

20 June 2023 at 7pm

Council Chamber, Civic Centre, Chelmsford

Membership

Councillor J. Sosin (Chair)

and Councillors

J. Armstrong, S. Dobson, S. Hall, R. Hyland, J. Lardge,
R. Lee, V. Pappa, E. Sampson, A. Thompson, A. Thorpe-Apps, C.
Tron, and P. Wilson

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

PLANNING COMMITTEE

20 June 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 18 April 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 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. 20/02064/OUT – Strategic Growth Site North Of Woodhouse Lane, Broomfield, Chelmsford, Essex

7. 21/00881/FUL – Broomfield Hospital, Hospital Approach, Broomfield Chelmsford, Essex, CM1 7ET

8. 22/01723/FUL – The Avenue Springfield And Land Forming Part Of Beaulieu Parks Sports Ground, Springfield, Chelmsford, Essex

9. 23/00134/FUL - Land Adjacent 2 Pease Place, East Hanningfield, Chelmsford, Essex
- 10.23/00194/FUL – Play Area Payne Place, East Hanningfield, Chelmsford, Essex
- 11.22/01650/FUL – Land South of Colam Lane, Little Baddow, Chelmsford, Essex
12. Planning Appeals

MINUTES
of the
PLANNING COMMITTEE
held on 18 April 2023 at 7:00pm

Present:

Councillor J A Sosin (Chair)

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

Also Present:

Councillors Mackrory, Rajesh, Scott and Tron

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 Councillor Hughes.

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 7 February 2023 were confirmed as a correct record with one amendment to Item 6. This referenced the S106 agreement being looked at by officers, specifically the amount held in the bond for possible highway alterations and revisions to the period of land ownership that would be reserved for education.

5. Public Question Time

Public questions and statements were asked on Items 6, 8 and 9 and are detailed under the relevant items. [The statements can be viewed via this link.](#)

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

The Committee considered an outline application with all matters reserved (except for access) for up to 200 residential dwellings, open space, pedestrian and cycle routes; vehicle access; internal roads; and associated infrastructure. The Committee were informed that it was on an allocated site and the relevant masterplan had been approved by the Cabinet in March 2021. The Committee heard that the recent application for the other part of the site, which had been approved by them in February, had not been called in by the secretary of state. The Committee were informed that the application mitigated its own impacts and the movement parameter plan would facilitate sustainable transport, it was also noted that it was fully compatible with the nearby Countryside scheme. The Committee were reminded that the highway impact of the scheme had in effect, already been considered by them when approving the Countryside application in February 2023. The Committee also noted that there were no objections from highways and the s106 agreement would include obligations for education, trees, healthcare and green spaces. The Committee were informed that the application would be a well connected site that mitigated its own impacts alongside generating significant s106 contributions.

The Committee heard a statement from the applicant, which highlighted the principle of development already being established and the key work the applicant and their consultant team had carried out with Council officers and other key stakeholders. The Committee heard that the scheme included significant green infrastructure, 35% affordable homes, with all homes built to Future Homes Standards. It was also noted that together with Countryside's application, this one would complete the vision for the strategic growth site and ensure the delivery of much needed homes. The Committee also heard that City and County Council officers had endorsed the application by recommending it for approval.

A local ward Councillor attended the meeting and asked various questions about the application. In response officers confirmed that all infrastructure works were being provided by the developer, the new school site was secured via S106 with an option to be exercised by the education authority. It was also noted that all roads would be adopted by the Highways authority, and that the majority of green spaces would be managed by a land trust, with buyers being made aware of those costs before purchase, however green space such as rugby pitches and the allotments would be managed by the City or Town Council. It was also confirmed that there would be no gas boilers used on the site.

In response to questions from the Committee, officers informed them that;

- The initial response from Essex Fire and Rescue service had been early in the process and any concerns had now been overcome, it was also noted that the reserved matters stage would ensure compliance.
- The developer could only be required to mitigate the impact of their own development, not other ones.
- The S106 agreement would secure step in rights for the Council for the management of green spaces by the land trust if required.
- The figure for healthcare provisions was from the NHS consultation response.

The Committee voted on the application being deferred to consider a robust traffic assessment, taking into account the Maldon and Bradwell developments and the impact of the B1418 through Woodham Ferrers. The proposal was voted on but not carried.

Members of the Committee noted that this application did mitigate its own impact through its planned contributions.

RESOLVED that 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 conditions set out in the report to the meeting.

(7.02pm to 7.49pm)

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

The Committee considered an application for the raising of an existing garage roof to create a first floor habitable level for use ancillary to the existing dwelling with the addition of three dormer windows. The Committee heard that the site lied in the rural area of Little Baddow and the proposal would add first floor accommodation over the entire footprint of the detached garage apart from a small rear projection. It was noted that internally it would provide a carer's flat on the first floor but that two similar proposals had both been refused previously and both had been dismissed at appeal. It was noted that the current proposal was almost identical in scale and bulk to the previous ones and that the application was recommended for refusal.

A Local ward member spoke in support of the application, highlighting the needs of the resident for a live in carer and that the development would allow this to happen. It was noted that the property was in effect back to front and therefore, the proposal would be lower as it would be slanted.

In response to questions from members, officers confirmed that pre application advice provided by them had not been taken on board by the applicant, hence the recommendation for refusal. It was also noted that a condition could not be placed on the property for the extension to be removed when it was no longer required.

RESOLVED that planning application 22/02091/FUL be refused for the reasons detailed in the officer report.

(7.50pm to 8.08pm)

8. 22/02196/FUL – Car Park, Glebe Road, Chelmsford, Essex

Declarations of interest: Cllr Pooley declared a non-pecuniary interest in this item.

The Committee considered an application to redevelop the car park to provide 12 affordable residential apartments, amendments to access, parking and landscaping. The Committee were informed that the application was before them, due to it being made by the City Council. The Committee heard that the site was part of the West end conservation area and

that the car park operated to around 80% capacity on average, it was noted that the car park was already scheduled for closure, regardless of the outcome of the application. The Committee heard that the apartments would be retained as local housing stock and that six car park spaces and 18 cycle spaces would be available, this was in line with a City Centre location. The Committee were informed that there had been objections by local residents to the proposal and issues had been raised such as loss of light, distance between the development and existing houses and anti-social behaviour in the area. The Committee were informed that the application was being recommended for approval subject to the conditions in the report.

The Committee heard an objection from a member of public on behalf of three properties near to the application site. Concerns were raised regarding the loss of light due to the proposals, a failure to respect the amenity of the existing homes due to overlooking, an overbearing impact and the possibility of crime in the area. It was also noted that there would be a loss of privacy from the development being only 12 meters away, alongside anti-social behaviour nearby. It was noted that the open aspect of the car park provided views and increased security. The Committee also heard the proposal did not comply with policy DM23 so should be refused or amended to better protect the amenity of existing residents.

A local ward member spoke in support of local residents who had raised concerns about the application. They stated that residents were supportive of the need for new homes, but the proposals would limit sunlight and intrude on privacy, whilst providing no compensation for the loss of open space. They requested that the front elevation of the plans should be reconsidered.

In response to the points raised, officers informed the Committee that the distances between the properties were acceptable and met standards. It was noted that there were multiple examples in the City of shorter distances.

In response to questions from the Committee, it was noted that the scheme was 100% affordable and therefore would not include any rights to buy. It was also noted that health care facilities were very close to the proposals and that parking arrangements would be resolved by the landlord on a case by case basis for each tenant.

RESOLVED that planning application 22/02196/FUL be approved subject to the conditions detailed in the officer report.

(8.09pm to 8.40pm)

9. 22/01874/FUL - Ferrers Dental Laboratory, Nabbots, Pump Lane, Springfield, Chelmsford, Essex, CM1 6TB

The Committee considered an application for the erection of a single storey side extension and two storey rear extension. The Committee heard that the site was located within the Urban Area of Springfield and the dentist surgery had been located there since 1994. It was noted that the proposal would provide two additional consulting rooms and ancillary space and expand the specialist services of the practice, including an increased capacity for NHS appointments. The Committee were informed that the scheme was for the same extensions as previously but was supported by a block plan which rearranged the existing parking plan to accommodate a new parking layout. It was noted that this would improve the size of the spaces and manoeuvrability to help increase capacity of the car park. The Committee were also informed that in terms of neighbouring relationships, conditions were proposed to obscure glaze and restrict opening of first floor windows and limiting the hours of window opening,

resulting in an acceptable relationship to neighbouring properties. The Committee were informed that the application was being recommended for approval.

The Committee heard from the applicants, who stated that there had been extensive discussions with the highways authority, leading to the proposal to take away some grass to create a more usable car park, with wider spaces. It was noted that the increased facilities from the extension, would provide a benefit for Chelmsford residents, especially for orthodontic treatment.

The Committee also heard objections in person and in writing from members of the public, who lived nearby. They raised concerns including that there would only be one extra parking space available and that the majority of current parking spaces were often left empty, with visitors parking on nearby roads causing issues instead. They also asked how the surgery would encourage customers and staff to cycle. Concerns were also raised regarding windows being left open at the rear of the surgery, leading to noise nuisance and privacy issues for residents nearby.

A local ward member spoke against the application, supporting the concerns raised by local residents and the Parish Council. They stated that they had observed inconsiderate parking on the nearby roads and questioned the increase of the car park, just by a single space. They also asked that if the application was to be approved, could a condition be added to make it clear to visitors that they were expected to use the car park, rather than parking on nearby roads.

In response to the points raised about the car park only increasing by one space, officers noted that the main issue with the current arrangements was the small size of the spaces. It was noted that the plans increased the sizes to accommodate modern size cars and that the rearrangement should encourage the use of the car park, rather than parking on nearby roads. It was also noted that the offering of cycle bays, would encourage the use of sustainable transport methods. Officers also informed the Committee that the new proposed conditions on the closing of windows would be easier to enforce than the existing condition from the 1994 application.

In response to a point raised about the use of an informative on any possible approval, about encouraging the use of the car park and sustainable transport methods, officers agreed that this was something that could be added. Officers also informed the Committee, that nearby residents were always welcome to approach the South Essex Parking Partnership regarding the possibility of adding parking restrictions.

RESOLVED that planning application 22/01874/FUL be approved subject to the conditions detailed in the officer report and an informative encouraging the use of the car park and sustainable transport methods.

(8.41pm to 9.11pm)

The meeting closed at 9.11pm.

Chair

PLANNING POLICY BACKGROUND INFORMATION

The Chelmsford Local Plan 2013 – 2016 was adopted by Chelmsford City Council on 27th 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

- MPSPD** The Making Places Supplementary Planning Document was adopted in January 2021 and sets out detailed guidance for the implementation of the policy requirements set out in the Local Plan. It seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes.
- 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.
- DM8** Policy DM8 - New Build & Structures in the Rural Area - Planning permission will be granted for new buildings in the Rural Area where the development would not adversely impact on the identified intrinsic character and beauty of the countryside and is for one of a number of prescribed developments. Planning permission will be granted for the redevelopment of previously developed land, replacement buildings and residential outbuildings subject to meeting prescribed criteria.
- DM12** Policy DM12 - Rural & Agricultural/Forestry workers' Dwellings - Planning permission will only be granted for a new dwelling or caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry and very special circumstances which clearly outweigh the harm to the Green Belt and any other harm. In the Rural Area and Green Wedge there must be a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land based rural business. Prescribed criteria must be complied with for both temporary and permanent accommodation as well as for the removal of agricultural occupancy conditions.
- 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)
- SPS6** Strategic Policy S6 Housing & Employment Requirements - In order to meet the full objectively assessed housing need in the period 2013-2036 provision is made for a minimum of 18,515 net new homes at an average annual rate of 805 net new homes per year. A minimum of 55,000sqm of business employment floorspace (Use Classes B1-B8) will also be allocated in the Local Plan for the period up to 2036.
- 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.
- SPS11** Strategic Policy S11 The Role of the Countryside - The openness and permanence of the Green Belt will be protected. Inappropriate development will not be approved except in very special circumstances. The Green Wedge has an identified intrinsic character and beauty and is a multi-faceted distinctive landscape providing important open green networks. The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt is designated as the Rural Area. The intrinsic character and beauty of the Rural Area will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.

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
20th June 2023

Application No	:	20/02064/OUT Outline Application
Location	:	Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex
Proposal	:	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.
Applicant	:	Mr Robert Eburne Bloor Homes Limited
Agent	:	Mr Andrew Fisher
Date Valid	:	15th December 2020

Appendices:

Appendix 1	Summary of consultations (since August 2022)
Appendix 2	August 2022 Committee Report & Green Sheet
Appendix 3	August 2022 Committee Minutes
Appendix 4	Bloor Homes Ltd & NHS Trust Letters
Appendix 5	Drawings

1. Executive summary

1.1. At the meeting of the Planning Committee in August 2022 it was resolved that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out in the report to the meeting; and
- securing delivery of the link road [into Broomfield Hospital].

- 1.2. Since the meeting of the Planning Committee, Officers have worked hard with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the hospital link road. Sustained and prolonged efforts have been made by Officers and the applicant to secure the delivery of the link road through dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust).
- 1.3. In March 2023 the NHS Trust confirmed their position in a letter to Officers (Appendix 5). This confirms that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This is despite the applicant's offer to pay a maintenance sum to The NHS Trust.
- 1.4. In light of this, the Applicant and The NHS Trust jointly concluded that an alternative means of mitigation would be required to address the potential traffic impact of the proposed Bloor Homes development as the link road could not be delivered and secured. The parties agreed an 'Alternative Transport Strategy' in lieu of the hospital link road.
- 1.5. The proposed 'Alternative Transport Strategy' is a shuttle bus service between the Chelmer Valley Park and Ride and Broomfield Hospital. Funding of £1,350,000 would be provided by the Applicant. The proposal is to secure this through the Section 106 legal agreement.
- 1.6. Officers and the Local Highway Authority have undertaken extensive investigation and analysis of the supporting documentation and the additional information submitted as part of the application. This has concluded that the traffic impact that results from the proposal, and in lieu of the link road, could be suitably mitigated through a package of appropriate mitigation, sustainable transport measures and financial contributions towards additional mitigation, including the proposed contribution of £1,350,000.
- 1.7. With the exception of traffic matters relating to the link road, all other matters considered previously remain unchanged. The conclusions reached in the planning balance carried out as part of the August 2022 committee report (Appendix 2) have not materially changed following the removal of the hospital link road and the inclusion of the alternative transport strategy in the form of a financial contribution mainly towards the Park and Ride shuttle bus service.
- 1.8. Overall it is Officers view that the proposal is acceptable, subject to conditions and the completion of the S106 agreement.

2. August 2022 Planning Committee

- 2.1. In August 2022 the Committee considered an outline application for residential development for up to 512 dwellings, including affordable housing and custom build homes (Use Class C3), a Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure on land to the north of Woodhouse Lane, Broomfield, which had been allocated as a strategic growth site in the Local Plan. All matters except for primary access were reserved. A Green Sheet of additions and alterations was distributed before the meeting. A copy of the Committee report and Green Sheet is appended at Appendix 2.

2.2. At the meeting, it was clear from the members' discussion of the application that the Committee was of the view that the development should not proceed without the link road or, as an alternative, the provision of a Park and Ride service. Officers said that if the Committee were minded to approve the application, subject to the completion of the S106 agreement and compliance with conditions, as well as the construction of the link road being secured, discussion would continue between the Council, the applicant and the NHS Trust with a view to reaching agreement on its provision and maintenance. If the delivery of the link road could not be secured, the application would be brought back to the Committee to consider the Park and Ride option.

2.3. Members accepted the assurance of officers that the application would be brought back to the Committee if discussions over the link road were not successful. It was resolved that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out in the report to the meeting; and
- securing delivery of the link road.

2.4. A copy of the Minutes of the meeting is appended at Appendix 3.

3. Subsequent Discussions

3.1. Since the meeting of the Planning Committee, Officers have worked hard with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the link road. Sustained and prolonged efforts have been made by Officers and the Applicant to secure the delivery of the link road through positive and constructive dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust).

3.2. Whilst a Memorandum of Understanding (MOU) was signed by The NHS Trust (January 2019) as part of the Local Plan adoption process, it became clear as part of discussions that as time went on, the NHS Trust were reluctant to support the proposed link road.

3.3. On 29th September 2022 officers were advised in an email from the Agent acting on behalf of the NHS Trust that The NHS Trust would prefer that the link road is not constructed (Appendix 4). They reluctantly accepted that the road through their estate could be provided, but only on the condition that The NHS Trust would not accept any cost or liability now or in the future for provision or maintenance of the link road.

3.4. In March 2023 the NHS Trust confirmed their position in a letter to Officers (Appendix 4). This confirms that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This is despite the Applicant's offer to pay a maintenance sum to The NHS Trust. In addition, The NHS Trust state that the link road and internal road network configuration which apparently would need related/consequent investment could not be accommodated within their capital programme.

3.5. In light of this, the Applicant and The NHS Trust jointly concluded that an alternative means of mitigation would be required to address the potential traffic impact of the proposed Bloor Homes development as the link road could not be delivered and secured. The parties agreed an 'Alternative Transport Strategy' based on a Park and Ride Shuttle Bus.

3.6. The positions of both the Applicant and The NHS Trust are set out in letters appended at Appendix 4.

4. Proposal

4.1. The Applicant now proposes the 'Alternative Transport Strategy' in lieu of the link road and has amended the current planning application (and related application 21/00881/FUL) accordingly.

4.2. The proposed 'Alternative Transport Strategy' is a shuttle bus service between the Chelmer Valley Park and Ride and Broomfield Hospital. Funding of £1,350,000 would be provided by the Applicant. The proposal is to secure this through the Section 106 legal agreement.

4.3. The application is EIA (Environmental Impact Assessment) development. An addendum to the Environmental Statement has been submitted to respond to the changes. This has been subject to consultation and has been taken into account in the consideration of this application. Not delivering the hospital link road will not adversely affect the conclusions of the full Environmental Statement.

5. Summary of Consultations (Since August 2022)

5.1. Following the submission of the revised proposal, the following consultation responses were received:

5.2. Broomfield Parish Council – Very disappointed that the new access road to the Hospital site is likely to be scrapped. Supports the re-introduction of the shuttle bus service from the Chelmer Valley Park & Ride to Broomfield Hospital, with targeted funding to promote the service. However, it is strongly opposed to spending the entire capital sum on this single initiative. The spine road must be built with the capacity for a link road onto the Hospital site to be added as originally planned, at a later date. However, should the Hospital Trust revert to its earlier desire for a second regular access, that would need to be funded through NHS capital funding streams and not by further development. The availability of up to £1.35M to mitigate traffic impacts on the B1008 is a great but unique opportunity. It must not be entirely spent on one single measure, but must be used carefully to support a wider strategy.

5.3. Essex County Council Highways - Subject to a package of appropriate mitigation, the traffic impact that results from the proposals could be suitably mitigated through a package of sustainable transport measures and financial contributions towards additional mitigation.

5.4. Essex County Council Green Infrastructure – Do not object.

5.5. Little Waltham Parish Council – No comments.

5.6. Full details of consultation responses received since the previous Planning Committee meeting are included at Appendix 1.

5.7. All consultation responses prior to the previous Planning Committee meeting are included in the original committee report which is attached at Appendix 2.

6. Planning Considerations

- 6.1. A link to Broomfield Hospital is a requirement of Local Plan Growth Site Policy 8 and Strategic Policy S9 of the Chelmsford Local Plan. The hospital link road formed part of the adopted masterplan for the application site and was allocated as a measure to mitigate an increase in vehicular traffic on Blasford Hill. At the time of the adoption of the Local Plan in May 2020 it was understood that the formation of the link road was an objective shared by the Hospital Trust.
- 6.2. As set out above, sustained and prolonged efforts have been made by Officers and the applicant to secure the delivery of the link road through dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust). Both the Applicant and the NHS Trust have however now concluded that an agreement cannot be reached and that an alternative transport strategy should be secured.
- 6.3. Whilst the submitted Transport Assessment seeks to demonstrate that the link road is not required in traffic terms, modelling work undertaken for the approved Northeast Bypass demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 and will be in 2024 (excluding Bloor development) and 2036 (including Bloor development). Therefore, mitigation is required in lieu of the hospital link road. A financial contribution is proposed and considered to be necessary, which is to be spent primarily on providing Park and Ride Shuttle services to Broomfield Hospital and fare incentives to encourage staff, patients and visitors to use this service. Up to £350,000 of the contribution could be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan, if required.
- 6.4. Officers and the Local Highway Authority have undertaken extensive investigation and analysis of the supporting documentation and the additional information submitted as part of the application. This has concluded that the traffic impact that results from the proposal could be suitably mitigated through a package of appropriate mitigation, sustainable transport measures and financial contributions towards additional mitigation.
- 6.5. Mitigation measures to be secured by the s106 agreement would include:
- a financial contribution of £1,350,000 to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service. Up to £350,000 of the contribution to be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan;
 - £2.5m towards Phase 1 of the Chelmsford Northeast Bypass;
 - £1m towards off site road junction improvements;
 - £0.4m towards a pedestrian cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community;
 - provision of a cycle route north from the proposed new roundabout towards Little Waltham;
 - contributions towards a cycle route between the site access and Croxton's Lane;
 - a residential travel plan;
 - commitment to a Smarter Choices Campaign – to encourage modal shift to sustainable means;
 - fully fund a bus service to the site to the specification of the highway authority.

6.6. It should be noted that all mitigation measures are the same as those previously considered by the Planning Committee in August 2022 with the exception of:

- the inclusion of a £1,350,000 financial contribution in lieu of the hospital link road; and
- the removal of improvements and contributions towards the Section 2 of the Chelmsford to Great Waltham cycle route as this has now been completed and is therefore no longer required.

6.7. Whilst the hospital link road is no longer proposed, changes and closures to parts of Woodhouse Lane are still required. These are subject of application 21/00881/FUL. These amendments and closures are required to provide improved access for residents of Woodhouse Lane, to remove a potential vehicle through route from the development on the existing narrow lane to Hospital Approach and Blasford Hill and to provide safe and sustainable walking and cycling routes. Whilst theoretically it would be possible for vehicles to cut through Farleigh Hospice from their service entrance on Woodhouse Lane out onto North Court Road, the proposed closures are unlikely to make this a realistic prospect. This opportunity also already exists. Through the related application for the closures to Woodhouse Lane a condition could secure the provision of signage at the service entrance to discourage use.

7. Legal Obligations

7.1. For completeness, the planning obligation requirements for the overall development are set out under the headings below:

Affordable Housing

- 35% of total units to be affordable with 22% of total units affordable rent, 9% First Homes and the balance (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 site exceeds the 450-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 450-allocation number. In this case the affordable rent units above the 450 number will reflect Table 3 in the Housing Additionality Affordable Housing for Rent Planning Advice Note (January 2022) i.e., a greater proportion of four-bedroom homes.
- Wheelchair User M4(3)(2)(b) units to be secured at 5% of the total number of affordable homes.
- 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 sq m 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 or, provide an enhanced affordable housing rented offer of similar value. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).
- Affordable housing scheme to be submitted to address phasing, delivery and mix for each phase.

Specialist Residential Accommodation (SRA)

- SRA to be either provided on site or through payment of a contribution of £457.50 per new residential dwelling. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Self/Custom Build

- Self/Custom Build housing to be provided at 5% of the total number of units.

Highways and transportation

- A financial contribution of £1,350,000 (index linked) to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service. Up to £350,000 of the contribution to be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan.
- Northeast by-pass contribution of £2.5million (Civil Eng Index linked).
- Cycle/footbridge over Essex Regiment Way contribution of £0.4million (Civil Eng Index linked).
- Junction improvements contribution of £1m (Civil Eng Index linked).
- Cycle route south from new access roundabout contribution of £300,000 towards a cycle route between the site access roundabout and Croxton Lane (Civil Eng Index linked).
- Closure/downgrading/alterations to Woodhouse Lane.
- Developer to submit details of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane for technical approval prior to any development above slab level taking place at the site.
- No occupation of phase 2 of the development until technical approval has been given for the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane.
- Construction and delivery of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction, and associated works to Woodhouse Lane, in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority prior to 200th occupation.
- A bus strategy to be submitted to and approved by the highway authority prior to occupation.
- Developer to provide a bus service to the site to the specification of the highway authority prior to occupation of the 60th dwelling.
- Residential Travel Plan (including car club scheme) annual monitoring fee of £2817 until a year after full occupation (Government's Consumer Price Index (CPI)).
- Smarter Choices campaign annual monitoring fee of £5,000 (Government's Consumer Price Index (CPI)) until a year after full occupation.
- Restriction on occupations until the new access roundabout, the spine road, works to Woodhouse Lane, cycle facilities and bus stop infrastructure have been carried out and a certificate of completion issued under s.278.

Open space

- Local open space to be provided to be laid out and secured in accordance with the planning permission.
- Local open space maintenance plan to be submitted and agreed.
- Open space commuted payment for maintenance of £234.82 per dwelling for open space (local and natural) maintenance bond to be submitted and secured, along with local authority step in powers should the developer wish to maintain the open spaces (in accordance with Tables 9 and 10 of the Planning Obligations Supplementary Planning Document). (Not index linked – POSPD para. 14.20).
- Strategic open space contribution in lieu of on-site delivery of parks sports and recreation grounds at £1,052.00 per dwelling (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Education

- Provision of a stand-alone early years and childcare nursery on land within the site of no less than 0.13ha. An area of 0.13 hectares of land to be secured and remediated to be transferred to ECC or other agreed body for a nominal sum at the formal request of the education authority.
- Contributions in accordance with ECC formula (as set out in Table 5 below) for Early Years, Primary and Secondary education to be paid in tranches as agreed with the education authority.

Table 5: Education	Factor			Cost per place
	1 bed	Flat	House (2+ bed)	
Early Years & Childcare	0	0.045	0.09	£20,508
Primary	0	0.15	0.3	£20,508
Secondary	0	0.1	0.2	£24,929
Formula = [Number of dwellings x factor] x cost per place (+ Public Sector Building Non-housing (PUBSEC Index))				

Healthcare

- Provision of land for a health facility with space for the new building appropriate access, parking and servicing arrangements to accommodate a building of around 1,000 sq. m to be secured and remediated. The site is to be subsequently transferred to Chelmsford City Council for a nominal sum on receipt of a formal request of the health authority.
- Contribution of £253,900 [£496.18 per dwelling] to support the development proposal.

Community Facility

- A community facility to be provided within the health facility building.

Biodiversity Net Gain

- Provision of biodiversity net gain.

- Contribution of £137.71 per dwelling.

Monitoring

- Contribution to cover Strategic Sites and Affordable Housing Monitoring cost and ECC Monitoring cost.

8. Community Infrastructure Levy (CIL)

8.1. This application may be CIL liable and there may be a CIL charge payable. CIL would be calculated based on reserved matters applications.

9. Planning Balance (Conclusion)

9.1. Whilst a Memorandum of Understanding (MOU) was signed by The NHS Trust (January 2019) as part of the Local Plan adoption process, it became clear as part of discussions that as time went on, the NHS Trust were reluctant to support the proposed link road. The NHS Trust have subsequently confirmed their position that they would prefer that the hospital link road is not constructed and that, despite the applicants offer of a financial sum to cover future maintenance, the NHS Trust could not accept any costs or liability for the road such that it could not go ahead. The applicant has therefore proposed an alternative transport strategy in lieu of the hospital link road.

9.2. The conclusions reached in the planning balance carried out as part of the August 2022 committee report (Appendix 2) have not materially changed following the removal of the hospital link road and the inclusion of the alternative transport strategy in the form of a financial contribution (£1,350,000) mainly towards the Park and Ride shuttle bus service.

9.3. The application site has been allocated in the Chelmsford Local Plan. It is a sustainable extension to the existing settlement of Broomfield. The application follows an approved masterplan and has been planned in a sustainable way. The development would maximise opportunities for walking and cycling, rather than the private car.

9.4. The development would generate jobs through the construction process and in the longer term through the onsite healthcare facility and early years and childcare facility. The construction of up to 512 dwellings on the site would increase spending locally which would add to the local economy.

9.5. The proposed development would be in a location where local schools, shops and healthcare facilities could be accessed on foot, by cycling or through public transport. The development would, subject to S106 obligations, provide safe and accessible alternative travel modes to the private car.

9.6. The development is required to meet the Council's identified growth needs. The development would provide a range of house types and tenures, including affordable rent homes, First Homes, Shared Ownership homes, Custom Build, Wheelchair User homes and accessible or adaptable homes. Provision would also be made for specialist residential accommodation (either by financial contribution or on-site provision), a healthcare facility, community space and early years and childcare facility. Financial contributions would be made towards local education provision. The development would include local open space, a children's play area and natural and semi-natural open spaces.

9.7. The development would result in a biodiversity net gain, substantial new tree planting and the creation of natural and semi-natural open spaces. The developer has advised that the scheme will be 'gas free' and that houses will be heated by air source heat pumps and solar energy. Conditions are recommended to ensure the development is built sustainably by requiring the installation of electric vehicle charging infrastructure, by requiring water efficiency building regulations to be met and also for non-residential buildings to be built to BREEAM 'Very Good' level.

9.8. There are no other material considerations such as a change in government or local policy that need to be taken into account since the committee's previous consideration of the application in August 2022. The Broomfield Neighbourhood Plan has not reached a stage where it can be considered a material planning consideration.

9.9. Overall the proposed development accords with the Chelmsford Local Plan and would deliver a sustainable development as sought by the National Planning Policy Framework. The proposal is therefore acceptable, subject to conditions and the completion of the S106 agreement.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Procedure

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 the 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 6 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 be submitted to and approved in writing by the Local Planning Authority, and shall accord with the following Parameter Plans (subject to such minor variation that may be subsequently agreed in writing by the local planning authority):

- 25746-RG-M-86D Public Open Space
- 25746-RG-M-82A Land Use

- 25746-RG-M-83C Building Heights
- 25746-RG-M-84E Access and Movement
- 25746-RG-M-44F Tree and Building Removal

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Compliance with approved plans

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

Reason:

In order to achieve satisfactory development of the site.

Condition 5 - Phasing

Prior to, or concurrently with, the first application for Reserved Matters a Phasing Plan shall be submitted to and agreed in writing with the Local Planning Authority. The Phasing Plan shall include details of the phasing of the development. The development shall thereafter be carried out in accordance with the agreed details of phasing.

Reason:

In order to achieve satisfactory development of the site.

