

- 6.16. The Local Highway Authority has been consulted on these proposals and has raised no objections but has recommended several planning conditions to manage and scope works affecting the highway.
- 6.17. The site has excellent links to the city centre and to the bus and train stations, meaning that many residents can choose to travel sustainably. As part of the overall consideration of balancing the parking needs of this development with strategic objectives of creating more

sustainable development schemes in Chelmsford, the applicant has reduced car parking within the development and increased cycle parking. The scheme contains 12 residential units with provision of 6 car parking spaces (one of which is an accessible space) and secure area to store 18 cycles. This balance of travel provision in such a sustainable location is acceptable and is supported by the Local Highway Authority.

- 6.18. Access to the car park is to be taken from Glebe Road in a similar position to the existing car park access (albeit further to the west). No matters of principle arise from this proposal and the works will need further agreement by the Local Highway Authority which is covered by separate highways legislation.
- 6.19. The existing pedestrian access to the car park from the footpath in the south-east corner of the site will be closed. This is to allow the parking and amenity areas to the rear of the proposed development to be treated as private. The access point only exists due to the open nature of the current site use, it does not relate to a public route across the site, and its closure will not require formal agreement under the Highways Act. The footpaths will still connect Glebe Road to Townfield Street. Residents of the new development will have suitable access to Glebe Road for walking and cycling.
- 6.20. The intention is for the site to be serviced (e.g. refuse collection) from the street. Submitted with the application is a refuse and recycling strategy plan which confirms that all of the units have legible pathways to the shared bin store and that the bin store is suitably accessible to operatives from the street. The bin store is of adequate size to contain the segregated collection containers for household waste and recycling.

***Development standards and sustainable construction (Policies DM23, DM24, DM25 and DM26)***

- 6.21. The development is compliant with the Nationally described space standards for housing.
- 6.22. 8 of the units, representing more than 50% of the development, would be compliant with Approved Document Part M4(2).
- 6.23. Each of the parking spaces will have access to electric vehicle charging point, with 3x twin EV charging points being provided.
- 6.24. All units are designed to use less than 110 litres of water per day.
- 6.25. The development has been submitted with an Energy and Sustainability Standard setting out how this development can achieve an approximate 50% reduction in predicted carbon emissions. This goes beyond the requirements of Approved Document Part L (2021). This would involve the installation of electric heating panels, air source heat pumps for hot water and photovoltaic panels to the south, east and west roof slopes. All these measures are reasonable, but their installation will be controlled by condition to ensure no adverse impact on the appearance of the West End Conservation Area. There is ultimately no way for the Local Planning Authority to control the level of carbon reduction proposed as this is a Building Regulations matter, but the approach set out in the application is welcome.

***SUDS (Policy DM18)***

- 6.26. Due to the urban nature of this site, the proposed SUDS solution is based on permeable paving with underground cellular storage. This is the same approach as accepted across other sites within the city centre. The Lead Local Flood Authority has been consulted on the proposals and

raises no objection. A detailed SUDS scheme is to be submitted under control of planning condition.

***Net Biodiversity Gain and RAMS (Policy DM16 and RAMS Supplementary Planning Document)***

- 6.27. The site is a surface car park and does not contain trees or other features which would support wildlife in the most part. There is a species poor hedgerow along the west of the site and some trees overhanging the south-east corner from 10 Steamer Terrace. Buddleia, which is considered an invasive species, is present on site.
- 6.28. The Ecology Appraisal submitted with the application does not conclude further assessment or survey is required. This conclusion is agreed. The Ecology Appraisal does make some recommendations for betterment, which are considered under Net Biodiversity Gain below.
- 6.29. A Net Biodiversity Gain assessment using Defra metric (v3.1) has been carried out to determine whether the site can provide 10% betterment. With planting alone this proposal is likely to achieve or exceed 10% betterment, but there are recommendations to be followed based on the Ecology Appraisal, which include bat and bird boxes and pathways for hedgehogs. The specification of landscaping and recommendations for other ecological betterment will be secured by planning condition.
- 6.30. The Conservation of Habitats and Species Regulations 2017, as amended (commonly known as the Habitat Regulations) require all new residential developments that have the potential to cause disturbance to European designated sites to provide appropriate mitigation. To deal with this, an Essex County wide strategic approach to considering and mitigating potential harm has been produced - the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). An Appropriate Assessment has been carried out which concludes that a contribution towards off-site mitigation (RAMS contribution) is necessary to mitigate the potential disturbance to European designated sites arising from this development growth. A RAMS payment of £1,652.52 has been agreed with the Council's Corporate Property Manager, which is in line with the prevailing rate.

***Contamination (Policy DM30)***

- 6.31. The site previously contained a terrace, which was bomb-damaged during WWII, was demolished and has been used as a car park since. The land before development is understood to have been farmland. The likelihood of historic ground contamination is low, but land surrounding this site which has been subjected to testing does show contaminants (in lower levels). Therefore, physical testing should be carried out and results confirmed with the Local Planning Authority by condition to ensure this site does not require any form of specific mitigation. If the ground is contaminated, then a remedial methodology will need to be agreed with the Local Planning Authority, again via planning condition.
- 6.32. In addition, Chelmsford was the target of bombing by the Luftwaffe during WWII owing to the presence of various engineering works. This area would have been targeted since it was adjacent to the former Marconi wireless engineering works which is known to have been targeted during the bombing campaign. The Applicant's unexploded ordinance screening concludes there is a low/minimal risk of encountering unexploded ordinance, although does reference one anecdotal instance of this site being struck by a bomb which did not explode. There was no evidence of additional strikes by unexploded ordinance. An informative will be added to the decision to highlight the potential risk of construction encountering unexploded ordinance, even though it appears to be slight.

### ***Open Spaces (policies S9, S10, DM24 and Planning Obligations SPD)***

- 6.33. All developments place a burden on open spaces, but in particular residential development. Where feasible new developments are required to provide local and strategic open spaces on-site to provide adequate open space for Chelmsford's growing communities. Given the size of development proposed there would only be a requirement in this case to contribute towards local open space (not strategic) and due to the amount of land available on the site, it is not practical to expect a physical provision. Therefore, a financial contribution towards improvements at an existing local open space will be required. A local open space contribution of £12,756 has been agreed with the Council's Corporate Property Manager, which is in line with the Planning Obligations SPD.

### ***Other Matters***

#### ***Public safety and anti-social behaviour***

- 6.34. Through local representations the issue of public safety and anti-social behaviour in the network of footways between Glebe Road, Townfield Street and Steamer Terrace has been raised. The matter has been discussed with the Council's Public Health and Protection Service. Whilst the issue is acknowledged and the Council is looking into CCTV coverage in the area, the issues raised are not generated by the proposed development. The proposals would add further activity and surveillance to the area which whilst unlikely to resolve any existing issues, will not make that situation materially worse. Therefore, there would be no reasonable planning grounds on which to seek to alter the application as proposed or require additional works or undertakings. This issue will continue to be handled by the Council's Public Health and Protection Service.

#### ***Deliveries to existing properties***

- 6.35. It is accepted that the loss of the car park will limit opportunity for visitors and delivery vehicles to park along Glebe Road. There is pay-at-meter parking along Railway Street and several roads are controlled by a single yellow line, meaning it is permissible for deliveries to be carried out in those areas during the restricted hours.

#### ***Permit parking for new residents***

- 6.36. New residents cannot be prevented from applying for a parking permit, but new permits are not being issued to new properties and this has been the case for some time.

#### ***Through access to Steamer Terrace (footway connection)***

- 6.37. The footway along 5-10 Steamer Terrace is a semi-private route and is closed at its northern end by a wall. This scheme does not seek to open up that footway as a public through-route.

## **7. Community Infrastructure Levy (CIL)**

- 7.1. This development is CIL liable. CIL payments are required to help pay for general infrastructure arising from development. In addition, there is a requirement for specific payments towards works which would usually be made via a S.106 agreement, but as this is a Council-owned site those contributions (Local Open Space and RAMS as referenced earlier in the report) have been

secured as direct transfers between Council Services, to be undertaken when planning permission is in place.

## **8. Conclusion**

- 8.1. The proposals are a sustainable use of previously developed land in the City Centre.
- 8.2. The development will have a positive impact on housing and affordable housing in the city.
- 8.3. Local objections have been received and considered. The matters raised through the consultation have been considered in the context of national and local planning policy. The objections would not amount to grounds for refusal as the development is assessed to be acceptable in relation to those concerns raised.
- 8.4. The proposals are compliant with the standards and objectives of the National Planning Policy Framework and Chelmsford Local Plan (May 2020). Across all material planning considerations the development is assessed to be acceptable.
- 8.5. Officers recommend the application is approved subject to conditions.

### **RECOMMENDATION**

**The Application be APPROVED subject to the following conditions:-**

#### **Condition 1 (PR01)**

The development hereby permitted shall begin no later than 3 years from the date of this decision.

Reason:

In order to comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

#### **Condition 2 (PR06)**

The development hereby permitted shall be carried out in accordance with the approved plans and conditions listed on this decision notice.

Reason:

In order to achieve satisfactory development of the site.

#### **Condition 3**

The twelve (12) apartments in this development shall not be used for any purpose other than the provision of Affordable Housing within the definition as given within the National Planning Policy Framework.

Reason:

To define the scope of the planning permission as being a 100% Affordable Housing scheme.

#### **Condition 4 (ENV07)**

a) No development shall take place until a scheme to assess and deal with any contamination of the site has been submitted to and approved in writing by the local planning authority.

b) Prior to the occupation or first use of the development, any remediation of the site found necessary shall be carried out, and a validation report to that effect submitted to the local planning authority for written approval and the development shall be carried out in accordance with that scheme.

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for contamination to be accurately assessed. This is to ensure the development does not give rise to problems of pollution



or contamination in accordance with Policy DM30 of the Chelmsford Local Plan.

**Condition 5 (ENV06)**

a) No demolition, development or preliminary ground works shall take place within the site until a written scheme of investigation for the programme of archaeological work has been submitted to and approved in writing by the local planning authority.

b) No demolition, development or preliminary ground works shall take place until such time that the programme of archaeological work has been carried out in accordance with the approved Written Scheme of Investigation.

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for archaeological investigation work to be undertaken. These works are required to ensure that adequate archaeological records can be made in respect of the site in accordance with Policy DM15 of the Chelmsford Local Plan (May 2020).

**Condition 6**

No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority. The approved CEMP shall be adhered to throughout the construction period. The statement shall provide details of:

- i. construction access
- ii. construction vehicle turning facility
- iii. any temporary traffic management/signage
- iv. provision of site operatives' and site visitors' parking clear of the highway (or details of alternative arrangements to avoid parking within local streets)
- v. location of set-down area for loading and unloading of plant and materials
- vi. location of storage area for plant and materials
- vii. wheel and underbody cleaning facilities
- viii. measures for promptly clearing any mud accidentally deposited onto the highway
- ix. additional highway safety considerations
- x. hoarding positions
- xi. position and maximum height of any portacabins
- xii. working hours, including specified delivery hours
- xiii. dust suppression and mitigation measures
- xiv. additional environmental consideration to minimise local disruption, as applicable
- xv. confirmation of where contact information will be displayed at the site for issues to be brought to the developer's attention

Reason:

To ensure that on-site construction setup is confirmed, on-street parking of vehicles in the adjoining roads does not occur, to ensure that loose materials and spoil are not brought out onto the highway and to prevent other hindrance to the highway in the interests of highway safety. To manage other environmental disruptions that can reasonably be managed during construction. This must be agreed prior to the commencement of construction-related works to ensure adequate measures are put in place before they might give rise to impacts.

**Condition 7**

Notwithstanding the approved drawings, within 6 months of commencement of development a comprehensive specification of all hard and soft landscaping works and content shall have been submitted to and approved in writing by the local planning authority to include written specification, layouts and large-scale drawings as necessary of the following:

- i. hard materials setting out (including laying patterns),
- ii. details of any steps/ramps,
- iii. seating,
- iv. lighting (to streets/spaces),
- v. bins,
- vi. existing trees, hedges or other soft features to be retained,

- vii. definitive planting specification containing species and sizes,
- viii. tree pits, root barriers and staking,
- ix. any in-built method(s) of irrigation
- x. maintenance plan(s) for all of the above

All outside public/communal areas of the development as approved shall be laid out, planted, equipped and implemented in accordance with the agreed specifications prior to the occupation of 90% of the approved dwellings unless the local planning authority formally agrees to a varied timetable and shall be permanently retained thereafter in accordance with a management plan, as approved.

If within a period of 5 years from the date of planting any element of the soft landscaping scheme or retained landscaping (or any replacement planting to which this same provision would also apply), is removed, uprooted, or destroyed, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or landscaping feature of the same size and species as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason:

Whilst drawings 2022\_51 003 Rev B and 3617:02 Rev F provide initial detail sufficient to determine the application, further information is required to ensure the specification of public/communal areas is expressed in sufficient detail to establish definitive content and allow integration with adjacent areas of public realm, to enable appropriate level of assessment and to ensure those spaces are designed to an appropriate standard in accordance with Policies DM13 and DM24 of the adopted Chelmsford Local Plan (May 2020). See informative.

**Condition 8 (DE04)**

Notwithstanding the approved drawings, no development above ground level shall take place until samples (accompanied by a schedule and annotated drawings) of all materials to be used to the external faces/roof of the buildings and hard landscaping areas have been submitted to and approved in writing by the local planning authority.

Unless previously agreed in writing by the local planning authority no materials other than those approved by this condition shall be used in the scheme as approved.

Reason:

In order to achieve satisfactory development of the site in accordance with Policies DM13 and DM24 of the adopted Chelmsford Local Plan (May 2020).

**Condition 9 (HER12)**

All new brickwork shall be constructed to give the appearance of Flemish bond, with either a flush or recessed mortar joint.

Reason:

To ensure the proposed development is visually satisfactory and does not detract from the character or appearance of the Conservation Area in which the development is situated in accordance with Policy DM13 of the Chelmsford Local Plan (May 2020).

**Condition 10 (HER03)**

Prior to their installation large scale drawings shall be submitted to and approved by the local planning authority showing details of the following:

- (a) Fenestration, including elevations, the setback from face brickwork, sections through the head, jamb and cill, and details of stiles, mullions, meeting rails and glazing bars;
- (b) Eaves, verges, hips and ridges;
- (c) Doors, door casings and surrounds;
- (d) Brick detailing;
- (e) Rainwater goods and soil or vent pipes;
- (f) Chimneys and flues;
- (g) Vents and extractor fans;

- (h) Meter boxes
- (i) Solar panels
- (j) air source heat pumps
- (k) Satellite dishes
- (l) Blind windows
- (m) Screen to bin store
- (n) External lighting (entrance areas, etc.)
- (o) Security cameras

The development shall then be carried out in accordance with the approved details.