Pre-commencement

Condition 6 - archaeology

- (i) Prior to the commencement of the development an archaeology mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to and approved in writing by the local planning authority following the completion of the archaeological evaluation.
- (ii) No development or preliminary groundworks shall commence on those areas containing archaeological deposits until fieldwork, as detailed in the archaeology mitigation strategy subject of part (i) of this condition, has been carried out.
- (iii) Within six months of the completion of the fieldwork, unless otherwise agreed in writing with the local planning authority, a post-excavation assessment shall be submitted to and agreed in writing with the local planning authority. This shall include a post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason:

Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. A phased archaeological condition is needed to ensure appropriate mitigation. This is in line with the National Planning Policy Framework and Policy DM15 of the Chelmsford Local Plan.

Condition 7 – Contamination

No development shall commence within each phase or sub-phase of the development until a scheme to deal with the risks associated with the contamination of the land associated with that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The scheme shall incorporate the following components:-

- (i) A preliminary risk assessment which identifies:- Previous uses, Potential contaminants associated with those uses, A conceptual model of the site including sources, pathways and receptors, Potentially unacceptable risks arising from contamination at the site.
 - (ii) A site investigation scheme based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - (iii) The site investigation results and a detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken,
 - (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- The scheme shall be implemented as approved unless any changes are otherwise agreed in writing with the local planning authority.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is identified and remediation measures appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 8 - SuDS

As part of Reserved Matters submissions for each phase or sub-phase, a detailed surface water drainage strategy shall be submitted for approval. The strategy shall broadly accord with the submitted Flood Risk Assessment and Drainage Strategy by Stantec (May 2022) and include consideration of a range of SUDs measures such as green roofs, rainwater harvesting, rain gardens, water butts and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy DM18 of the Chelmsford Local Plan.

Condition 9- Levels

Prior to any construction works within each phase or sub-phase, including the spine road, detailed drawings and sections showing the finished levels of all parts of the development 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 10- BREEAM

- a) The neighbourhood centre building, healthcare facility and early years building hereby permitted shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);
- b) Prior to the commencement of the neighbourhood centre building, healthcare facility or early years building, a Design Stage Assessment (under BREEAM or its successor) for each building shall be carried out and a copy of the Interim Certificate or the Assessor's summary score sheet shall have been submitted to and approved in writing by the Local Planning Authority;
- c) the neighbourhood centre building, healthcare facility or early years building shall not be occupied until a Post Construction Review (under BREEAM or its successor) has been carried out in respect of that building

and a copy of the Final Certificate or the Assessor's final summary score sheet has been submitted to the Local Planning Authority verifying that the agreed standards have been met in respect of that building.
d) a copy of the Final Certificate, if it is not submitted prior to the first occupation of the neighbourhood centre building, healthcare facility or early years building, shall be submitted within six months following approval of the final summary score sheet.

Reason:

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

Condition 11– PROW safeguarding

No development shall take place within the phases or sub phases adjoining the Public Right Of Way Number 29 (PROW 225_29) until a scheme (including temporary re-routing, fencing, barriers, crossing points) to safeguard public use of the existing public right of way has been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with the approved plan.

Reason:

To ensure the existing public right of way is retained and available throughout the development period.

Condition 12– Hard Landscape

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, surfacing and means of surface water drainage,
- (ii) How the design of the streets and spaces take into account mobility and visually impaired users, and
- (iii) A panel composed of samples of all materials to be used 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 13- 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. highway safety considerations,
- vi. turning, loading and unloading of plant and materials,
- vii. hours of deliveries,
- viii. a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction, and

ix. a scheme to prevent pollution caused by surface water run-off and groundwater during construction.

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 14– Badger Report

As part of Reserved Matters submissions for each phase or sub-phase a badger monitoring report shall be submitted for approval.

Reason:

In the interests of safeguarding badgers in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 15– Arboriculture

As part of Reserved Matters submissions for each phase or sub-phase the following documents shall be submitted for approval:

- (i) an impact assessment & arboricultural method statement. 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) A full specification for the construction of the new access and parking areas, including details of the 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.
- (ii) strategic soft landscaping design
- (iii) landscape and ecological maintenance plan
- (iv) landscape and ecological management plan

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 DM14 of the Chelmsford Local Plan.

Condition 16– Custom Build Design Code

No development within any phase or sub-phase of the development which will include custom build housing shall commence until a design code for 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. Subsequent reserved matters applications for 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.

During Construction

Condition 17– Public Art

Within twelve 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.

Condition 18– Boundaries

- a) 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) Individual dwellings shall not be occupied until boundary treatments relating to the dwelling or dwellings have been implemented in accordance with the approved details.

Reason:

To ensure 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 19– KEGS boundary

Prior to its installation, details of a fence to be installed on the western boundary of the site with the King Edward VI Grammar School playing field shall be submitted to and agreed in writing with the local planning authority. The fence shall be installed prior to the first occupation of any part of the development.

Reason:

To ensure the proposed development is visually satisfactory and to restrict access to the neighbouring private land.

Condition 20– Refuse & 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 21– Lighting

Prior to their installation details of any means of external lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall then be installed in accordance with the approved details.

Reason:

To ensure that the proposed development is visually satisfactory and does not adversely affect biodiversity in accordance with policies DM23 and DM16 of the Chelmsford Local Plan.

Condition 22– new roundabout

Within six months of commencement of the development hereby permitted a new roundabout junction on B1008 as shown indicatively on Ardent plan 184281-002F shall be provided. The junction shall include a toucan crossing on the northern arm, parallel crossing on the western arm and uncontrolled drop kerb crossing on the southern arm.

Reason:

To enable construction and residential access to the site.

Condition 23– completion of spine road

Prior to occupation of the 200th dwelling the spine road from B1008 to Woodhouse Lane, including the junction to Woodhouse Lane and associated works to Woodhouse Lane shall be completed and available for use. The spine road shall include a bus turnaround area towards the south-western extent of the spine road, within phase 2, and junction with Woodhouse Lane, and associated works to Woodhouse Lane (east) to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented.

The spine road shall comprise:

- a) A 6.75 metre single carriageway
- b) LTN 1/20 complaint two-way cycleway (3m) with segregated footway (2m) on southern side with no individual frontage access
- c) parallel crossing points to accommodate cyclists and pedestrians
- d) Drop kerbs on south side opposite side road junctions on the north side to allow cyclists to join the southern cycleway
- e) Uncontrolled crossing points at agreed locations along the route, to include features to enable ped/cycle permeability throughout the site
- f) A verge and 2m footpath adjacent to carriageway on northern side
- g) Traffic calming measures
- h) Bus stops and bus turnaround facilities
- i) Connections to the western section of Woodhouse Lane, with associated works to Woodhouse Lane to enable a prohibition of motor vehicles traffic regulation order (TRO) to be completed.

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 24 – provision of cycleway and pedestrian improvements Chelmsford to Gt Waltham

There shall be no occupation of the site until the cycleway and pedestrian improvements to section 1 of the Chelmsford to Great Waltham cycle route from Corporation Road to Goulton Road, to include footway

widening along the route, parallel crossing (Kings Road), North Avenue central reserve crossing, resurfacing and signs and lines have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 25– cycle way provision eastern side of B1008

There shall be no occupation of the site until LTN 1/20 compliant cycleway and pedestrian improvements to the eastern side of B1008 north of the access roundabout, as shown indicatively on Ardent plan 184281-013A have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 26– additional bus stops B1008

There shall be no occupation of phase 1 until new additional bus stops north and southbound on the B1008, at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure properties within phase 1 of the development are within 400m walking distance of a bus stop.

Condition 27– additional bus stops spine road

There shall be no occupation of phase 2 until bus stops on the spine road, at locations to be agreed with Essex County Council have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure all properties are within 400m walking distance of a bus stop

Condition 28– residential travel plan

Prior to first occupation of the development hereby permitted a residential travel plan shall be submitted 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.

The Travel Plan shall 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 to include:
 - 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - Discounted bus travel tickets in following years
 - Discounted rail travel vouchers (format and quantity TBA)
- d) Details of the car club scheme for the development which shall include:
 - Provision of 2 spaces across the development or within the neighbourhood centre?

Funded for 5 years after final occupation
One space to be provided by occupation of the 119th dwelling
Second space to be provided by occupation of the 319th dwelling
Discounted or free membership to encourage uptake

Reason:

To promote sustainable travel to/from the site

Condition 29– smarter choices campaign

Prior to first occupation of the development hereby permitted, details relating to a Smarter Choices Campaign, covering existing residences with the Parish of Broomfield and along Blasford Hill, shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved campaign shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation and annual monitoring reports submitted demonstrating the level of target achievement.

The Smarter Choices Campaign shall include measures to encourage modal shift to sustainable means and shall include:

1. Information on bus, rail, walking, cycling routes in the vicinity of the site;
2. Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
3. Season tickets/vouchers a. 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
b. Discounted bus travel tickets in following years
c. Discounted rail travel vouchers (format and quantity TBA)
4. Cycle training scheme
5. App based rewards scheme offering rewards for utilising sustainable modes

Specific financial penalties if targets are not achieved to be put towards additional sustainable measures (i.e. cycling, Passenger Transport)

Reason:

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

Condition 30– parking spaces and layout

The number of parking spaces and how these are laid out (including dimensions) shall be in accordance with the Essex Parking Standards Design and Good Practice September 2009. This applies to all vehicular parking spaces including disabled requirements together with cycle parking and facilities for powered two wheelers.

Reason:

To ensure that sufficient off street parking is provided to serve the development in accordance with Policy DM27 of Chelmsford Local Plan.

Condition 31– cycleways

The network of strategic cycleway routes shall be 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 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 32– walking routes

The network of footpath routes shall be surfaced and illuminated in accordance with details to be submitted to and approved in writing by the local planning authority. The walking 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 33– Public Right of Way

(i) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) Footpath 29 Little Waltham between Woodhouse Lane and the proposed spine road shall be upgraded to cycletrack and removed from the PROW network.

(ii) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) 29 Little Waltham between proposed Spine Road and northern site boundary shall be upgraded to footway and removed from PROW network.

Reason:

To provide fit for purpose routes reflecting the change of circumstances and the expectation of occupiers of the new development.

Condition 34– Ancillary infrastructure

No ancillary infrastructure including pipes, flues, vents, meter boxes, external letterboxes, fibre wires and cables required by statutory undertakers and to be incorporated as part of the building design 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 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 35– Street lighting and signage

No street lighting, street name plates and 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, to maximise the placing of lights and signs on building faces and to ensure lasting environmental quality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 36– Materials

Prior to their use, samples of the materials to be used in the construction of the development hereby permitted 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 37– SuDS maintenance plan

Prior to the first occupation of the development a maintenance plan detailing the maintenance arrangements for SuDS features including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be 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 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 38– SuDS maintenance

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 40. 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 39– Contamination verification

Prior to the first occupation or first use of each phase or sub-phase, any remediation of the site found necessary shall be carried out. A validation report to that effect and a long term monitoring and maintenance plan in respect of groundwater shall be submitted to the local planning authority for written approval prior to the first occupation of the relevant phase or sub-phase and the development shall be carried out in accordance with that scheme.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is remediated appropriately to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 40– Carriageway Construction

The carriageways of the proposed estate roads shall be laid out and constructed up to and including at least road base level, prior to the commencement of construction of any residential dwelling or building intended to take access from that road.

Reason:

To provide a satisfactory interim standard of access and safety and linkage with the existing highway network.

Condition 41– 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 42– Vehicle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved parking areas for that part of the development have 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 that part of the development 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 43– Cycle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved cycle parking areas for that part of the development have 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 that part of the development 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 44– 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 45– 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 or one electric vehicle charging point per 10 parking spaces for a non-residential building. 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.

Ongoing

Condition 46– Water Efficiency

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.

Condition 47– M4(2)

A minimum of 50% of 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

Condition 48– 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 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 49– 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

Post Occupation

Condition 50– 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 DM14 of the Chelmsford Local Plan.

Essex County Council Highways

Comments
<p data-bbox="164 344 300 371">18.05.2023</p> <p data-bbox="164 416 1433 607">The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation and the additional information supplied since first submission by the applicant. This work has concluded that subject to a package of appropriate mitigation, the traffic impact that results from the proposals could be suitably mitigated through a package of sustainable transport measures and financial contributions towards additional mitigation as set out in this recommendation.</p> <p data-bbox="164 647 1449 1084">The 2 connected applications (20/02064/OUT and 21/00881/FUL) have been revised to omit the link to Broomfield Hospital via the application site due to the MEHT being unable to agree to its provision. Whilst the submitted TA seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the approved NE Bypass Planning Application (CC/CHL/85/21) demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 Base and will be in 2024 (excluding Bloor development) and 2036 (including Bloor development) and therefore mitigation is required in lieu of an access to Broomfield Hospital via the development, a financial contribution is necessary, which is to be spent primarily on providing Park and Ride Shuttle services to Broomfield Hospital and fare incentives to encourage staff, patients and visitors to use this service. In addition, up to £350,000 of the contribution could be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan, if required.</p> <p data-bbox="164 1124 1465 1771">This application (20/02064/OUT) results in the need to change the existing road arrangement to create an alternative connection to Woodhouse Lane through the development, which will provide improved access for residents on Woodhouse Lane west of the site by way of the spine road through the development, remove the vehicle through route on the existing narrow lane and create a safe, sustainable travel corridor providing a direct walking/cycling link from the development to Hospital Approach via Woodhouse Lane and North Court Road and on to the Chelmsford to Gt Waltham cycle route, away from the B1008 to/from the site. For this to happen, a vehicle prohibition order on Woodhouse Lane east of the new access road is required. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that the TRO is confirmed as soon as possible post planning approval to ensure there is certainty that it can be delivered without abortive works and to provide a sufficient level of good quality walking/cycling links southwards of the site on Woodhouse Lane and North Court Road. If the TRO is not successful, an alternative sustainable solution would be required which would need to be identified and agreed with the Highway Authority. Whilst intrinsically linked to this application, the amendments to Woodhouse Lane are dealt with under a separate planning application (21/00881/FUL) but it is imperative the 2 applications are considered concurrently. The required obligations for 21/00881/FUL must be linked within the S106 for 20/02064/OUT.</p> <p data-bbox="164 1812 1401 1879">Taking the above into consideration, the Highway Authority would not wish to raise an objection to the above application subject to the provision of the requirements set out below.</p>

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 S278 highway works:

Access Roundabout

Spine Road

Woodhouse Lane junction & associated works (inc closures)

Cycle facilities

Bus stop infrastructure

The developer to provide the following S106 contributions:

A financial contribution of £1,350,000 (index linked) to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service. In addition, up to £350,000 of the contribution to be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan.

Chelmsford NE Bypass (CNEB) - £2.5million towards Phase 1 of CNEB which is required to accommodate development in the current Local Plan including the North of Broomfield site.

Off-site Road Junctions - £1.0million towards mitigation of the cumulative impacts of the Local Plan development on routes between the site and the city centre.

Bridge £0.4 million towards a pedestrian and cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.

Cycle route south from new access roundabout - £300,000 towards a cycle route between the site access roundabout and Croxton Lane.

Provision of bus strategy and provision of a bus service to be developer funded for 5 years.

Residential Travel Plan (including car club) and Smarter Choices Campaign

Annual Travel Plan monitoring fee of £2817 (index linked) to Essex County Council until a year after full occupation.

Annual Smarter Choices monitoring fee of £5000 (index linked) to Essex County Council.

General Conditions

Construction Management Plan

Pedestrian and Cycle Routes

Public Rights of Way
No unbound material
Maintenance of Landscaping
Adherence to Parking Standards
Sustainable Urban Drainage Solutions
Conformity of Internal Roads to Design Guidance Best Practice
Estate Carriageway Construction

Little Waltham Parish Council

Comments
05.04.2023 No comments on this application.

Broomfield Parish Council

Comments
14.04.2023 Supports the re-introduction of the shuttle bus service from the Chelmer Valley Park & Ride to Broomfield Hospital, with targeted funding to promote the service. Strongly opposed to spending the entire capital sum on single initiative. A comprehensive, carefully-considered strategy for mitigating the traffic impacts of the development should be agreed with the Broomfield and Little Waltham communities. The use of the available capital should then support this strategy, prioritizing aspects which will have the longest-lasting benefits on the B1008 corridor. Since the time of the PFI expansion (around 2003 up to the Local Plan Examination in 2018), Hospital management has been keen to create a second, regular access road to the site and the Council has been supportive of this aspiration. For the local community, the sole positive aspect of Strategic Growth Site 8 North of Broomfield (SGS8) was the inclusion of a new link road from the east, in the expectation that it would alleviate traffic problems on the B1008, particularly the Hospital Approach/Main Road junction. The variation now proposed of substituting a subsidized bus service for a significant piece of infrastructure is a significant departure from the Local Plan and the understanding upon which it was consulted upon and examined.

Very disappointed that the promised new access road to the Hospital site is likely to be scrapped. Mitigating infrastructure being dropped but the development going ahead anyway.

The Council insists that the SGS8 spine road is built with the capacity for a link road onto the Hospital site to be added as originally planned, at a later date. However, should the Hospital Trust revert to its earlier desire for a second regular access, that would need to be funded through NHS capital funding streams not by further development, with the usual negative impacts for the local community.

The availability of up to £1.35M to mitigate traffic impacts on the B1008 is a great but unique opportunity.

It must not be entirely spent on one single measure, but must be used carefully and judiciously to support a wider strategy, in consultation with the local communities that will be most affected by the development of SGS8.

ECC Green Infrastructure

Comments
31.03.2023 Having reviewed the Planning Statement/Environmental Statement/ Design and Access statement/Landscape plans/EIA/Masterplans and the associated documents do not object to the granting of 20/02064/OUT subject to landscaping, maintenance and 10% biodiversity net gain.

Local Residents

Comments
No further responses.



**Planning Committee
9th August 2022**

Application No	:	20/02064/OUT Outline Application
Location	:	Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex
Proposal	:	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.
Applicant	:	Mr Robert Eburne Bloor Homes Limited
Agent	:	Mr Andrew Fisher
Date Valid	:	15th December 2020

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. The application is made in outline with all matters reserved except for the primary roundabout access from Blasford Hill. This means that the layout, scale, appearance, landscaping and access within the site are all reserved for future determination should outline planning permission be granted. The application has been revised during its lifetime (December 2021). The Application originally proposed up to 550 homes, however this has been reduced to up to 512 homes.
- 1.2. The Land North of Broomfield is allocated in the Local Plan for development (Strategic Growth Site Policy 8). Strategic Growth Site Policy 8 allocates the site for a high-quality landscape-led development that maximises opportunities for sustainable travel.
- 1.3. A masterplan for the site was approved by Chelmsford Cabinet in September 2020. The masterplan was developed by Bloor Homes, the current applicant. The current application is consistent with the indicative masterplan.
- 1.4. A separate full planning application for a new link road connecting the development to Broomfield Hospital has been submitted and is pending determination – see next item on this agenda (21/00881/FUL). This application proposes a new link road through part of Pudding’s Wood across land owned by the Hospital Trust, and closure of Woodhouse Lane to through traffic. The outline application is intrinsically linked to the full application. The applications combined would result in a connecting vehicular route from the new roundabout junction on Blasford Hill into Broomfield Hospital grounds to link with the hospital’s internal access roads, a new rear access to Farleigh Hospice and closure of Woodhouse Lane to through traffic.
- 1.5. The application proposes a maximum of 512 new homes. Thirty five percent of the new homes would be provided as affordable housing units. Of the total number of new homes, 22% would be for Affordable Rent. The Applicant has agreed that 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 450 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.
- 1.6. The application would also deliver First Homes, Shared Ownership homes and Custom Build units. All housing matters are compliant with Local Plan policies and would be secured by a Section 106 agreement (s106).
- 1.7. The development would provide the land for a new healthcare facility, community space and Early Years and Childcare facility. Financial contributions towards these, as well as primary and secondary education, would also be secured through the S106 agreement.
- 1.8. The site would provide policy compliant local open space and natural and semi-natural open space. A children’s play area is also proposed. A financial contribution towards strategic sport and recreation grounds would be made.

- 1.9. The boundaries of the site would consist of landscaped buffers including a buffer of 50m on the western boundary of the site. These buffers, as well as the 'green spine' through the centre of the site and other open spaces, would provide a biodiversity net gain of over 10%. All protected and other species, and their habitats, would be safeguarded.
- 1.10. The proposal has been considered in detail by the Local Highway Authority (Essex County Council). A new hospital link road connecting the new development to Broomfield Hospital is proposed and subject of a separate full planning application (details below). This road would remove some vehicle movements from Blasford Hill and the Hospital Approach roundabout junction. The new link road, together with some closures on Woodhouse Lane, would enhance sustainability as it would improve walking and cycling connections. The link road would be secured through the S106 agreement.
- 1.11. The proposed development would have a network of cycling and walking routes, including the existing Public Right of Way along the 'green spine' which would be enhanced. Subject to mitigation measures secured through the S106 agreement, the development is acceptable in transport terms and the Local Highway Authority have no objection to the scheme.
- 1.12. The development could be designed to achieve a high-quality and landscape-led development. The application parameter plans follow the approved masterplan and are an acceptable base for future reserved matter applications, should outline planning permission be approved.
- 1.13. 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 S106 agreement.

2. Description of site

- 2.1. The application site is to the north of Broomfield Hospital and Woodhouse Lane, and on the western side of Blasford Hill. The site falls within the parishes of Broomfield and Little Waltham.
- 2.2. The site consists of three fields. One field is adjacent to Blasford Hill which wraps around the rear of the existing scaffolding yard and allotments on Blasford Hill. This field contains an existing agricultural reservoir.
- 2.3. The second field is to the west, separated from the one above by a hedge line and Public Right of Way (PROW) which runs from north to south following the line of the hedge. This field shares its western boundary with playing fields belonging to the KEGS school.
- 2.4. A smaller field is to the southwest corner of the site. It is separated from the western field by the hedge line and PROW. There is a smaller hedge line to the north on the boundary with the field containing the reservoir.

3. Details of the proposal

- 3.1. The application is in outline with all matters reserved except for the primary access from Blasford Hill. This means that the layout, scale, appearance, landscaping and access within the site is reserved for future determination should outline planning permission be granted.

- 3.2. The application has been revised during its lifetime (December 2021). The application originally proposed up to 550 homes, however this has been reduced to up to 512 homes. This would include affordable homes, custom build homes, areas of open space and a local neighbourhood centre consisting of a health facility, community space and early years and childcare facility.
- 3.3. Primary access to the site would be taken from Blasford Hill in the form of a new roundabout. A new toucan crossing is proposed to the north of the new roundabout.
- 3.4. The development is EIA (Environmental Impact Assessment) development. An Environmental Statement has been submitted with the application. This has been subject to consultation and has been taken into account in the consideration of this application.

4. Other relevant applications

20/00001/MAS - Approved 14th September 2020

Masterplan for around 450 new homes, neighbourhood centre, early years and childcare facility, local open space and associated access and highway infrastructure including a new access into Broomfield Hospital

21/00881/FUL – Pending Consideration

Formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, closure of sections of woodhouse lane, and ancillary infrastructure.

5. Summary of consultations

- Little Waltham Parish Council – Objection based on the number of dwellings, infrastructure, local facilities, traffic and landscaping maintenance.
- Broomfield Parish Council – Objection based on the number of dwellings, insufficient traffic mitigation, link road proposals to the Hospital and pressure on local infrastructure and facilities.
- Great Waltham Parish Council – Objection based on the number of dwellings and pressure on local facilities, traffic and car parking.
- Boreham Parish Council – No objection.

- Essex County Council Highways - Subject to a package of appropriate mitigation, traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures.
- NHS Mid & South Essex Sustainability & Transformation Partner – Request land is safeguarded for a new healthcare facility. Financial contribution towards local healthcare is required.
- ECC Community Infrastructure Planning (Education) – Financial contributions required towards local education provision.
- ECC Historic Environment Branch – Archaeological features present which require further information; condition requested.

- Natural England - Without mitigation, new residential development in this location is 'likely to have a significant effect' on one or more European designated sites, through increased recreational pressure.
- ECC Minerals & Waste Planning – No comment, all minerals and waste issues were addressed at Local Plan examination stage
- Essex County Fire & Rescue Service – Additional fire hydrants may be required. Roads and parking areas must be built to withstand an 18tonne fire appliance. Further observations will be considered at Building Regulation Stage.
- Police - Designing Out Crime – No apparent concerns but comments could be made when further detail is available.
- Anglian Water Services Ltd – No objection.
- Public Health & Protection Services – No objection, subject to conditions.
- Essex County Council (SUDS) – No objection subject to conditions.
- Environment Agency – Acceptable subject to conditions.
- Historic England – No comments.

- Housing Standards Team – No response.
- Recycling & Waste Collection Services - No response.
- Ramblers Association – No response.
- Essex and Suffolk Water – No response.
- Economic Development & Implementation – No response.
- Parks & Open Spaces – No response.
- Leisure & Heritage Services – No response.

- Local residents – 33 individual responses received; 29 Objections; 3 Comments; 1 Support.

Points raised include:

- Support for affordable housing and additional infrastructure
- Objection to the number of houses
- Concern about pressure and provision of infrastructure and facilities
- Concern about traffic, highway safety, foot and cycle path provision and parking
- Concern about adverse impact on environment, countryside, flooding and ecology

6. Planning considerations

- 6.1. The application is for outline planning permission with all matters reserved except for the main access point on Blasford Hill. Detailed consideration of the spine road, the layout of the development, the design on individual houses and landscaping are reserved for future determination should outline planning permission be granted.
- 6.2. The main issues are as follows:
- Principle of Development
 - Housing (including affordable housing)
 - Supporting On-Site Development
 - Transport
 - Education
 - Historic and Natural Environment
 - Design and Layout (outline considerations)

- Legal Obligations (Section 106 agreement)

Principle of Development

Key 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 8.

- 6.3. In order to meet identified development needs, the Spatial Strategy within the Local Plan (Policy S7) sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2036. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development. Policy S7 states that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.
- 6.4. The Land North of Broomfield is allocated in the Local Plan for development (Strategic Growth Site Policy 8). Through the site allocation, the loss of agricultural land has been accepted. In accordance with Policy S7, a masterplan for the site was agreed by Chelmsford Policy Board and then approved by Chelmsford Cabinet in September 2020. The masterplan was developed by the applicant Bloor Homes and included various rounds of community, technical and public consultation. The approved masterplan covers matters such as: land uses, movement and connections, green/blue infrastructure, character of place, an early understanding of main infrastructure requirements and delivery and phasing.
- 6.5. The current application seeks outline planning permission for the development of the allocated site. Strategic Growth Site Policy 8 allocates the site for a high-quality landscape-led development that maximises opportunities for sustainable travel. The land is allocated for around 450 new homes of mixed size and type, to include affordable housing. The Policy requires supporting on-site infrastructure to include a neighbourhood centre and a stand-alone early years and childcare nursery. The Policy also requires the main vehicular access to be from Blasford Hill (B1008) and that a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice is provided.
- 6.6. The planning application is for the residential development for up to 512 dwellings (including affordable housing and custom build housing) with a new local centre. A separate full planning application for a new link road connecting the development to Broomfield Hospital has been submitted and is pending determination – see next item on this agenda (21/00881/FUL).
- 6.7. The site of the current application is allocated for development within the Chelmsford Local Plan and is the subject of an approved masterplan. The principle of development is therefore acceptable, having regard to all relevant considerations. Although the site is allocated for around 450 new homes, 450 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.

- 6.8. It should be noted that planning permission has already been granted for two smaller sites which form part of the land allocated for development. These are:
- Land South of Runnymede Cottage Blasford Hill - 10 dwellings
 - Land Northwest of Montpelier Villa Blasford Hill - 10 dwellings
- 6.9. The current application is made in outline, with all matters reserved except for the main access from Blasford Hill. Considerations are limited to matters of principle and matters relating to the main access point. Detailed considerations of layout, architecture and landscaping would be dealt with as part of a future Reserved Matters application should outline planning permission be granted.
- 6.10. The Broomfield Neighbourhood plan is in preparation. Formal consultation on the Neighbourhood Plan is anticipated to start later this year. The Neighbourhood Plan does not carry any weight as a material planning consideration until the Neighbourhood Plan has been examined by an Inspector and is at the local referendum stage. The Broomfield Neighbourhood Plan has not reached this stage and is not a material planning consideration.

Housing

Key Strategic Priorities: 2 (new homes)

Local Plan Strategic Policies: S6. Site Policies: Growth Site Policy 8. Local Policies: DM1, DM2

Affordable Housing

- 6.11. The application proposes a maximum of 512 new homes. Thirty five percent of the new homes are to be provided as affordable housing units. This would equate to a maximum of 180 new affordable homes. This is compliant with Policy DM2.
- 6.12. Of the total number of new homes, twenty two percent would be for Affordable Rent. 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 450 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.
- 6.13. The mix of Affordable Rented (AR) units is set out in Table 1 below. The mix of these homes is to be agreed at this Outline stage.

TABLE 1: AR mix based upon a total scheme of 512 units	22%	1 Bed (1B2P)	2 Bed (2B4P)	3 Bed (3B5P)	4 Bed (4B6P)
Affordable Rent: SHMA Mix on 450 Dwellings	99	22.5% (22)	53.6% (53)	14.2% (14)	9.7% (10)
Affordable Rent: Revised Mix on 62 Dwellings	14	0% (0)	53.6% (7)	14.2% (2)	32.2% (5)
Total No. of Affordable Rent	113	22	60	16	15

- 6.14. First Homes have been introduced by the government following the adoption of the Local Plan in May 2020. The Council has consequently published (January 2022) a First Homes Planning Advice Note (PAN). This clarifies the Council’s approach to First Homes and sets out its position on the new policy.
- 6.15. The proposal includes the provision for 9% of the total units to be delivered as First Homes. Based on 512 units being delivered, this would equate to 47 units. This would comply with the Council’s First Homes PAN. First Homes are required at the 30% discount against the market value and after the discount has been applied, the first sale must be a price no higher £250,000, therefore the unit mix of First Homes will be driven by market values (i.e., likely to be only one- bedroom dwellings). For this reason, a specific mix of unit sizes is not required.
- 6.16. 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 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. As an alternative to paying the aforementioned contribution it has been agreed that the developer can either discount First Homes at 40% or 50% above from market value or, provide an enhanced affordable housing rented offer. This would maintain the value of the planning contribution for affordable housing but rather than pay a commuted sum in lieu of the 5% difference the developer would use the equivalent sum to increase the proportion of larger affordable rented homes at the expense the larger Shared Ownership dwellings. The percentage of affordable housing overall would remain unchanged as would the proportion of Firsts Homes. The developer wishes to keep their options open in this regard but has agreed in principle to one of the three choices described above. This is acceptable and will be addressed within the s106 agreement.
- 6.17. The balance of the affordable housing units (i.e., 4% of the total units if the commuted payment is made) would be delivered as Shared Ownership properties. A specific mix of unit sizes is not required as this would be driven by demand and affordability. The mix is proposed as 11 x 1-bedroom 5 x 2-bedroom and 4 x 3-bedroom dwellings.
- 6.18. 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 512 units this would equate to 9 Wheelchair units. Officers have sought to provide a range of different sized units, including 3 and 4 bedroom units to accommodate families with children in accordance with the Wheelchair Accessible Planning Advice Note (April 2021). The mix proposed is set out below in Table 2.