Reason:

To ensure the proposed development is visually satisfactory and does not detract from the character or appearance of the Conservation Area in which the development is situated in accordance with Policy DM13 of the Chelmsford Local Plan.

**Condition 11 (PMD01)**

The first and second floor windows in the south-west elevation and shown on approved Drawing No 3617:09 Revision D shall be:

- a) obscured (minimum Level 3 obscurity level) and
- b) of a design not capable of being opened below a height of 1.7m above finished floor level and shall remain so obscured and non-openable.

Reason:

To safeguard the privacy of the occupiers of the adjacent properties in accordance with Policy DM29 of the Chelmsford Local Plan (May 2020).

**Condition 12 (DE07)**

Notwithstanding the drawings as approved:

- (i) Within 6 months of commencement of development the proposed treatment of all boundaries, including representative drawings of gates, fences, walls, railings or piers shall have been submitted to and approved in writing by the local planning authority.
- (ii) No part of the development shall be occupied until boundary treatments as approved under (i) of this condition have been installed in accordance with those agreed details.

Reason:

In the interests of the visual amenities of the area in accordance with Policies DM13 and DM24 of the adopted Chelmsford Local Plan (May 2020).

**Condition 13 (PMD07)**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no wall, gate or other means of enclosure other than hereby approved shall be constructed within or along the boundaries of the site without the written consent of the local planning authority.

Reason:

To ensure that the proposed development is visually satisfactory and does not prejudice the appearance of the locality in accordance with Policies DM13 and DM24 of the Chelmsford Local Plan (May 2020).

**Condition 14 (ENV10)**

A minimum of 50% the dwelling units as approved shall be constructed to comply with Building Regulations Approved Document Part M4(2) Category 2 (2010 - as amended).

Reason:

To ensure the development provides sufficiently adaptable homes to meet current and future needs of residents in accordance with Policy DM1 of the Chelmsford Local Plan (May 2020).

**Condition 15 (ENV12)**

All new dwelling units as hereby approved shall be constructed to achieve increased water efficiency to a standard of no more than 110 litres of water per person per day in accordance with Building Regulations Approved Document Part G (2015 - as amended).

Reason:

To ensure the development reduces water dependency in accordance with Policy DM25 of the Chelmsford Local Plan (May 2020).

**Condition 16 (ENV05B)**

Prior to the occupation of 50% of the development hereby permitted 3x twin electric vehicle charging points shall be installed in locations as shown on approved drawing 3617:02 Revision F.

Reason:

To ensure that the development is constructed sustainably in accordance with Policy DM25 of the Chelmsford Local Plan (May 2020).

**Condition 17**

No plant, ducting, guardrail or other feature shall be installed at roof level unless expressly detailed on the approved drawings listed in this decision.

Reason:

To determine the scope of this planning permission and prevent items being added to the roof which could detract from the character or appearance of the area in accordance with Policies DM13 and DM24 of the Chelmsford Local Plan (May 2020).

**Condition 18**

No part of the development shall be occupied until the approved refuse and recycling storage has been made available and shall thereafter be maintained in a good state of function and cleanliness for its intended use as approved.

Reason:

To ensure satisfactory waste and recycling collection points are available to all occupiers in accordance with Policy DM26 of the adopted Chelmsford Local Plan (May 2020).

**Condition 19**

The proposed access arrangements as shown in principle in the Site Layout Drawing No. 3617:02 Revision F shall be provided for the following:

- (i) Construction of the proposed new vehicular access with connection to parking area.
- (ii) Closure of the existing vehicular access with reinstatement of the footway and kerbing to full height at that location.
- (iii) Provision of all signing and lining in association with the highway works.
- (iv) Provision of visibility splays with dimensions of 2.4 metres by 25 metres as measured from and along the nearside edge of the carriageway and retained free of obstruction above 600mm at all times.

Item (i) shall be provided prior to occupation of the development as approved. The remainder of items (ii-iv) shall be provided commensurate with the new access being brought into first beneficial use or such earlier date as directed by the Local Highway Authority.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner, to provide adequate inter-visibility between users of the access and the public highway and to ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway, in the interests of highway safety.

**Condition 20 (HI03)**

The areas of hardstanding hereby permitted shall be constructed using a permeable surface or shall include drainage to prevent discharge of surface water onto the highway.

Reason:

To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety.

**Condition 21 (HI04)**

Prior to the first occupation of the development the car parking spaces and associated turning area as shown on Site Layout Drawing No. 3617:02 Revision F, including any parking spaces for the mobility impaired, shall be constructed, appropriately hard surfaced, sealed and marked out. The car parking spaces and associated turning area shall be retained in this form at all times and shall not be used for any purpose other than the parking of vehicles.

Reason:

To ensure that the approved parking areas are available to serve the development in accordance with Policy DM27 of the Chelmsford Local Plan (May 2020).

**Condition 22 (HI05)**

Prior to the first occupation of the development the covered and secure cycle parking spaces as shown on Site Layout Drawing No. 3617:02 Revision F shall be created and be available for use. Those spaces shall thereafter be kept available for the parking of cycles only.

Reason:

To ensure adequate cycle provision is available in accordance with Policy DM27 of the Chelmsford Local Plan (May 2020).

**Condition 23 (HI01)**

Prior to the first occupation of the development the Applicant shall provide to each household a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.

Reason:

In the interests of reducing the need to travel by car and promoting sustainable development and transport.

**Condition 24 (ENV01)**

No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and certified as technically acceptable in writing by the SUDs approval body or other suitably qualified person(s). The certificate shall thereafter be submitted by the Applicant to the local planning authority as part of the application to discharge the condition. No development shall commence until the detailed scheme has been approved in writing by the local planning authority. The approved scheme shall subsequently be implemented prior to occupation and should include but not be limited to:

- (i) Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753. If infiltration is found to be viable, infiltration SuDS should be utilised.
- (ii) Limiting discharge rates to 1l/s for all storm events up to and including the 1 in 100 year plus 45% allowance for climate change storm event. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- (iii) Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 45% climate change event.
- (iv) Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 45% climate change critical storm event.
- (v) Final modelling and calculations for all areas of the drainage system.

- (vi) The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- (vii) Detailed engineering drawings of each component of the drainage scheme.
- (viii) A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- (ix) An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and DM18 of the Chelmsford Local Plan (May 2020).

**Condition 25**

No part of the development shall be occupied until a SuDS Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies (which shall include the need to maintain a yearly log of maintenance), shall have been submitted to and agreed in writing by the Local Planning Authority. Should any part be maintainable by a Maintenance Company, details of long term funding arrangements should be provided.

Reason:

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk in accordance with Policies S2 and DM18 of the adopted Chelmsford Local Plan (May 2020).

**Condition 26**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), the buildings hereby permitted shall not be enlarged or extended (including roof additions) without the grant of an additional planning permission by the local planning authority.

Reason:

To ensure that adequate controls are retained in the interests of maintaining an appropriate relationship between the development scheme and surrounding area and properties in the interests of townscape, conservation and protecting the living environment of occupiers of neighbouring dwellings in accordance with Policies DM13, DM24 and DM29 of the adopted Chelmsford Local Plan (May 2020).

**Condition 27**

Within six months of commencement of development a scheme of ecological betterment, broadly following the recommendations of the Preliminary Ecological Appraisal by James Blake Associates dated October 2022 shall be submitted to and approved in writing by the local planning authority. The agreed scheme of ecological betterment shall be installed prior to occupation and thereafter retained.

Reason:

To define the scope of this permission and ensure ecological betterment in line with Policy DM16 of the Chelmsford Local Plan (May 2020).

**Notes to Applicant**

- 1 It should be noted that residents of this development will not be able to access permits to park on controlled streets as the permit scheme is already subscribed to capacity. The 6 available on-site parking spaces are based on unallocated provision to provide the landlord with flexibility over which units will benefit from parking, noting that accessible spaces should always be available to wheelchair accessible homes. This unallocated approach requires that the landlord assigns which units benefit from parking and which units do not - to ensure available parking is not oversubscribed. It is the responsibility of the landlord to manage the available parking to ensure it remains sufficient

and to advise prospective tenants regarding the availability (or not) of parking in association with their unit prior to them taking up residence to ensure that no unreasonable pressure for parking arises and that cumulatively the 6 parking spaces available at the development are sufficient to meet the needs of residents.

- 2 Condition 4 requires contaminated land investigation. This will need to include sampling for a wide range of volatile organic compounds including trichloroethene (TCE), cis-1, 2 dichloroethene (DCE) and tetrachloroethene (PCE) because previous investigation reports have found these to be present locally above guideline concentrations.
- 3 Condition 7 requires submission of a definitive planting proposal, notwithstanding the scheme as submitted with the application. The reason for this is that there is a desire to ensure the green space is sufficiently well integrated with the street (Glebe Road), provides opportunity for public art (public art is a requirement of the planning permission and this would be one location where it could be included) and has a sufficiently inclusive appearance which contributes to the area. At present the landscaping scheme as submitted does not necessarily meet all of these criteria, so a condition will ensure these considerations are adequately applied before a definitive landscaping scheme is approved.
- 4 Condition 12 requires submission of boundary details, notwithstanding the proposals as submitted with this application. The reason for this is that the open space is shown with fencing to its full perimeter on some (not all) drawings, but this is not considered the most positive approach to integrating this new green space with Glebe Road. A more open approach is favoured to make this space more inclusive.
- 5 Condition 24 requires that you agree the final detailed SUDS scheme direct with the Lead Local Flood Authority (LLFA), achieve scheme certification from the LLFA and then submit that certificate along with the final agreed SUDS scheme content to the Local Planning Authority to discharge the condition. It is preferable and most time efficient to manage the process as described rather than have the SUDS scheme submitted to the LPA before it has been formally agreed with the LLFA.
- 6 All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The developer to pay the costs of all necessary traffic regulation orders and legal processes associated with the highway works as well as paying the costs of all necessary traffic regulation orders and legal processes associated with the highway works. The Applicant is advised to contact the Development Management Team
  - by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org)
  - by post to: SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU.

The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

With reference to highway works it will be necessary to obtain separate approvals from the Local Highway Authority (Essex County Council) for any works within the public highway. Prior to any works in the public highway, affecting the public highway or in areas intended to become public highway, you will be required to enter into an appropriate agreement with Essex County Council as the Local Highway Authority to regulate construction works. This may include the submission of detailed engineering drawings for safety audit and approval. As part of those future discussions with the Local Highway Authority you are required to ensure there is no discrepancy between the planning and highway approvals.

7 During construction the developer should be aware that there is a risk (low/minimal) of encountering unexploded ordnance.

8 In order to cause minimum nuisance to neighbours, the applicant is strongly advised to follow guidelines for acceptable working hours set out by the Council's Public Health and Protection team.

#### Noisy work

- Can be carried out between 0800 and 1800 Monday to Friday
- Limited to 0800-1300 on Saturdays
- At all other times including Sundays and Bank Holidays, no work should be carried out that is audible beyond the boundary of the site

#### Light work

- Acceptable outside the hours shown above
- Can be carried out between 0700 and 0800; and 1800-1900 Monday to Friday

In some circumstance further restrictions may be necessary.

For more information, please contact Chelmsford City Council Public Health and Protection Services, or view the Council's website at [www.chelmsford.gov.uk/construction-site-noise](http://www.chelmsford.gov.uk/construction-site-noise)

9 This development will result in the need for a new postal address. Applicants should apply in writing, email or by completing the online application form which can be found at [www.chelmsford.gov.uk/streetnaming](http://www.chelmsford.gov.uk/streetnaming). Enquires can also be made to the Address Management Officer by emailing [Address.Management@chelmsford.gov.uk](mailto:Address.Management@chelmsford.gov.uk)

10 The proposed development may be liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended). If applicable, a Liability Notice will be sent as soon as possible to the applicant and any other person who has an interest in the land. This will contain details of the chargeable amount and how to claim exemption or relief if appropriate. There are further details on this process on the Council's website at [www.chelmsford.gov.uk/cil](http://www.chelmsford.gov.uk/cil), and further information can be requested by emailing [cilenquiries@chelmsford.gov.uk](mailto:cilenquiries@chelmsford.gov.uk). If the scheme involves demolition, for the purposes of the Regulations the development will be considered to have begun on commencement of the demolition works.

11 Your attention is drawn to the consultation response of Anglian Water regarding the ability to connect drainage from this site to the public sewer and related information. A copy of the response is available via Public Access, or a copy can be provided to the applicant on request.



### **Positive and Proactive Statement**

The Local Planning Authority provided advice to the applicant before the application was submitted and also suggested amendments to the proposal during the life of the application. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework to promote the delivery of sustainable development and to approach decision taking in a positive way.

### **Background Papers**

Case File

---

**Recycling & Waste Collection Services**

Comments
No response received

**Parks & Open Spaces**

Comments
No response received

**Leisure & Heritage Services**

Comments
No response received

**Anglian Water Services Ltd**

Comments
<p>Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.</p> <p>The foul drainage from this development is in the catchment of Chelmsford Water Recycling Centre that will have available capacity for these flows</p> <p>Based on the Foul and Surface Water Drainage Strategy submitted with the application, the proposed connection is acceptable. We do not require a condition relating to foul water. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.</p> <p>The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Anglian Water has reviewed the submitted Foul and Surface Water Drainage Strategy and can confirm that these are acceptable to us. This in principle agreement is subject to proof that the surface water hierarchy has been followed and that there is no alternative discharge option. Without this, the developer will not receive a S106 (water industry act) agreement. We require these documents to be listed as approved plans/documents if permission is granted.</p> <p>Recommended informatives:</p> <ul style="list-style-type: none"> <li>- Connections to sewers</li> <li>- Working near existing sewers (3m easement)</li> </ul>

**Historic England**

Comments
Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

**Essex County Council (SUDS)**

Comments
Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission subject to conditions covering as follows:  Submission and LLFA approval of the technical SUDS scheme Maintenance regime (including keeping of yearly logs)  The LLFA does not consider sequential tests, flood risk due to fluvial events or safety/evacuation during flood event.  Recommended informatives:  Record keeping of flood and drainage features Other standard guidance

**Essex County Council Highways**

Comments
No response received

**Housing Standards Team**

Comments
No response received

**ECC Historic Environment Branch**

Comments
Site lies to the north-west of the medieval core of Chelmsford, within the area of the city's subsequent post-medieval residential and industrial expansion.  The proposed development site has the potential to contain evidence of extramural activity related to the medieval settlement to the south-east and occupation remains related to the post-medieval expansion of the city in the 18th and 19th centuries. Additionally, the proposed development is located within the wider hinterland surrounding the Roman precursor to Chelmsford, Caesaromagus, which was located to the south of the city centre at Moulsham. Evidence of Roman subsistence activity or land management may also therefore survive on the site.