Table 2: M4(3)(2)(b) Wheelchair User Homes for AR	Total Units	1 Bed (32%)	2 Bed (19%)	3 Bed (33%)	4 Bed (16%)
M4(3)(2)(b) Wheelchair	9	3	2	3	1

- 6.19. The three bedroom Wheelchair User dwellings will each house six people and the four bedroom Wheelchair User dwellings will each house seven people.

Market Housing

- 6.20. Policy DM1 requires an appropriate mix of market dwelling types and sizes to contribute towards meeting the current and future needs and create a mixed community. Policy DM1 sets out an

indicative size guide for market homes to be subject to negotiation with the applicant. This includes 6.2% of units as one bedroom, 28% as two bedroom, 46.3% as three bedroom and 19.5% as 4 bedrooms or more. Paragraph 8.3 of reasoned justification of Policy DM1 confirms that this is indicative and that it will be used to inform negotiations. The application proposes to agree the mix of market dwellings at this Outline stage as set out below in Table 3.

Table 3: Market Mix	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Custom Build
% of market units	0 -3%	14-16%	35-39%	30-40%	2-6%	7-8%

- 6.21. Officers have considered the proposed market house mix as well as a Market Analysis Report provided by the Applicant. The proposed market mix, when considered in the light of the mix of affordable units being policy compliant and providing additional 4 bedroom affordable rent units, in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022), is considered to be acceptable in this instance.
- 6.22. Policy DM1 requires 50% of the total units to be delivered as Accessible or Adaptable dwellings in compliance with Building Regulation M4(2). The Applicant has agreed to this, which would provide, based on the total number of units being 512, 256 M4(2) Accessible or Adaptable units.

Self-Build and Custom Build, and Specialist Residential Housing

- 6.23. The application proposes that 5% of the total number of dwellings would be custom build units. These are shown indicatively to be located in the south-west part of the site. This accords with Policy DM1. Delivery will be secured through the s106 agreement. A condition is attached to secure a design code for the custom build units which would inform the design and appearance details of the units.
- 6.24. Policy DM1 requires the provision of Specialist Residential Accommodation. The Applicant has agreed to either provide this on site or make a financial contribution of £437.50 per new residential dwelling towards Specialist Residential Accommodation in accordance with the Council's Specialist Residential Accommodation Planning Advice Note (April 2021). The application would therefore comply with Policy DM1 in respect of making provision for Specialist Residential Accommodation. This would be secured through the s106 agreement.

Supporting On-Site Development

Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure)

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8, Special Policy Area 1. Local Policies: DM20, DM24, DM26.

- 6.25. Strategic Growth Site Policy 8 (North of Broomfield) requires the development to provide a neighbourhood centre and the provision of a new stand-alone early years and childcare nursery.
- 6.26. There is insufficient early years and childcare provision within the area to meet the demand created from this development. A new facility is therefore required. The Applicant has agreed to providing an early years and childcare nursery. Obligations to provide the land required for this (0.13 hectares) and a financial contribution towards the facility, to be delivered by the Local Education Authority, are included within the agreed S106 Heads of Terms.

- 6.27. Similarly, there is not the healthcare capacity within the local area to meet the needs of the proposed development. The closest GP surgery is located in Little Waltham. Whilst this surgery is accepting new patients, it does not have the capacity to accommodate the additional growth resulting from the proposed development.
- 6.28. The Mid Essex Clinical Commissioning Group (the CCG) have requested that the development provides the land for a new healthcare facility and a financial contribution towards healthcare.
- 6.29. The Applicant has agreed to provide land for a healthcare facility, of at least 750 square metres. The land would be decontaminated, secured and ownership transferred when the CCG requires it, for a nominal fee (via the City Council) to a developer working in partnership with them. The development partner would then construct the building, retain ownership and lease it back to the CCG. The Applicant has also agreed to the financial contribution needed to accommodate the health needs of the development.
- 6.30. The indicative plans submitted with the application show the neighbourhood centre to be located within the centre of the site. This is the most appropriate and accessible location. The neighbourhood centre area would include the healthcare facility, a community space and the early years and childcare nursery along with ancillary car parking. The detailed layout and overall size of the neighbourhood centre would be considered in more detail as part of Reserved Matters applications.
- 6.31. A play area (local open space) is proposed to be located to the south of the neighbourhood centre area. This would also be an appropriate location within the site. The S106 agreement would secure the provision of the play equipment.
- 6.32. The development would provide a network of green and open spaces. The indicative drawings show that the perimeter of the development would be landscaped and would include a perimeter track for recreation (natural/semi-natural open space). The existing hedgerow that runs from north to south through the centre of the site would be retained as a 'Green Spine' (natural/semi-natural open space), providing pedestrian and cycle routes. The area to the south around the lake would be retained as natural/semi-natural open space. The play area discussed above would be connected to this. To the south of the development would be an area of parkland (local open space).
- 6.33. Based on the indicative plans, the areas proposed as Open Space compared to the Local Plan requirements are set out in table 4 below.

TABLE 4: Open Space	Local Plan Requirement based on 512 dwellings	Proposal (approximately)
Local Open Space	9,728 sqm (19sqm per dwelling)	30,040sqm
Natural/Semi-Natural Open Space	12,288sqm (24sqm per dwelling)	67,000sqm

- 6.34. Appendix B of the Local Plan requires the provision of 40sqm per dwelling of Strategic Open Space. Strategic Open Space would typically contain a large neighbourhood play area and a multifunctional youth space (such as half a basketball court/hoop for informal use or kickabout space with a goal or combinations of the two), as well areas of seating and horticultural areas akin to a "local" park. Strategic Open Space may also provide more formal outdoor sport's facilities.

- 6.35. Due to the size of the site, and its connections to the wider community, it is not possible to deliver meaningful Strategic Open Space on site. As such, the Applicant has agreed to pay a financial contribution towards improving the nearest strategic sports ground to the site which is Melbourne Park. The contribution would be used to improve those facilities to accommodate more intensive use. This could take the form of a replacement sports pavilion and changing rooms, grass pitch improvements to accommodate more intensive use and improvements including addition of floodlighting to existing hard courts to accommodate further evening use slots. The contribution has been agreed as £1,052 per dwelling for parks, sport and recreation grounds in accordance with Table 8 of the Planning Obligations Supplementary Planning Document.
- 6.36. It is the preference of local Parish Councils for the open spaces within the development to be adopted, managed and maintained by Chelmsford City Council, rather than retained by the developer. The agreed Heads of Terms for the S106 agreement include the option of either adoption by the City Council or retention and maintenance by the developer. This would then be the subject of future discussions.

Transport

Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure)

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8, Special Policy Area 1. Local Policies: DM24, DM27.

- 6.37. The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation, together with a large quantity of additional information supplied during the lifetime of the application. The Highway Authority has concluded that, subject to a package of appropriate measures, the traffic impact resulting from the proposals would be suitably mitigated through both the provision of capacity enhancements and package of sustainable transport measures as set out in the recommendation.
- 6.38. Mitigation measures secured by the s106 would include:
- improvements and contributions to the Chelmsford/Great Waltham Cycle route;
 - provision of a cycle route north from the proposed new roundabout towards Little Waltham;
 - contributions towards a cycle route between the site access and Croxton's Lane;
 - a residential travel plan;
 - commitment to a Smarter Choices Campaign – to encourage modal shift to sustainable means;
- and
- the applicant has also agreed to fully fund a bus service to the site to the specification of the highway authority.
- 6.39. In addition, significant contributions are agreed. These include £2.5m towards Phase 1 of the Chelmsford Northeast Bypass, £1m towards off site road junction improvements and £0.4m towards a pedestrian cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.
- 6.40. Main access to the development site would be taken from a new roundabout junction on Blasford Hill along with a new Toucan Crossing. This roundabout is the only part of this outline application that is in detail and not reserved for subsequent approval. The location of the roundabout has already been agreed in principle through the masterplan process. The principal access to the site is acceptable.

- 6.41. A spine road is proposed to connect the new roundabout junction towards Woodhouse Lane. This would route through the centre of the development and follows the approved masterplan. Detailed drawings of the spine road have been submitted as part of the application, but these details require further consideration and amendment, and consequently the spine road detail is reserved for subsequent approval.
- 6.42. A link to Broomfield Hospital is a requirement of Local Plan Growth Site Policy 8 and Strategic Policy S9. The hospital link road forms part of the adopted masterplan for the application site. This would connect the spine road with the Broomfield Hospital internal estate road. Provision of this link would also enable the spine road through the outline application site to connect with Woodhouse Lane where it would provide a connection with the west part of lane and provide access to the rear service entrance to Farleigh Hospice. Woodhouse Lane to the east of the service access to the Hospice would be closed to through traffic. All these elements form part of the separate application for the hospital link road (reference 21/00881/FUL).
- 6.43. The Highway Authority has concluded that the hospital link road is required in accordance with the allocation and on traffic and sustainability grounds. The agreed heads of terms for the s106 agreement associated with this housing development application include a requirement for the construction of the hospital link road to be completed prior to occupation of the 200th dwelling. The applicant has stated their intention to construct the link road as part of the construction programme for the outline development and has agreed heads of terms in principle for a licence agreement with the Hospital Trust to enter onto the Trust's land to construct the road. The licence agreement is progressing and could be signed by both parties before or concurrently with the signing of the main S106 agreement. This would give certainty that Bloor could construct the road, in accordance with the S106 obligations, on the Trust's Land. The s106 agreement would also secure a financial contribution towards the maintenance of the road. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.
- 6.44. In addition to the Hospital Link Road, the residential development of the site requires the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route would enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the Blasford Hill.
- 6.45. A movement parameter plan has been submitted with the application which follows the principles of the masterplan. This shows the primary movement corridor as the central spine road. This would have a cycle route on its southern side with connections and crossing points across the spine road and Blasford Hill (including the new toucan crossing).
- 6.46. The movement plan shows a network of cycle routes through the development. These include connections from Woodhouse Lane to the neighbourhood centre. The connections to Woodhouse Lane would, as set out above, enable connection to the Chelmsford to Gt Waltham cycle route, away from Blasford Hill.
- 6.47. The footway routes include connections through the site to the neighbourhood centre and Woodhouse Lane, as well as a perimeter route around the landscaped edge of the development.

- 6.48. On the basis that the hospital link road is secured, and a package of appropriate mitigation is provided (as set out in the S106 agreement heads of terms), the traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures. The cycle and footway routes shown on the movement parameter plan are appropriate. The Local Highway Authority have no objection to the proposed development.
- 6.49. The development would be required to meet the parking standards the Essex Parking Standards - Design and Good Practice (2009) as required by Policy DM27 of the Chelmsford Local Plan. Detailed consideration of parking provision would take place as part of reserved matters applications should outline planning permission be granted.
- 6.50. Due to the site's proximity to Broomfield Hospital, it is recommended that on street parking restrictions are put in place to prevent kerb side parking. This is a separate process to the planning process. An informative is recommended to suggest that the developer contacts the South Essex Parking Partnership with a view to investigating on street parking restrictions.

Education

Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure)

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8.

- 6.51. As set out earlier in this report, the development would provide the land required for, and a financial contribution towards, early years and childcare.
- 6.52. In order to mitigate the impact of the development on local primary school provision a financial contribution is required by Essex County Council. This would be based on the final number and size of dwellings to be provided. A formula for the contribution has been agreed as part of the S106 agreement Heads of Terms. For a development of 512 units this would equate to around £2,585,000.
- 6.53. The Priority Admission Area secondary school for the proposed development would be Chelmer Valley High. Figures suggest the school will continue to be at capacity. The school sits on a generous site which could facilitate expansion.
- 6.54. As with primary education, a financial contribution is required to mitigate the impact of the development on local secondary school provision. A formula for the contribution has been agreed as part of the S106 agreement Heads of Terms. For a development of 512 units this would equate to around £2,094,036.
- 6.55. Considering the site's location and proximity to the nearest schools a contribution towards school transport is not required.

Historic & Natural Environment

Key Strategic Priorities: 7 (Natural and Historic Environment)

Local Plan Strategic Policies: S2, S3, S4. Site Policies: Growth Site Policy 8. Local Policies: DM13, DM14, DM15, DM16, DM17, DM18.

- 6.56. The proposed development area has already been subject of geophysical survey and archaeological evaluation which has revealed prehistoric, Roman and medieval features. There are areas of significant archaeological features which need further investigation. The Historic Environment Branch at Essex County Council have recommended a planning condition for excavation to ensure appropriate excavation, recording and mitigation takes place. Subject to a condition, the proposal would be acceptable in respect of archaeology.
- 6.57. There a number of heritage assets (Listed Buildings) on Blasford Hill and Woodhouse Lane. The scheme is supported by a heritage statement. The parcel of land to the southeast would be largely free of development and would reinstate a parkland setting. This would protect the setting of the listed buildings on Blasford Hill and the non-designated heritage assets associated with Woodhouse.
- 6.58. The site is within Flood Zone 1 which has the lowest probability of flooding. The site is therefore appropriate for residential development and is acceptable in flood risk terms. The Environment Agency has no objection to the development on flood risk grounds.
- 6.59. The application is supported by a drainage strategy. This would ensure that appropriate sustainable drainage systems are used to deal with surface water. The application originally proposed two drainage basins at the entrance to the site on Blasford Hill however a revised drainage strategy has been submitted which shows that these are no longer required. The Essex County Council Sustainable Urban Drainage team have no objection to the proposed development subject to appropriate planning conditions.
- 6.60. The site includes a number of landscape features which are considered to be important within the wider area. This includes the existing hedgerow which runs alongside the Public Right of Way from the north of the site to the southern boundary, cutting the site in half. This would be retained and enhanced as part of the proposal. This is referred to as the 'Green Spine'. In addition, there is an existing reservoir within the eastern part of the site which would be retained and enhanced.
- 6.61. The application drawings also indicate a planting buffer on the western boundary of the site. The plans show the buffer to measure approximately 50m (when measured from the western boundary to the indicative position of the houses facing this boundary). This complies with the requirements of the adopted masterplan (condition 3). This would also enhance the movement of species from Puddings Wood to the south to Sparrowhawk Wood to the north.
- 6.62. The site is primarily arable land with hedgerows, trees, semi-improved neutral grassland, ponds, grassland and scrub mosaic, dry ditches and scrub. Of these, the priority habitats recorded include hedgerows which are to be retained and enhanced. The closest off-site priority habitats include lowland mixed deciduous woodland relating to Puddings Wood (south) and Sparrowhawk Wood (north-west).

- 6.63. The application is supported by extensive surveys from 2017 to 2020 to determine the baseline ecological conditions, inclusive of habitats and species. The extended phase 1 habitats surveys were conducted in 2017 and thereafter updated in 2019 with resultant, detailed surveys carried out between 2017-2019 and as such are sufficient and up to date. The species recorded using the site or adjacent habitats are reptiles, breeding and wintering birds, badgers and bats.
- 6.64. The habitat recorded as supporting the highest densities of activity for both breeding and wintering birds was the existing body of water within the site, scrub and hedgerows. Disturbance to birds can be minimised and mitigated by retaining buffers to hedgerows. This would be ensured through the submission of reserved matters applications.
- 6.65. The badger monitoring report details activity around the site. The indicative layout shows landscaped buffers as appropriate to assist with the protection of Badgers which have been recorded using the site.
- 6.66. The bat survey report has recorded nearby emergences within the offsite woodland (Puddings Wood) and the north and south boundaries of the southern grassland field, in addition to sporadic ones along the central and northern hedgerow.
- 6.67. The hedgerows, reservoir and grassland field provide suitable foraging and commuting routes and there is an important link to Puddings Wood. The proposed removal of the northern hedge line serving the grassland field is not likely to result in residual impacts as a new hedge line is shown on the indicative plan just to the south of the existing hedgerow. The landscape buffers around the development site will also support and enhance the corridors.
- 6.68. Grass snake was recorded using the hedgerows along the northern part of the site. Suitable habitat exists which can be retained and protected as part of the development and there would be corridors to aid species movement.
- 6.69. The proposal would not result in harm to protected and other species and their habitats. The proposal would conserve and enhance the existing network of habitats and would avoid negative impacts on biodiversity. As such, the proposal would comply with Policies S4 and DM16.
- 6.70. Policy DM16 also requires proposals to deliver a net gain in biodiversity by creating, restoring and enhancing species. The Environment Act 2021 requires a biodiversity net gain of 10%. The Biodiversity Net Gain report and data submitted with the application indicate that the proposed development would result in a 10.42% net gain in biodiversity units and 36.63% net gain in linear habitats. This is acceptable and complies with Policy DM16.
- 6.71. Policies S4 and DM16 require where appropriate, that contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS).
- 6.72. The proposal site falls within a 'zone of influence' identified by Natural England for likely significant effects to occur to a European designated site. Those likely significant effects will occur through increased recreational pressure when considered either alone or in combination with other residential development. A financial contribution towards mitigation in line with the RAMS strategy will be secured through the s106 agreement.

Design and Layout

- 6.73. Strategic Growth Site Policy 8 in the Local Plan requires the development to be high-quality and landscape led. A series of parameter plans have been submitted with the application. These include land use, building heights, access and movement, tree and building removal, and public open space.
- 6.74. The land use parameter plan shows the areas for residential and other built development and infrastructure (including community uses). The plan also shows the boundaries of the site to be open space. The open spaces are described earlier in this report and include a perimeter natural/semi-natural area around the boundaries of the development, a landscaped area around the retained reservoir and an area of parkland to the south of the site. The 'green spine' would also run from north to south through the centre of the development. Based on the land use and public open space plans, the development, subject to reserved matter details, would be landscape led.
- 6.75. Although the Local Plan does not set out density requirements, it is useful to be aware of what the density could be for the proposed development. Based on the whole site (approximately 28ha), a development of 512 dwellings would represent a density of around 18 dwellings per hectare. When looking at the areas shown to be built development on the land use parameter plan, this equates to approximately 30 dwellings per hectare.
- 6.76. The Design and Access Statement and Design and Access Statement Addendum set out that the proposed development would have five-character areas which would be reflected in the reserved matters applications. These would be:
- Blasford Local Centre (Blasford Point)
 - Blasford Rise
 - Blasford Core
 - Blasford Lake
 - Green View
- 6.77. Blasford Point would be the highest density area within the centre of the development. This would be predominantly apartments and commercial buildings within the neighbourhood centre. The apartment buildings would provide a sense of enclosure to the space. The height parameter plan shows this area to be up to three storeys. This character and height would be appropriate for the central area of the development, subject to detailed design.
- 6.78. The Blasford Rise character area would line the central spine road that would run through the development from Blasford Hill to Woodhouse Lane. This area would have a medium density and would consist of a more formal building alignment along the spine road with predominantly detached and semi-detached houses with garages. This area would be up to two and a half storeys in height. The indicative layout plan shows the spine road to be tree lined.
- 6.79. Blasford Core would be the more central parts of the built development area. This would also have a medium density, but the height would be up to two storeys. The area would be characterised by semi-detached and terraced houses.
- 6.80. Blasford Lake would be the area around the reservoir. The area would have a medium density but would be characterised by detached and semi-detached dwellings. The height of this character area would be greater than Blasford Core, with mainly two and a half storey dwellings

with some areas of three storey buildings. The use of three storey dwellings around the Lake is appropriate in order to frame the space around the lake.

- 6.81. The remaining spaces within the built development, on the outside edges of the residential areas, would be characterised as Green View. These areas would be the lowest density and up to two storey in height. The houses would be predominantly detached with garages and would have a more organic alignment. This would be appropriate in order to achieve an 'edge of village' character. The Green View area would include a village green in the western part of the development.
- 6.82. Overall, the character areas described in the Design and Access Statement (including the Addendum) are appropriate to the sites location and the requirement for a landscape led development. Similarly, the building heights shown on the building heights parameter plan are acceptable, subject to detailed design.
- 6.83. An illustrative layout has been submitted with the application. This is illustrative only and has not been submitted as a drawing for approval. This shows how the site could be laid out. This is useful in considering how open spaces, building parcels and movement would work across the site, as well as showing indicative landscaping proposals. It must be noted that this is not the intended overall layout of the development and, should outline planning permission be granted, negotiations over layout, appearance, scale, landscaping and access would take place as part of future reserved matters applications.
- 6.84. There are several concerns about the layout as shown on the illustrative layout. These include dominant parking bays, enclosure and framing concerns, and lack of corner turning units. It is expected that these could be resolved at reserved matters stage. The illustrative layout is only indicative.
- 6.85. The development site shares its eastern boundary with existing properties on Blasford Hill. The majority of existing residential houses on Blasford Hill are towards the southern part of the site where the parkland open space would be. The proposed development closest to these dwellings is shown to be two storeys in height. The area shown to be three storeys in height would be adjacent to the existing allotments and scaffolding yard. Subject to detailed design and layout considerations as part of any future reserved matters application, the proposed development could be designed in a way to safeguard the amenity of the properties on Blasford Hill.
- 6.86. The southern boundary of the site is shared with Woodhouse Lane. Most of the properties on Woodhouse Lane are on the southern side of the lane, meaning they would be separated from the development site by the road. There are some properties on the northern side of Woodhouse Lane, however these are located close to the proposed area of parkland open space, the southern end of the 'green spine' and the landscape buffer around the perimeter of the site. As above, subject to detailed reserved matters consideration the development could safeguard the amenity of the properties on Woodhouse Lane.
- 6.87. Overall, it is considered that the development could be designed to achieve a high-quality and landscape-led development. The application parameter plans follow the approved masterplan and are an acceptable base for future reserved matter applications, should outline planning

permission be approved. Reserved matters considerations, including layout, scale, appearance and landscaping, would ensure the detail of the proposed development accords with relevant local planning policy and guidance as well as and national design guidance.

Other Matters

Site Policies: Growth Site Policy 8. Local Policies: DM25, DM30.

- 6.88. The developer has advised that the development would be 'gas free', meaning that the houses are expected to be heated by air source heat pumps and solar energy. Policy DM25 requires all new dwellings to meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day. In addition, Policy DM25 requires residential development to provide charging infrastructure for electric vehicles at a rate of 1 charging point per unit. All new non-residential building with a floor area in excess of 500sqm are required to achieve a minimum BREEAM rating of 'Very Good'. All three requirements of Policy DM25 can be secured by planning conditions. These are recommended.
- 6.89. This site is located above a Secondary A Aquifer (Sand & Gravel) and also a Secondary (undifferentiated) aquifer of the Lowestoft Formation. The application site overlies a Water Framework Directive (WFD) groundwater body and is also in a WFD drinking water protected area. The site is considered to be of moderate environmental sensitivity. The historic and future use could present potential pollutant linkages to controlled waters. Conditions are recommended to ensure that water pollution does not occur.
- 6.90. The site could contain contaminated land. A phase 2 assessment has been submitted with the application and this indicates that further gas monitoring is required. A condition is recommended to ensure that any contaminated land is appropriately remediated.
- 6.91. An assessment of air quality has been submitted and reviewed by the Council's Public Health and Protection Service. The findings of the assessment are that there will be a negligible impact on individual receptors. This is subject to charging infrastructure for electric vehicles being provided. A condition is recommended to this effect.
- 6.92. All minerals and waste issues were addressed as part of the Examination in Public of the then emerging Chelmsford Local Plan. The conclusion of those discussion was that the Minerals Planning Authority (Essex County Council; ECC) would not seek to apply its mineral safeguarding policy in relation to the site. Therefore, ECC in its capacity as the Minerals and Waste Planning Authority have no comment to make with respect to this application.

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

- 6.93. Paragraph 57 of the NPPF advises that obligations must only be sought where they are:
- (a) Necessary to make the development acceptable in planning terms
 - (b) Directly related to the development, and
 - (c) Fairly and reasonably related in scale and kind to the development
- 6.94. Further advice on the use of planning obligations is provided is given within national planning guidance: Planning Obligations – Use of planning obligations and process for changing applications.

- 6.95. The Chelmsford Infrastructure Delivery Plan (IDP) informs the Chelmsford Local Plan. It shows what infrastructure is required, who will provide it and when.
- 6.96. Section 3 of the Local Plan sets out the Council's strategic priorities that will be addressed through the Local Plan. Policy S9 indicates the infrastructure requirement priorities of the council and S10 how these will be secured. Policy S6 addresses housing and employment requirements.
- 6.97. Policy DM1 concerns securing the right type of homes and DM2 securing affordable housing. DM16 and DM20 address ecology and biodiversity and delivering community facilities respectively.
- 6.98. Growth site policy 8 (North of Broomfield) highlights, amongst other things, infrastructure and mitigation requirements for the site.
- 6.99. The Planning Obligations Supplementary Planning Document (POSPD) sets out how the Council will seek planning obligations when considering planning obligations. It is supplemented by a series of planning advice notes covering: First Homes, Housing Additionality, Open Space, Self and Custom Build housing, Specialist Residential Accommodation and Wheelchair Accessible Homes.
- 6.100. The planning obligation requirements for this development are set out under the headings below:

Affordable Housing

- 35% of total units to be affordable with 22% of total units affordable rent, 9% First Homes and the balance (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 site exceeds the 450-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 450-allocation number. In this case the affordable rent units above the 450 number will reflect Table 3 in the Housing Additionality Affordable Housing for Rent Planning Advice Note (January 2022) i.e., a greater proportion of four-bedroom homes.
- Wheelchair User M4(3)(2)(b) units to be secured at 5% of the total number of affordable homes.
- 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 sq m 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 or, provide an enhanced affordable housing rented offer of similar value. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).
- Affordable housing scheme to be submitted to address phasing, delivery and mix for each phase.

Specialist Residential Accommodation (SRA)

- SRA to be either provided on site or through payment of a contribution of £457.50 per new residential dwelling. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Self/Custom Build

- Self/Custom Build housing to be provided at 5% of the total number of units.

Highways and transportation

- Northeast by-pass contribution of £2.5million (Civil Eng Index linked).
- Cycle/footbridge over Essex Regiment Way contribution of £0.4million (Civil Eng Index linked).
- Junction improvements contribution of £1m (Civil Eng Index linked).
- Great Waltham to Chelmsford cycle route improvements contribution of £175,000 towards completion of section 2 between Goulton Road and the Hospital Link Road (Civil Eng Index linked).
- Cycle route south from new access roundabout contribution of £300,000 towards a cycle route between the site access roundabout and Croxton Lane (Civil Eng Index linked).
- Developer to submit details of the link road for technical approval prior to any development above slab level taking place at the site.
- No occupation of phase 2 of the development until technical approval has been given for the link road.
- Construction and delivery of link road in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority to connect site with hospital road network and associated works to Woodhouse Lane to be provided prior to 200th occupation.
- Payment of a commuted maintenance sum for hospital link road.
- Closure/downgrading/alterations to Woodhouse Lane.
- A bus strategy to be submitted to and approved by the highway authority prior to occupation
- Developer to provide a bus service to the site to the specification of the highway authority prior to occupation of the 60th dwelling.
- Residential Travel Plan (including car club scheme) annual monitoring fee of £2660 until a year after full occupation (Government's Consumer Price Index (CPI)).
- Smarter Choices campaign annual monitoring fee of £5,000 (Government's Consumer Price Index (CPI)).
- Restriction on occupations until the new access roundabout, the spine road, works to Woodhouse Lane, cycle facilities and bus stop infrastructure have been carried out and a certificate of completion issued under s.278.

Open space

- Local open space to be provided to be laid out and secured in accordance with the planning permission.
- Local open space maintenance plan to be submitted and agreed.
- Open space commuted payment for maintenance of £234.82 per dwelling for open space (local and natural) maintenance bond to be submitted and secured, along with local authority step in powers should the developer wish to maintain the open spaces (in accordance with Tables 9 and 10 of the Planning Obligations Supplementary Planning Document). (Not index linked – POSPD para. 14.20).
- Strategic open space contribution in lieu of on-site delivery of parks sports and recreation grounds at £1,052.00 per dwelling (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Education

- Provision of a stand-alone early years and childcare nursery on land within the site of no less than 0.13ha. An area of 0.13 hectares of land to be secured and remediated to be transferred to ECC or other agreed body for a nominal sum at the formal request of the education authority.

- Contributions in accordance with ECC formula (as set out in Table 5 below) for Early Years, Primary and Secondary education to be paid in tranches as agreed with the education authority.

Table 5: Education	Factor			Cost per place
	1 bed	Flat	House (2+ bed)	
Early Years & Childcare	0	0.045	0.09	£20,508
Primary	0	0.15	0.3	£20,508
Secondary	0	0.1	0.2	£24,929
Formula = [Number of dwellings x factor] x cost per place (+ Public Sector Building Non-housing (PUBSEC Index))				

Healthcare

- Provision of land for a health facility with space for the new building appropriate access, parking and servicing arrangements to accommodate a building of around 1,000 sq. m to be secured and remediated. The site is to be subsequently transferred to Chelmsford City Council for a nominal sum on receipt of a formal request of the health authority.
- Contribution of £253,900 [£496.18 per dwelling] to support the development proposal.

Community Facility

- A community facility to be provided within the health facility building.

Biodiversity Net Gain

- Provision of biodiversity offsetting contribution relating to application for link road. The applicant has indicated their intention to purchase the required biodiversity credits.

Essex Coast RAMS

- Contribution of £137.71 per dwelling.

Monitoring

- Contribution to cover Strategic Sites and Affordable Housing Monitoring cost and ECC Monitoring cost.

Community Infrastructure Levy (CIL)

6.101. This application may be CIL liable and there may be a CIL charge payable. CIL would be calculated based on reserved matters applications.

7. Planning Balance (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. Under the economic objective, there would be no loss of existing employment. The proposal would generate jobs through the construction process and in the longer term through the onsite healthcare facility and early years and childcare facility. The construction of up to 512 dwellings on the site would increase spending locally which would add to the local economy. These benefits carry weight in favour of the proposed development.

Social

- 7.3. The proposed development would be in a location where local schools, shops and healthcare facilities could be accessed on foot, by cycling or through public transport. The development would, subject to S106 obligations, provide safe and accessible alternative travel modes to the private car.
- 7.4. The development is required to meet the Council's identified growth needs. The development would provide a range of house types and tenures, including affordable rent homes, First Homes, Shared Ownership homes, Custom Build, Wheelchair User homes and accessible or adaptable homes.
- 7.5. Provision would also be made for specialist residential accommodation (either by financial contribution or on-site provision), a healthcare facility, community space and early years and childcare facility. Financial contributions would be made towards local education provision.
- 7.6. The development would include local open space, a children's play area and natural and semi-natural open spaces.
- 7.7. The proposal carries benefits in terms of the social objective of sustainable development which weigh in favour of the development.

Environmental

- 7.8. The environmental objective of the NPPF relates to protecting and enhancing our natural, built and historic environment; including making effective use of land and helping to improve biodiversity.
- 7.9. The application site has been allocated in the Chelmsford Local Plan. It is a sustainable extension to the existing settlement of Broomfield. The application follows an approved masterplan and has been planned in a sustainable way. The development would maximise opportunities for walking and cycling, rather than the private car.
- 7.10. The development would not adversely affect any designated or non-designated heritage assets. It would not give rise to an increased risk of flooding and would be acceptable in air quality terms. Archaeological excavation, investigation and recording would take place.
- 7.11. The development would retain important landscape features and would not cause likely harm to protected or other species or their habitats. The development would result in a biodiversity net gain, substantial new tree planting and the creation of natural and semi-natural open spaces.

- 7.12. The developer has advised that the scheme will be 'gas free' and that houses will be heated by air source heat pumps and solar energy. Conditions are recommended to ensure the development is built sustainably by requiring the installation of electric vehicle charging infrastructure, by requiring water efficiency building regulations to be met and also for non-residential buildings to be built to BREEAM 'Very Good' level.

Conclusion

- 7.13. Overall the proposed development accords with the Chelmsford Local Plan and would deliver a sustainable development as sought by the National Planning Policy Framework. The proposal is therefore acceptable, subject to conditions and the completion of the S106 agreement.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Procedure

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 the 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 6 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 be submitted to and approved in writing by the Local Planning Authority, and shall accord with the following Parameter Plans (subject to such minor variation that may be subsequently agreed in writing by the local planning authority):

- 25746-RG-M-86D Public Open Space
- 25746-RG-M-82A Land Use
- 25746-RG-M-83C Building Heights
- 25746-RG-M-84C Access and Movement
- 25746-RG-M-44F Tree and Building Removal

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Compliance with approved plans

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

Reason:

In order to achieve satisfactory development of the site.

Condition 5 - Phasing

Prior to, or concurrently with, the first application for Reserved Matters a Phasing Plan shall be submitted to and agreed in writing with the Local Planning Authority. The Phasing Plan shall include details of the phasing of the development. The development shall thereafter be carried out in accordance with the agreed details of phasing.

Reason:

In order to achieve satisfactory development of the site.

Pre-commencement

Condition 6 - archaeology

- (i) Prior to the commencement of the development an archaeology mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to and approved in writing by the local planning authority following the completion of the archaeological evaluation.
- (ii) No development or preliminary groundworks shall commence on those areas containing archaeological deposits until fieldwork, as detailed in the archaeology mitigation strategy subject of part (i) of this condition, has been carried out.
- (iii) Within six months of the completion of the fieldwork, unless otherwise agreed in writing with the local planning authority, a post-excavation assessment shall be submitted to and agreed in writing with the local planning authority. This shall include a post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason:

Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. A phased archaeological condition is needed to ensure appropriate mitigation. This is in line with the National Planning Policy Framework and Policy DM15 of the Chelmsford Local Plan.

Condition 7 – Contamination

No development shall commence within each phase or sub-phase of the development until a scheme to deal with the risks associated with the contamination of the land associated with that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The scheme shall incorporate the following components:-

- (i) A preliminary risk assessment which identifies:- Previous uses, Potential contaminants associated with those uses, A conceptual model of the site including sources, pathways and receptors, Potentially unacceptable risks arising from contamination at the site.
- (ii) A site investigation scheme based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(iii) The site investigation results and a detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken,

(iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall be implemented as approved unless any changes are otherwise agreed in writing with the local planning authority.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is identified and remediation measures appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 8 - SuDS

As part of Reserved Matters submissions for each phase or sub-phase, a detailed surface water drainage strategy shall be submitted for approval. The strategy shall broadly accord with the submitted Flood Risk Assessment and Drainage Strategy by Stantec (May 2022) and include consideration of a range of SUDs measures such as green roofs, rainwater harvesting, rain gardens, water butts and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy DM18 of the Chelmsford Local Plan.

Condition 9- Levels

Prior to any construction works within each phase or sub-phase, including the spine road, detailed drawings and sections showing the finished levels of all parts of the development 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 10- BREEAM

- a) The neighbourhood centre building, healthcare facility and early years building hereby permitted shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);
- b) Prior to the commencement of the neighbourhood centre building, healthcare facility or early years building, a Design Stage Assessment (under BREEAM or its successor) for each building shall be carried out and a copy of the Interim Certificate or the Assessor's summary score sheet shall have been submitted to and approved in writing by the Local Planning Authority;
- c) the neighbourhood centre building, healthcare facility or early years building shall not be occupied until a Post Construction Review (under BREEAM or its successor) has been carried out in respect of that building and a copy of the Final Certificate or the Assessor's final summary score sheet has been submitted to the Local Planning Authority verifying that the agreed standards have been met in respect of that building.
- d) a copy of the Final Certificate, if it is not submitted prior to the first occupation of the neighbourhood centre building, healthcare facility or early years building, shall be submitted within six months following approval of the final summary score sheet.

Reason:

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

Condition 11– PROW safeguarding

No development shall take place within the phases or sub phases adjoining the Public Right Of Way Number 29 (PROW 225_29) until a scheme (including temporary re-routing, fencing, barriers, crossing points) to safeguard public use of the existing public right of way has been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with the approved plan.

Reason:

To ensure the existing public right of way is retained and available throughout the development period.

Condition 12– Hard Landscape

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, surfacing and means of surface water drainage,
- (ii) How the design of the streets and spaces take into account mobility and visually impaired users, and
- (iii) A panel composed of samples of all materials to be used 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 13- 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. highway safety considerations,
- vi. turning, loading and unloading of plant and materials,
- vii. hours of deliveries,
- viii. a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction, and
- ix. a scheme to prevent pollution caused by surface water run-off and groundwater during construction.

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 14– Badger Report

As part of Reserved Matters submissions for each phase or sub-phase a badger monitoring report shall be submitted for approval.

Reason:

In the interests of safeguarding badgers in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 15– Arboriculture

As part of Reserved Matters submissions for each phase or sub-phase the following documents shall be submitted for approval:

- (i) an impact assessment & arboricultural method statement. 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) A full specification for the construction of the new access and parking areas, including details of the 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.
- (ii) strategic soft landscaping design
- (iii) landscape and ecological maintenance plan
- (iv) landscape and ecological management plan

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 DM14 of the Chelmsford Local Plan.

Condition 16– Custom Build Design Code

No development within any phase or sub-phase of the development which will include custom build housing shall commence until a design code for 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. Subsequent reserved matters applications for 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.

During Construction

Condition 17– Public Art

Within twelve 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.

Condition 18– Boundaries

- a) 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) Individual dwellings shall not be occupied until boundary treatments relating to the dwelling or dwellings have been implemented in accordance with the approved details.

Reason:

To ensure 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 19– KEGS boundary

Prior to its installation, details of a fence to be installed on the western boundary of the site with the King Edward VI Grammar School playing field shall be submitted to and agreed in writing with the local planning authority. The fence shall be installed prior to the first occupation of any part of the development.

Reason:

To ensure the proposed development is visually satisfactory and to restrict access to the neighbouring private land.

Condition 20– Refuse & 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 21– Lighting

Prior to their installation details of any means of external lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall then be installed in accordance with the approved details.

Reason:

To ensure that the proposed development is visually satisfactory and does not adversely affect biodiversity in accordance with policies DM23 and DM16 of the Chelmsford Local Plan.

Condition 22– new roundabout

Within six months of commencement of the development hereby permitted a new roundabout junction on B1008 as shown indicatively on Ardent plan 184281-002F shall be provided. The junction shall include a toucan crossing on the northern arm, parallel crossing on the western arm and uncontrolled drop kerb crossing on the southern arm.

Reason:

To enable construction and residential access to the site.

Condition 23– completion of spine road

Prior to occupation of the 200th dwelling the spine road from B1008 to Woodhouse Lane shall be completed and available for use. The spine road shall include a bus turnaround area towards the south-western extent of the spine road, within phase 2, and connection to Hospital Link Road with associated works to Woodhouse Lane (east) to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented.

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 24 – details of spine road

Prior to occupation of the 200th dwelling the spine road from the B1008 to Woodhouse Lane, including a bus turnaround area towards the south-western extent of the spine road in phase 2 shall be completed and available for use.

The spine road shall comprise:

- a) A 6.75 metre single carriageway designed to 30mph design speed
- b) LTN 1/20 complaint two-way cycleway (3m) with segregated footway (2m) on southern side with no frontage access
- c) Drop kerbs on south side opposite side road junctions on the north side to allow cyclists to join the southern cycleway
- d) Uncontrolled crossing points at agreed locations along the route, to include features to enable ped/cycle permeability throughout the site A verge and 2m footpath adjacent to carriageway on northern side
- e) Traffic calming measures for a 30mph bus route
- f) A limited number of access junctions along its length
- g) Bus stops and bus turnaround facilities
- h) A through route to Hospital link road

i) Connections to the western section of Woodhouse Lane, with associated works to Woodhouse Lane to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 25 – provision of cycleway and pedestrian improvements Chelmsford to Gt Waltham

There shall be no occupation of the site until the cycleway and pedestrian improvements to section 1 of the Chelmsford to Great Waltham cycle route from Corporation Road to Goulton Road, to include footway widening along the route, parallel crossing (Kings Road), North Avenue central reserve crossing, resurfacing and signs and lines have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 26– cycle way provision eastern side of B1008

There shall be no occupation of the site until LTN 1/20 compliant cycleway and pedestrian improvements to the eastern side of B1008 north of the access roundabout, as shown indicatively on Ardent plan 184281-013A have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 27– additional bus stops B1008

There shall be no occupation of phase 1 until new additional bus stops north and southbound on the B1008, at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure properties within phase 1 of the development are within 400m walking distance of a bus stop.

Condition 28– additional bus stops spine road

There shall be no occupation of phase 2 until bus stops on the spine road, at locations to be agreed with Essex County Council have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure all properties are within 400m walking distance of a bus stop

Condition 29– residential travel plan

Prior to first occupation of the development hereby permitted a residential travel plan shall be submitted 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.

The Travel Plan shall 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 to include:
 - 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - Discounted bus travel tickets in following years
 - Discounted rail travel vouchers (format and quantity TBA)
- d) Details of the car club scheme for the development which shall include:
 - Provision of 2 spaces across the development or within the neighbourhood centre?
 - Funded for 5 years after final occupation
 - One space to be provided by occupation of the 119th dwelling
 - Second space to be provided by occupation of the 319th dwelling
 - Discounted or free membership to encourage uptake

Reason:

To promote sustainable travel to/from the site

Condition 30– smarter choices campaign

Prior to first occupation of the development hereby permitted, details relating to a Smarter Choices Campaign, covering existing residences with the Parish of Broomfield and along Blasford Hill, shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved campaign shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation and annual monitoring reports submitted demonstrating the level of target achievement.

The Smarter Choices Campaign shall include measures to encourage modal shift to sustainable means and shall include:

- 1. Information on bus, rail, walking, cycling routes in the vicinity of the site;
 - 2. Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
 - 3. Season tickets/vouchers
 - a. 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - b. Discounted bus travel tickets in following years
 - c. Discounted rail travel vouchers (format and quantity TBA)
 - 4. Cycle training scheme
 - 5. App based rewards scheme offering rewards for utilising sustainable modes
- Specific financial penalties if targets are not achieved to be put towards additional sustainable measures (i.e. cycling, Passenger Transport)

Reason:

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

Condition 31– parking spaces and layout

The number of parking spaces and how these are laid out (including dimensions) shall be in accordance with the Essex Parking Standards Design and Good Practice September 2009. This applies to all vehicular parking spaces including disabled requirements together with cycle parking and facilities for powered two wheelers.

Reason:

To ensure that sufficient off street parking is provided to serve the development in accordance with Policy DM27 of Chelmsford Local Plan.

Condition 32– cycleways

The network of strategic cycleway routes shall be 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 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 33– walking routes

The network of footpath routes shall be surfaced and illuminated in accordance with details to be submitted to and approved in writing by the local planning authority. The walking 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 34– Public Right of Way

(i) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) Footpath 29 Little Waltham between Woodhouse Lane and the proposed spine road shall be upgraded to cycletrack and removed from the PROW network.

(ii) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) 29 Little Waltham between proposed Spine Road and northern site boundary shall be upgraded to footway and removed from PROW network.

Reason:

To provide fit for purpose routes reflecting the change of circumstances and the expectation of occupiers of the new development.

Condition 35– Ancillary infrastructure

No ancillary infrastructure including pipes, flues, vents, meter boxes, external letterboxes, fibre wires and cables required by statutory undertakers and to be incorporated as part of the building design 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 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 36– Street lighting and signage

No street lighting, street name plates and 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, to maximise the placing of lights and signs on building faces and to ensure lasting environmental quality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 37– Materials

Prior to their use, samples of the materials to be used in the construction of the development hereby permitted 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 38– SuDS maintenance plan

Prior to the first occupation of the development a maintenance plan detailing the maintenance arrangements for SuDS features including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be 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 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 39– SuDS maintenance

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 40. 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 40– Contamination verification

Prior to the first occupation or first use of each phase or sub-phase, any remediation of the site found necessary shall be carried out. A validation report to that effect and a long term monitoring and maintenance plan in respect of groundwater shall be submitted to the local planning authority for written approval prior to the first occupation of the relevant phase or sub-phase and the development shall be carried out in accordance with that scheme.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is remediated appropriately to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 41– Carriageway Construction

The carriageways of the proposed estate roads shall be laid out and constructed up to and including at least road base level, prior to the commencement of construction of any residential dwelling or building intended to take access from that road.

Reason:

To provide a satisfactory interim standard of access and safety and linkage with the existing highway network.

Condition 42– 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 43– Vehicle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved parking areas for that part of the development have 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 that part of the development 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 44– Cycle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved cycle parking areas for that part of the development have 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 that part of the development 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 45– 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 46– 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 of one electric vehicle charging point per 10 parking spaces for a

non-residential building. 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.

Ongoing

Condition 47– Water Efficiency

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.

Condition 48– M4(2)

A minimum of 50% of 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

Condition 49– 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 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 50– 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

Post Occupation

Condition 51– 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 DM14 of the Chelmsford Local Plan.

Notes To Applicant

1. 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.

2. The proposed demolition in the scheme should not be carried out until you have given notice to the Chelmsford City Council (Building Control Manager) of your intention to do so pursuant to Section 80 of the Building Act 1984.

Notice should be in writing and accompanied by a block plan (e.g. 1/500) clearly identifying the building(s) to be demolished.

3. More information about BREEAM is available on the BRE website: 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.
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. The Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting existing and future highways. Please contact the Development Management Team by email at development.management@essexhighways.org.
8. The new street and its junction and/ or connection with the existing highway should be formed to the requirements and satisfaction of the Highway Authority (Essex County Council). Attention in this respect is drawn to Section 184 of the Highways Act 1980. Contact details are: Development Management Team, Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU. Telephone via Contact Essex: 0845 603 7631. Email: development.management@essexhighways.org.
9. 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 prior to their construction. The roads and footways shall be constructed in accordance with the approved details.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.

17. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath 29 Little Waltham shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
18. The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.

Boreham Parish Council

Comments
10.01.2022 - Members of the committee had no objections to the application.

Economic Development & Implementation

Comments
No response received

Parks & Open Spaces

Comments
No response received

Leisure & Heritage Services

Comments
No response received

Anglian Water Services Ltd

Comments
<p>02.02.2021</p> <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 which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.</p> <p>The sewerage system at present has available capacity for these flows. 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. Building Regulations (part H) on Drainage and Waste Disposal</p>

for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

Essex County Council (SUDS)

Comments

26.01.2021 - holding objection based on the absence of plans.

15.04.2021, 19.01.2022 & 25.05.2022

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, including a detailed surface water drainage strategy to be submitted as part of reserved matters submissions for each phase or sub-phase.

Essex and Suffolk Water

Comments

No response received

Essex County Fire & Rescue Service

Comments

02.02.2021

Due to what would be considered an excessive distance to the nearest existing statutory fire hydrants, shown on the enclosed plan, it is considered necessary that additional fire hydrants are installed within the curtilage of the proposed site.

Once we receive the new water main design scheme for this development from the local Water Authority, we will liaise with them directly to ensure that all necessary fire hydrants are provided.

If a fire appliance is unable to gain access to within 45 metres of all parts of a new dwelling, as required by the Building Regulations 2010 Approved Document B, an alternative solution may be required such as an Automatic Water Suppression System (AWSS) incorporated into the building design.

04.02.2021

Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13 and appears to be acceptable subject to satisfactory compliance with Building Regulations B5.

More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.

12.01.2022

It is not currently confirmed whether the newly built road or parking areas can withstand the standard 18 tonne fire appliances used by Essex County Fire and Rescue Service.

Police - Designing Out Crime

Comments

04.01.2022

Whilst there are no apparent concerns with the layout to comment further we would require the finer detail such as the proposed lighting, boundary treatments and physical security measures.

Within the Design and Access Statement we note reference to Secured by Design guides, and we would welcome the opportunity to consult on this development to assist the developer demonstrate their compliance with these policies by achieving a Secured by Design Homes awards.

NHS Mid & South Essex Sustainability & Transformation Partner

Comments

28.01.2022

The proposed development will be likely to have an impact on the NHS funding programme for the delivery of healthcare provision within this area and specifically within the health catchment of the development. The GP practice within the vicinity of this proposed development does not have capacity for the additional growth resulting from this development and cumulative impact of development in the area. The CCG would therefore expect these impacts to be fully assessed and mitigated.

There are no obvious opportunities to increase capacity at existing sites to create sufficient capacity for the residents arising from this and other proposed developments in and around the city. It is therefore likely that a new built facility will be needed within this application site to mitigate the impact of the development.

This proposal should therefore safeguard a site within the development for the construction of a new healthcare facility. This should be of sufficient size to mitigate the impact of the development proposed on this site and be sustainable as a practice.

The development would have an impact on healthcare provision in the area where there is already a deficit of primary care facilities. The CCG therefore requests that the sum of £253,900 be secured through a planning obligation in the form of a S106 agreement in order to increase capacity for the benefit of patients of the surgeries in the vicinity of the application site.

ECC Community Infrastructure Planning (Education)

Comments

17.02.2021

Assuming that all of these units are homes with two or more bedrooms, a development of this size can be expected to generate the need for up to 49.50 Early Years and Childcare (EY&C) places; 165.00 primary school, and 110.00 secondary school places.

Please note that any developer contribution figures referred to in this letter are calculations only, and that final payments will be based on the actual dwelling unit mix and the inclusion of indexation.

The proposed development is located within the Broomfield and The Waltham's ward and will create the need for an additional 49.50 places. According to Essex County Council's childcare latest sufficiency data, there are 13 providers of early years and childcare in the area. Overall, a total of six unfilled places were recorded.

The data shows that there is insufficient provision within the ward to meet the demand created from this development. It is therefore proposed that a new facility is required within the Broomfield and the Waltham's ward or within a three-mile radius of the development. We would therefore request a financial contribution and land to facilitate a new provision. Based on the demand generated by this proposal as set out above, a developer contribution of £1,491,287, index linked to quarter one 2021, is sought to mitigate its impact on local EY&C provision.

The western part of this proposed development falls within the priority admissions area of Broomfield Primary School, whereas the eastern part is within Little Waltham Primary School's area. The two schools are fairly equidistant from the development at around a mile by road. Data shows that the number of children in the current primary cohorts that are registered with GPs, and for whom one of these schools is their closest provision, slightly exceeds the combined capacity of the two schools. Based on the school site areas neither school has space to expand significantly.

It will be necessary to revise plans for additional school places in the wider area. Should the development be permitted, a developer contribution of £3,383,820, index linked to quarter 2021, is sought to mitigate its impact on local primary school provision.

The Priority Admission Area secondary school for the proposed development would be Chelmer Valley High. Due to high demand, the school has taken slightly over this number in some year groups. The school sits on a generous site which could facilitate expansion. If the development is permitted, a developer contribution of £2,742,190, index linked to quarter 2021, is sought to mitigate its impact on local secondary school provision.

Having reviewed the proximity of the site to the nearest primary and secondary schools, Essex County Council will not be seeking a school transport contribution, however, the developer should ensure that safe direct walking and cycling routes to local schools are available.

In view of the above, I request on behalf of Essex County Council that if planning permission for this development is granted it should be subject to a section 106 agreement to mitigate its impact on childcare, primary and secondary education.

Housing Standards Team

Comments

No response received

Recycling & Waste Collection Services

Comments

No response received

Great Waltham Parish Council

Comments

18.01.2021

The Parish Council Objects on the basis of an additional 100 homes adds to the issues already raised in turn of traffic, facilities, schools, and we are extremely concerned that following several years of a process which ran from local plan to meetings with councils, parish council and parishioners the outcome is to add 100 homes and discards all the previous good work.

We are especially concerned about the pressure on the capacity on local schools, the local surgery and the increased traffic flow in a congested area.

17.01.2022

The Parish Council Objects on the basis of an additional 100 homes adds to the issues already raised in turn of traffic, facilities, schools, and we are extremely concerned that following several years of a process which ran from local plan to meetings with councils, parish council and parishioners the outcome is to add 100 homes and discards all the previous good work.

We are especially concerned about the pressure on the capacity on local schools, the local surgery and the increased traffic flow in a congested area and concerns over local car parking that is already beyond capacity.

Historic England

Comments
<p>27.01.2021</p> <p>On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.</p>
<p>14.01.2022</p> <p>On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.</p>

ECC Historic Environment Branch

Comments
<p>25.02.2021</p> <p>The proposed development area has already been subject of geophysical survey and archaeological evaluation, which has revealed prehistoric, Roman and medieval features. Depending on the layout of the development, these features will need to be fully excavated prior to development which would damage or destroy them.</p> <p>In view of this, a condition to secure a written scheme of investigation is recommended.</p>
<p>04.01.2022</p> <p>Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. Extensive discussions have taken place during this work and a phased archaeological condition is needed to ensure appropriate mitigation.</p>

Environment Agency

Comments
<p>11.02.2021</p> <p>We consider that planning permission could be granted to the proposed development as submitted if planning conditions are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.</p>

Natural England

Comments
<p>02.02.2021</p> <p>It has been identified that this development site falls within the 'Zone of Influence' (Zol) of one or more of the European designated sites scoped into the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).</p> <p>Without mitigation, new residential development in this location is 'likely to have a significant effect' on one or more European designated sites, through increased recreational pressure, either when considered 'alone' or 'in combination' with other plans and projects.</p>

Public Health & Protection Services

Comments
<p>14.01.2021</p> <p>The Phase 2 assessment indicates that further gas monitoring is required. A contamination condition is required.</p> <p>This residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated).</p>
<p>07.01.2022</p> <p>The air quality impact assessment submitted as part of the Environmental Statement does not quantify any affect from a proposed junction and road realignment as set out in the drawings. The air quality impact assessment should be updated with a scoping assessment for these proposed changes.</p>
<p>28.01.2022</p> <p>Although all of the information has not been evidenced in one document, we can accept the assessment and the findings that there will be a negligible impact on individual receptors. Providing mitigation is provided in the form of EV charging points and as set out in transport assessment, we consider that the development will be acceptable on air quality grounds</p>

ECC Minerals & Waste Planning

Comments
<p>30.04.2021</p> <p>Mineral safeguarding matters relating to this site were discussed at the EiP Hearings associated with the Chelmsford Local Plan. The conclusion to those discussions was that the Minerals Planning Authority would</p>

not seek to apply its mineral safeguarding policy in relation to the site. As such, Essex County Council in its role as the Minerals Planning Authority has no comment to make in relation to this application.

12.01.2022

All minerals and waste issues were addressed as part of the Examination in Public of the then emerging Chelmsford Local Plan and therefore ECC in its capacity as the Minerals and Waste Planning Authority have no further comment to make with respect to this application

Essex County Council Highways

Comments

26.05.2022

The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation, together with a large quantity of additional information supplied since submission by the applicant. This work has concluded that subject to a package of appropriate mitigation, traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures as set out in this recommendation.

A link to Broomfield Hospital via this site has been identified as a requirement for this site within the CCC Local Plan. Whilst the submitted TA seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the recent NE Bypass Planning Application (CC/CHL/85/21) demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 Base and will be in 2024 (excluding Bloor development) and 2036 (including Bloor development) and therefore an access to Broomfield Hospital and Farleigh Hospice is required and must be provided by the developer in line with the Masterplan and Policy for Strategic Growth Site 8.

The residential development requires the provision of the Hospital Link Road and the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route will enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the B1008. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that this TRO is approved prior to commencement of development to ensure that it can be delivered and there will be sufficient provision of good quality walking/cycling links southwards beyond the site.

The developer to provide the following S278 highway works:

Access Roundabout

Spine Road

Hospital Link Road

Cycle facilities

Bus stop infrastructure

The developer to provide the following S106 contributions:

Chelmsford NE Bypass (CNEB) - £2.5million towards Phase 1 of CNEB which is required to accommodate development in the current Local Plan including the North of Broomfield site.

Off-site Road Junctions - £1.0million towards mitigation of the cumulative impacts of the Local Plan development on routes between the site and the city centre.

Bridge £0.4 million towards a pedestrian and cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.

Great Waltham to Chelmsford Cycle Route - £175,000 towards completion of section 2 between Goulton Road and the Hospital Link Road.

Cycle route south from new access roundabout - £300,000 towards a cycle route between the site access roundabout and Croxton Lane.

Provision of bus strategy and provision of a bus service to be developer funded for 5 years.

Residential Travel Plan (including car club) and Smarter Choices Campaign

Annual Travel Plan monitoring fee of £2660 (index linked) to Essex County Council until a year after full occupation.

Annual Smarter Choices monitoring fee of £5000 (index linked) to Essex County Council.

Commuted Maintenance Payment for link road.

General Conditions

Construction Management Plan

Pedestrian and Cycle Routes

Public Rights of Way

No unbound material

Maintenance of Landscaping

Adherence to Parking Standards

Sustainable Urban Drainage Solutions

Conformity of Internal Roads to Design Guidance Best Practice

Estate Carriageway Construction

Taking the above into consideration, the Highway Authority would not wish to raise an objection to the above application subject to the provision of the requirements set out below.

The following plans are not agreed, they show the spine road being 20mph with associated traffic calming which is not acceptable to the Highway Authority given the route serves as an access to the Hospital, Farleigh Hospice and Woodhouse Lane (west) as well as the residential development and will need to accommodate buses. It should be designed to 30mph. The detailed design of the Spine Road should be dealt with at reserved matters stage.