Archaeological features and deposits may be present in the proposed development area and be impacted by the groundworks associated with the development. Conditions recommended as follow:

- Archaeological trial trenching and excavation

### **Essex County Council Highways**

#### Comments

For main urban areas, defined as those having frequent and extensive public transport and cycling and walking links, access to education, healthcare, food shopping and employment, a reduction or zero vehicle parking standard may be considered for residential development. This site is located within very easy walking distance of the bus and the railway stations and there are public car parks nearby. The reduced vehicle parking provision level proposed is therefore considered appropriate for this development.

From a highway and transportation perspective the impact of the proposal is acceptable subject to the following conditions:

- Construction Management Plan
- Parameters for constructing access to Glebe Road
- Access drainage
- Provision of parking and cycle parking prior to occupation
- Resident Travel Information Packs with travel vouchers

Informative:

- All work affecting highway to be agreed - ECC contact

### **Ramblers Association**

#### Comments

No Comment

### **One Chelmsford BID Ltd**

#### Comments

No response received

### **City Centre Manager**

#### Comments

No response received

### **Local Residents**

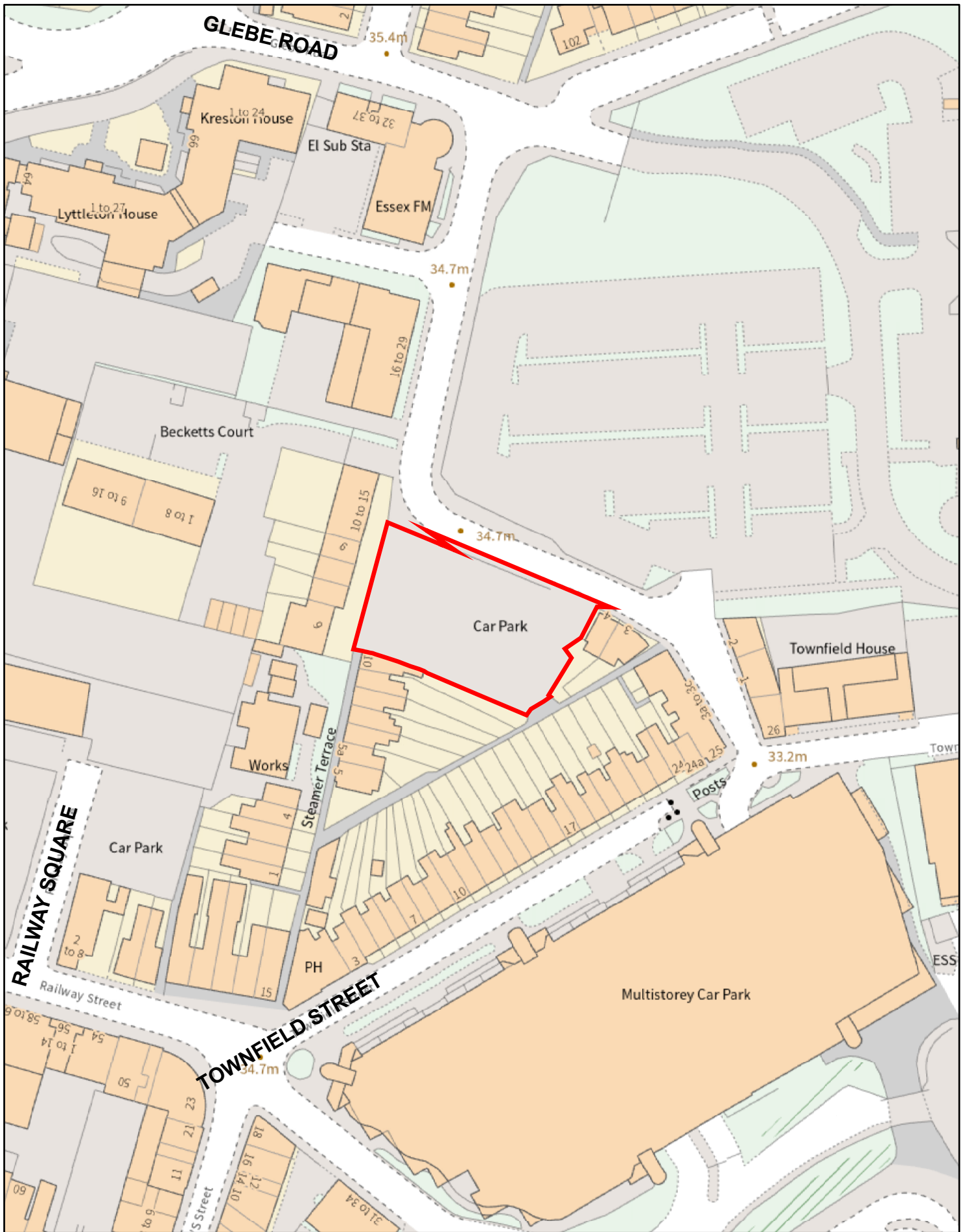
## Comments

14 representations (1 of which was a letter on behalf of 3 households) were received raising the following:

1. Existing high levels of on-street parking in Townfield Street – impact on local people
2. Residents of the scheme should not be eligible for permits to park in local streets
3. Loss of revenue from the existing car park – impact on Council services
4. Where will users of the existing car park now go?
5. Public safety – having to walk further to find parking
6. Impact of construction on local residents
7. Scale of development is excessive
8. Overbearing
9. Loss of light
10. Overlooking
11. The alleyways are used for drug dealing and are subject to anti-social behaviour – lack of CCTV
12. Opening up Steamer Terrace footway will provide escape route for criminals
13. Site is part of commuter walking route
14. Existing congestion on roads
15. Loss of parking and access for visitors, deliveries and tradespeople
16. Steamer Terrace is unusual in that it does not benefit from vehicular access to properties
17. New development detracts from local history
18. Lack of amenities for residents
19. Loss of casual surveillance
20. Boundaries should not decrease passive surveillance

## Officer Reply

1. Officers are aware of parking levels within Townfield Street. Residents from this development and other contemporary developments in the city are not able to access permit parking for these roads.
2. See response to 1, para 6.36 and informative 1.
3. Not material to the planning consideration. Nonetheless, the Council's decision to close this car park would have taken financial implications into account.
4. See para 6.3.
5. See para 6.3.
6. Construction impacts are not material to whether the proposal is acceptable or not, but note that construction management has been covered by Condition 6.
7. See para 6.6.
8. See 'Neighbour Relationships' section paras 6.10 – 6.15.
9. As above.
10. As above.
11. See para 6.34.
12. See para 6.37 – footpath between Steamer Terrace and application site is not proposed to be opened up.
13. Noted. See para 6.19. Comparable routes around this site remain for pedestrians.
14. Noted. Highway Authority raises no objections.
15. See para 6.35.
16. Noted.
17. See para 6.8.
18. See para 2.10.
19. Not agreed. A residential use of the site will add a permanent presence of passive surveillance.
20. This proposal introduces the minimum of boundary enclosure required.



0 10 20 40 Metres

1:1,000



**Planning Committee**  
**22/02196/FUL**

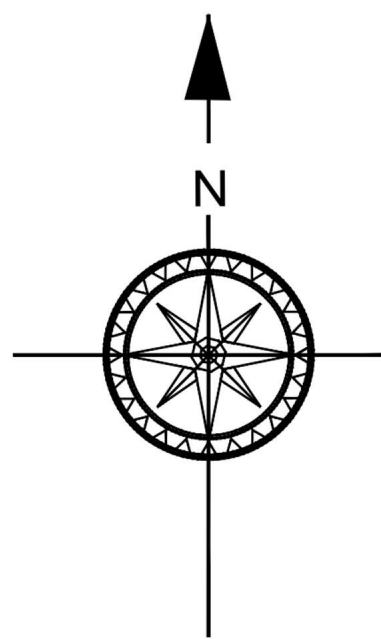
**Planning & Development Management**  
**Directorate for Sustainable Communities**

PO Box 7544 Civic Centre  
Duke Street, Chelmsford, CM1 1XP

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Telephone: 01245 606826



External Hard Landscaping Materials Key

- 450 x 450 x 50  
600 x 600 x 50  
Marshalls Saxon Textured [Natural] Paving
- 200 x 100 x 60  
Marshalls Keyblok 60 Block Paving [Burnt Ochre]



Rev. F (09/02/2023) Trees omitted, close boarded timber fence changed to brick wall, short railing omitted, and railing added across green wedge.  
Rev. E Boundary line changed

revision  
issue

client  
Chelmsford City Council

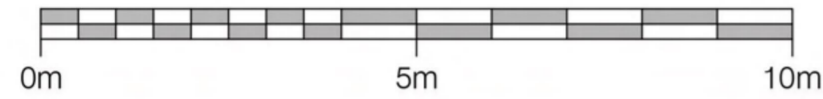
project  
Car Park, Glebe Road,  
Chelmsford

title  
Site Layout

john finch partnership  
chartered architects & town planning consultants

88 Broomfield Road  
Chelmsford CM1 1SS  
01245 354319/250780  
admin@johnfinchpartnership.co.uk

www.johnfinchpartnership.co.uk	
date 14.09.22	scale 1:100
drawn TW	checked RJJH
dwg no 3617:02	revision F



Rev. F (08/03/2023) Fine mesh indicated behind Refuse store gates to improve privacy.  
 Rev. E (09/02/2023) Added timber windows, added blind windows, chimney positioning changed, added parapet, added stone band above underpass, removed quoins, removed short railing, added railing and reduced height of gables.  
 Rev. D Transparency of trees changed

revision  
issue

client

Chelmsford City Council

project

Car Park, Glebe Road,  
Chelmsford

title

North East / North West  
Elevations & Street Scenes

**john finch partnership**  
chartered architects & town planning consultants

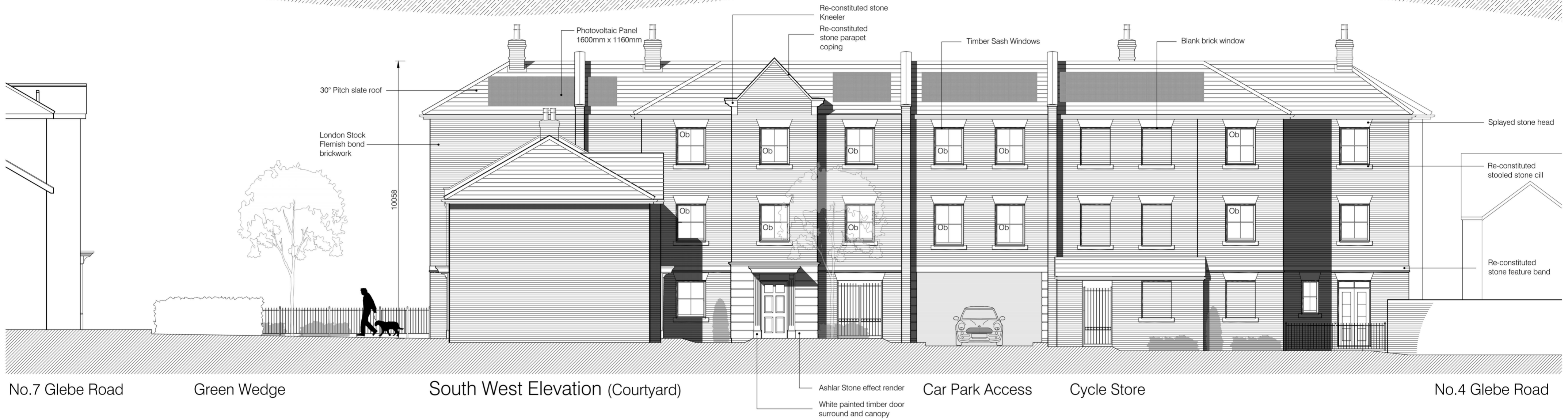
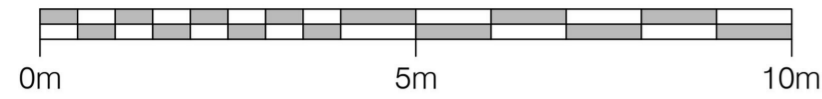


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date	09.09.22	scale	1:100
drawn	TW	checked	RJH
dwg no	3617:08	revision	F





No.10 Steamer Terrace South East Elevation

Rev. D (09/02/2023) Added timber windows, added blind windows, chimney positioning changed, added parapet, added stone band above underpass, removed quoins, railing added to green wedge, outline of 4 Glebe Road, and reduced height of gables.