184281-027D Spine Road General Arrangement (north)

184281-028D Spine Road General Arrangement (south)

Ramblers Association

Comments
No response received

Little Waltham Parish Council

Comments	
<p><i>12/02/2021 response</i></p> <p><i>Number of houses</i></p> <p>Increase in house numbers from 450 in the Local Plan process is disappointing as there was no engagement.</p>	See Report – Principle of Development
<p>The amount of new homes is 22% higher than the amount considered appropriate for the site within the local plan document. The extra number of houses is contrary to the Local Plan and not sustainable as it would have a detrimental impact upon local services and roads in the community.</p>	(As above)
<p><i>Road infrastructure</i></p> <p>The Parish Council contends that the proposed housing will have a detrimental impact upon infrastructure and in particular the local road network. The B1008 is running in excess of 90% capacity and increased development is only increasing the traffic in the area.</p>	The highway authority has undertaken extensive analysis and investigation of the planning application and its submitted supporting documentation and has concluded that subject to appropriate mitigation, traffic impact that results from the development would be suitably mitigated

<p>The most direct route for vehicles travelling from the proposed site to Essex Regiment Way will be via Little Waltham village centre. The village centre is predominantly in a Conservation area with narrow roads and heritage properties and the impact of such extra traffic will be highly detrimental to those living in the area.</p>	<p>through both the provision of capacity enhancements and a package of sustainable transport measures.</p>
<p><i>Impact upon other infrastructure and services</i></p> <p>It is not possible for all journeys to be undertaken by bicycle or bus and will not substantially reduce the impact of traffic in the area to such an extent as to consider the application sustainable.</p> <p>The Parish Council is concerned about the impact of additional houses upon already stretched local services and facilities.</p> <p>There is no reference to any improvements to the public rights of way which would be used by more people as a result of such proposed development. Developer contributions should be required.</p>	<p>(See above)</p>
<p><i>Timeframe for construction</i></p> <p>A construction period of 6 years would be inconvenient and detrimental to adjacent residents and the local area as a whole.</p> <p>Delaying the link road for a further 6 years will mean a longer period of congested traffic in the area. The Parish Council considers that the link road into the hospital should be constructed at an early phase of development.</p>	<p>The construction period is likely to result in some inconvenience and detriment to local residents but this would be mitigated by implementation of a construction management plan.</p> <p>The Council is seeking construction of the link road prior to the 200th occupation.</p>
<p><i>Issues surrounding the construction of the Link Road</i></p> <p>The planning application does not include the joining of the main spine road in the development to a road within the Broomfield Hospital estate. Without the hospital link road no relief would be</p>	

<p>provided in relation to traffic travelling to the Hospital site.</p> <p>The Parish Council is concerned that if that money were to be paid direct to the Hospital Trust it would be lost in the running costs of the hospital leading to a situation where the Hospital area is unable to fund the road.</p> <p>If the road is to effectively alleviate congestion in the area then it should be accessible by all motorists.</p>	<p>Connection between the spine road and the link road would be secured by s.278 and s.106 agreements.</p> <p>A financial contribution in lieu of the link road is not proposed as a build licence would be signed by the Trust and the developer to permit and secure access rights to construct the road.</p> <p>The Hospital Trust as landowner wishes to restrict vehicular access via the link road to staff and service vehicles, with public transport to be investigated.</p>
<p><i>Road junction and crossing point</i></p> <p>A roundabout would need to be supported by an appropriate safe crossing point at the Blasford Hill.</p> <p>There is also a concern that there is a current planning application for the development of ten houses next to Montpellier Villa which would mean that there would be another access onto Blasford Hill in very close vicinity to the new proposed roundabout thus leading to potential traffic conflict in the area.</p>	<p>Noted, a new toucan crossing is proposed to the north of the proposed roundabout.</p> <p>The new roundabout would be acceptable in traffic terms in all respects including its distance from the new access to serve land adjacent to Montpellier Villa.</p>
<p><i>Neighbourhood Centre</i></p> <p>It is not suitable for a local centre to be housed in the development. There would not be sufficient call for such a facility in the vicinity even with additional housing on site. A centre could draw away the use of existing facilities within the Parish of Little Waltham. There is a lack of clarity as to who would be responsible for such a centre and the cost thereof and a concern that such a centre would be a drain on local resources. There are two thriving village halls within the village centre which could be adversely impacted. It is considered that a developer contribution to existing facilities or</p>	<p>The community facility element of the local centre would be proportionate in size to essentially serve residents of the new development.</p> <p>The new surgery is required by the NHS (see report). There is no indication that its provision would lead to the diminishment of the Little Waltham Surgery.</p>

<p>proposed facilities in the village centre would be more beneficial for the community.</p> <p>It is also a concern that the GP practice may be encouraged to move to such a facility when it is such a valued resource within the community.</p>	
<p><i>Maintenance of common and Landscaped areas</i></p> <p>In the event that the City Council grant permission for the development any common areas to be adopted and maintained by a public authority, to make sure that the area can be suitably maintained going forward into the long-term future.</p>	<p>Noted, the s.106 is proposed to make provision for either local authority private maintenance of the open space.</p>
<p>21.01.2022 - Objection</p> <p>Little Waltham Parish Council wishes to object to the amended application on the following grounds:</p>	
<p><i>Number of houses</i></p> <p>14% higher than the number of houses considered to be a sustainable for the site. The extra number of houses is contrary to the criteria of the Local Plan and not sustainable.</p>	
<p><i>House types and styles</i></p> <p>To have large 3 storey buildings backing onto the allotment site and in the vicinity of the historic properties would impose a detrimental visual impact and would certainly not be in keeping with the area.</p> <p>No mention of how the properties will be heated or whether solar panels will be utilised. There would be an expectation that the developers would be required to consider heating the properties will heat pumps as opposed to gas boilers and install solar panels and EV charging points.</p>	<p>(See earlier comment on this issue)</p>

<p><i>Road Infrastructure</i></p> <p>The impact of traffic and pressure on the local road network would still be severe and local knowledge of area would indicate that some of the suggestions regarding traffic management would not be workable.</p> <p>The information used in the models provided is dated back to 2017 and it is not clear whether consideration has been given to development in the area since that time or development that is coming forward and the additional traffic.</p> <p>A 'smarter choices' package will not be workable or achieve the reduction in journeys suggested.</p> <p>The current bus services in the area are not sufficiently reliable, frequent or cost effective to attract prospective residents into using the service.</p> <p>Not every journey into Chelmsford could be undertaken by bicycle.</p>	<p>(See earlier comment)</p>
<p>The majority of journeys to and from the site will be via motor vehicle and that an additional of 512 homes will add a substantial and detrimental number of vehicle journeys in an area which is already congested.</p> <p>The rat running issue that already exists will be dramatically exacerbated. The village centre has narrow roads and heritage properties and is a conservation area and the dramatic increase in rat running traffic will be substantial and highly detrimental to residents.</p> <p>Around 80% of people who work at the Hospital live in areas south of the Hospital. There is therefore a question mark as to whether such traffic will continue traveling north along Blasford Hill to use the proposed new link road or will continue to use</p>	<p>The highway authority has concluded that the link road is required on traffic as well as sustainability grounds.</p>

<p>Hospital Approach thus there would be little relief for traffic congestion in that area.</p> <p>It is noted that there is an absence of a report of the environmental impact of traffic emissions for the area.</p>	
<p><i>Road junction and crossing point</i></p> <p>A roundabout would need to be supported by an appropriate safe crossing point at the Blasford Hill.</p> <p>The proposals do not provide a safe means of crossing the road and a signalised crossing would be safer.</p> <p>It is not known where the bus stops will be located as that will influence where pedestrians may choose to cross the road.</p> <p>The hospital access road should be available for use by all traffic.</p>	<p>A toucan crossing is proposed on Blasford Hill, north of the proposed roundabout.</p>
<p><i>Landscaping and common areas</i></p> <p>In the event that the City Council grant permission for the development any common areas to be adopted and maintained by a public authority, to make sure that the area can be suitably maintained going forward into the long-term future.</p> <p><i>Impact upon local services</i></p> <p>The likelihood is that children from the development will predominantly attend the Little Waltham primary school. Not only will this increase traffic but there is a concern about the impact of the additional resident upon those existing services.</p> <p>New schools are being planned for the proposed Chelmsford Garden Village and at Beaulieu Park and it may be that some children will attend those schools, adding to the rat running through the village centre.</p>	<p>(See previous comment)</p> <p>The Education Authority does not object to the proposal subject to appropriate contributions towards education provision.</p>

<p><i>Neighbourhood Centre</i></p> <p>It is not suitable for a local centre to be housed in the development. There would not be sufficient call for such a facility in the vicinity even with additional housing on site. A centre could draw away the use of existing facilities within the Parish of Little Waltham and have a detrimental impact as opposed to providing useful services.</p> <p>There is a lack of clarity as to who would be responsible for such a centre and the cost thereof and a concern that such a centre would be a drain on local resources. It is also a concern that the GP practice may be encouraged to move to such a facility when it is such a valued resource within the community.</p>	(See earlier comment)

Broomfield Parish Council

Comments	
<p>12.02.2021 - Object</p> <p>Concerns summarised as follows:</p>	
<p>The number of dwellings proposed is unacceptable and is not in accordance with the Local Plan;</p> <p>Proposed dwelling numbers are 22% higher than the figure in the Local Plan Policy and approved Masterplan Framework and an unreasonably high net density of development when compared with densities across Broomfield village. It will result in an urbanisation of the village more appropriate to that found in the City itself.</p>	(See response on similar comment from Little Waltham Parish Council and the Report)

<p>The mitigation measures to overcome the traffic impact of the development are insufficient;</p>	<p>(See response on similar comment from Little Waltham Parish Council and the Report)</p>
<p>The application provides no guarantee of the delivery of the access to Broomfield Hospital and Farleigh Hospice as required by the Local Plan policy</p>	<p>The delivery of the access is secured by the proposed s.106 agreement.</p>
<p>A reinforcement of planting along the northern side of Woodhouse Lane and along the western boundary of the site would help to connect habitats as well as provide screening between the site and the hospital and wider countryside.</p>	<p>Noted, the extent of areas proposed for landscaping and new planting are considered to be acceptable.</p>
<p>Concern about the location of the children's play area close to the central water feature.</p>	<p>Noted, further consideration will be given to this matter at reserved matters stage</p>
<p>Potential for Hospital employees and visitors parking in the new residential streets rather than parking on the Hospital site.</p>	<p>Such parking can be controlled by use of a Traffic Regulation Order</p>
<p>Measures will be required to manage access along Woodhouse Lane to ensure that it doesn't become overflow (free) parking for the hospital and does become an important and attractive cycle and footpath route from the site.</p>	<p>(See above comment)</p>
<p>There needs to be a mechanism in place to deliver community facilities including engagement with the</p>	<p>The CCG has been consulted on the application and the facilities will be secured through the s.106</p>

Clinical Commissioning Group and medical practices.	
Providing contributions in lieu of expansion at schools will not solve the problem of where these additional children can be offered primary school places.	The education authority does not object to the proposal subject to contributions to be secured through the s.106 agreement. It would be for the education authority to manage where children would attend school.
<p>6.01.2022 – Object</p> <p>Delivery of the Link Road is inhibited by the proposed restriction to use of the link road. The restriction could actually make congestion worse. The majority of staff live to the south of the Hospital and that by directing them to use the new link access, their journeys will become longer than they currently are via Hospital Approach. Can be simply resolved, by allowing all Hospital-related traffic to access the nearest entrance.</p>	The highway authority consider that the link road is required in traffic terms and would ease pressure on the local road network
No funding for the remainder of the Great Waltham route. The applicant will need to play a more active role in providing cycle paths.	The applicant is making significant contributions to and provision for the route to the south of the application site.
Main road/School Lane junction will be will be over capacity in 2036.	(See previous highway related comments)
The other aspects of the proposed Smarter Choices campaign will not achieve the success attributed to them.	The highway authority is content with the benefits of the Smarter Choices Campaign and has specified its scope, to be secured by condition and has a requirement for an annual monitoring fee to be secured through the s.106 agreement.
Raise the need for a robust, metal fence (details to be agreed with the School) to protect Bedford Fields from unauthorised use by residents.	This matter is covered by condition.

Local Residents

<u>Comments</u>	<u>CCC Response</u>
<u>Support - 1</u>	
Affordable housing provision	S106 Heads of Terms agreed.
Additional infrastructure	S106 Heads of Terms agreed.
<u>Object & Comment - 32</u>	
<i>General</i>	
Additional 100 homes, not proposed through masterplan.	The number, in itself, would not be a sustainable reason for refusal if the development meets all other policy requirements (see report under Principle of Development).
Increase in crime.	Essex Police (Designing Out Crime) have raised no concerns with the proposed application but note that finer detail will be considered in due course. Secured By Design accreditation is encouraged.
Higher density development than surrounding areas.	There is no specific policy requirement to density. It is considered that the development could be high-quality design and landscape-led as required by the Local Plan.
The majority of Affordable Homes should be for Social or Affordable Rent.	The mix of affordable homes is acceptable with 22% of the 35% total being affordable rent.
Affordable Homes should be spread out across the development.	This will be considered as part of Reserved Matters applications. Guidance on layout is contained within the Council's Planning Obligations Supplementary Planning Document and required a dispersed approach to affordable housing which would limit the numbers within the groups of affordable properties.
A fence is required on the western boundary to prevent trespass onto school fields.	A condition requiring this is recommended.
<i>Infrastructure</i>	
Insufficient healthcare facilities.	S106 Heads of Terms agreed to secure land for a healthcare facility and a financial contribution towards health provision. The NHS/CCG are content with this approach.
Insufficient education provision.	S106 Heads of Terms agreed to secure financial contributions towards education provision. The total contribution for education is likely to be approaching £5.5m.

Neighbourhood centre and early years won't be built.	S106 Heads of Terms to address delivery are agreed.
No commitment to link road.	S106 Heads of Terms are agreed to address delivery. See application 21/00881/FUL.
<i>Transport</i>	
Local road network is at capacity.	The impact of the development is considered to be acceptable, as set out within the Local Highway Authority (Essex County Council) consultation response, subject to mitigation measures and S106 obligations.
Increase in traffic.	The impact of the development is considered to be acceptable, as set out within the Local Highway Authority (Essex County Council) consultation response, subject to mitigation measures and S106 obligations.
Lack of safe crossing points.	A new toucan crossing is proposed to the north of the new roundabout.
Not safe to cycle.	Closures to Woodhouse Lane would improve cycling connections from the site. A S106 obligation requires provision of and financial contributions towards cycleway improvements.
Residents on Woodhouse Lane would have to travel north before going south to Chelmsford (due to proposed closures on Woodhouse Lane).	This is correct for most properties on Woodhouse Lane. The proposed closures reduce the number of vehicles using North Court Road and the junction of Woodhouse Lane and Blasford Hill which lack suitable visibility. The new access road northwards through the development would be safer than the existing arrangements.
Increased parking on Woodhouse Lane.	Parts of Woodhouse Lane would be closed to vehicular traffic. Bollards would prevent vehicular access to these sections. This would prevent parking on the parts of the Lane that are to be closed. See application 21/00881/FUL.
No commitment to providing link road.	S106 Heads of Terms agreed to address delivery.
Link road not for public use so little benefit.	See application 21/00881/FUL. The link road would be used for staff and deliveries associated with Broomfield Hospital which would increase capacity on Blasford Hill and the junction with Hospital Approach, which would be in the public interest.
Footpaths will disappear.	The existing footpath through the site will be safeguarded. Additional walking routes are proposed.

KEGS school busses and other vehicles should have unrestricted access over the spine road through the development.	The spine road would be an adopted highway with unrestricted access.
<i>Environment</i>	
Adverse effect on environment.	The proposal would result in a biodiversity net gain. Protected species and other species, and their habitats, would be safeguarded.
Loss of countryside.	The loss of the existing site as countryside has been accepted through the allocation of the site for residential development in the Local Plan. This is required to meet the identified growth needs of Chelmsford in a sustainable way.
Additional homes remove landscaping and buffers.	Landscape buffers and areas of landscaping are proposed. Around 97,000sqm of open space would be provided within the site.
Increase flooding.	The Environment Agency have no objection to the development on the basis of flood risk. Sustainable drainage systems would be used to manage surface water run off.
Request for Swift boxes to be provided.	Biodiversity enhancements would be secured through future reserved matters applications.
Loss of hedgerows.	One hedgerow would be removed. The application proposed many new hedgerows resulting in a 36.63% net gain in linear habitats.
Damage to hedgerows and verges on Woodhouse Lane.	See application 21/00881/FUL. Turning areas will be provided to minimise the impact of vehicles overrunning the verges when turning.
Harm to wildlife.	The proposal would result in a biodiversity net gain. Protected species and other species, and their habitats, would be safeguarded.
Increased traffic will affect air quality.	Public Health and Protection Services have no objection to the application on the grounds of air quality. Charging infrastructure for electric vehicles would be provided.

ALTERATIONS AND ADDITIONS TO PLANNING COMMITTEE
9 AUGUST 2022

Green Sheet

Items 6 and 7

Since the publication of the reports, Members have received a letter from the Mid & South Essex NHS Foundation Trust setting out that they cannot accept any maintenance liability of the proposed Hospital Link Road.

The position of Bloor Homes is that the future maintenance of the Link Road can be addressed through the build licence and that the discussions on this would continue with the NHS Trust to ensure an acceptable position for both parties will be agreed.

There are now two options. Firstly, and preferably, that the Link Road is maintained. In the event that maintenance of the road cannot be agreed, and the road is not deliverable, there is a second option that would make the residential development acceptable in Highways terms. This second option is to secure a scheme of subsidised shuttle bus services between the Hospital and Chelmer Valley Park and Ride.

Report Amendments:

Item 6
20/02064/OUT

The Legal Obligations set out in the main report are therefore amended to remove "Payment of a commuted maintenance sum for hospital link road" from the Highways and transportation section.

The following shall be added under the same Highways and transportation section:

- Maintenance arrangements to be set out in the Build Licence between Bloor Homes and the Trust.
- If the Link Road is not deliverable, a scheme to secure subsidised shuttle bus services between the Hospital and the Chelmer Valley Park and Ride.

Additional Informative:

19 The developer is encouraged to contact the South Essex Parking Partnership to investigate parking controls that could be used within the development.

Item 7
21/00881/FUL

Paragraph 6.54 be amended to remove the fourth bullet point “Payment of a commuted maintenance sum for hospital link road”.

Add the following to the list of bullet points in paragraph 6.54:

- Maintenance arrangements to be set out in the Build Licence between Bloor Homes and the Trust.
- If the Link Road is not deliverable, a scheme to secure subsidised shuttle bus services between the Hospital and the Chelmer Valley Park and Ride.

MINUTES
of the
PLANNING COMMITTEE
held on 9 August 2022 at 7:00pm

Present:

Councillor J A Sosin (Chair)

Councillors L Ashley, H Ayres, S Dobson, J Frasca, P Hughes, J Lardge, R Lee,
G H J Pooley, R J Poulter, T E Roper and I Wright

Also present: Councillors W Daden and M Steel

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 E Sampson and C Shaw, who had appointed Councillors J Frasca and H Ayres as their substitutes. Councillor R Hyland also submitted belated apologies.

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 5 July 2022 were confirmed as a correct record.

5. Public Question Time

Several questions were asked and statements made on the applications at Item 6 and 7. Details are given under the relevant minute numbers below.

6. Strategic Growth Site North of Woodhouse Lane, Broomfield, Chelmsford – 20/02064/OUT

The Committee considered an outline application for residential development for up to 512 dwellings, including affordable housing and custom build homes (Use Class C3), a Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure on land to the north of Woodhouse Lane, Broomfield, which had been allocated as a strategic growth site in the Local Plan. All matters except for primary access were reserved. A Green Sheet of additions and alterations had been distributed before the meeting.

A representative of the applicant attended the meeting to speak in support of the application. A statement and question had been submitted by a member of the public, who expressed concern about the effect of the development on already over-stretched health services in the area. A representative of Broomfield Parish Council attended to emphasise the view of the Parish Council that the development should not proceed without the provision of the link road, which should preferably be open to all hospital-related traffic, including the public. In the light of the NHS Trust's recent statement that it would not maintain the link road, the Parish Council was of the view that the application should be deferred until the arrangements for the construction and maintenance of the road were clear. A local ward councillor spoke to endorse the Parish Council's view and another, whilst also supporting the need for a link road and welcoming the proposed cycle and pedestrian routes, asked whether the dwellings to be constructed to the east of the reservoir would add to existing flooding problems. She also asked to how many of the new homes the Council would have nomination rights.

In response to those questions, officers informed the Committee that

- as part of the Section 106 agreement land would be secured for the development of a health care facility as well as a financial contribution towards it;
- the drainage strategy submitted with the application had been examined by the flood authority, which had found it to be acceptable and concluded that the development would not add to flooding in the area;
- thirty-five per cent of the up to 512 dwellings to be constructed would be affordable and if 180 were provided 113 would be for affordable rent with nomination rights to the Council and would include three and four bed properties, which were in high demand at present;
- the Highway Authority would prefer the provision of the link road as the best means of reducing traffic congestion on roads around the hospital and it was understood that the applicant would be working with the NHS over the question of its maintenance. However, if the road could not be provided the next favoured option was to provide a long-term, subsidised Park and Ride service to the hospital for staff, patients and visitors.

It was clear from the members' discussion of the application that the Committee was of the view that the development could not proceed without the link road or, as an alternative, the provision of a Park and Ride service. The Committee asked whether the application should be deferred until it was known whether or not the link road would definitely be built. Officers said that if the Committee were minded to approve the application, subject to the completion of the S106 agreement and compliance with conditions, as well as the construction of the link road being secured, discussion would continue between the Council, the applicant and

the NHS Trust with a view to reaching agreement on its provision and maintenance. If the delivery of the link road could not be secured, the application would be brought back to the Committee to consider the Park and Ride option. If that option was not acceptable to the Committee, the Committee would be entitled to reach a different conclusion about whether the development were acceptable.

In response to further questions from members, officers said that:

- the provision of both the link road and Park and Ride service, which some members felt would be the ideal solution to traffic congestion, may be possible in the future but was unlikely at this stage;
- the NHS Trust wanted the link road to be barrier-controlled and for the use of staff only. As it would be on land owned by the Trust, it could not be adopted by the Highway Authority and used by the public without the Trust's agreement;
- there would be a legally enforceable condition in the Section 106 agreement that the link road would be completed before occupation of the 200th dwelling;
- the closure of Woodhouse Road would still be required even if the link road was not provided as it was integral to the plan to reduce rat-running and secure walking and cycling facilities;
- strategic traffic modelling carried out as part of the production of the Local Plan had indicated at that time that the provision of a link road could reduce traffic on Hospital Approach by between 10-20% and that it would be needed if the development proceeded. The modelling had taken into consideration the use of the link road by hospital staff only. No further traffic modelling was planned but a detailed transport assessment had been submitted with the outline application. It was confirmed that a cycle route would be provided as part of the link road;
- the biodiversity net gain from the residential development of just over 10% did not include the proposed tree planting;
- the First Homes element of the affordable housing that would be provided as part of the Section 106 agreement would not be limited to one-bed properties but would be a mix of sizes determined by the developer and the national price cap in accordance with market demand;
- regarding the properties that would be suitable for use by those with disabilities, the Council would seek to achieve adapted properties that were accessible at the time of completion, rather than properties that could be adapted later. A range of property sizes was also being sought which reflected the needs of those on the housing register who were wheelchair users.

Members accepted the assurance of officers that the application would be brought back to the Committee if discussions over the link road were not successful.

RESOLVED that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out on pages 23 to 38 and
- securing delivery of the link road.

7. Broomfield Hospital, Hospital Approach, Chelmsford – 21/00881//FUL

An application had been received for the formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, the closure of sections of Woodhouse Lane, and ancillary infrastructure. A Green Sheet of additions and alterations had been distributed before the meeting.

RESOLVED that planning application 21/00881/FUL in respect of Broomfield Hospital, Hospital Approach, Chelmsford be approved, subject to

- the completion of the Section 106 agreement referred to in the report to the meeting.
- the conditions set out on pages 12 to 15 and
- securing delivery of the link road.

8. Planning Appeals

RESOLVED that the information on appeal decisions between 17 June and 27 July 2022 be noted.

The meeting closed at 8.55pm

Chair

Chris Howlett
Senior Director of Estates and Facilities
Mid and South Essex NHS Foundation Trust
8th August 2022

Councillor J A Sosin
Chair of the Chelmsford City Council Planning Committee
(by Email only)

Dear Councillor Sosin,

Planning Applications by Bloor Homes Limited - references 20/02064/OUT and 21/00881/FUL Strategic Growth Site North of Woodhouse Lane and formation of a new link road between Woodhouse Lane and Broomfield Hospital, Broomfield, Chelmsford, Essex

I write in connection with the above planning applications which are due to be considered at the 9th August 2022 Chelmsford City Council Planning Committee.

The Mid and South Essex NHS Foundation Trust ("the Trust") has been in discussions with Chelmsford City Council officers and the Applicant (Bloor Homes Limited) regarding the proposals for development on land north of Woodhouse Lane for some years now. The Trust's particular interest relates to the proposals for a new Link Road between Woodhouse Lane and Broomfield Hospital. This Link Road will be mostly built on land owned by the Trust within the demise of Broomfield Hospital.

The Trust does not wish to raise any in principal objection to the proposals for development put forward by either application, nor does it wish to raise any objection to entering into legal agreements to secure the construction and retention of the access road. This has been made clear in representations that have been submitted to planning officers pursuant to the planning applications.

The Trust has made it clear throughout negotiations with the relevant parties that it cannot accept any liability for the ongoing maintenance of the new Link Road and therefore an acceptable way of ensuring the road's maintenance will need to be found which ensures its maintenance in perpetuity without imposing any obligation or cost liability on the Trust. To date, there has been no agreement with the relevant parties as to how this will be achieved.

The officer reports to the Planning Committee state that a Section 106 agreement will be entered into to secure a financial contribution (from Bloor Homes Limited) towards maintenance of the Link Road which will be paid to the Local Planning Authority to be passed on to the Hospital Trust. It is understood that the sum being discussed is £78,460 (April 2022 index linked) and the suggestion is that it covers 15 years. This arrangement is simply not sufficient or acceptable to the Trust. Notwithstanding the fact that the proposed arrangement is in any event unacceptable, there are significant concerns that the sum being discussed is not sufficient to cover proper maintenance of the link road (including access control/barrier equipment and drainage maintenance) for a period of 15 years.

I have today had a conversation with Nick Eveleigh, Chief Executive of Chelmsford City Council to make the Trust's position clear.


Prior to resolving to grant planning permission for the applications, an agreement in principle needs to be achieved regarding how the new Link Road will be maintained to adoptable standards; how much it will cost to maintain the road in perpetuity and who will pay for this and finally who will take full responsibility for all matters relating to

maintenance of the new Link Road. As landowners, the Trust needs to be in full agreement with the measures proposed.

Until an agreeable solution is presented to secure maintenance of the new Link Road, the Trust cannot support any recommendation to grant planning permission for the above applications.

However, the Trust understands that if a maintenance solution cannot be agreed for the Link Road, that there might be an option available through discussion and agreement with relevant parties, whereby a shuttle bus is provided for staff to the hospital from the Park and Ride. The service could be subsidised for staff (and possibly other visitors to the hospital) by Bloor using the money that would have been spent on the Link Road and maintenance. Although this may not have the same impact as the road, the Trust does agree that it could reduce vehicle movements to the hospital. The Trust could promote this subsidised option to staff through the Hospital Travel Plan. This is an option that could potentially be supported by the Trust subject to further details being discussed with the relevant parties.

Yours faithfully,



Chris Howlett MSc I.Eng MIET

Senior Director of Estates and Facilities

Mid and South Essex NHS Foundation Trust

Chris.howlett3@nhs.net

cc: Nick Eveleigh, Chief Executive, Chelmsford City Council
Councillor L Ashley
Councillor S Dobson
Councillor P Hughes
Councillor R J Hyland
Councillor J Lardge
Councillor R Lee
Councillor G H J Pooley
Councillor R J Poulter
Councillor T E Roper
Councillor E Sampson
Councillor C Shaw
Councillor I Wright
Robin Hosegood, Strategic Lead Development Management, Chelmsford City Council
Kirsty Dougall, Senior Planning Officer, Chelmsford City Council

From: Angela Schembri
Sent: 29 September 2022 11:47
To:
Subject: Broomfield Hospital Link Road : The Trust's Position

Dear Kirsty, Robin and Jeremy,

For the avoidance of any doubt, I wanted to set out the Trust's position in relation to the Link Road.

The Trust would prefer that the Link Road is not constructed as they have seen no evidence that this will provide the required mitigation for traffic congestion that will be created by the proposed housing development. They believe that the proposed Link Road will be ineffective in mitigating congestion given the restrictions attached to its use.

However, the Trust acknowledges that they signed a MOU accepting the principle of a Link Road and therefore if this is the preferred traffic congestion solution of Chelmsford City Council, Essex County Council and Bloor Homes to mitigate the impacts of the proposed housing development, then the Trust reluctantly accepts that the Link Road can be provided but only on the condition that the Trust will not accept any cost or liability now or in the future, for provision or maintenance of the Link Road.

The Trust will look to finalise the Unilateral Undertaking to secure retention of the Link Road once outstanding matters relating to it are agreed (including the T&Cs for the Maintenance Agreement).

The Trust would be happy to discuss matters with Chelmsford CC, Essex CC and Bloor Homes once there is a proposal tabled for discussion. Unfortunately, and since the Committee meeting, they have had no further dialogue with Bloor Homes to progress matters including in relation to a Maintenance Agreement for the Link Road. We have been trying to set up a meeting with Bloor but this has not happened.

Kind regards,

Angela

Angela Schembri (She/Her)

Planning Director
RPS | Consulting UK & Ireland

**T
E**

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Kirsty Dougal
Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
CM1 1JE

By Email

25746/A3/JD/SO
16 March 2023

Dear Kirsty

STRATEGIC GROWTH SITE 8: NORTH OF BROOMFIELD APP. REF. 20/02064/OUT – LAND WEST OF BLASFORD HILL, BROOMFIELD APPLICATION SUBMISSION UPDATE

Introduction

On behalf of Bloor Homes Limited please find the enclosed application update submission further to the outline submission (ref: 20/02064/OUT) made by Barton Willmore now Stantec (BWNs) for:

"Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access. | Strategic Growth Site North of Woodhouse Lane Broomfield Chelmsford Essex".

The above application was brought to the Chelmsford Planning Committee held, 09 August 2022 where the application was **approved**, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting;
- agreed conditions; and
- securing delivery of the hospital link road.

At the above committee, committee members, Chelmsford County Council (CCC) Officers and Essex County Council (ECC) Highways Officers agreed that should delivery of the link road not be possible for any reason, then an alternative transport strategy would be acceptable in principle predicated on the provision of a Shuttle Bus between the Hospital and the Park and Ride Site. Were this to be the case then the application should be brought back to committee.

Following the positive decision of the committee, all reasonable efforts have been made by the applicant to accommodate delivery of the Hospital Link Road through an ongoing and positive dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust). However, despite this, as detailed in the additional supporting information provided with this submission, the applicant and the NHS Trust are unable to come to an agreement on the required maintenance arrangement. Moreover, the NHS Trust have now confirmed in writing that they do not support a Hospital Link Road and that their preferred solution would be an Alternative Transport Strategy based on a Park and Ride Shuttle Bus.

In the light of this, the applicant has agreed an Alternative Transport Strategy with the NHS Trust, CCC and ECC and this is submitted with this application addendum alongside analysis of this solution. The applicant has agreed to make appropriate contributions towards provision of a subsidised park and ride bus service as detailed in the Alternative Transport Strategy produced by Mayer Brown.

This application update follows meetings and agreement with Chelmsford City Council and Essex County Council and provides the enclosed submission materials to address the updated position in relation to delivery of the Hospital Link Road and minor amendments to the spine road only, there are no other changes to the application.

This application update submission therefore comprises the following documents, plans and additional supporting information:

Additional Supporting Information

As a result of the discussions with the NHS Trust and as agreed with officers at CCC and ECC the following additional information has been prepared in support of the application to reflect the amended transport position.

- Hospital Trust letter – a letter from the Hospital Trust establishing the hospital position in relation to the Hospital Link Road produced by the Hospital Trust;
- Evidence of communications – a record of the communications between Bloor Homes and the Trust in seeking to agree a position for the delivery of the Hospital Link Road; and
- Alternative Transport Strategy including transport impacts (2023) produced by Mayer Brown.

Technical Documents

The following technical documents have been prepared to reflect the updated position on the Hospital Link Road.

- Updated Design and Access Statement (March 2023) produced by BWnS;
- Planning Statement Addendum (March 2023) produced by BWnS;
- Transport Technical Note (March 2023) produced by Ardent Consulting Engineers;
- Statement of Community Involvement Addendum (March 2023) produced by Meeting Place Communications and
- Environmental Statement Letter of Conformity produced by BWnS (March 2023).

Drawings

The following application drawings have been updated:

- Access and Movement Parameter Plan (ref: RG-M-84), produced by BWnS;
- Illustrative masterplan (ref: RG-M-16), produced by BWnS and
- Outline Landscape Strategy Plan (LN-LP-01), produced by BWnS.

The following drawings new drawings have been submitted:

- Spine road general arrangement (ref: 184281-027 sheet 1 of 2) produced by Ardent and
- Spine road general arrangement (ref: 184281-028 sheet 2 of 2) produced by Ardent.

The following drawings have been withdrawn (replaced by Spine road general arrangement 184281-027 and 184281-028):

- Spine Road Phase 1 Plan (ref: 184281-004A), produced by Ardent;

Conclusion

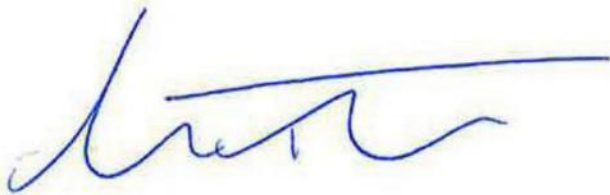
Since the positive decision by the Planning Committee in August 2022, Bloor homes have made all reasonable efforts to secure a solution to the delivery of the Hospital Link Road. However, despite positive dialogue with the NHS Trust this has not been possible. Therefore, in line with the recommendations of the Planning Committee, Bloor has worked with the Trust, ECC and CCC to secure an Alternative Transport Strategy that is acceptable to all parties.

The supporting documents and technical assessments have been updated to reflect the fact that a Hospital Link Road will no longer be delivered. The application and all other supporting information otherwise remains unchanged. For further detail please refer to the planning statement addendum (2023) enclosed.

We trust that the application update is satisfactory and fully addresses the policy requirements and issues raised during post-submission consultations. Following receipt of this re-submission and the subsequent re-consultation period, we look forward to the application being determined at Planning Committee in May 2023.

We look forward to confirmation of receipt in due course.

Kind regards,



ANDREW FISHER

Director

Direct: 01223 345559

Email: andrew.fisher@bartonwillmore.co.uk

Chris Howlett
Senior Director of Estates and Facilities
Mid and South Essex NHS Foundation Trust
20th March 2023

Robin Hosegood
Strategic Team Lead
Development Management
Chelmsford City Council

Dear Robin,

Planning Applications by Bloor Homes Limited - references 20/02064/OUT and 21/00881/FUL Strategic Growth Site North of Woodhouse Lane and formation of a new link road between Woodhouse Lane and Broomfield Hospital, Broomfield, Chelmsford, Essex

I am writing to confirm the Trust's position following recent discussions with Terry Tedder from Bloor Homes. This follows my letter dated 8th August 2022 to Councillor J A Sosin, Chair of the Chelmsford City Council Planning Committee.

Terry and I have had a constructive dialogue regarding the above matter but have been unable to reach an agreement on the future maintenance arrangements, costs and liability for the proposed link road. It is clear that the provision of the link road would have a material impact on the traffic flow within the Hospital site which in turn would require NHS capital investment to ensure that our internal road network was suitable for the new configuration. Our capital programme does not allow for such investment and given the lack of agreement on maintenance arrangements, we have jointly concluded with Bloor Homes that an alternative means of mitigation will be required to address the potential traffic impact of the proposed Bloor Homes development.

Our preference in terms of mitigation would be for Bloor Homes to commit to a substantial contribution (at least to the equivalent value of the costs of construction and maintenance of the link road) towards a subsidised park and ride bus service serving the Broomfield Hospital site and as such we are generally in support of the draft proposal issued by Gowlings for the alternative transport arrangements.

Should you wish to discuss this matter further, I would be willing to attend a joint meeting with you, Bloor Homes and council colleagues

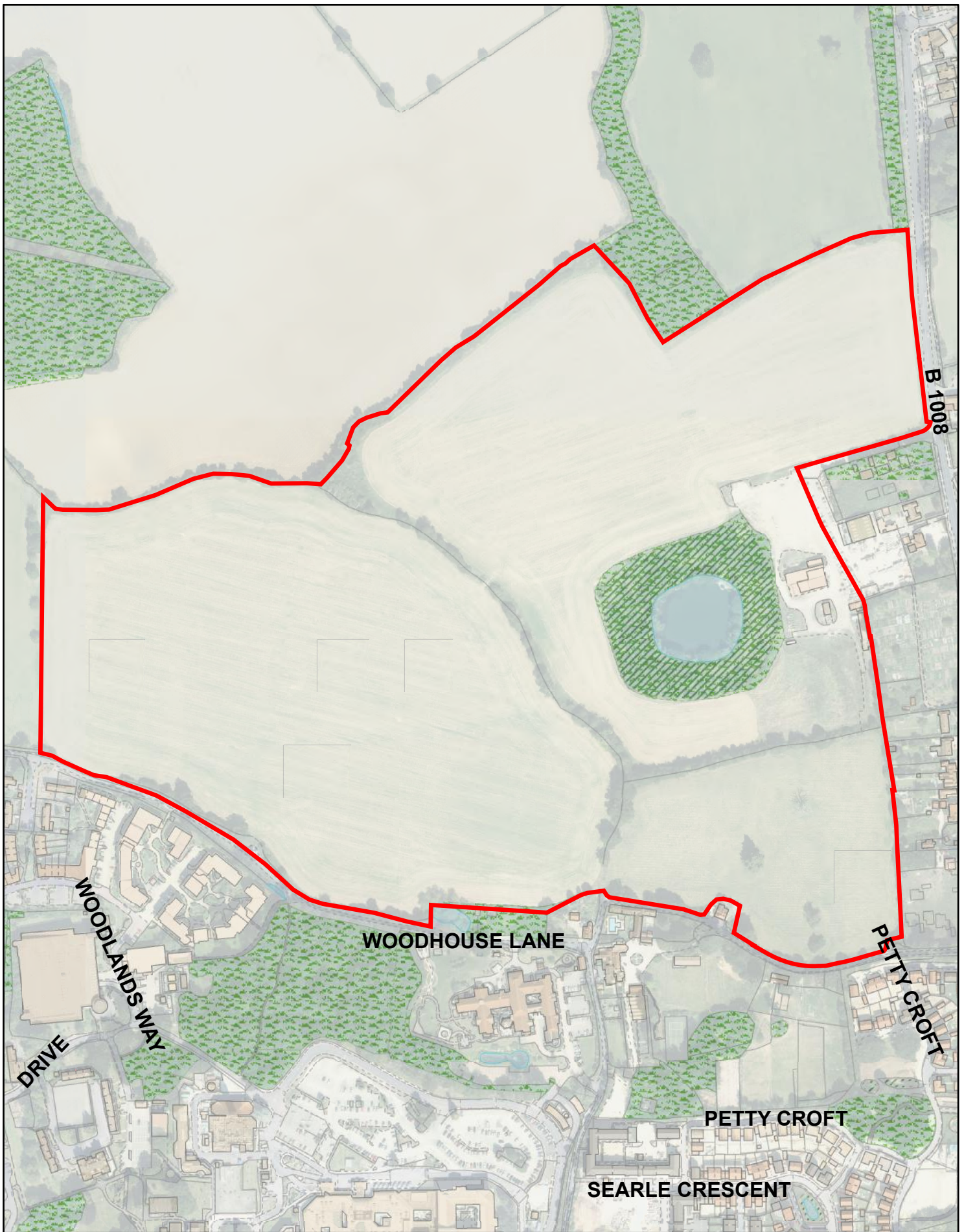
In the meantime, should you require any further information or clarification regarding this matter, please do not hesitate to contact me.

Yours sincerely,



Chris Howlett
Senior Director of Estates and Facilities

CC Terry Tedder – Bloor Homes
Angela Schembri - RPS



0 40 80 160 Metres

1:3,991



**Planning Committee
20/02064/OUT**

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

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

Telephone: 01245 606826

The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
D	09.12.21	M.D.	S.W.

Orchard location and size updated.

-  Site Boundary
-  Amenity Green Space
-  Indicative Play Space Location (Children & Youth)
-  Parks and Recreation Grounds
-  Natural Green Space
-  Retained Pond
-  Indicative Location for Drainage Basins as required
-  Indicative Location for Community Orchard
-  Indicative Location for Village Green



Project
**LAND WEST OF
 BLASFORD HILL**

Drawing Title
**PARAMETER PLAN
 - LANDSCAPE / PUBLIC OPEN SPACE**

Date	Scale	Drawn by	Check by
25.11.21	1:2000@A2	M.D.	S.W.

Project No	Drawing No	Revision
25746	RG-M-86	D









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-  Site Boundary
-  Residential, community and ancillary infrastructure
-  Informal Open Space - including attenuation basins
-  Indicative Location for Custom Build Housing
-  Local Centre (indicative location)
-  Agricultural Reservoir




Project
LAND WEST OF BLASFORD HILL

Drawing Title
PARAMETER PLAN - LAND USE

Date 25.11.21	Scale 1:2000@A2	Drawn by M.D.	Check by S.W.
Project No 25746	Drawing No RG-M-82	Revision A	





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-  Site Boundary
-  Up to 2 Storey (9.5m)
-  Up to 2.5 Storey (11.5m)
-  Up to 3 Storey (12.5m)




Project
**LAND WEST OF
 BLASFORD HILL**

Drawing Title
**PARAMETER PLAN
 - BUILDING HEIGHTS**

Date 25.11.21	Scale 1:2000@A2	Drawn by M.D.	Check by S.W.
Project No 25746	Drawing No RG-M-83	Revision C	



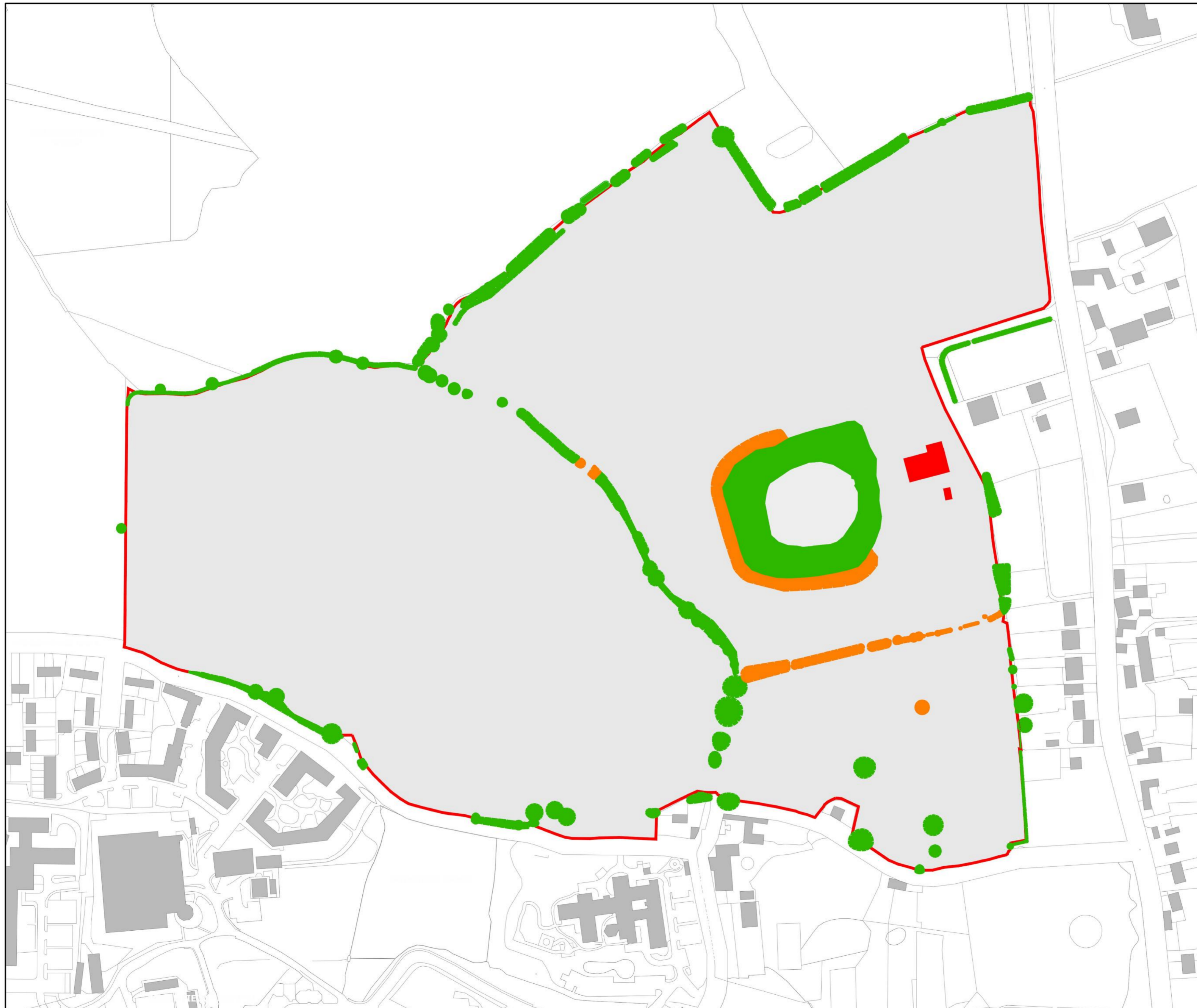


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- Site boundary (Total site area 28.51Ha)
- Trees / Hedgerows to be Retained
- Trees / Hedgerows to be Removed
- Buildings to be Demolished



Project
BROOMFIELD GREEN

Drawing Title
**TREES/HEDGEROWS & BUILDINGS
 PARAMETER PLAN**

Date 18.12.18 Scale 1:2000@A2 Drawn by NB/SW Check by SW
 Project No 25746 Drawing No RG-M-44 Revision F

0 20 40 60 80 100m

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- Site Boundary
- Primary Vehicular Access
- Secondary Access Location
- Indicative Primary Movement Corridor
- Indicative Pedestrian and/or Cycle Access
- Indicative Crossing Points
- Indicative Footway
- Indicative Cycle Route

Project
LAND WEST OF BLASFORD HILL

Drawing Title
PARAMETER PLAN - ACCESS & MOVEMENT

Date	Scale	Drawn by	Check by
25.11.21	1:2,000@A2	M.D.	S.W.
Project No	Drawing No	Revision	
25746	RG-M-84	E	

0 20 40 60 80 100m

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**Planning Committee
20th June 2023**

Application No	:	21/00881/FUL Full Application
Location	:	Broomfield Hospital Hospital Approach Broomfield Chelmsford CM1 7ET
Proposal	:	Formation of highway connection north of Woodhouse Lane, closure of sections of Woodhouse Lane, provision of turning heads north of Woodhouse Lane and connection to existing highway drainage.
Applicant	:	Mr Eburne Bloor Homes Limited
Agent	:	Robert White
Date Valid	:	28th April 2021

Appendices:

Appendix 1	Summary of consultations (since August 2022)
Appendix 2	August 2022 Committee Report & Green Sheet
Appendix 3	August 2022 Committee Minutes
Appendix 4	Bloor Homes Ltd & NHS Trust Letters
Appendix 5	Drawings

1. Executive summary

1.1. At the meeting of the Planning Committee in August 2022 it was resolved that planning application 21/00881/FUL in respect of Puddings Wood (to the north of Broomfield Hospital) and Woodhouse Lane be approved, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out in the report to the meeting; and
- securing delivery of the link road [into Broomfield Hospital].

- 1.2. Since the meeting of the Planning Committee, Officers have worked hard with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the hospital link road. Sustained and prolonged efforts have been made by Officers and the applicant to secure the delivery of the link road through dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust).
- 1.3. In March 2023 The NHS Trust confirmed their position in a letter to Officers (Appendix 4). This confirms that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This is despite the applicant's offer to pay a maintenance sum to The NHS Trust.
- 1.4. In light of this, the Applicant and The NHS Trust jointly concluded that an alternative means of mitigation would be required to address the potential traffic impact of the proposed Bloor Homes development as the link road could not be delivered and secured. The parties agreed an 'Alternative Transport Strategy' in lieu of the hospital link road.
- 1.5. The proposed 'Alternative Transport Strategy' is a shuttle bus service between the Chelmer Valley Park and Ride and Broomfield Hospital. Funding of £1,350,000 would be provided by the Applicant. The proposal is to secure this through the Section 106 legal agreement.
- 1.6. Officers and the Local Highway Authority have undertaken extensive investigation and analysis of the supporting documentation and the additional information submitted as part of the applications. This has concluded that the traffic impact that results from the residential development, and in lieu of the link road, could be suitably mitigated through a package of appropriate mitigation, sustainable transport measures and financial contributions towards additional mitigation, including the proposed contribution of £1,350,000.
- 1.7. The application has subsequently been amended to remove the previously proposed hospital link road and make consequential minor amendments to Woodhouse Lane. The closures to parts of Woodhouse Lane have not required amendment. The residential development application (20/02064/OUT) results in the need to change the existing road arrangement to create an alternative connection to Woodhouse Lane through the development, which will provide improved access for residents on Woodhouse Lane west of the site by way of the spine road through the development.
- 1.8. Overall it is Officers view that the proposal is acceptable, subject to conditions and the completion of the S106 agreement.

2. August 2022 Planning Committee

- 2.1. In August 2022 the Committee considered the application for the proposed hospital link road and closures to sections of Woodhouse Lane, associated with application 20/02064/OUT for the residential development of the land to the north (Strategic Growth Site 8 of the Chelmsford Local Plan). A Green Sheet of additions and alterations was distributed before the meeting. A copy of the Committee report and Green Sheet is appended at Appendix 2.
- 2.2. At the meeting, it was clear from the members' discussion of the application that the Committee was of the view that the residential development of Strategic Growth Site 8 should not proceed without the link road or, as an alternative, the provision of a Park and Ride service. Officers said that if the Committee were minded to approve the applications, subject to the completion of the S106 agreement and compliance with conditions, as well as the construction of the link road being

secured, discussion would continue between the Council, the applicant and the NHS Trust with a view to reaching agreement on its provision and maintenance. If the delivery of the link road could not be secured, the applications would be brought back to the Committee to consider the Park and Ride option.

2.3. Members accepted the assurance of officers that the applications would be brought back to the Committee if discussions over the link road were not successful. It was resolved that planning application 21/00881/FUL in respect of the proposed link road and closures to Woodhouse Lane, Broomfield, Chelmsford be approved, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out in the report to the meeting; and
- securing delivery of the link road.

2.4. A copy of the Minutes of the meeting is appended at Appendix 3.

3. Subsequent Discussions

3.1. Since the meeting of the Planning Committee, Officers have worked hard with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the link road. Sustained and prolonged efforts have been made by Officers and the Applicant to secure the delivery of the link road through positive and constructive dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust).

3.2. Whilst a Memorandum of Understanding (MOU) was signed by The NHS Trust (January 2019) as part of the Local Plan adoption process, it became clear as part of discussions that as time went on, the NHS Trust were reluctant to support the proposed link road.

3.3. On 29th September 2022 officers were advised in an email from the Agent acting on behalf of the NHS Trust that The NHS Trust would prefer that the link road is not constructed (Appendix 4). They reluctantly accepted that the road through their estate could be provided, but only on the condition that The NHS Trust would not accept any cost or liability now or in the future for provision or maintenance of the link road.

3.4. In March 2023 the NHS Trust confirmed their position in a letter to Officers (Appendix 4). This confirms that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This is despite the Applicant's offer to pay a maintenance sum to The NHS Trust. In addition, The NHS Trust state that the link road and internal road network configuration which apparently would need related/consequent investment could not be accommodated within their capital programme.

3.5. In light of this, the Applicant and The NHS Trust jointly concluded that an alternative means of mitigation would be required to address the potential traffic impact of the proposed Bloor Homes development as the link road could not be delivered and secured. The parties agreed an 'Alternative Transport Strategy' based on a Park and Ride Shuttle Bus.

3.6. The positions of both the Applicant and The NHS Trust are set out in letters appended at Appendix 4.

4. Proposal

- 4.1. The Applicant now proposes the 'Alternative Transport Strategy' in lieu of the link road and has amended the current planning application (and related application 20/02084/OUT) accordingly. The link road has been removed from the proposal and the description of proposed development amended.
- 4.2. The proposed 'Alternative Transport Strategy' is a shuttle bus service between the Chelmer Valley Park and Ride and Broomfield Hospital. Funding of £1,350,000 would be provided by the Applicant. The proposal is to secure this through the Section 106 legal agreement.

5. Summary of Consultations (Since August 2022)

- 5.1. Following the submission of the revised proposal, the following consultation responses were received:
- 5.2. Broomfield Parish Council – Very disappointed that the new access road to the Hospital site is likely to be scrapped. Supports the re-introduction of the shuttle bus service from the Chelmer Valley Park & Ride to Broomfield Hospital, with targeted funding to promote the service. However, it is strongly opposed to spending the entire capital sum on this single initiative. The spine road must be built with the capacity for a link road onto the Hospital site to be added as originally planned, at a later date. However, should the Hospital Trust revert to its earlier desire for a second regular access, that would need to be funded through NHS capital funding streams and not by further development. The availability of up to £1.35M to mitigate traffic impacts on the B1008 is a great but unique opportunity. It must not be entirely spent on one single measure, but must be used carefully to support a wider strategy.
- 5.3. Essex County Council Highways - The residential development application (20/02064/OUT) results in the need to change the existing road arrangement to create an alternative connection to Woodhouse Lane through the development, which will provide improved access for residents on Woodhouse Lane west of the site by way of the spine road through the development. A vehicle prohibition order on Woodhouse Lane east of the new access road is required to remove the vehicle through route from the existing narrow lane and create a safe, sustainable travel corridor to/from the site.
- 5.4. Great Waltham Parish Council – No additional comments.
- 5.5. Little Waltham Parish Council –would not wish to see the bus travelling through the village centre which would cause more congestion but would wish it to be routed along Essex Regiment Way to the Sheepcotes Roundabout and then along the B1008.
- 5.6. Essex County Council Historic Environment - The submitted Written Scheme of Investigation, revised to encompass the updated proposals, accurately outlines the scope, methodology and archiving requirements of the archaeological work required. Condition requested.
- 5.7. Local Residents – One additional comment neither objecting to or supporting the application. Welcomes removal of proposed link road as no need to feel any trees or affect natural habitats. residents of Partridge Green Lane and Woodhouse Lane should be allowed to continue to access the

entire lengths and sections of both North Court Road and Woodhouse Lane, as they have always done so to date, but also have the choice of whether they wish to use the new spine road or Woodhouse Lane and North Court Road to access Main Road, Broomfield, and the hospital site, and whether their intentions are to travel north towards Braintree or south towards Chelmsford via Broomfield.

- 5.8. Full details of consultation responses received since the previous Planning Committee meeting are included at Appendix 1.
- 5.9. All consultation responses prior to the previous Planning Committee meeting are included in the original committee report which is attached at Appendix 2.

6. Planning Considerations

Transport

- 6.1. A link to Broomfield Hospital is a requirement of Local Plan Growth Site Policy 8 and Strategic Policy S9 of the Chelmsford Local Plan. The hospital link road formed part of the adopted masterplan for the application site and was allocated as a measure to mitigate an increase in vehicular traffic on Blasford Hill. At the time of the adoption of the Local Plan in May 2020 it was understood that the formation of the link road was an objective shared by the Hospital Trust.
- 6.2. As set out above, sustained and prolonged efforts have been made by Officers and the applicant to secure the delivery of the link road through dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust). Both the Applicant and the NHS Trust have however now concluded that an agreement cannot be reached and that an alternative transport strategy should be secured. This is considered in more detail as part of application 20/02064/OUT.
- 6.3. Whilst the hospital link road is no longer proposed, changes and closures to parts of Woodhouse Lane are still required. These amendments and closures are required to provide improved access for residents of Woodhouse Lane, to remove a potential vehicle through route from the development on the existing narrow lane to Hospital Approach and Blasford Hill and to provide safe and sustainable walking and cycling routes.
- 6.4. The part of Woodhouse Lane to the west would largely remain as existing, with the exception of a new alignment and junction where Woodhouse Lane would be connected to the spine road through the residential development of the land to the north (see 20/02064/OUT). Properties to the west would gain access from the north via the new spine road through the Bloor development.
- 6.5. The part of Woodhouse Lane immediately to the east of the proposed spine road and new Woodhouse Lane junction road would remain open to provide access to the existing service access of Farleigh Hospice. Beyond the Farleigh Hospice service access the road would be closed and a turning head with bollards would be installed.
- 6.6. Whilst theoretically it would be possible for vehicles to cut through Farleigh Hospice from their service entrance on Woodhouse Lane out onto North Court Road, the proposed closures are unlikely to make this a realistic prospect. This opportunity also already exists. A condition could secure the provision of signage at the service entrance to discourage use.

- 6.7. Further to the east, to the north of the junction of Woodhouse Lane and North Court Road, there would be a further closure. North Court Road would still provide access to the properties located on this junction. The northern end of North Court Road would serve as a turning head. Bollards would similarly be installed at this closure location.
- 6.8. Properties in Woodhouse Lane to the east of North Court Road would continue to have vehicular access from the junction of Woodhouse Lane and Blasford Hill. Although this junction has limited visibility, the number of vehicles using this access would be greatly reduced to just those east of North Court Road. A turning head and bollards would be installed close to The Coach House.
- 6.9. The proposed works to Woodhouse Lane and associated road closures are acceptable and necessary. The Local Highway Authority have no objection to the proposal. The road closures would be secured through a Traffic Regulation Order (TRO).

Preserved Trees, Ecology & Biodiversity

- 6.10. The woodland commonly referred to as Puddings Wood is protected by Preservation Order reference TPO/2001/107. It is an important landscape feature. It has a non-statutory designation as a Local Wildlife Site.
- 6.11. The removal of the link road from the proposal means that trees within Puddings Wood would not need to be felled and biodiversity within Puddings Wood would not be lost. This is a benefit of the removal of the proposed link road and the now proposed alternative transport strategy.

Heritage

- 6.12. The eastern turning head on Woodhouse Lane would, as outlined in the original report (Appendix 2), cause some harm to the setting of Wood House (a non-designated heritage asset). In accordance with Policy DM14 of the Chelmsford Local Plan and the National Planning Policy Framework this harm can be acceptable providing the harm is justified following a balanced judgement of harm and the significance of the asset; and harm is minimised through retention of features of significance and/or good design and/or mitigation measures. The turning head is unavoidable in order to prevent 'rat running' through Woodhouse Lane and also in order to make Woodhouse Lane a safer walking and cycling route. The closures would also reduce the number of vehicles using the Woodhouse Lane and Blasford Hill junction which has limited visibility. It would also be possible to minimise the harm through materials and landscaping details which would be required by condition.
- 6.13. On balance, it is considered that the harm to the setting of Wood House, its outbuildings and lodge can be minimised and is justified.
- 6.14. The proposed development is in an area of potential archaeological remains. The site of the proposed link road is adjacent to a site which had prehistoric flint and Late Bronze Age pottery. There is the possibility that archaeological features and finds may extend into the proposed development area. An updated written scheme of investigation has been submitted. This is acceptable. A condition is required to ensure that the programme of archaeological work is carried out in accordance with the Written Scheme of Investigation prior to the commencement of works.

7. Legal Obligations

7.1. The application will be linked to the S.106 Agreement for the residential development of the adjacent site (see 20/02064/OUT also on this agenda). The S.106 agreement will require (amongst other matters):

- Closure/downgrading/alterations to Woodhouse Lane.
- Developer to submit details of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane for technical approval prior to any development above slab level taking place at the site.
- No occupation of phase 2 of the development until technical approval has been given for the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane.
- Construction and delivery of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction, and associated works to Woodhouse Lane, in accordance with details in application and design to be agreed by the highway authority prior to 200th occupation.
- Restriction on occupations until the new access roundabout, the spine road, works to Woodhouse Lane, cycle facilities and bus stop infrastructure have been carried out and a certificate of completion issued under s.278.

8. Community Infrastructure Levy (CIL)

8.1. The proposal is not CIL liable.

9. Planning Balance (Conclusion)

9.1. Whilst a Memorandum of Understanding (MOU) was signed by The NHS Trust (January 2019) as part of the Local Plan adoption process, it became clear as part of discussions that as time went on, the NHS Trust were reluctant to support the proposed link road. The NHS Trust have subsequently confirmed their position that they would prefer that the hospital link road is not constructed and that, despite the applicants offer of a financial sum to cover future maintenance, the NHS Trust could not accept any costs or liability for the road such that it could not go ahead. The applicant has therefore proposed an alternative transport strategy in lieu of the hospital link road.

9.2. The development would improve opportunities for walking and cycling in the area. It would also provide safer vehicular access to a number of existing residential properties and Farleigh Hospice.

9.3. The removal of the link road from the proposal means that trees and habitats within Puddings Wood would not be affected. Whilst there would be some harm to the setting of non-designated heritage assets, this is outweighed by the need for the closures on Woodhouse Lane and the public benefits of the proposal.

9.4. There are no other material considerations such as a change in government or local policy that need to be taken into account since the committee's previous consideration of the application in August 2022. The Broomfield Neighbourhood Plan has not reached a stage where it can be considered a material planning consideration.

9.5. Overall the proposed development accords with the Chelmsford Local Plan and would deliver a sustainable development as sought by the National Planning Policy Framework. The proposal is therefore acceptable, subject to conditions and the completion of the S106 agreement.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Condition 1

The development hereby permitted shall begin no later than 5 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 the commencement of the development a Construction Management Plan shall be submitted to and agreed in writing with the local planning authority. The Plan shall provide for:

- 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. highway safety considerations,
- vi. turning, loading and unloading of plant and materials and
- vii. hours of deliveries.

The Plan shall be adhered to throughout the construction period.

Reason:

In the interests of highway safety.

Condition 4

Prior to the commencement of the development hereby permitted details of all surfacing works, including turning heads, bollards, and other means of enclosure, and all signage shall be submitted to and agreed in writing with the local planning authority. The work shall be carried out in accordance with the approved details.

Reason:

In the interests of the rural character of the lane and non-designated heritage assets in accordance with Policy DM14 of the Chelmsford Local Plan and to prevent through traffic from using the Farleigh Hospice site in lieu of Hospital Link.

Condition 5

(i) 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.

(ii) The applicant shall within six months of the completion of the fieldwork submit to the local planning authority a post excavation assessment, unless otherwise agreed in advance with the Planning Authority.

Reason:

The proposed development is in an area of potential archaeological remains and in accordance with Policy DM15 of the Chelmsford Local Plan.

Condition 6

Prior to their installation details of any means of external lighting, including temporary lighting during the construction period, shall be submitted to and approved in writing by the local planning authority. The lighting shall then be installed in accordance with the approved details.

Reason:

In the interests biodiversity and species using the area in accordance with Policy DM16 of the Chelmsford Local Plan.

Notes to Applicant

- 1 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.

The applicants should be advised to contact the Development Management Team by email at 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.

Essex County Council Highways

Comments
<p>18.05.2023</p> <p>A link to Broomfield Hospital via Strategic Growth Site 8 was identified as a requirement within the CCC Local Plan. Broomfield Hospital (MEHT) have not been able to find an agreeable way forward to enable the link road and the developer has now revised the 2 connected applications (20/02064/OUT and 21/00881/FUL) to omit the link road and provide alternative mitigation.</p> <p>The residential development application (20/02064/OUT) results in the need to change the existing road arrangement to create an alternative connection to Woodhouse Lane through the development, which will provide improved access for residents on Woodhouse Lane west of the site by way of the spine road through the development, this application (21/00881/FUL) deals with the amendment to Woodhouse Lane.</p> <p>A vehicle prohibition order on Woodhouse Lane east of the new access road is required to remove the vehicle through route from the existing narrow lane and create a safe, sustainable travel corridor to/from the site. The closure of Woodhouse Lane as a vehicular through route to Partridge Green will enable a direct walking/cycling link to be provided from the development to Hospital Approach via Woodhouse Lane and North Court Road, and on to the Chelmsford to Gt Waltham cycle route, away from the B1008. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that the TRO is confirmed as soon as possible post planning approval to ensure there is certainty that it can be delivered without abortive works and to provide sufficient level of good quality walking/cycling links southwards of the site. If the TRO is not successful, an alternative sustainable solution would be required which would need to be identified and agreed with the Highway Authority.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to:</p> <p>The developer to construct a new connection to Woodhouse Lane from the spine road. The detailed specification and design of the works to be agreed by the Highways Authority and delivered by the developer.</p> <p>The developer to provide measures to prevent through traffic from using the Farleigh Hospice site in lieu of Hospital Link.</p>

A Construction Management Plan to be prepared and adhered to throughout the construction period.