Rev. C Transparency of trees changed

revision issue

client

Chelmsford City Council

project

Car Park, Glebe Road, Chelmsford

title

South East and South West Elevations

**john finch partnership**  
chartered architects & town planning consultants



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date	09.09.22	scale	1:100
drawn	TW	checked	RJH
dwg no	3617:09	revision	D



**DECISION MADE BY THE DIRECTOR OF SUSTAINABLE COMMUNITIES**

<b>Application No</b>	:	22/01874/FUL Full Application
<b>Location</b>	:	Ferrers Dental Laboratory Nabbotts Pump Lane Springfield Chelmsford Essex CM1 6TB
<b>Proposal</b>	:	<b>Erection of single storey side extension and two storey rear extension.</b>
<b>Applicant</b>	:	Dr Tom Clough Springfield Dental care
<b>Agent</b>	:	Bateman Harris Partnership
<b>Date Valid</b>	:	24th October 2022

**Contents**

<a href="#">1. Executive summary</a>	2
<a href="#">2. Description of site</a>	2
<a href="#">3. Details of the proposal</a>	2
<a href="#">4. Other relevant applications</a>	3
<a href="#">5. Summary of consultations</a>	3
<a href="#">6. Planning considerations</a>	3
<a href="#">7. Community Infrastructure Levy (CIL)</a>	5

Appendices:

- Appendix 1      Consultations
- Appendix 2      Drawings

## **1. Executive summary**

- 1.1. This application has been called to committee at the request of the local ward Councillor.
- 1.2. The site is located within the Urban Area of Springfield positioned East of Pump Lane on the corner with Blacksmith Close.
- 1.3. The dentist surgery has been located here since 1994 and is an established practice serving the Chelmsford community. The proposal is for a two-storey rear extension and single storey side extension which would provide two additional consulting rooms and ancillary space and would expand the specialist services of the practice. The works would also allow for an increased capacity for NHS appointments.
- 1.4. This application follows a previously refused application under reference: 21/01250/FUL. The previous permission was refused on the grounds of highway safety as the proposal did not provide adequate parking to serve the practice.
- 1.5. This scheme is for the same extensions as previously, however, the application is supported by a block plan which removes the grass area to the frontage and re-arranges the existing parking plan to accommodate a new parking layout. The revised parking layout would improve the size of the spaces and the manoeuvrability to increase the capacity of the car park. ECC Highways Authority are satisfied that the proposed parking layout would provide sufficient space.
- 1.6. In terms of neighbouring relationships, conditions are proposed to obscure glaze and restrict opening to the first-floor windows serving the surgery and recovery room, limiting the hours of window opening within the rear elevation and sound proofing of the proposed plant room. The proposal would maintain an acceptable relationship to neighbouring properties.
- 1.7. The design of the proposal is in-keeping with the existing character of the property and its street scene.
- 1.8. This application is therefore recommended for approval.

## **2. Description of site**

- 2.1. The site is an operating dentist practice established since 1994 and lies within the Urban Area of Springfield.
- 2.2. The site is a two storey building located on a corner plot located East of Pump Lane and accessed from Blacksmith Close.
- 2.3. The property has an existing car park located to the front of the building. This is accessed from Blacksmith Close.

## **3. Details of the proposal**

- 3.1. The proposal is for a two-storey rear extension and single storey side extension.

3.2. The two-storey rear extension would have a depth of 5m and extend across the existing two storey element to accommodate an additional staff room, surgery and recovery room.

3.3. The single storey element would replace the existing single storey side extension to provide a reception area, waiting room, decontamination room and orthodontic suite.

#### **4. Other relevant applications**

4.1. 21/01250/FUL – Refused 9<sup>th</sup> September 2021

Single store side extension and two storey rear extension.

This proposal was sought permission for the same additions to the surgery and was refused for highway safety reasons as it was considered that proposal would not have provided adequate parking for the dentist surgery.

#### **5. Summary of consultations**

- Springfield Parish Council –
  - Concerns regarding an increase in on-street parking
  - Highway safety concerns
  - Increased noise
  - Proximity to neighbour
- Essex County Council Highways –
  - Proposal is acceptable subject to conditions.
- Public Health & Protection Services –
  - No significant concerns abouts this proposal. To deal with noise issues recommends the hours of use as outlined by the applicant should be imposed as a condition and that external windows and doors to treatment rooms should be kept closed whilst dental machinery/plant is in use.
- Economic Development & Implementation – No comments received.
- Local residents –
  - Concerns relating to an increase in on-street parking on Blacksmith Close and Anvil Way
  - Construction vehicle parking
  - Access for emergency services
  - There are currently unused spaces in the car park
  - Highway safety concerns from parking on pathways
  - New crossover limiting the kerb parking
  - Impacts on privacy to 1 Anvil Way
  - Noise concerns coming from dental practice

#### **6. Planning considerations**

##### ***Main Issues***

6.1. The main consideration is whether the proposed parking would be acceptable in terms of highway safety.

6.2. Consideration is also given to the design of the proposal and the impacts on the neighbouring properties.

### ***Parking***

- 6.3. Comments have been received from local residents concerning the impact the proposal would have on the parking and how it would result in additional on-street parking to the residential streets of Blacksmith Close and Anvil Way. The neighbours have explained that the current car park is often not fully utilised and that visitors to the dentists choose to park in the streets rather than using the designated car park.
- 6.4. The proposal would result in two additional consulting rooms for the surgery and two additional members of full-time staff. The existing car park has 20 spaces. The proposal would result in a total of 22 spaces, with fixed staff spaces.
- 6.5. From carrying out multiple site visits during various opening hours of the surgery, it was observed that the existing car park does not function to full capacity due to its layout, which results in tight and limited spaces; this means that visitors/users have been using the on-road parking on Blacksmith Close and Anvil Way, as described by the neighbour representations.
- 6.6. This application is supported by an amended car park plan which shows that the existing parking spaces are to be reconfigured to provide more manoeuvrability and therefore useable spaces. The re-arrangement would encourage better use of the car park which would therefore be able to operate at a higher capacity.
- 6.7. The proposal would meet the parking standards number and sizes in accordance with The Essex Parking Standards - Design and Good Practice (2009). The maximum spaces would be 36 for a facility of the proposed size. These are maximum numbers; the proposal therefore meets this.
- 6.8. Blacksmith Close and Anvil Way do not have limitations on on-street parking and therefore Chelmsford City Council cannot control the use of on-street parking in this area. The proposed revised layout to the surgery car park should help to prevent visitors feeling the need to park on street.
- 6.9. The new parking arrangements would remove the greenspace and tree to the front of the surgery. The tree is not protected. Whilst its removal would result in a loss to the street scene, the proposal shows three new trees to be planted around the front edges of the car park. A condition is attached to ensure that the replacement trees are planted and appropriately maintained.

### ***Impact on neighbours***

- 6.10. The proposal would bring the first floor of the surgery closer to the neighbouring property to the rear, No.1 Anvil Way. A distance of over 8m would be maintained to the boundary with the neighbour. No.1 Anvil Way already has a single storey garage building located along its southern boundary. Given the presence of this building and the distance maintained between the two, the development would not be overbearing.
- 6.11. The proposed single storey extensions to the northeast of the surgery would replace existing single-storey built form and would have a neutral impact on the neighbouring properties.

- 6.12. The proposed development includes new first floor rear windows in the extension facing the side of No.1 Anvil Way. These windows which would offer increased views into the private amenity space of this property. In order to safeguard the privacy of the neighbour, it would be reasonable to attach a condition to ensure these windows are obscure glazed and of a design to restrict opening. Subject to this condition it is considered that the proposed development would not have any adverse impact on the amenities of the neighbours.
- 6.13. Concern has been raised regarding an increase to noise levels from the dentist equipment. The property already operates as a dental surgery and the neighbours have advised that there are already issues with noise from dental equipment. Conditions are therefore attached to this permission to ensure that the premises is only operated Monday-Friday 8am – 6pm and that during that time the windows facing the neighbours (that serve noise generating rooms) shall remain shut. A condition is also attached requiring details of noise insulation to the proposed plant room to be submitted and approved in writing by the local planning authority.
- 6.14. Overall, subject to the attached conditions, the development would maintain an acceptable relationship with the neighbouring properties.

### ***Design***

- 6.15. The proposal would relate well to the existing character of the surgery and appear in-keeping within the street.

### ***Other Matters***

- 6.16. Any parking of construction vehicles will be temporary in nature during the construction period and is not a planning consideration.
- 6.17. A comment has been received regarding the accessibility for emergency service vehicles. The proposal does not encroach the existing highway and therefore would not impact on the accessibility that is existing to all the properties within the cul-de-sac. ECC Highways have been consulted on the application and have raised no concerns in this respect.

## **7. Community Infrastructure Levy (CIL)**

- 7.1. This application is not CIL liable.

### **RECOMMENDATION**

**The Application be APPROVED subject to the following conditions:-**

#### **Condition 1**

The development hereby permitted shall begin no later than 3 years from the date of this decision.

Reason:

In order to comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Condition 2**

The development hereby permitted shall be carried out in accordance with the approved plans and conditions listed on this decision notice.

Reason:

In order to achieve satisfactory development of the site

**Condition 3**

Prior to first use of the proposed additional surgery rooms the car parking spaces as set out within drawing ref: SP/526/14 D Roof Plan & Site Plan shall be constructed, made available and kept available at all times for the parking of motor vehicles in accordance with the approved plans.

Reason:

To ensure that sufficient parking is available to serve the development in accordance with Policy DM27 of the Chelmsford Local Plan.

**Condition 4**

Prior to first use of the proposed development, secure and covered bicycle parking shall have been laid out within the site in accordance with drawings: SP/526/14 D Roof Plan & Site Plan. Those spaces shall thereafter be kept available for the parking of bicycles only.

Reason:

To ensure that sufficient bicycle parking is available to serve the development in accordance with Policy DM27 of the Chelmsford Local Plan.

**Condition 5**

The two first floor windows serving the surgery and recovery room in the north facing rear elevation shown on approved Drawing No.s SP/526/12/B and SP/526/11A shall be:

- a) obscured (minimum Level 3 obscurity level) and
- b) of a design not capable of being opened below a height of 1.7m above finished floor level and shall remain so obscured and non-openable.

Reason:

To safeguard the privacy of the occupiers of the adjacent property or properties in accordance with Policy DM29 of the Chelmsford Local Plan.

**Condition 6**

Prior to first use of the plant room hereby permitted, details of the method of sound insulation shall first have been submitted to and approved in writing by the local planning authority. The measures implemented as approved shall be retained thereafter.

Reason:

In the interests of protecting the living environment of occupiers of neighbouring dwellings in accordance with Policy DM29 of the Chelmsford Local Plan.

**Condition 7**

The use hereby permitted shall only take place between the hours of 8am – 6pm Mondays – Fridays and at no time on weekends or bank holidays.

Reason:

In the interests of protecting the living environment of occupiers of neighbouring dwellings in accordance with Policy DM29 of the Chelmsford Local Plan.

**Condition 8**

During the hours of operation of the premises, as restricted by condition 7 above, the ground floor north facing windows serving the orthodontic suite, the treatment co-ordination, surgery and recovery room and the first floor north facing windows denoted staff and decon on approved plan SP/526/11 A shall remain closed.

Reason:

In the interests of protecting the living environment of occupiers of neighbouring dwellings from noise from dental machinery in accordance with Policy DM29 of the Chelmsford Local Plan.

**Condition 9**

Details of soft landscape works shall be submitted to and approved in writing by the local planning authority. Subsequently these works shall be carried out as approved prior to the first use of any part of the development or in the first available planting season following such use. The landscaping details to be submitted shall include:

- a) existing trees, hedges or other soft features to be retained;
- b) planting plans including specifications of proposed tree species, sizes, planting centres, number and percentage mix;
- c) Management details and a five year maintenance plan

Reason:

In order to add character to the development, to integrate the development into the area and to promote biodiversity in accordance with Policies DM16 and Policy DM23 of the Chelmsford Local Plan.

**Positive and Proactive Statement**

The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework to promote the delivery of sustainable development and to approach decision taking in a positive way.



**Springfield Parish Council**

Comments
<p>Springfield Parish Council object for the following reasons:</p> <p>1) a) The proposed extension, and the associated expansion of the range of dental treatments provided, will result in an increase in the number of staff and customers, for which the additional car parking arrangements are considered inadequate. As a result, the already significant amount of on-street parking in Blacksmith Close, Anvil Way and Pump Lane generated by the dental surgery will increase further.</p> <p>b) The on-street parking blocking roads in the vicinity of the site already causes severe inconvenience for residents accessing their properties, and also results in highways safety issues for vehicles and pedestrians trying to negotiate Blacksmith Close and Anvil Way. In addition, emergency access to these roads could be further impeded.</p> <p>c) Increased noise arising from the expansion of the dental practice would detrimentally affect residents' amenity and enjoyment of their properties, contrary to Policy DM29 in the Local Plan.</p> <p>d) concern of close proximity of proposed extension to nearby residents boundary;</p> <p>e) to preserve privacy of neighbouring properties provision of opaque and non-opening windows;</p> <p>2) need for Planning Officers to visit the site at different times of day;</p> <p>3) a request is made to Chelmsford City Council Ward Councillors to call in the application to be discussed by Chelmsford City Council Planning Committee;</p> <p>4) members requested that the Committee Clerk advises members of public who provided an email address at the meeting if the proposed application is or is not called in by a Chelmsford City Councillor and if the application is called in the date and time of the Planning Meeting at Chelmsford City Council.</p>

**Essex County Council Highways**

Comments
<p>The proposal includes off-street parking provision laid out in accordance with the Parking Standards. All the park bays have appropriate manoeuvring aisle room that would enable efficient and full use of the on-site parking proposed.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following condition:</p> <p>1. Prior to the Dental Laboratory becoming operational the 22no. parking spaces shown in the Proposed Roof and Site Plan, drawing no. SP/526/14 Revision D, shall be constructed ready for use, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.</p> <p>Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests</p>

of highway safety and that appropriate parking is provided in accordance with Policy DM8.

2. Prior to the Dental Laboratory becoming operational, the two tandem parking spaces shown in the Proposed Roof and Site Plan, drawing no. SP/526/14 Revision D, to the east of the site, shall be provided with a vehicular access to Blacksmith Close, constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1

3. The 6no. cycle parking spaces shown in the Proposed Roof and Site Plan, drawing no. SP/526/14 Revision D, shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Please include the informative for 2 above:

All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org)

## Public Health & Protection Services

Comments
No PH&PS comments with regard to this application.

## Economic Development & Implementation

Comments
No response received

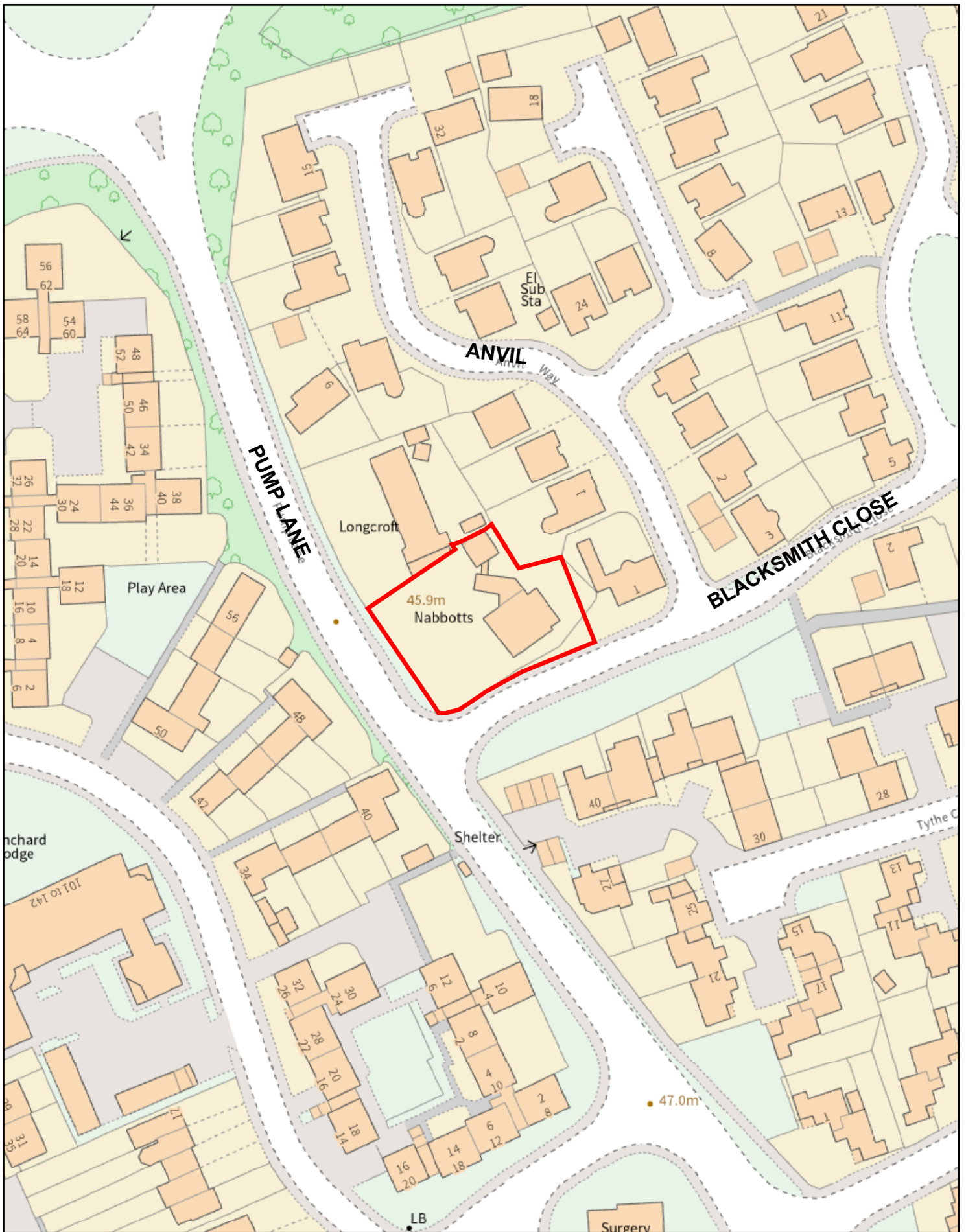
## Local Residents

Comments
Representations received and are included within the main body of the report.

## Background Papers

Case File

---



0 10 20 40 Metres

1:1,000



**Planning Committee**  
**22/01874/FUL**

**Planning & Development Management**  
**Directorate for Sustainable Communities**

PO Box 7544 Civic Centre  
Duke Street, Chelmsford, CM1 1XP

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Telephone: 01245 606826

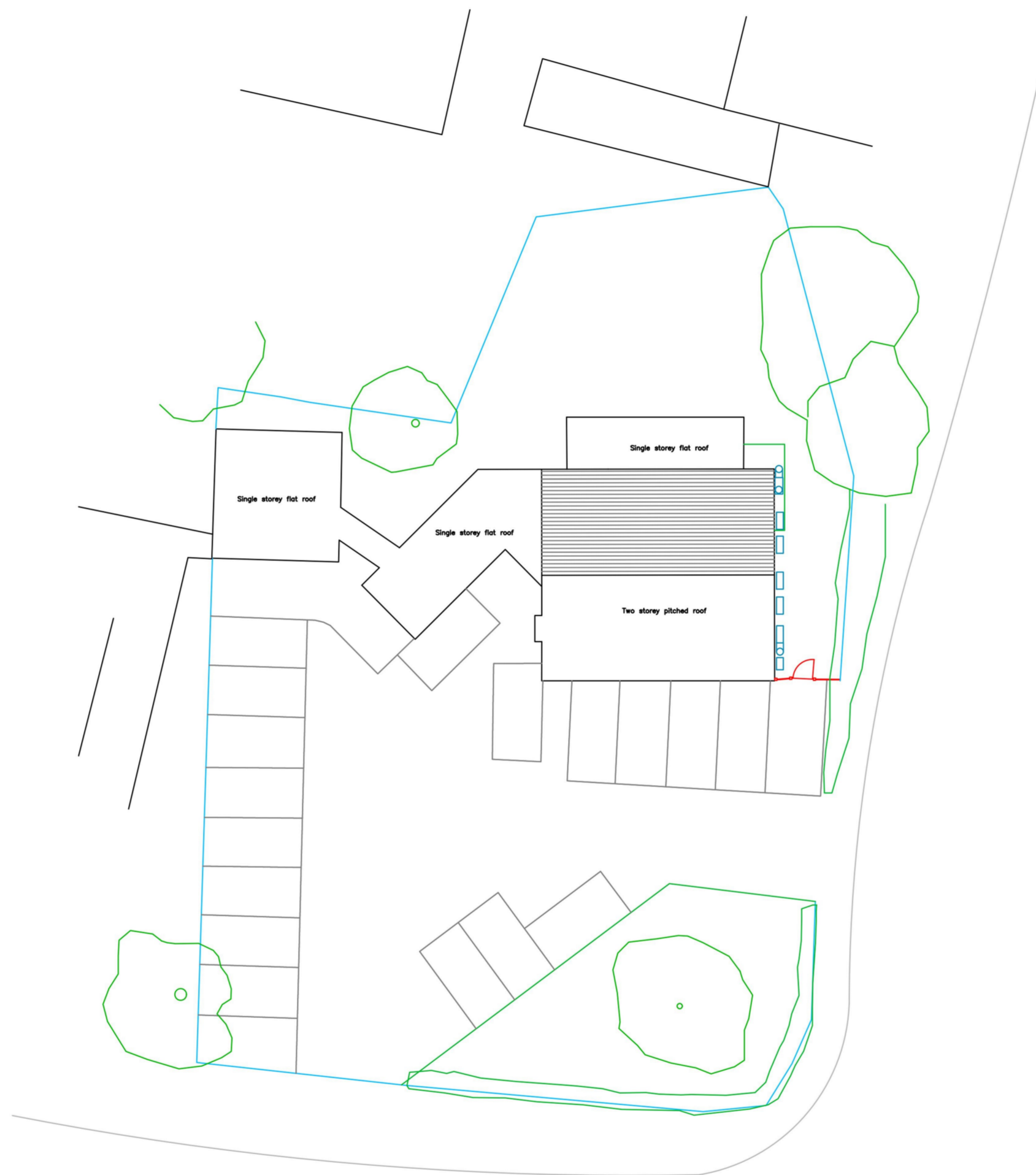
Chelmsford City Council Licence Number 100023562 2023.

SITE LOCATION PLAN  
AREA 2 HA  
SCALE: 1:1250 on A4  
CENTRE COORDINATES: 572083 , 209568



Supplied by Streetwise Maps Ltd  
[www.streetwise.net](http://www.streetwise.net)  
Licence No: 100047474  
08:22:02 06/10/2022

Trade names referred to on this drawing are given as a guide only. Other products of an equal or approved standard may be used with the agreement of BHP Ltd.  
 All dimensions and levels to be verified on site before any work is commenced.  
 This drawing should be read in conjunction with all other relevant drawings and information.  
 Do not scale this drawing, if in doubt consult BHP Ltd.  
 ALL work to be carried out in accordance with the latest editions of:  
 NHBC Standards and Rules (a certificate of compliance and guarantee may be required)  
 BS 8000: Parts 1 - 15 inc (as applicable)  
 Workmanship on Building Sites.  
 Services: The contents of this plan are given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind is accepted by the Bateman Harris Partnership Ltd. for any error or omission. The actual position of mains and ALL other services and arrangements must be verified and established on site before any works are commenced.



C	Revised 24.10.22/CB: Site boundary shown blue.	
B	Revised 29.06.21/CB: Roof plan added.	
A	Revised 24.06.21/CB: North sign repositioned.	
MK	REVISION	DATE

**DRAWING TITLE**

EXISTING SITE PLAN

**CONTRACT**

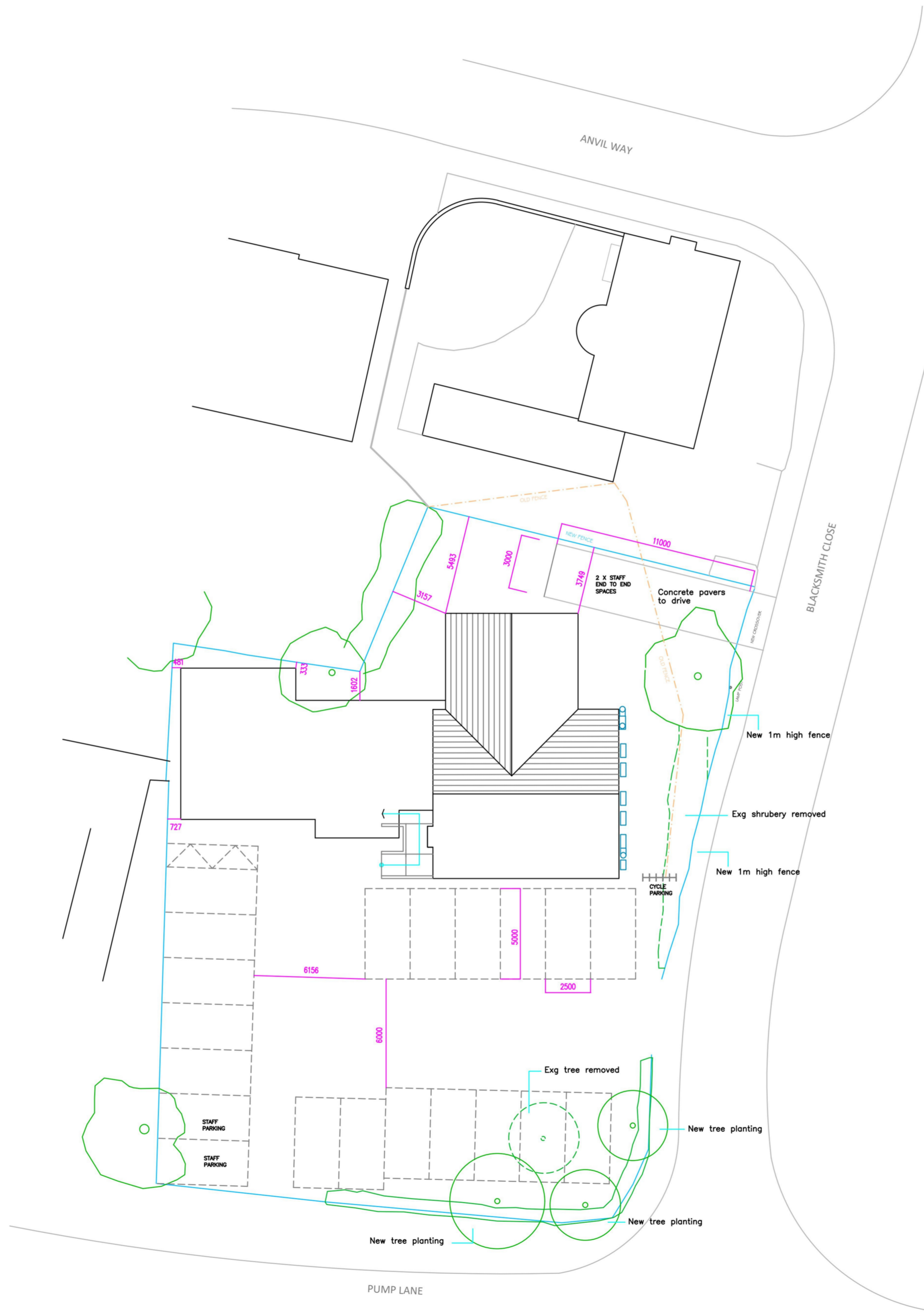
ALTERATIONS TO EXISTING DENTAL PRACTICE;  
 SPRINGFIELD DENTAL CARE  
 NABBOTT'S HOUSE  
 PLUMP LANE  
 CHELMSFORD  
 CMI 6TB

**BATEMAN HARRIS  
 PARTNERSHIP**  
 DENTAL DESIGN CONSULTANTS

Ferry Lane  
 Medmenham  
 Buckinghamshire SL7 2EZ  
 Tel. 01491-412161  
 Fax. 01491-413567  
 e-mail batemanharris@gmail.com

Scales 1:200 @ A2		SP/526/04 'C'
Drawn CB/AA	Date Aug 20	

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 All dimensions and levels to be verified on site before any work is commenced.  
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- D Revised 24.10.22/CB:  
Dimensions added, site boundary in blue.
- C Revised 03.10.22/CB:  
Staff parking at rear amended
- B Revised 23.12.21/CB:  
Boundaries amended
- A Revised 08.10.21/CB:  
Parking layout amended