ECC Historic Environment Branch

Comments

28.3.2023

These proposals have the potential to impact archaeological deposits related to remains uncovered in close proximity. The submitted Written Scheme of Investigation, revised to encompass the updated proposals, accurately outlines the scope, methodology and archiving requirements of the archaeological work required.

Recommend updated condition:

1. No development or preliminary groundworks can commence until the satisfactory completion of archaeological fieldwork, as detailed in the approved Written Scheme of Investigation.
2. The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). 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.

Little Waltham Parish Council

Comments

05.04.2023

Little Waltham Parish Council notes that other ways of mitigating the traffic leading into the Hospital is to be agreed and one suggestion is a bus from the Chelmer Valley Park and Ride to the Hospital - the Parish Council would not wish to see that bus travelling through the village centre which would cause more congestion but would wish it to be routed along Essex Regiment Way to the Sheepcotes Roundabout and then along the B1008.

Broomfield Parish Council

Comments

14.04.2023

Supports the re-introduction of the shuttle bus service from the Chelmer Valley Park & Ride to Broomfield Hospital, with targeted funding to promote the service.

Strongly opposed to spending the entire capital sum on single initiative.

A comprehensive, carefully-considered strategy for mitigating the traffic impacts of the development should be agreed with the Broomfield and Little Waltham communities. The use of the available capital should then support this strategy, prioritizing aspects which will have the longest-lasting benefits on the B1008 corridor.

Since the time of the PFI expansion (around 2003 up to the Local Plan Examination in 2018), Hospital management has been keen to create a second, regular access road to the site and the Council has been supportive of this aspiration. For the local community, the sole positive aspect of Strategic Growth Site 8 North of Broomfield (SGS8) was the inclusion of a new link road from the east, in the expectation that it would alleviate traffic problems on the B1008, particularly the Hospital Approach/Main Road junction.

The variation now proposed of substituting a subsidized bus service for a significant piece of infrastructure is a significant departure from the Local Plan and the understanding upon which it was consulted upon and examined.

Very disappointed that the promised new access road to the Hospital site is likely to be scrapped. Mitigating infrastructure being dropped but the development going ahead anyway.

The Council insists that the SGS8 spine road is built with the capacity for a link road onto the Hospital site to be added as originally planned, at a later date. However, should the Hospital Trust revert to its earlier desire for a second regular access, that would need to be funded through NHS capital funding streams not by further development, with the usual negative impacts for the local community.

The availability of up to £1.35M to mitigate traffic impacts on the B1008 is a great but unique opportunity.

It must not be entirely spent on one single measure, but must be used carefully and judiciously to support a wider strategy, in consultation with the local communities that will be most affected by the development of SGS8.

Great Waltham Parish Council

Comments

22.05.2023 - No additional comments

Local Residents

Comments

One comment received since August 2022 Planning Committee. Summarised as follows:

Welcome the proposed amendments from the perspective that there would no longer be a need to fell any of the trees or for the potential destruction of any other natural habitats within the wooded area.

Residents of the western section of Woodhouse Lane and Partridge Green Lane would be forced to access their properties via the new spine road. This is not a viable option for those wishing to travel south.

Residents of Partridge Green Lane and Woodhouse Lane should be allowed to continue to access the entire lengths and sections of both North Court Road and Woodhouse Lane, but also have the choice of whether they wish to use the new spine road or Woodhouse Lane and North Court Road to access Main Road, Broomfield, and the hospital site.

All Large Goods Vehicles wishing to access Partridge Green Farm and Bedford Sports Playing Field, should be required to use the new spine to access the western section of Woodhouse Lane in order for them to access their intended destinations, as the eastern sections of Woodhouse Lane between Blasford Hill and the service yard entrance at the rear of Farleigh Hospice, and the entire length of North Court Road, are unsuitable sections of road for such large vehicles.

Pleased that the proposal to remove a number of trees and destroy a significant area of woodland habitat that make up Pudding Wood to make way for a new link road onto the hospital site has been dropped, and that people will be able to continue to enjoy the beauty of Pudding Wood and the wildlife which resides within it for foreseeable future generations to come.



**Planning Committee
9th August 2022**

Application No	:	21/00881/FUL Full Application
Location	:	Broomfield Hospital Hospital Approach Broomfield Chelmsford CM1 7ET
Proposal	:	Formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, closure of sections of Woodhouse Lane, and ancillary infrastructure.
Applicant	:	Mr Eburne Bloor Homes Limited
Agent	:	Robert White
Date Valid	:	28th April 2021

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. The application proposes a new link road through Puddings Wood. The application site consists of the land known as Puddings Wood which is situated to the north of Broomfield Hospital and to the south of Woodhouse Lane. Puddings Wood is owned by the Mid and South Essex NHS Foundation Trust. The site also includes parts of Woodhouse Lane.
- 1.2. Strategic Growth Site Policy 8 of the Chelmsford Local Plan requires residential development of the land north of Broomfield to provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice. A new access road to Broomfield Hospital is an infrastructure requirement listed in Policy S9 of the Chelmsford Local Plan. This is to help reduce congestion, link new development and provide connections in the strategic road network. Special Policy Area, Policy SPA1 –Broomfield Hospital refers to the new access road into the Hospital and at paragraph 7.367 and states that The Mid-Essex hospital Trust and the developers of Site 8 to facilitate the proposed new access road to the Hospital.
- 1.3. The new link road would connect the new spine road through the Bloor residential development with the internal estate road of Broomfield Hospital to the south. The road would not be adopted and would be used for staff and deliveries associated with Broomfield Hospital with public transport to be investigated. The proposed link road is essential infrastructure required to make the Land North of Broomfield site allocation and planning application acceptable in traffic and sustainability terms.
- 1.4. The application also proposes closures to parts of Woodhouse Lane so that it could no longer be used for through traffic.
- 1.5. The principle of the link road has been established through the Chelmsford Local Plan and adopted masterplan for the allocated site. The route for the road is the most appropriate option with impact minimised as far as possible.
- 1.6. Puddings Wood is designated a local wildlife site for its lowland mixed deciduous woodland habitat and is of county importance. This is a priority habitat listed under s.41 of the Natural Environment and Rural Communities Act.
- 1.7. The woodland is protected by Tree Preservation Order reference TPO/2001/107. It is an important landscape feature.
- 1.8. The allocation of the adjacent site for residential development is based on the principle that a route to the hospital would be provided. The adopted masterplan shows this to be through the woodland. Whilst there would be adverse effects from the proposal under the environmental objective of sustainable development, these can be mitigated, compensated for and ultimately justified on the basis that the road is an infrastructure requirement providing public benefit.
- 1.9. The proposal is therefore recommended for approval subject to conditions and the completion of the Section 106 agreement. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.

2. Description of site

- 2.1. The application site consists of the land known as Puddings Wood which is situated to the north of Broomfield Hospital and to the south of Woodhouse Lane. Puddings Wood is owned by the Mid and South Essex NHS Foundation Trust. The site also includes parts of Woodhouse Lane.
- 2.2. Puddings Wood is designated a local wildlife site for its lowland mixed deciduous woodland habitat and is of county importance. This is a priority habitat listed under s.41 of the Natural Environment and Rural Communities Act.
- 2.3. The woodland is protected by Tree Preservation Order reference TPO/2001/107. It is an important landscape feature.
- 2.4. Woodhouse Lane is a narrow rural lane with a junction at its eastern end with Blasford Hill. This junction lacks adequate visibility. North Court Road joins Woodhouse Lane to the east of Puddings Wood. The junction with North Court Road has a sharp bend.
- 2.5. Farleigh Hospice is accessed from both North Court Road and Woodhouse Lane. A number of residential properties are also accessed from North Court Road and Woodhouse Lane, as well as KEGS playing fields.
- 2.6. The site lies within the wider setting of a number of designated and non-designated heritage assets.
- 2.7. The site lies to the south of land allocated within the Chelmsford Local Plan for residential development. The residential development is promoted by Bloor, the applicant for this proposal.

3. Details of the proposal

- 3.1. The application proposes a new link road through Puddings Wood. This would connect the new spine road through the Bloor residential development with the internal estate road of Broomfield Hospital to the south. The road would not be adopted and would be used for staff and deliveries associated with Broomfield Hospital with public transport to be investigated.
- 3.2. The application also proposes closures to parts of Woodhouse Lane. The closures include a section of the lane to the east of Farleigh Hospice (to the west of the junction with North Court Road), a section further east, north of the junction with North Court Road, and a section to the west of Puddings Wood. Turning heads are proposed as well as bollards to the road closure.
- 3.3. During the life of the application the scheme has been amended following consultation with the land owner of Puddings Wood, the Mid and South Essex NHS Foundation Trust. The changes largely relate to the provision of barrier controls to prevent public access over the road, rather than the previously proposed camera system.

4. Other relevant applications

20/00001/MAS - Approved 14th September 2020

Masterplan for around 450 new homes, neighbourhood centre, early years and childcare facility, local open space and associated access and highway infrastructure including a new access into Broomfield Hospital

20/02064/OUT - Pending Consideration

Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.

5. Summary of consultations

- Little Waltham Parish Council – Objection due to destruction and felling of trees, concerns about congestion, and that the road should be open to the public.
- Great Waltham Parish Council – No comment but note concerns about the loss of woodland.
- Broomfield Parish Council – Support the principle of the application but raise concerns in relation to proposed restrictions of use, compensation for the impact on Puddings Wood, and parking on Woodhouse Lane.

- Essex County Council Highways – Acceptable subject to legal obligations and conditions.
- Essex County Council (SUDS) – No objection subject to conditions.
- Essex County Fire & Rescue Service - Access for Fire Service is considered satisfactory subject to fire brigade access and water supplies for firefighting purposes to the proposed development being fully compliant with Building Regulations
- Recycling & Waste Collection Services – No response.
- ECC Historic Environment Branch – The written scheme of investigation is acceptable. The archaeological work is still to be done.
- Ramblers Association – No response.
- Mid & South Essex NHS Foundation Trust – No objection.
- Public Health & Protection Services – No comments.
- Police - Designing Out Crime – Comments raised in relation to access for emergency vehicles, sustainable travel, access and maintenance and lighting.

- Local residents – Responses from 15 local residents; 1 in support, 1 comment and 13 objections.

Concerns raised include:

- Increased parking on Woodhouse Lane
- Effect on trees and wildlife
- Vehicles will get stuck in the lane and cause damage
- Impact on tranquillity and peace to Farleigh Hospice
- Overgrown roadside vegetation
- Road should be for public use
- Increased disturbance

6. Planning considerations

Main Issues

6.1. The main issues are as follows:

- Background
- Transport
- Preserved Trees
- Ecology and Biodiversity
- Heritage
- Drainage
- Legal Obligations (Section 106 agreement)

Background

- 6.2. The land to the north of Broomfield Hospital is allocated for residential development in the Chelmsford Local Plan (allocated for around 450 homes). Bloor Homes are promoting the site. An outline Planning Application for up to 512 homes is pending consideration and is recommended for approval, subject to conditions and a Section 106 agreement.
- 6.3. Strategic Growth Site Policy 8 requires residential development of the land north of Broomfield to provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice. A new access road to Broomfield Hospital is an infrastructure requirement listed in Policy S9 of the Chelmsford Local Plan. This is to help reduce congestion, link new development and provide connections in the strategic road network.
- 6.4. Whilst the Transport Assessment accompanying the outline application (20/02064/OUT) for Strategic Growth Site 8 seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the recent Northeast Chelmsford Bypass demonstrated that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019, will be in 2024 (excluding Bloor development) and will be even more congested in 2036 (including Bloor development). The access to Broomfield Hospital and Farleigh Hospice is therefore required and must be provided by the developer in line with the Masterplan and Policy for Strategic Growth Site 8.
- 6.5. The residential development requires the provision of the Hospital Link Road and the associated closures on Woodhouse Lane to create a sustainable travel corridor. The closure of parts of Woodhouse Lane would enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Great Waltham cycle route, away from Blasford Hill.
- 6.6. Policy SPA1 (Broomfield Hospital Special Policy Area) of the Chelmsford Local Plan supports proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow bus, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience. The supporting text to Policy SPA1 says that the Mid-Essex Hospital Trust should work in partnership with the developers of Strategic Growth Site 8 - North of Broomfield Hospital to facilitate the proposed new access road to the Hospital.

- 6.7. The road would be constructed on private land within the ownership of the Mid and South Essex NHS Foundation Trust. The road is not intended to be an adopted highway and would therefore not be open to public traffic. A barrier control system would be used to permit access for staff and deliveries from the link road into the Broomfield Hospital estate. The road would provide unrestricted access to the existing service access to the rear of Farleigh Hospice.

Transport

- 6.8. As set out above, the proposed link road is essential infrastructure required to make the Land North of Broomfield site allocation and planning application acceptable in traffic and sustainability terms.
- 6.9. The link road would connect the spine road within the Bloor residential development to the internal Broomfield Hospital estate road. The link road would have one lane in either direction with barrier access controls towards the Woodhouse Lane end of the link road (north).
- 6.10. The part of Woodhouse Lane to the west of the new link road would largely remain as existing, with the exception of a new alignment and junction where it would connect to the new road. This would be in the form of a 'T' junction. The existing alignment of Woodhouse Lane to the west of the new link road, which would be replaced by the new junction, would be closed. Properties to the west of the new link road would gain access from the north via the new spine road through the Bloor development.
- 6.11. The part of Woodhouse Lane immediately to the east of the new link road would remain open to provide access to the existing service access of Farleigh Hospice. Beyond the Farleigh Hospice service access the road would be closed and a turning head with bollards would be installed.
- 6.12. Further to the east, to the north of the junction of Woodhouse Lane and North Court Road, there would be a further closure. North Court Road would still provide access to the properties located on this junction. The northern end of North Court Road would serve as a turning head. Bollards would similarly be installed at this closure location.
- 6.13. Properties in Woodhouse Lane to the east of North Court Road would continue to have vehicular access from the junction of Woodhouse Lane and Blasford Hill. Although this junction has limited visibility, the number of vehicles using this access would be greatly reduced to just those east of North Court Road. A turning head and bollards would be installed close to The Coach House.
- 6.14. The proposed access road and associated road closures are acceptable and necessary. The Local Highway Authority have no objection to the proposal. The road closures would be secured through a Traffic Regulation Order (TRO).
- 6.15. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.

Preserved Trees

- 6.16. The woodland commonly referred to as Puddings Wood is protected by Preservation Order reference TPO/2001/107. It is an important landscape feature. It has a non-statutory designation as Local Wildlife Site Ch166, recorded as containing a varied canopy and shrub layer structure with coppice and ground flora species. The selection criteria for the site states that it is a fine example of lowland mixed deciduous woodland on non-ancient sites. There is however trampling pressure,

invasion of alien species and problems with lapsed management of the coppice stools; at the time of selection the site condition was recorded as neglected.

- 6.17. The woodland has been recorded as far back as 1771 where it is marked on the Memorial Map for Broomfield Hall. It has been present for at least 250 years and therefore will likely have a well-developed structure, soil structure and species assemblage. It is important to note that the woodland is not defined as ancient woodland.
- 6.18. The National Planning Policy Framework states at paragraph 180(c) that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Exceptional reasons are stated in footnote 58 for example, infrastructure projects where the public benefit would clearly outweigh the loss or deterioration of habitat.
- 6.19. The provision for a new vehicular access road is set out in Strategic Growth Site Policy 8 of the adopted Chelmsford Local Plan; the delivery of a new road access into Broomfield Hospital is a strategic objective of the Local Plan. The supporting justification to the policy states that where a new link road affects the Puddings Wood, compensatory measures must be provided and include an additional net habitat. A Masterplan Framework has been adopted for the strategic site allocation.
- 6.20. The application is supported by an arboricultural impact assessment (AIA) dated May 2022. This has recorded 191 individual trees, 12 groups and one area in the woodland. The trees have been categorised A to U according to BS 5837:2012 Trees in relation to design, demolition and construction - recommendations, based on their quality and sub categorised 1 to 3 according to their arboricultural, landscape or cultural qualities.
- 6.21. The survey recorded most trees in the western part of the woodland to be A and B quality specimens. The eastern boundary adjacent to Farleigh Hospice mainly comprised of B category trees. The proposed development site predominately contains C category trees; BS 5837:2012 recognises these as trees of low quality and it is apparent this area of the woodland has a natural clearing.
- 6.22. To implement the proposed development 58 individual trees would require removal; 3 B category, 48 C category and 4 U category; the latter reflecting trees unsuitable for retention regardless of development proposals. The loss of the trees would have a moderate impact in terms of the visual amenity, the prominence of the woodland and its functioning as a landscape feature and habitat to the local area. The selected route has been through significant evaluation and consultation and has been found to be the most appropriate route through Puddings Wood with the least impact on trees.
- 6.23. The planning statement sets out compensation of 2.3ha of new woodland planting and 0.94ha of scrub and woodland edge planting is to occur on the strategic development site. The housing development site provides sufficient opportunities to plant replacement trees, and it is noted that the western boundary of the housing site would be a woodland buffer with significant tree planting.

- 6.24. On balance it is considered that the proposal for the link road infrastructure is essential for the development of the allocated site to the north and in order to make Woodhouse Lane a safe walking and cycling option. The principle of this has been established through the Chelmsford Local Plan and adopted masterplan for the allocated site. The route for the road is the most appropriate option with impact minimised as far as possible. It is considered that there is sufficient public benefit resulting from the proposal to justify the loss of the existing trees, subject to compensatory planting.
- 6.25. The tree site plan shows that there is a sufficient construction exclusion zone and no development is to occur within the root protection areas of retained trees. There will be some minor level changes and this has been addressed in the amended Arboricultural Impact Assessment with appropriate mitigation detailed.

Ecology & Biodiversity

- 6.26. Puddings Wood is designated a local wildlife site for its lowland mixed deciduous woodland and is of county importance. This is a priority habitat listed under s.41 of the Natural Environment and Rural Communities Act.
- 6.27. An ecological impact assessment has been carried out for the proposed development. Detailed surveys were carried out for bats, birds, badger and Great Crested Newt.
- 6.28. Surveys recorded various species of bats roosting, commuting and foraging on site. The assemblages of the various bat species have been assigned local importance only.
- 6.29. Three notable bird species were recorded as nesting in the woodland: cuckoo, song thrush and tawny owl.
- 6.30. Badgers are known to be present on the strategic development site to the north. A single sett was recorded. This sett is likely an outlier one due to its size and location.
- 6.31. Ponds closest to the proposed development recorded an absence of the Great Crested Newt.
- 6.32. The proposed development would result in direct habitat loss 0.21ha of woodland (trees, understorey vegetation, soil). The construction phase would generate dust, noise, vibration and light disturbance and potential contamination from machinery/materials. During the operation phase, traffic, noise, light and vibrations will occur together with run-off of pollutants and physical barriers.
- 6.33. These impacts will affect the identified habitats and species.
- 6.34. The badger sett would require updated pre-construction surveys to assess whether it is still active. If it is inactive it should be closed without the need for a licence however, if it is active it would require a licence from Natural England. Nonetheless, provision could be made for underpasses along the road to allow unimpeded movement across the remaining woodland habitat.

- 6.35. A single bat roost would be removed and five potential roosting trees, though not confirmed to contain roosts at this time. A licence would be required to fell the confirmed roost tree and an inspection should occur of the others prior to their removal. Any tree removal should occur outside of the bird nesting season.
- 6.36. Lighting is not proposed during construction. Lighting should be avoided to evade impacting the retained woodland and illuminating biodiversity features. As the road is not to be adopted an unlit road should not be a constraint to its operational use. A condition is recommended to require details of any necessary lighting so that it can be ensured it will not illuminate important biodiversity features.
- 6.37. The proposals show a loss of 0.21ha of woodland. Through the evolution of both planning applications, it has become apparent the housing development site is unable to deliver the required net gains to compensate for the biodiversity impact on Puddings Wood. The biodiversity net gain report submitted with the application shows an 11.46% loss in habitat units.
- 6.38. The reasoned justification of the Growth Site Policy 8 says that "...compensatory measures which replace and provide additional net habitat must be provided as part of the development". This required the developer to provide additional net habitat.
- 6.39. The compensation scheme to deliver the lowland deciduous woodland will require the assistance of a habitat bank; 1.797 biodiversity units are required to ensure there is a net gain. The applicant proposes to provide these units on a site to be identified locally. The developer is currently working on identifying a site. This site will need to be identified prior to the decision on the application being issued. The S106 agreement associated with the outline planning application for the housing development to the north would secure this.
- 6.40. In addition, other compensation measures are required such as compensatory planting and bat and bird box provision, both to compensate for lost habitats and to enhance new planting.
- 6.41. On balance, the impact of the proposed development which is unavoidable and justified by exceptional circumstance, could be suitably compensated for subject to conditions and S106 agreement obligations.

Heritage

- 6.42. The site lies within the wider setting of a number of designated heritage assets. Woodhouse Lane originates from the eighteenth century or earlier. It has the character of a narrow rural lane. The lane provides access to Wood House and its former lodge. Wood House has origins in the eighteenth century and was substantially remodelled in the nineteenth century. It has outbuildings adjacent to Woodhouse Lane, including a former coach house. On the north side of the lane is the former lodge cottage, dating from the late nineteenth century. The field to the north was part of a parkland setting to Wood House in the early twentieth century. This group of buildings have architectural and historic interest; they should be considered as non-designated heritage assets. The adjacent lane and the field to the north forms part of their setting and contributes to their significance.

- 6.43. The Puddings Wood access and the western turning head would have minimal impact on their setting, due to the distance between them, screening and the modern hospital context. The western turning head (close to Farleigh Hospice) would not adversely affect the setting of the non-designated heritage assets.
- 6.44. The eastern turning head would appear as an engineered feature within the lane and detract from the setting of the heritage assets at Wood House, its outbuildings and lodge. In accordance with Policy DM14 of the Chelmsford Local Plan and the National Planning Policy Framework this harm can be acceptable providing the harm is justified following a balanced judgement of harm and the significance of the asset; and harm is minimised through retention of features of significance and/or good design and/or mitigation measures.
- 6.45. As set out earlier in this report, the link road is essential infrastructure required by Strategic Policy S9 of the Local Plan. The turning head is unavoidable in order to prevent 'rat running' through Woodhouse Lane and also in order to make Woodhouse Lane a safer walking and cycling route. The closures would also reduce the number of vehicles using the Woodhouse Lane and Blasford Hill junction which has limited visibility. It would also be possible to minimise the harm through materials and landscaping details which would be required by condition.
- 6.46. On balance, it is considered that the harm to the setting of Wood House, its outbuildings and lodge can be minimised and is justified.
- 6.47. There are a group of listed buildings on Main Road. The land to the east forms part of a rural setting. Due to the distance from the heritage assets, the screening, the lack of historic associations and the minor nature of the proposals there would be no impact on their settings.
- 6.48. There is a former country house dating from c.1904 within the hospital grounds. The densely built-up nature of the hospital complex now means that the application site makes no contribution to its setting.
- 6.49. The proposed development is in an area of potential archaeological remains. The site of the proposed link road is adjacent to a site which had prehistoric flint and Late Bronze Age pottery. There is the possibility that archaeological features and finds may extend into the proposed development area. A written scheme of investigation has been submitted with the application. This is acceptable. A condition is required to ensure that the programme of archaeological work is carried out in accordance with the Written Scheme of Investigation prior to the commencement of works.

Drainage

- 6.50. The application is supported by a drainage strategy. This includes the diversion of a ditch, culverts, a surface water sewer and the creation of a surface water attenuation basin.
- 6.51. The drainage strategy has been reviewed by the Lead Local Flood Authority, Essex County Council, who have no objection to the proposed development, subject to conditions.

Legal Obligations (S106)

- 6.52. Paragraph 57 of the NPPF advises that obligations must only be sought where they are:
- (a) Necessary to make the development acceptable in planning terms

- (b) Directly related to the development, and
- (c) Fairly and reasonably related in scale and kind to the development

- 6.53. Further advice on the use of planning obligations is provided is given within national planning guidance: Planning Obligations – Use of planning obligations and process for changing applications.
- 6.54. The application will be linked to the S.106 Agreement for the residential development of the adjacent site (see 20/02064/OUT also on this agenda). The S.106 agreement will require:
- Developer to submit details of the link road for technical approval prior to any development above slab level taking place at the site.
 - No occupation of phase 2 of the development until technical approval has been given for the link road.
 - Construction and delivery of link road in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority to connect site with hospital road network and associated works to Woodhouse Lane to be provided prior to 200th occupation.
 - Payment of a commuted maintenance sum for hospital link road.
 - Closure/downgrading/alterations to Woodhouse Lane.
- 6.55. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.

7. Planning Balance - 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 proposed development would have a modest economic impact through the creation of jobs during construction. In addition, the link road is necessary to provide a site allocated for housing growth to the north of the site which would have its own economic benefits.

Social

- 7.3. The proposed link road is essential infrastructure needed to meet the Council's identified growth needs through the allocation of Strategic Growth Site 8.
- 7.4. The development would improve opportunities for walking and cycling in the area. It would also provide safer vehicular access to a number of existing residential properties and Farleigh Hospice.
- 7.5. These benefits carry weight in favour of the proposed development. The need for the link road, an infrastructure requirement specified in the adopted Local Plan, carries substantial weight in favour of the development.

Environmental

- 7.6. The development would result in the loss of trees within a woodland and the loss of biodiversity and habitats, although these would be offset off site. It would also result in some harm to the setting of non-designated heritage assets. These impacts weigh against the proposed development.

Conclusion

- 7.7. The adopted Local Plan specifically lists the hospital link road as an infrastructure requirement. The road is necessary in transport and sustainability terms in order to make the residential development of Strategic Growth Site 8 acceptable. The road would also provide safer access to a number of properties.
- 7.8. Whilst there would be disbenefits of the proposal under the environmental objective of sustainable development, these disbenefits can be mitigated, compensated for and ultimately justified on the basis that the road is an infrastructure requirement providing public benefit.
- 7.9. The proposal is therefore recommended for approval subject to conditions and the completion of a Unilateral Undertaking submitted by The Trust.

8. Community Infrastructure Levy (CIL)

- 8.1. The proposal is not CIL liable.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Condition 1

The development hereby permitted shall begin no later than 5 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 the commencement of the development a Construction Management Plan shall be submitted to and agreed in writing with the local planning authority. The Plan shall provide for:

- 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. highway safety considerations,
- vi. turning, loading and unloading of plant and materials and
- vii. hours of deliveries.

The Plan shall be adhered to throughout the construction period.

Reason:

In the interests of highway safety.

Condition 4

Prior to the commencement of the development a biodiversity and woodland mitigation and compensation plan shall be submitted to and agreed in writing with the local planning authority. The Plan shall include:

- Details of compensatory tree planting
- Details of on-site and off-site biodiversity enhancements
- A timetable for mitigation and compensation measures to be implemented
- A maintenance and management plan

The plan shall be implemented as agreed in accordance with the agreed timetable.

Reason:

To suitably compensate for the impact the development will have on the woodland and its biodiversity in accordance with Policies DM16 and DM17 of the Chelmsford Local Plan.

Condition 5

Prior to the commencement of the development hereby permitted, an arboricultural method statement shall be submitted to and approved in writing by the local planning authority. The arboricultural method statement shall include:

- (a) Details of trees and hedges to be retained, removed and planted,
- (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) A full specification for the construction of the new access and parking areas, including details of the 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) Revised tree protection plan,
- (i) Boundary treatments within the root protection areas,
- (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.

Reason:

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

Condition 6

Prior to the commencement of the development hereby permitted details of all surfacing works, including turning heads, barriers, bollards and other means of enclosure shall be submitted to and agreed in writing with the local planning authority. The work shall be carried out in accordance with the approved details.

Reason:

In the interests of the rural character of the lane and non-designated heritage assets in accordance with Policy DM14 of the Chelmsford Local Plan.

Condition 7

(ii) 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:

The proposed development is in an area of potential archaeological remains and in accordance with Policy DM15 of the Chelmsford Local Plan.

Condition 8

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 shall 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 1l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- 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.
- A written report summarising the final strategy and highlighting any minor changes to the 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 and to ensure the effective operation of SuDS features over the lifetime of the development.

Condition 9

No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water runoff and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the effective operation of SuDS features over the lifetime of the development.

Condition 10

Prior to the first use of the road a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

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.

Condition 11

Prior to their installation details of any means of external lighting, including temporary lighting during the construction period, shall be submitted to and approved in writing by the local planning authority. The lighting shall then be installed in accordance with the approved details.

Reason:

In the interests biodiversity and species using the area in accordance with Policy DM16 of the Chelmsford Local Plan.

Notes to Applicant

- 1 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.

The applicants should be advised to contact the Development Management Team by email at 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.

- 2 The applicant is reminded that this application is subject to a Section 106 agreement and a separate agreement between Chelmsford City Council and the Mid and South Essex NHS Foundation Trust.

Essex County Council (SUDS)

Comments
<p>03.01.2021</p> <p>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 requiring:</p> <ul style="list-style-type: none"> • a detailed surface water drainage scheme; • a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater; • a maintenance plan detailing the maintenance arrangements; and • yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan.

Essex County Fire & Rescue Service

Comments
<p>18.06.2021</p> <p>Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13 and appears to be acceptable subject to satisfactory compliance with Building Regulations B5.</p> <p>More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.</p> <p>The architect or applicant is reminded that additional water supplies for fire fighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical Officer at Service Headquarters, telephone 01376-576344.</p>

Recycling & Waste Collection Services

Comments
No response received

ECC Historic Environment Branch

Comments
04.01.2022

The Written Scheme of Investigation attached to the application is acceptable. The archaeological work is still to be done.

Ramblers Association

Comments

No response received

Mid and South Essex NHS Foundation Trust

Comments

The Trust has decided not to raise an objection to the planning application and proposals for the Link Road. They have reconsidered alternative routes for the Link Road to avoid the environmental damage that will be caused to Pudding Wood through its construction and operation and sadly concedes that other options are not viable or acceptable to the other parties affected (Farleigh Hospice and Swan Housing).