MK	REVISION	DATE

**DRAWING TITLE**

PROPOSED ROOF PLAN AND SITE PLAN

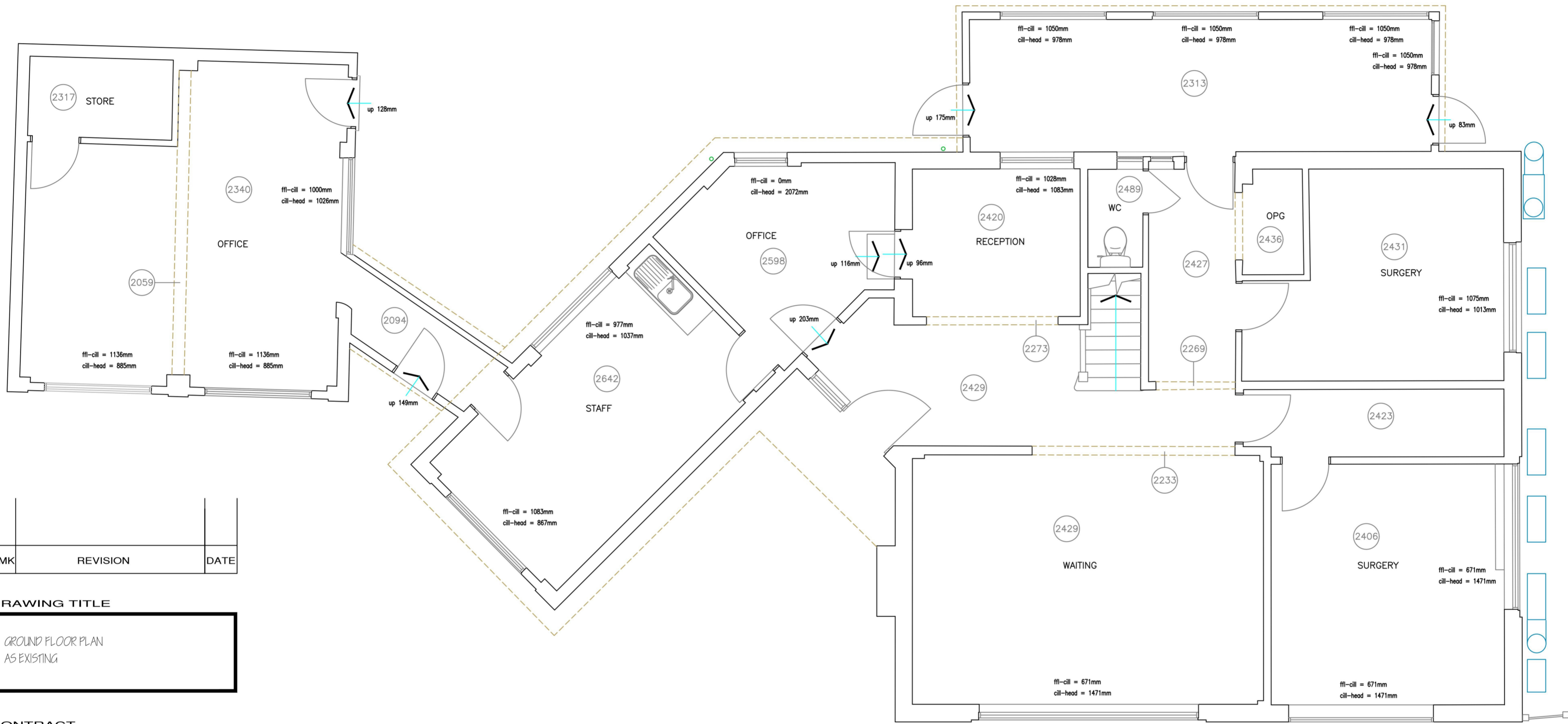
**CONTRACT**

ALTERATIONS TO EXISTING DENTAL PRACTICE;  
 SPRINGFIELD DENTAL CARE  
 NABBOTT'S HOUSE  
 PUMP LANE  
 CHELMSFORD  
 CMI 6TB

**BATEMAN HARRIS PARTNERSHIP**  
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 Fax. 01491-413567  
 e-mail batemanharris@gmail.com

Scales 1:200 @ A2		SP/526/14 'D'
Drawn CB/AA	Date Aug 20	



MK	REVISION	DATE

**DRAWING TITLE**

GROUND FLOOR PLAN  
AS EXISTING

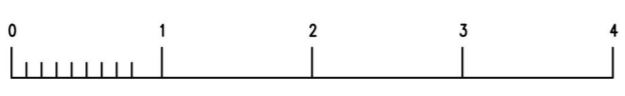
**CONTRACT**

ALTERATIONS TO EXISTING DENTAL PRACTICE  
SPRINGFIELD DENTAL CARE  
NABBOTTS HOUSE  
PUMP LANE  
CHELMSFORD  
CM1 6TB

**BATEMAN HARRIS PARTNERSHIP**  
DENTAL DESIGN CONSULTANTS

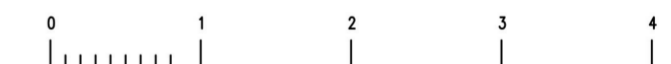
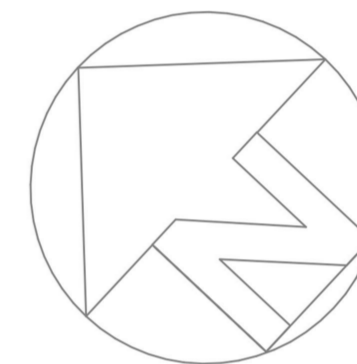
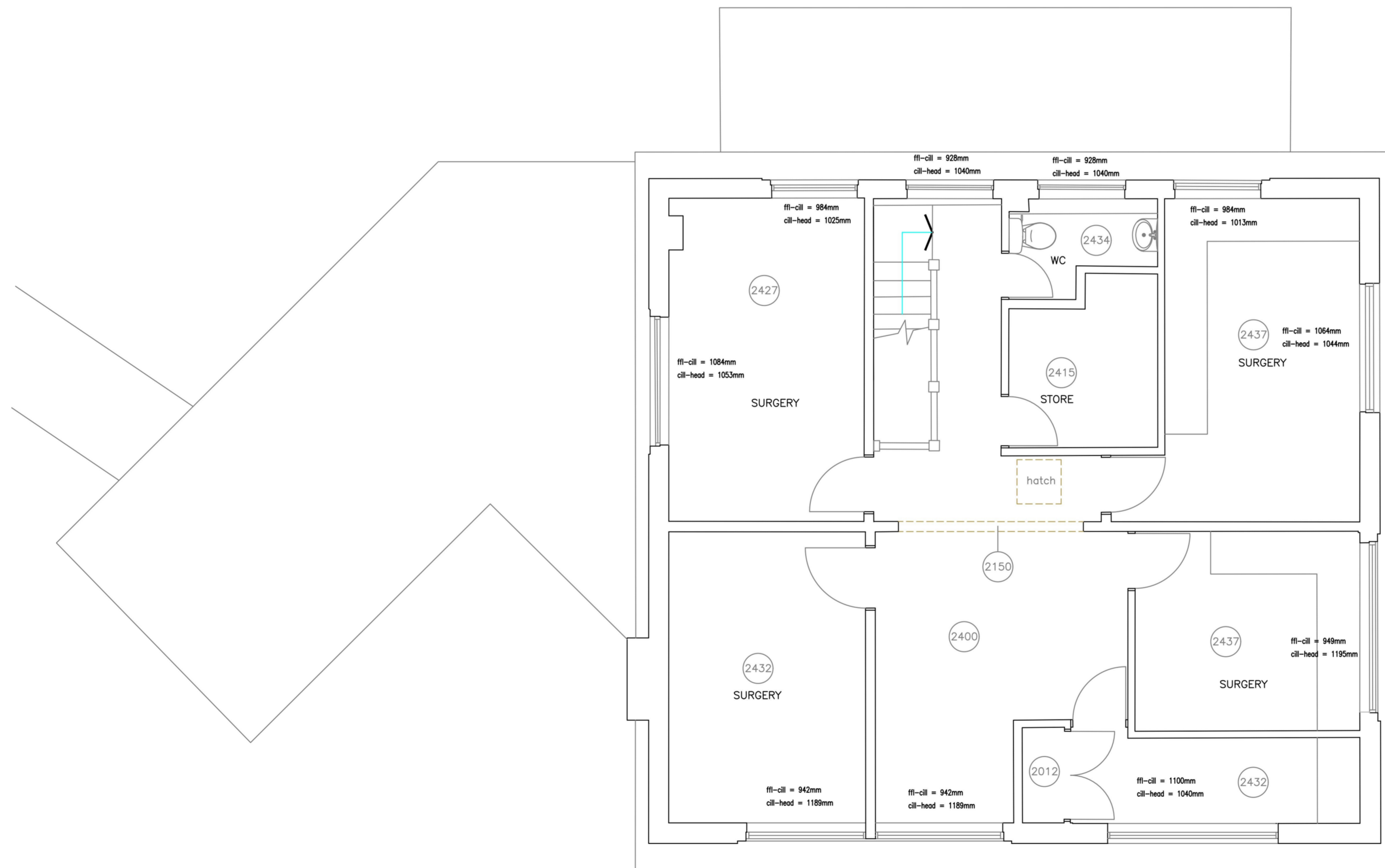
Ferry Lane  
Medmenham  
Buckinghamshire SL7 2EZ  
Tel. 01491-412161  
Fax. 01491-413567  
e-mail batemanharris@gmail.com

Scales 1:50 @A2  
Drawn by CB/AA  
Date 17/07/20  
SP 526/01





Trade names referred to on this drawing are given as a guide only. Other products of an equal or approved standard may be used with the agreement of the Bateman Harris Partnership. All dimensions and levels to be verified on site before any work is commenced. This drawing should be read in conjunction with all other relevant drawings and information. Do not scale this drawing, if in doubt consult the Bateman Harris Partnership. ALL work to be carried out in accordance with the latest editions of:  
 NBS standards and rules (a certificate of compliance and guarantee may be required)  
 BS 8000: Part 1-15 inc (as applicable) Workmanship on building sites.  
 Services: The contents of this plan are given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind is accepted by the Bateman Harris Partnership for any error or omission.  
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MK	REVISION	DATE

**DRAWING TITLE**

FIRST FLOOR PLAN  
AS EXISTING

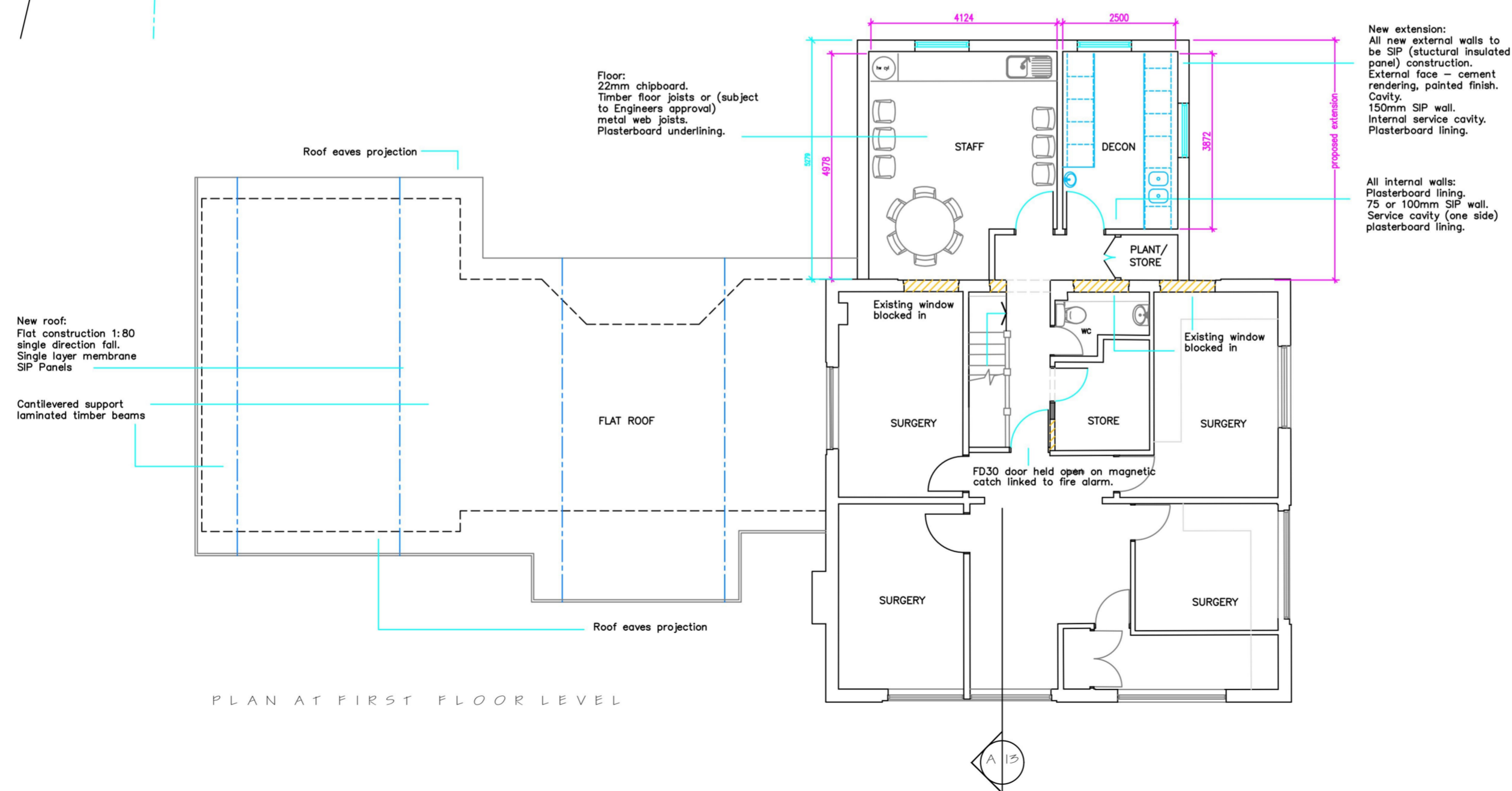
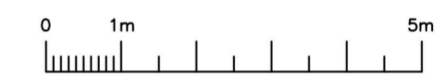
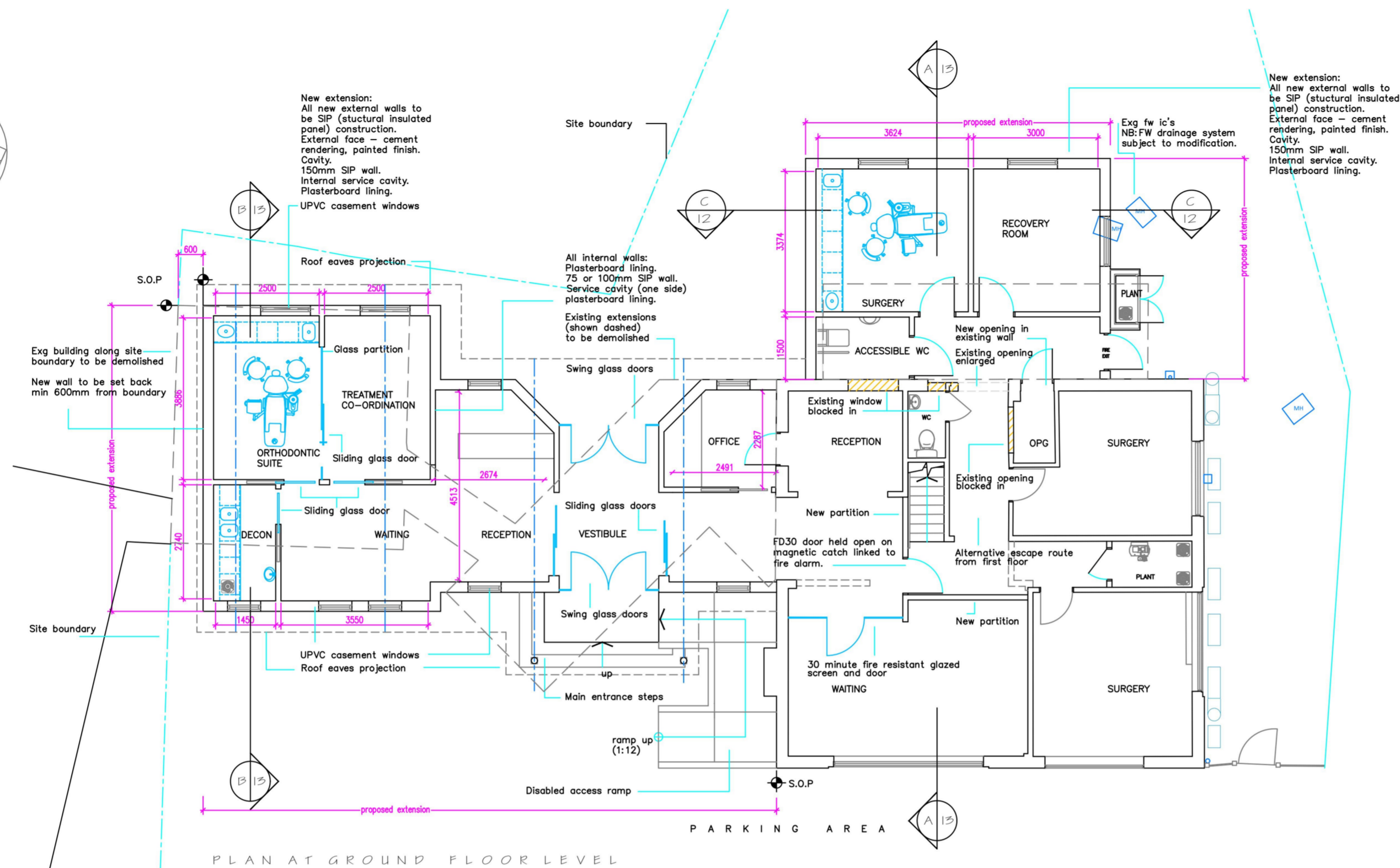
**CONTRACT**

ALTERATIONS TO EXISTING DENTAL PRACTICE  
 SPRINGFIELD DENTAL CARE  
 NABBOTTS HOUSE  
 PLUMP LANE  
 CHELMSFORD  
 CMI 6TB

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 e-mail batemanharris@gmail.com

Scales	1:50 @A2
Drawn	CB/AA
Date	July '20
SP 526/02	



A	Revised 08.06.21/CB: Revisions requested by client	
MK	REVISION	DATE

**DRAWING TITLE**

PLAN AT GROUND AND FIRST FLOOR LEVELS  
AS PROPOSED

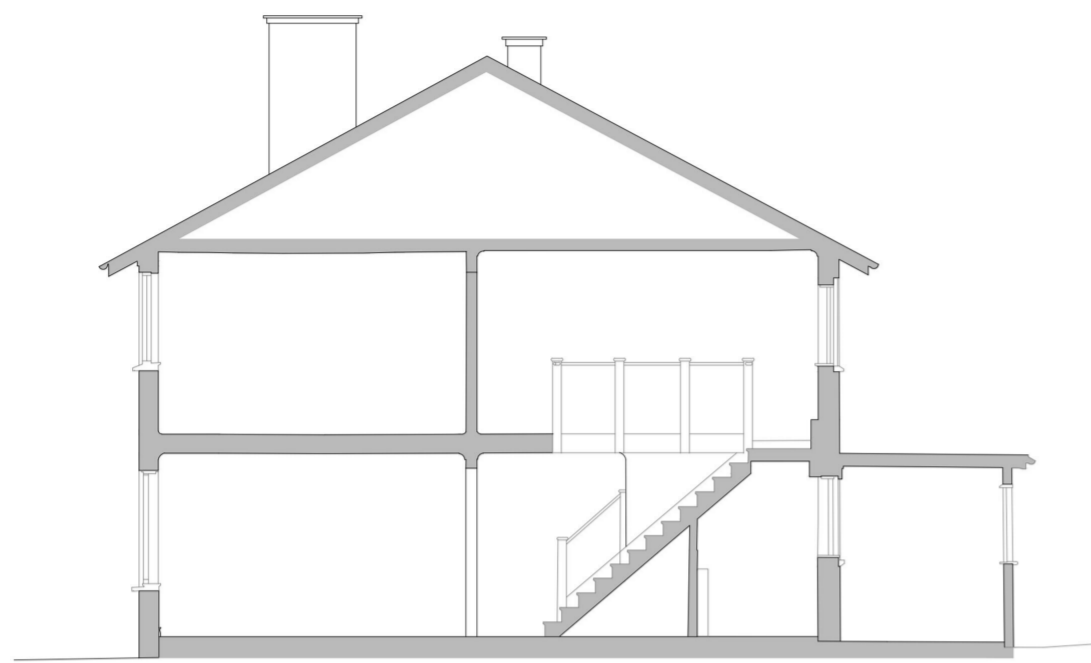
**CONTRACT**

ALTERATIONS TO EXISTING DENTAL PRACTICE;  
SPRINGFIELD DENTAL CARE  
NABBOTT'S HOUSE  
PUMP LANE  
CHELMSFORD  
CM1 6TB

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e-mail batemanharris@gmail.com

<b>Scales</b>	1:100 @ A2	SP/526/11 'A'
<b>Drawn</b>	CB/AA	
<b>Date</b>	May '21	



SECTION



EXISTING WEST ELEVATION



EXISTING EAST ELEVATION



A	Revised 24.06.21/CB: North elevation labelled correctly.	
MK	REVISION	DATE

DRAWING TITLE

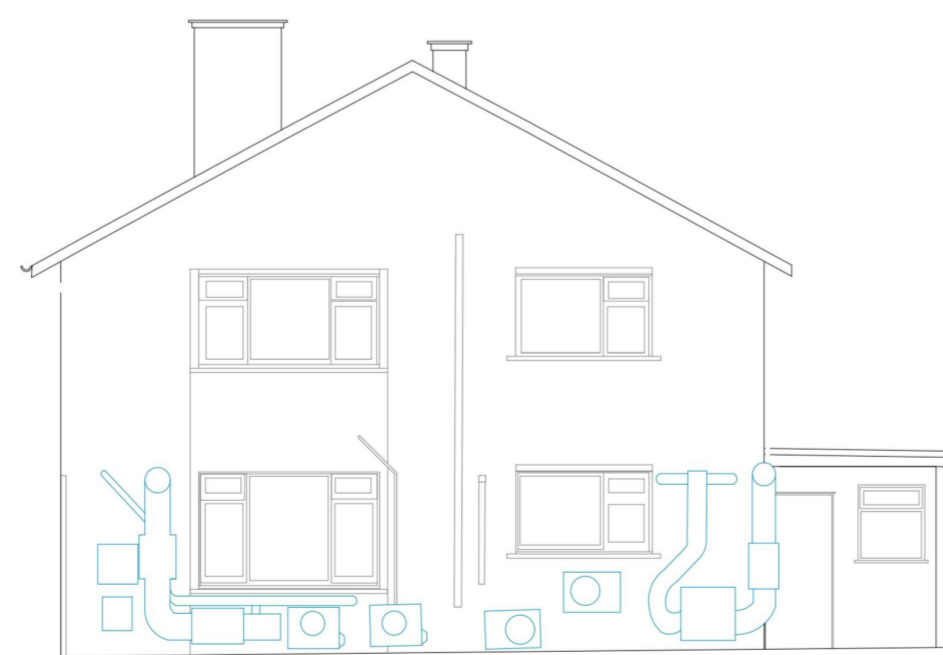
EXISTING ELEVATIONS

CONTRACT

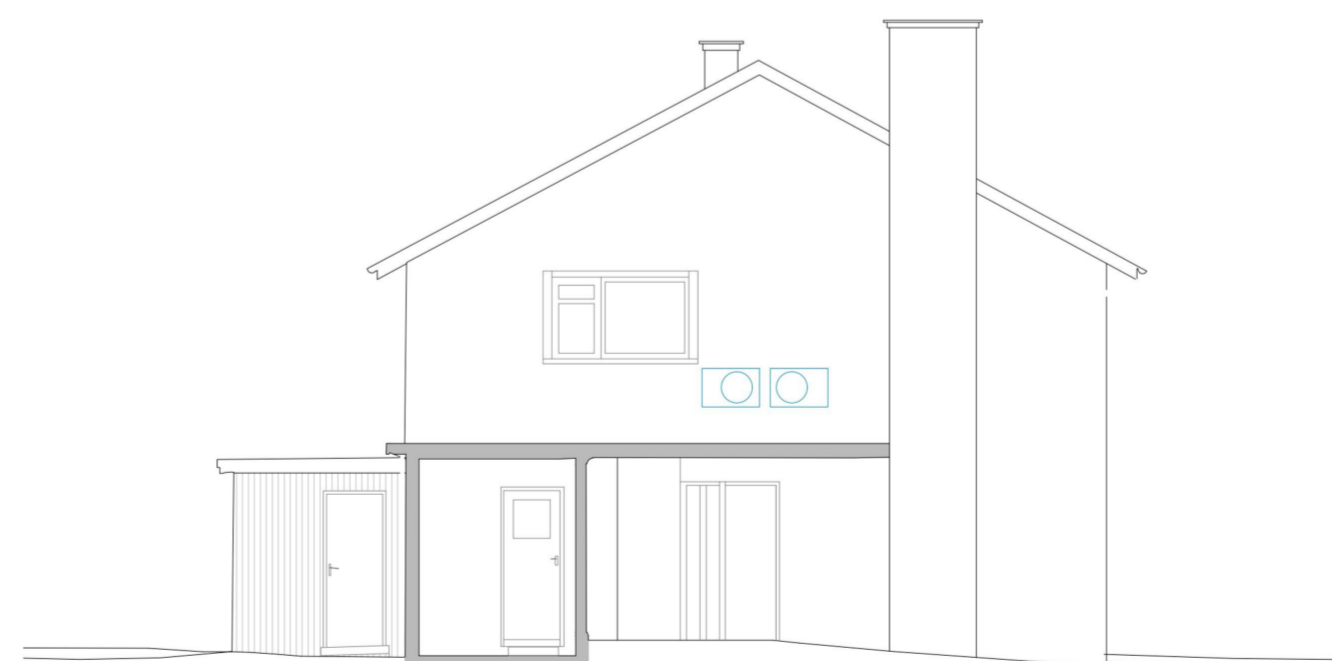
ALTERATIONS TO EXISTING DENTAL PRACTICE;  
SPRINGFIELD DENTAL CARE  
NABBOTTS HOUSE  
PUMP LANE  
CHELMSFORD  
CMI 61B

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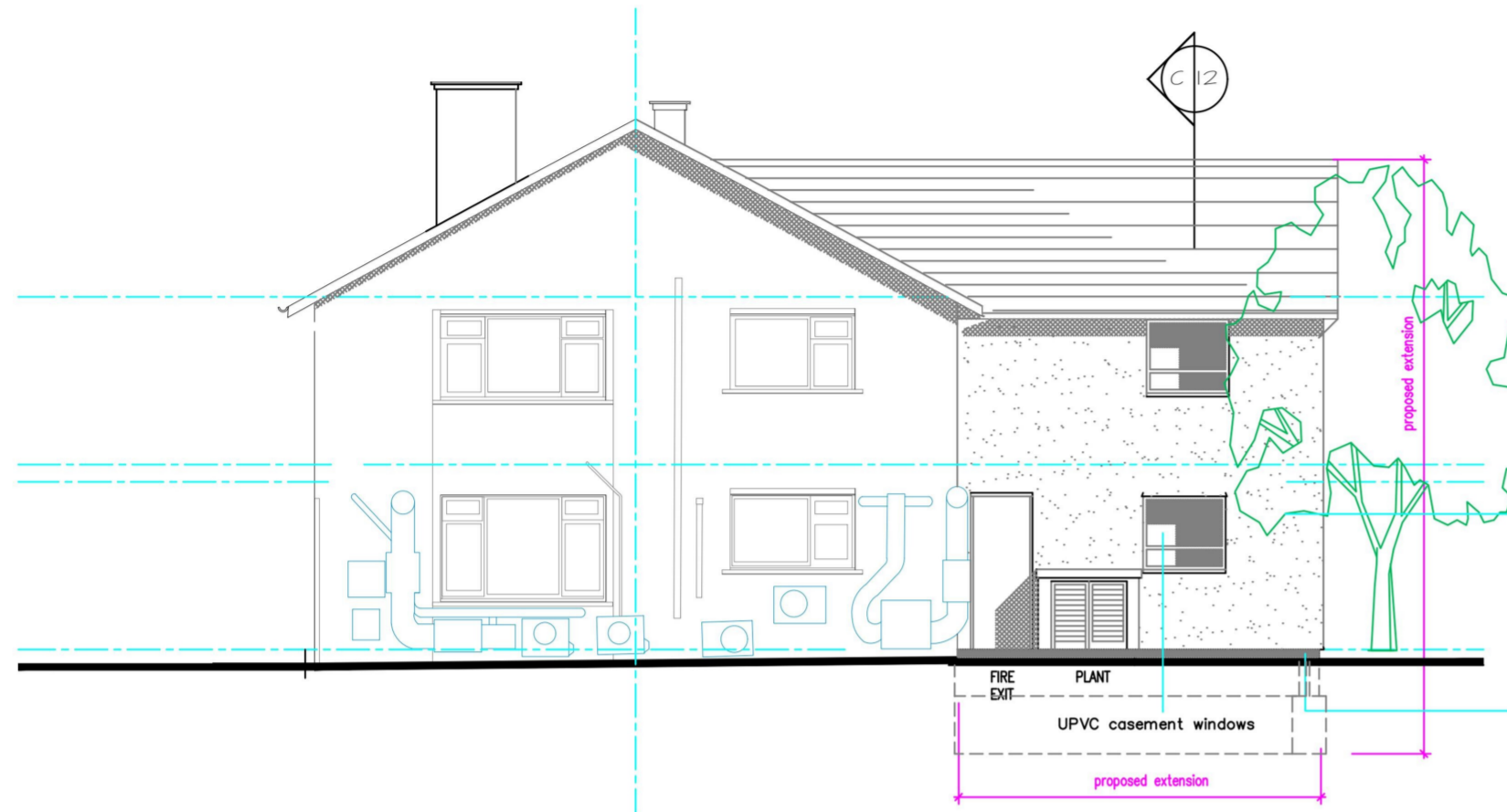
EXISTING SOUTH ELEVATION



EXISTING NORTH ELEVATION (MAIN BUILDING)

Scale	1:100 @ A2	SP/526/03
Drawn	Date	
CB/AA	Aug '20	

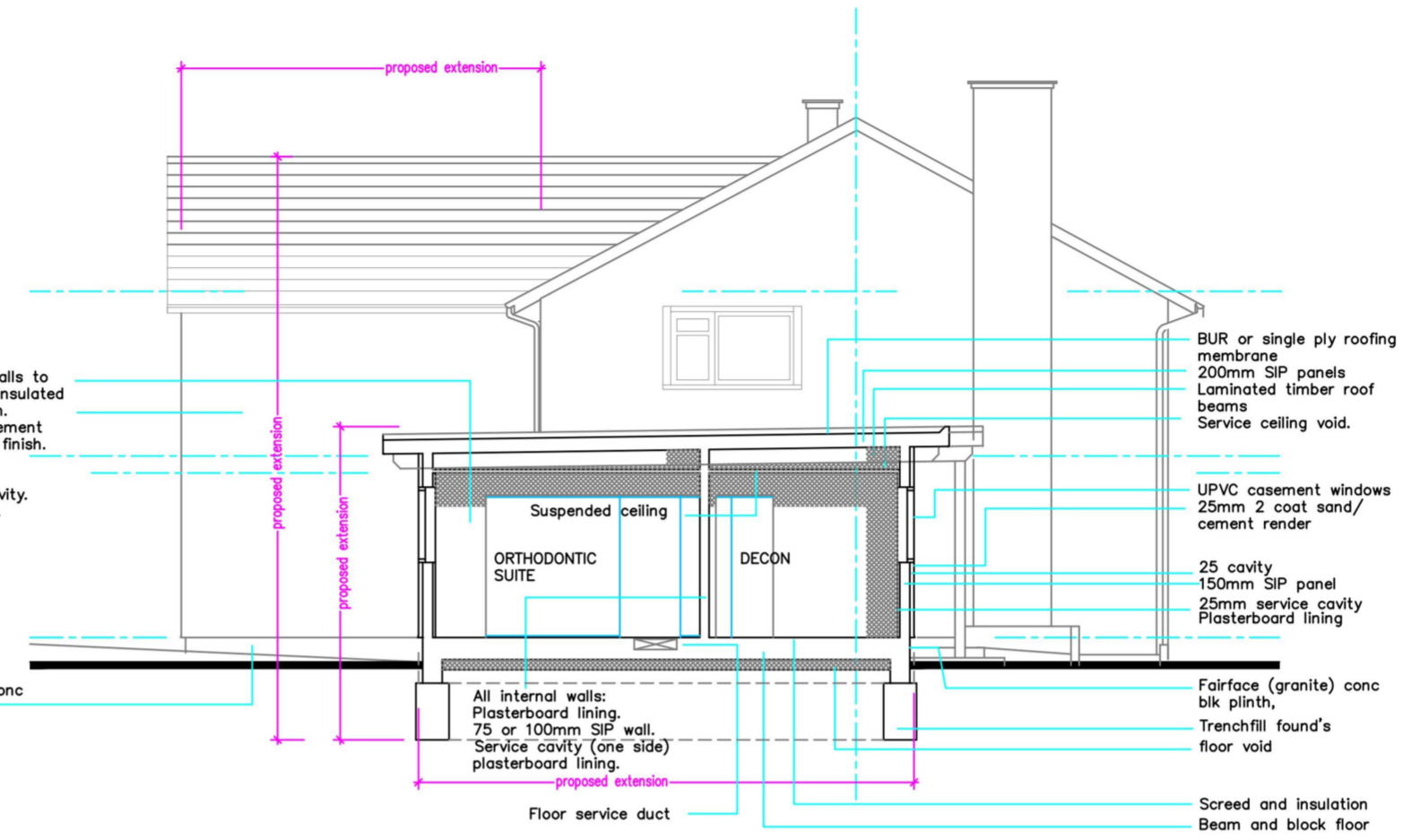




○ SOUTH ELEVATION

New extension:  
All new external walls to be SIP (structural insulated panel) construction.  
External face - cement rendering, painted finish.  
Cavity.  
150mm SIP wall.  
Internal service cavity.  
Plasterboard lining.

Fairface (granite) conc blk plinth.

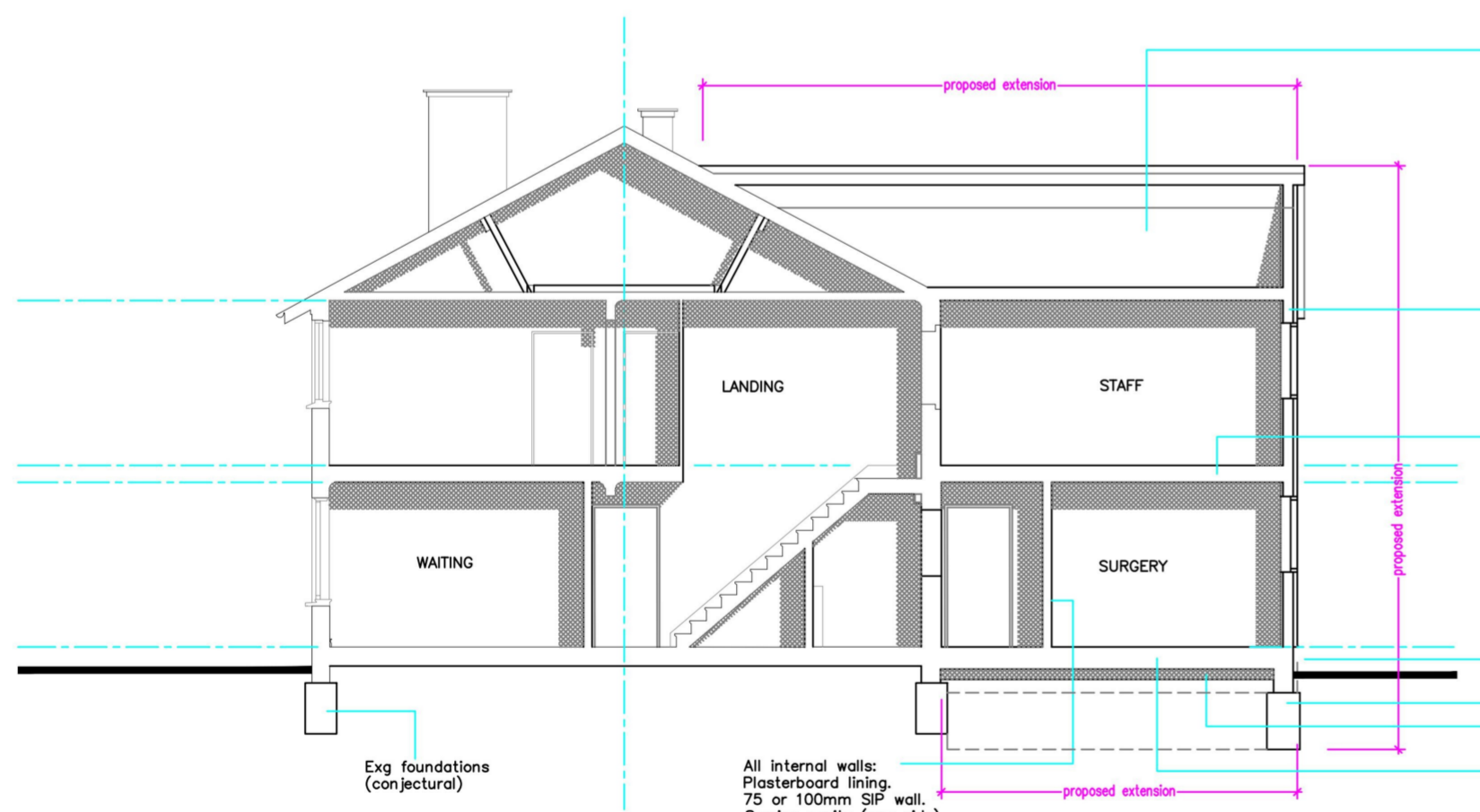
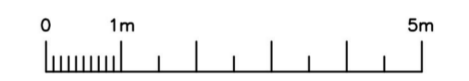


○ SECTION B - B

BUR or single ply roofing membrane  
200mm SIP panels  
Laminated timber roof beams  
Service ceiling void.  
UPVC casement windows  
25mm 2 coat sand/cement render  
25 cavity  
150mm SIP panel  
25mm service cavity  
Plasterboard lining  
Fairface (granite) conc blk plinth,  
Trenchfill found's floor void  
Screed and insulation  
Beam and block floor

All internal walls:  
Plasterboard lining.  
75 or 100mm SIP wall.  
Service cavity (one side)  
plasterboard lining.

Floor service duct



○ SECTION A - A

New roof:  
Pitched construction to match exg.  
Roof tiles and fittings, bargeboard, fascia, eaves, projection to match exg SIP Panels

All new external walls to be SIP (structural insulated panel) construction.  
External face - cement rendering, painted finish.  
Cavity.  
150mm SIP wall.  
Internal service cavity.  
Plasterboard lining.

Floor:  
22mm chipboard.  
Timber floor joists or (subject to Engineers approval) metal web joists.  
Plasterboard underlining.

Fairface (granite) conc blk plinth,

Trenchfill found's floor void

Screed and insulation  
Beam and block floor

All internal walls:  
Plasterboard lining.  
75 or 100mm SIP wall.  
Service cavity (one side)  
plasterboard lining.

Exg foundations (conjectural)

MK	REVISION	DATE
----	----------	------

DRAWING TITLE  
SECTION AND ELEVATIONS AS PROPOSED

CONTRACT  
ALTERATIONS TO EXISTING DENTAL PRACTICE;  
SPRINGFIELD DENTAL CARE  
NABBOTT'S HOUSE  
PLUMP LANE  
CHELMSFORD  
CMI 61B

**BATEMAN HARRIS PARTNERSHIP**  
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e-mail batemanharris@gmail.com

Scales	1:100 @ A2	SP/526/13
Drawn	Date	
CB/AA	May '21	

**DESIGN AND ACCESS STATEMENT RELATING TO  
SPRINGFIELD DENTAL CARE, NABBOTTS HOUSE, PUMP LANE  
CHELMSFORD CM1 6TB**

**1. Introduction**

- 1.1 This application represents a resubmission of a previous application refused in September 2021 under Council reference 21/01250/FUL. The reasons for refusal related solely to highway matters. Following this refusal, advice was sought from Essex Highways (ref: CO/EGD/SD/RM/CHL/50995/Pre App January 2022 Dental Practice Nabbotts – FS390628044) and drawing SP526-14b was submitted showing 21 parking spaces of a size in accord with the adopted parking standards (minimum bay size 2.5m x 5m) and the boundary shrubbery removed and replaced with a one-metre high fence.
- 1.2 On the advice of the Highway Authority, the submitted drawing SP526-14c shows the new vehicular access to the north east and rear of the site reduced in length to 11 metres from the back edge of the footway to accommodate two parking spaces. Thus, the proposal now provides 22 car parking spaces. As the Highway Authority has intimated that they would support an application on this basis, the applicant has obtained the additional necessary land in order to facilitate this.

**2. The Proposal**

- 2.1 Springfield Dental care is located within a two-storey detached property on the corner of Pump Lane and Blacksmith Close. It is an NHS dental practice serving the health needs of the surrounding community and is therefore a considerable asset to the local population.
- 2.2 The proposal is to replace the existing single storey buildings to the side and to erect a two-storey extension to the rear. The proposed development will enable additional specialisms to be added to the existing care facilities and will enable these existing facilities to be upgraded and modernised.
- 2.3 The proposal will ensure that dental health care is of the highest standard for the local community and will ensure that NHS dental care is sustainable and available for the surrounding population and beyond. Chelmsford has expanded by some 70,000 population in the last 12 years without a single new NHS dental practice being built.
- 2.4 As mentioned above, the proposed development will allow for new specialisms to be introduced for the benefit of patients. It is proposed to create an orthodontic suite which will act as a new satellite centre for orthodontics in a new area of the town currently without any provision for NHS dental care.

**DESIGN AND ACCESS STATEMENT RELATING TO  
SPRINGFIELD DENTAL CARE, NABBOTTS HOUSE, PUMP LANE  
CHELMSFORD CM1 6TB**

- 2.5 In addition to the orthodontic suite, it is also proposed to provide a specialist endodontic surgery, a branch of dentistry where procedures are often long and complex. Such procedures require long periods of intense concentration from both the dentist and the dental nurses. The proposed recovery room will provide a space where, primarily, patients can recover in comfort or where staff can relax between treatments.
- 2.6 The proposal will ensure that these facilities are accessible to all members of the community and, in particular, will ensure compliance with the Equality Act. All of the facilities on the ground floor will be accessible by wheelchair-bound patients and a new wheelchair accessible WC is to be provided.
- 2.7 In addition to facilitating the provision of new specialisms to the practice, the proposal will also facilitate the provision of two complaint and dedicated sterilisation or decontamination rooms. Such rooms are required by Department of Health Technical Memorandum HTM 01-05 which states that, as dental practices progress towards higher standards, removing the decontamination process from the treatment rooms should be a priority in order to minimise the risks, both to the patients and of cross-contamination of instruments.
- 2.8 In terms of design, both the side and rear extension are to be finished with a smooth cement render. The side extension is to have a flat roof (as did the extension which it replaces) and the two-storey rear extension is to have a pitched roof with pitch, tiles, fittings, bargeboard, fascia and eaves all to match the existing. Windows are to be UPVC casement as are the existing.
- 2.9 In terms of car parking, a total of 22 spaces are provided including a dedicated disabled space. Cycle parking for six bicycles is also provided. Whilst the proposal provides a total of eight treatment rooms, not all of these will necessarily be in use at the same time. For example, the endodontic surgery will be occupied by a visiting specialist who will be in attendance only as and when required. Furthermore, the existing practice has an established patient base drawn from the surrounding local population, many of whom are able to walk to the practice.