The Trust, the Applicants, Essex County Council Highways Department and Chelmsford City Council officers met on 18th November 2021 to discuss the application proposals. The Trust is pleased to see that many of their suggestions made in that meeting have featured in the amendments to the planning application scheme.

However, there are some observations that the Trust would like to make:

The proposals now show a single-lane, barrier-controlled operation. This is acceptable.

Swept path analysis should be reviewed; gradients should be clarified; the road should be built to adoptable standards; signage is required.

Little Waltham Parish Council

Comments	CCC Response
<p>28.05.2021 - Little Waltham Parish Council does not object to the principle of a link road they do object to the proposed location of the road.</p> <p>Adverse impact upon the woodland habitat.</p> <p>There are other routes that could be utilized.</p> <p>In the event that Bloor do not construct the road but make a section 106 payment there is a danger that the road will never be built. This would result in the construction of additional homes without the traffic relief sought and which has</p>	<p>Impact on woodland addressed in the report. The route has been selected as the one with the least impact.</p> <p>Section 106 Heads of Terms agreed to secure the construction of the road.</p>

<p>underpinned the proposals to develop land in this area.</p> <p>In order to deliver relief from the congestion resulting from such development the spine road and link road should be constructed within the first year of the development phase.</p> <p>The road should not be restricted in use but should be available for use by all in order to avoid substantial congestion in the area.</p> <p>07.01.2022 - Little Waltham Parish Council maintains its objection on the basis that the proposed route is directly through Pudding Wood which will mean the destruction and felling of a substantial number of trees.</p> <p>The Parish Council has concerns as to how barriers would effectively operate and whether it would lead to congestion in the area particularly by those who travel to the barriers only to find that they are not able to pass through.</p>	<p>Section 106 Heads of Terms have been agreed to prevent the residential site being occupied beyond 200 dwellings until the road has been constructed.</p> <p>The Hospital Trust, as the landowner, do not consent for the use of the road to be unrestricted as they have concerns about how this would impact movements on their internal estate roads.</p> <p>The route has been selected as the once which would cause the lease impact to the woodland.</p> <p>The Local Highway Authority are content with the barrier scheme and turning opportunities are available for those who cannot pass through the barriers.</p>
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Great Waltham Parish Council

Comments	CCC comments
<p>17.01.2022 - The Parish Council has no comment on the application but notes its concerns with the loss of any ancient woodland for the link road.</p>	<p>Impact on the woodland is addressed in the report. The route has been selected as the once which would cause the lease impact to the woodland.</p>

Essex County Council Highways

Comments
<p>26.05.2022</p> <p>A link to Broomfield Hospital via Strategic Growth Site 8 was identified as a requirement within the CCC Local Plan. Whilst the submitted Transport Assessment accompanying the outline application for Strategic Growth Site 8 (20/02064/OUT) seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the recent North East Bypass Planning application (CC/CHL/85/21) demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 Base and will be in 2024 (excluding Bloor development) and even more congested in 2036 (including</p>

Bloor development) and therefore an access to Broomfield Hospital and Farleigh Hospice is required and must be provided by the developer in line with the Masterplan and Policy for Strategic Growth Site 8.

The residential development requires the provision of the Hospital Link Road and the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route enables a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the B1008. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that the TRO's are approved as soon as possible, to ensure that it can be delivered and that there will be sufficient provision of good quality walking/cycling links southwards beyond the site.

It is therefore essential that technical approval relating to this application (including securing TRO's relating to Woodhouse Lane) is achieved as soon as early as possible prior to commencement of development under 20/02064/OUT.

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

Developer to construct the link road. Detailed works are to be agreed with the highway authority under s.278 of the Highways Act.

Prior to construction of the Link road a commuted sum for the maintenance of the link road to be paid to the local planning authority – to be passed on to the Hospital Trust.

A Construction Management Plan to be prepared and adhered to throughout the construction period.

Broomfield Parish Council

Comments	CCC Comments
<p>02.06.2021</p> <p>Both applications must be considered together, effectively as one application.</p> <p>The Council therefore supports the main principle of the application.</p> <p>The Council has the following concerns:</p> <p>Restrictions on the use of the New Link Road - The new link road offers the opportunity to remove all Hospital traffic that comes from Braintree and other areas to the north, taking it on site at the earliest opportunity rather than leaving it on the</p>	<p>Both applications are to be considered by the Planning Committee at the same meeting.</p>

<p>general highway network. Extending the use of the link road to all Hospital traffic, including patients and visitors, would help to ease wider congestion on the Main Road, Broomfield corridor.</p> <p>Compensatory Measures for Impact of Puddings Wood - the creation of a substantial tree belt connecting (as far as possible) Sparrowhawk Wood with the remainder of Puddings Wood would create a significant wildlife corridor.</p> <p>Proposed Closure Points on Woodhouse Lane - support the ECC/CCC vision for the closed sections of Woodhouse Lane to evolve into an attractive walking and cycling route. design and (if necessary) parking restrictions should be used to prevent unauthorised parking.</p> <p>26.01.2022 – previous comments still applicable</p> <p>The revisions to the application do not add any evidence to show that restricting the use of the link road will be as effective as a multi-use arrangement, where all Hospital-related traffic can benefit from the new link.</p> <p>The revised application stipulates the use of barriers, instead of an ANPR system as in the original application. This is a backward step to which the Council strongly objects. There will inevitably be queuing.</p> <p>Barriers should be farm-gate style, rather than concrete bollards.</p>	<p>The Hospital Trust, as the landowner, do not consent for the use of the road to be unrestricted as they have concerns about how this would impact movements on their internal estate roads.</p> <p>Tree planting is proposed on the housing development site (20/02064/OUT). This would include a buffer of around 50m on the western boundary to create a link to Sparrowhawk Wood.</p> <p>Support for the proposed closures is noted. Bollards are proposed to prevent vehicle access to closed sections.</p> <p>The Hospital Trust, as the landowner, do not consent for the use of the road to be unrestricted as they have concerns about how this would impact movements on their internal estate roads.</p>
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	<p>The Local Highway Authority are content with the barrier scheme and turning opportunities are available for those who cannot pass through the barriers.</p> <p>Noted. Condition 7 would require details of bollards or barriers to ensure that they are appropriate.</p>
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Public Health & Protection Services

Comments
<p>04.01.2022 - No PH&PS comments with regard to this amended application. 01.06.2021 - No PH&PS comments with regard to this application.</p>

Police - Designing Out Crime

Comments
<p>16.06.2021</p> <p>Observations relating to:</p> <p>Road layout- reduce risk to pedestrians; reduce car reliance; ensure safe access; access should be for blue light services.</p> <p>Access and management - responsibility for the enforcement of Road should remain with the Highways Authority. Police Officers (and other agencies) should not be overburdened to overcome inadequacies in safety management, access control or enforcement.</p> <p>CCTV - It is requested that the CCTV will be monitored 24/7, supported by management plans and procedures, alongside data sharing protocols clearly detailing the expectation of all parties.</p> <p>Lighting - lighting can reduce the potential for crime.</p>

Construction - recommend that the developers consider the foreseeability of crime during the construction phase and maximise on the opportunity to design those issues out.

Essex Police would recommend liaison with all Emergency Services to minimise potential disruption and impact on the broader community and emergency service provision. This will look to create a Joint Emergency Services Assessment.

Local Residents

Comments	CCC Response
Responses from 15 local residents; 1 in support, 1 comment and 13 objections.	
<p><i>Support & Comment – 2</i></p> <ul style="list-style-type: none"> - Road is needed - It would make Woodhouse Lane safer - Deliver housing - Support closures 	<p>Need for the road, implications for housing delivery and safety considerations are set out in the report.</p>
<p><i>Objections – 13</i></p> <ul style="list-style-type: none"> - Increased parking on Woodhouse Lane - Destruction to trees and wildlife - Vehicles will get stuck in the lane and cause damage to property and verges - Impact on tranquillity and peace to Farleigh Hospice - Road should be for public use - Increased disturbance 	<ul style="list-style-type: none"> - Bollards are proposed to prevent parking. - Loss of habitat and trees are to be compensated for. - Closures to Woodhouse Lane will make access to properties easier; avoiding the tight North Court Road junction. - The road is set as far away from Farleigh Hospice as possible whilst minimising the impact on the woodland. - The road is not intended for adoption. Public use of the road could result in congestion around the internal estate roads of the Hospital.

	<p>- Disturbance during construction is not a material planning consideration. The use of the road would be restricted which would minimise noise and disturbance. Public Health and Protection Services have not raised concerns about noise disturbance.</p>
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ALTERATIONS AND ADDITIONS TO PLANNING COMMITTEE
9 AUGUST 2022

Green Sheet

Items 6 and 7

Since the publication of the reports, Members have received a letter from the Mid & South Essex NHS Foundation Trust setting out that they cannot accept any maintenance liability of the proposed Hospital Link Road.

The position of Bloor Homes is that the future maintenance of the Link Road can be addressed through the build licence and that the discussions on this would continue with the NHS Trust to ensure an acceptable position for both parties will be agreed.

There are now two options. Firstly, and preferably, that the Link Road is maintained. In the event that maintenance of the road cannot be agreed, and the road is not deliverable, there is a second option that would make the residential development acceptable in Highways terms. This second option is to secure a scheme of subsidised shuttle bus services between the Hospital and Chelmer Valley Park and Ride.

Report Amendments:

Item 6
20/02064/OUT

The Legal Obligations set out in the main report are therefore amended to remove "Payment of a commuted maintenance sum for hospital link road" from the Highways and transportation section.

The following shall be added under the same Highways and transportation section:

- Maintenance arrangements to be set out in the Build Licence between Bloor Homes and the Trust.
- If the Link Road is not deliverable, a scheme to secure subsidised shuttle bus services between the Hospital and the Chelmer Valley Park and Ride.

Additional Informative:

19 The developer is encouraged to contact the South Essex Parking Partnership to investigate parking controls that could be used within the development.

Item 7
21/00881/FUL

Paragraph 6.54 be amended to remove the fourth bullet point "Payment of a commuted maintenance sum for hospital link road".

Add the following to the list of bullet points in paragraph 6.54:

- Maintenance arrangements to be set out in the Build Licence between Bloor Homes and the Trust.
- If the Link Road is not deliverable, a scheme to secure subsidised shuttle bus services between the Hospital and the Chelmer Valley Park and Ride.

MINUTES
of the
PLANNING COMMITTEE
held on 9 August 2022 at 7:00pm

Present:

Councillor J A Sosin (Chair)

Councillors L Ashley, H Ayres, S Dobson, J Frasca, P Hughes, J Lardge, R Lee,
G H J Pooley, R J Poulter, T E Roper and I Wright

Also present: Councillors W Daden and M Steel

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 E Sampson and C Shaw, who had appointed Councillors J Frasca and H Ayres as their substitutes. Councillor R Hyland also submitted belated apologies.

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 5 July 2022 were confirmed as a correct record.

5. Public Question Time

Several questions were asked and statements made on the applications at Item 6 and 7. Details are given under the relevant minute numbers below.

6. Strategic Growth Site North of Woodhouse Lane, Broomfield, Chelmsford – 20/02064/OUT

The Committee considered an outline application for residential development for up to 512 dwellings, including affordable housing and custom build homes (Use Class C3), a Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure on land to the north of Woodhouse Lane, Broomfield, which had been allocated as a strategic growth site in the Local Plan. All matters except for primary access were reserved. A Green Sheet of additions and alterations had been distributed before the meeting.

A representative of the applicant attended the meeting to speak in support of the application. A statement and question had been submitted by a member of the public, who expressed concern about the effect of the development on already over-stretched health services in the area. A representative of Broomfield Parish Council attended to emphasise the view of the Parish Council that the development should not proceed without the provision of the link road, which should preferably be open to all hospital-related traffic, including the public. In the light of the NHS Trust's recent statement that it would not maintain the link road, the Parish Council was of the view that the application should be deferred until the arrangements for the construction and maintenance of the road were clear. A local ward councillor spoke to endorse the Parish Council's view and another, whilst also supporting the need for a link road and welcoming the proposed cycle and pedestrian routes, asked whether the dwellings to be constructed to the east of the reservoir would add to existing flooding problems. She also asked to how many of the new homes the Council would have nomination rights.

In response to those questions, officers informed the Committee that

- as part of the Section 106 agreement land would be secured for the development of a health care facility as well as a financial contribution towards it;
- the drainage strategy submitted with the application had been examined by the flood authority, which had found it to be acceptable and concluded that the development would not add to flooding in the area;
- thirty-five per cent of the up to 512 dwellings to be constructed would be affordable and if 180 were provided 113 would be for affordable rent with nomination rights to the Council and would include three and four bed properties, which were in high demand at present;
- the Highway Authority would prefer the provision of the link road as the best means of reducing traffic congestion on roads around the hospital and it was understood that the applicant would be working with the NHS over the question of its maintenance. However, if the road could not be provided the next favoured option was to provide a long-term, subsidised Park and Ride service to the hospital for staff, patients and visitors.

It was clear from the members' discussion of the application that the Committee was of the view that the development could not proceed without the link road or, as an alternative, the provision of a Park and Ride service. The Committee asked whether the application should be deferred until it was known whether or not the link road would definitely be built. Officers said that if the Committee were minded to approve the application, subject to the completion of the S106 agreement and compliance with conditions, as well as the construction of the link road being secured, discussion would continue between the Council, the applicant and

the NHS Trust with a view to reaching agreement on its provision and maintenance. If the delivery of the link road could not be secured, the application would be brought back to the Committee to consider the Park and Ride option. If that option was not acceptable to the Committee, the Committee would be entitled to reach a different conclusion about whether the development were acceptable.

In response to further questions from members, officers said that:

- the provision of both the link road and Park and Ride service, which some members felt would be the ideal solution to traffic congestion, may be possible in the future but was unlikely at this stage;
- the NHS Trust wanted the link road to be barrier-controlled and for the use of staff only. As it would be on land owned by the Trust, it could not be adopted by the Highway Authority and used by the public without the Trust's agreement;
- there would be a legally enforceable condition in the Section 106 agreement that the link road would be completed before occupation of the 200th dwelling;
- the closure of Woodhouse Road would still be required even if the link road was not provided as it was integral to the plan to reduce rat-running and secure walking and cycling facilities;
- strategic traffic modelling carried out as part of the production of the Local Plan had indicated at that time that the provision of a link road could reduce traffic on Hospital Approach by between 10-20% and that it would be needed if the development proceeded. The modelling had taken into consideration the use of the link road by hospital staff only. No further traffic modelling was planned but a detailed transport assessment had been submitted with the outline application. It was confirmed that a cycle route would be provided as part of the link road;
- the biodiversity net gain from the residential development of just over 10% did not include the proposed tree planting;
- the First Homes element of the affordable housing that would be provided as part of the Section 106 agreement would not be limited to one-bed properties but would be a mix of sizes determined by the developer and the national price cap in accordance with market demand;
- regarding the properties that would be suitable for use by those with disabilities, the Council would seek to achieve adapted properties that were accessible at the time of completion, rather than properties that could be adapted later. A range of property sizes was also being sought which reflected the needs of those on the housing register who were wheelchair users.

Members accepted the assurance of officers that the application would be brought back to the Committee if discussions over the link road were not successful.

RESOLVED that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out on pages 23 to 38 and
- securing delivery of the link road.

7. Broomfield Hospital, Hospital Approach, Chelmsford – 21/00881//FUL

An application had been received for the formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, the closure of sections of Woodhouse Lane, and ancillary infrastructure. A Green Sheet of additions and alterations had been distributed before the meeting.

RESOLVED that planning application 21/00881/FUL in respect of Broomfield Hospital, Hospital Approach, Chelmsford be approved, subject to

- the completion of the Section 106 agreement referred to in the report to the meeting.
- the conditions set out on pages 12 to 15 and
- securing delivery of the link road.

8. Planning Appeals

RESOLVED that the information on appeal decisions between 17 June and 27 July 2022 be noted.

The meeting closed at 8.55pm

Chair

Chris Howlett
Senior Director of Estates and Facilities
Mid and South Essex NHS Foundation Trust
8th August 2022

Councillor J A Sosin
Chair of the Chelmsford City Council Planning Committee
(by Email only)

Dear Councillor Sosin,

Planning Applications by Bloor Homes Limited - references 20/02064/OUT and 21/00881/FUL Strategic Growth Site North of Woodhouse Lane and formation of a new link road between Woodhouse Lane and Broomfield Hospital, Broomfield, Chelmsford, Essex

I write in connection with the above planning applications which are due to be considered at the 9th August 2022 Chelmsford City Council Planning Committee.

The Mid and South Essex NHS Foundation Trust ("the Trust") has been in discussions with Chelmsford City Council officers and the Applicant (Bloor Homes Limited) regarding the proposals for development on land north of Woodhouse Lane for some years now. The Trust's particular interest relates to the proposals for a new Link Road between Woodhouse Lane and Broomfield Hospital. This Link Road will be mostly built on land owned by the Trust within the demise of Broomfield Hospital.

The Trust does not wish to raise any in principal objection to the proposals for development put forward by either application, nor does it wish to raise any objection to entering into legal agreements to secure the construction and retention of the access road. This has been made clear in representations that have been submitted to planning officers pursuant to the planning applications.

The Trust has made it clear throughout negotiations with the relevant parties that it cannot accept any liability for the ongoing maintenance of the new Link Road and therefore an acceptable way of ensuring the road's maintenance will need to be found which ensures its maintenance in perpetuity without imposing any obligation or cost liability on the Trust. To date, there has been no agreement with the relevant parties as to how this will be achieved.

The officer reports to the Planning Committee state that a Section 106 agreement will be entered into to secure a financial contribution (from Bloor Homes Limited) towards maintenance of the Link Road which will be paid to the Local Planning Authority to be passed on to the Hospital Trust. It is understood that the sum being discussed is £78,460 (April 2022 index linked) and the suggestion is that it covers 15 years. This arrangement is simply not sufficient or acceptable to the Trust. Notwithstanding the fact that the proposed arrangement is in any event unacceptable, there are significant concerns that the sum being discussed is not sufficient to cover proper maintenance of the link road (including access control/barrier equipment and drainage maintenance) for a period of 15 years.

I have today had a conversation with Nick Eveleigh, Chief Executive of Chelmsford City Council to make the Trust's position clear.

Prior to resolving to grant planning permission for the applications, an agreement in principle needs to be achieved regarding how the new Link Road will be maintained to adoptable standards; how much it will cost to maintain the road in perpetuity and who will pay for this and finally who will take full responsibility for all matters relating to

maintenance of the new Link Road. As landowners, the Trust needs to be in full agreement with the measures proposed.

Until an agreeable solution is presented to secure maintenance of the new Link Road, the Trust cannot support any recommendation to grant planning permission for the above applications.

However, the Trust understands that if a maintenance solution cannot be agreed for the Link Road, that there might be an option available through discussion and agreement with relevant parties, whereby a shuttle bus is provided for staff to the hospital from the Park and Ride. The service could be subsidised for staff (and possibly other visitors to the hospital) by Bloor using the money that would have been spent on the Link Road and maintenance. Although this may not have the same impact as the road, the Trust does agree that it could reduce vehicle movements to the hospital. The Trust could promote this subsidised option to staff through the Hospital Travel Plan. This is an option that could potentially be supported by the Trust subject to further details being discussed with the relevant parties.

Yours faithfully,



Chris Howlett MSc I.Eng MIET

Senior Director of Estates and Facilities

Mid and South Essex NHS Foundation Trust

Chris.howlett3@nhs.net

cc: Nick Eveleigh, Chief Executive, Chelmsford City Council
Councillor L Ashley
Councillor S Dobson
Councillor P Hughes
Councillor R J Hyland
Councillor J Lardge
Councillor R Lee
Councillor G H J Pooley
Councillor R J Poulter
Councillor T E Roper
Councillor E Sampson
Councillor C Shaw
Councillor I Wright
Robin Hosegood, Strategic Lead Development Management, Chelmsford City Council
Kirsty Dougall, Senior Planning Officer, Chelmsford City Council

From: Angela Schembri
Sent: 29 September 2022 11:47
To:
Subject: Broomfield Hospital Link Road : The Trust's Position

Dear Kirsty, Robin and Jeremy,

For the avoidance of any doubt, I wanted to set out the Trust's position in relation to the Link Road.

The Trust would prefer that the Link Road is not constructed as they have seen no evidence that this will provide the required mitigation for traffic congestion that will be created by the proposed housing development. They believe that the proposed Link Road will be ineffective in mitigating congestion given the restrictions attached to its use.

However, the Trust acknowledges that they signed a MOU accepting the principle of a Link Road and therefore if this is the preferred traffic congestion solution of Chelmsford City Council, Essex County Council and Bloor Homes to mitigate the impacts of the proposed housing development, then the Trust reluctantly accepts that the Link Road can be provided but only on the condition that the Trust will not accept any cost or liability now or in the future, for provision or maintenance of the Link Road.

The Trust will look to finalise the Unilateral Undertaking to secure retention of the Link Road once outstanding matters relating to it are agreed (including the T&Cs for the Maintenance Agreement).

The Trust would be happy to discuss matters with Chelmsford CC, Essex CC and Bloor Homes once there is a proposal tabled for discussion. Unfortunately, and since the Committee meeting, they have had no further dialogue with Bloor Homes to progress matters including in relation to a Maintenance Agreement for the Link Road. We have been trying to set up a meeting with Bloor but this has not happened.

Kind regards,

Angela

Angela Schembri (She/Her)

Planning Director
RPS | Consulting UK & Ireland

T

E

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Kirsty Dougal
Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
CM1 1JE

By Email

25746/A3/JD/SO
16 March 2023

Dear Kirsty

STRATEGIC GROWTH SITE 8: NORTH OF BROOMFIELD APP. REF. 20/02064/OUT – LAND WEST OF BLASFORD HILL, BROOMFIELD APPLICATION SUBMISSION UPDATE

Introduction

On behalf of Bloor Homes Limited please find the enclosed application update submission further to the outline submission (ref: 20/02064/OUT) made by Barton Willmore now Stantec (BWNs) for:

"Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access. | Strategic Growth Site North of Woodhouse Lane Broomfield Chelmsford Essex".

The above application was brought to the Chelmsford Planning Committee held, 09 August 2022 where the application was **approved**, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting;
- agreed conditions; and
- securing delivery of the hospital link road.

At the above committee, committee members, Chelmsford County Council (CCC) Officers and Essex County Council (ECC) Highways Officers agreed that should delivery of the link road not be possible for any reason, then an alternative transport strategy would be acceptable in principle predicated on the provision of a Shuttle Bus between the Hospital and the Park and Ride Site. Were this to be the case then the application should be brought back to committee.

Following the positive decision of the committee, all reasonable efforts have been made by the applicant to accommodate delivery of the Hospital Link Road through an ongoing and positive dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust). However, despite this, as detailed in the additional supporting information provided with this submission, the applicant and the NHS Trust are unable to come to an agreement on the required maintenance arrangement. Moreover, the NHS Trust have now confirmed in writing that they do not support a Hospital Link Road and that their preferred solution would be an Alternative Transport Strategy based on a Park and Ride Shuttle Bus.

In the light of this, the applicant has agreed an Alternative Transport Strategy with the NHS Trust, CCC and ECC and this is submitted with this application addendum alongside analysis of this solution. The applicant has agreed to make appropriate contributions towards provision of a subsidised park and ride bus service as detailed in the Alternative Transport Strategy produced by Mayer Brown.

This application update follows meetings and agreement with Chelmsford City Council and Essex County Council and provides the enclosed submission materials to address the updated position in relation to delivery of the Hospital Link Road and minor amendments to the spine road only, there are no other changes to the application.

This application update submission therefore comprises the following documents, plans and additional supporting information:

Additional Supporting Information

As a result of the discussions with the NHS Trust and as agreed with officers at CCC and ECC the following additional information has been prepared in support of the application to reflect the amended transport position.

- Hospital Trust letter – a letter from the Hospital Trust establishing the hospital position in relation to the Hospital Link Road produced by the Hospital Trust;
- Evidence of communications – a record of the communications between Bloor Homes and the Trust in seeking to agree a position for the delivery of the Hospital Link Road; and
- Alternative Transport Strategy including transport impacts (2023) produced by Mayer Brown.

Technical Documents

The following technical documents have been prepared to reflect the updated position on the Hospital Link Road.

- Updated Design and Access Statement (March 2023) produced by BWnS;
- Planning Statement Addendum (March 2023) produced by BWnS;
- Transport Technical Note (March 2023) produced by Ardent Consulting Engineers;
- Statement of Community Involvement Addendum (March 2023) produced by Meeting Place Communications and
- Environmental Statement Letter of Conformity produced by BWnS (March 2023).

Drawings

The following application drawings have been updated:

- Access and Movement Parameter Plan (ref: RG-M-84), produced by BWnS;
- Illustrative masterplan (ref: RG-M-16), produced by BWnS and
- Outline Landscape Strategy Plan (LN-LP-01), produced by BWnS.

The following drawings new drawings have been submitted:

- Spine road general arrangement (ref: 184281-027 sheet 1 of 2) produced by Ardent and
- Spine road general arrangement (ref: 184281-028 sheet 2 of 2) produced by Ardent.

The following drawings have been withdrawn (replaced by Spine road general arrangement 184281-027 and 184281-028):

- Spine Road Phase 1 Plan (ref: 184281-004A), produced by Ardent;

Conclusion

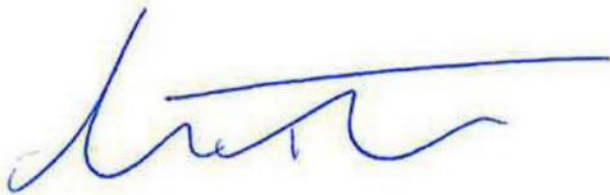
Since the positive decision by the Planning Committee in August 2022, Bloor homes have made all reasonable efforts to secure a solution to the delivery of the Hospital Link Road. However, despite positive dialogue with the NHS Trust this has not been possible. Therefore, in line with the recommendations of the Planning Committee, Bloor has worked with the Trust, ECC and CCC to secure an Alternative Transport Strategy that is acceptable to all parties.

The supporting documents and technical assessments have been updated to reflect the fact that a Hospital Link Road will no longer be delivered. The application and all other supporting information otherwise remains unchanged. For further detail please refer to the planning statement addendum (2023) enclosed.

We trust that the application update is satisfactory and fully addresses the policy requirements and issues raised during post-submission consultations. Following receipt of this re-submission and the subsequent re-consultation period, we look forward to the application being determined at Planning Committee in May 2023.

We look forward to confirmation of receipt in due course.

Kind regards,



ANDREW FISHER

Director

Direct: 01223 345559

Email: andrew.fisher@bartonwillmore.co.uk

Chris Howlett
Senior Director of Estates and Facilities
Mid and South Essex NHS Foundation Trust
20th March 2023

Robin Hosegood
Strategic Team Lead
Development Management
Chelmsford City Council

Dear Robin,

Planning Applications by Bloor Homes Limited - references 20/02064/OUT and 21/00881/FUL Strategic Growth Site North of Woodhouse Lane and formation of a new link road between Woodhouse Lane and Broomfield Hospital, Broomfield, Chelmsford, Essex

I am writing to confirm the Trust's position following recent discussions with Terry Tedder from Bloor Homes. This follows my letter dated 8th August 2022 to Councillor J A Sosin, Chair of the Chelmsford City Council Planning Committee.

Terry and I have had a constructive dialogue regarding the above matter but have been unable to reach an agreement on the future maintenance arrangements, costs and liability for the proposed link road. It is clear that the provision of the link road would have a material impact on the traffic flow within the Hospital site which in turn would require NHS capital investment to ensure that our internal road network was suitable for the new configuration. Our capital programme does not allow for such investment and given the lack of agreement on maintenance arrangements, we have jointly concluded with Bloor Homes that an alternative means of mitigation will be required to address the potential traffic impact of the proposed Bloor Homes development.

Our preference in terms of mitigation would be for Bloor Homes to commit to a substantial contribution (at least to the equivalent value of the costs of construction and maintenance of the link road) towards a subsidised park and ride bus service serving the Broomfield Hospital site and as such we are generally in support of the draft proposal issued by Gowlings for the alternative transport arrangements.

Should you wish to discuss this matter further, I would be willing to attend a joint meeting with you, Bloor Homes and council colleagues

In the meantime, should you require any further information or clarification regarding this matter, please do not hesitate to contact me.

Yours sincerely,



Chris Howlett
Senior Director of Estates and Facilities

CC Terry Tedder – Bloor Homes
Angela Schembri - RPS



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1:1,995

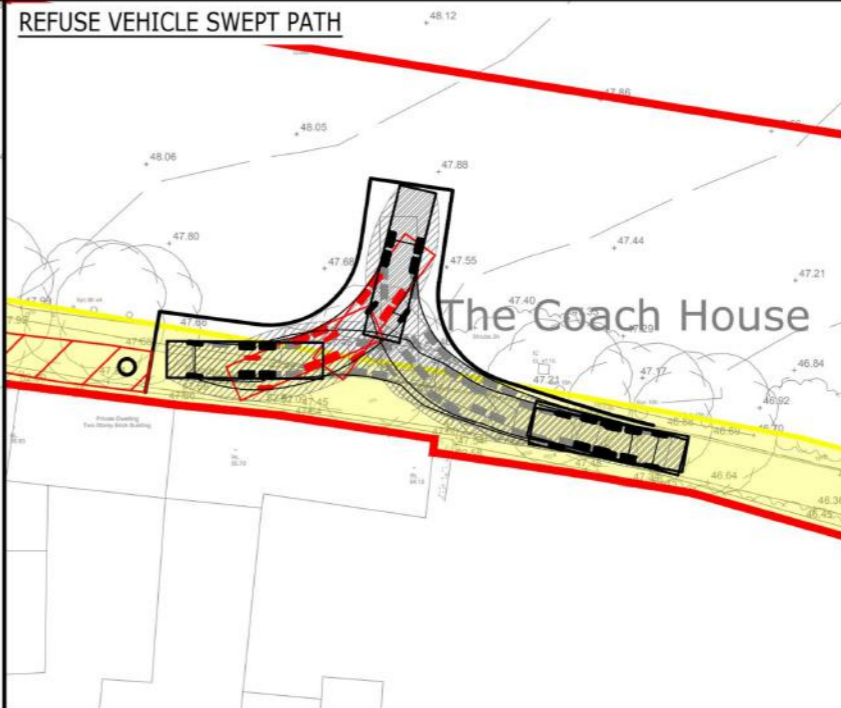
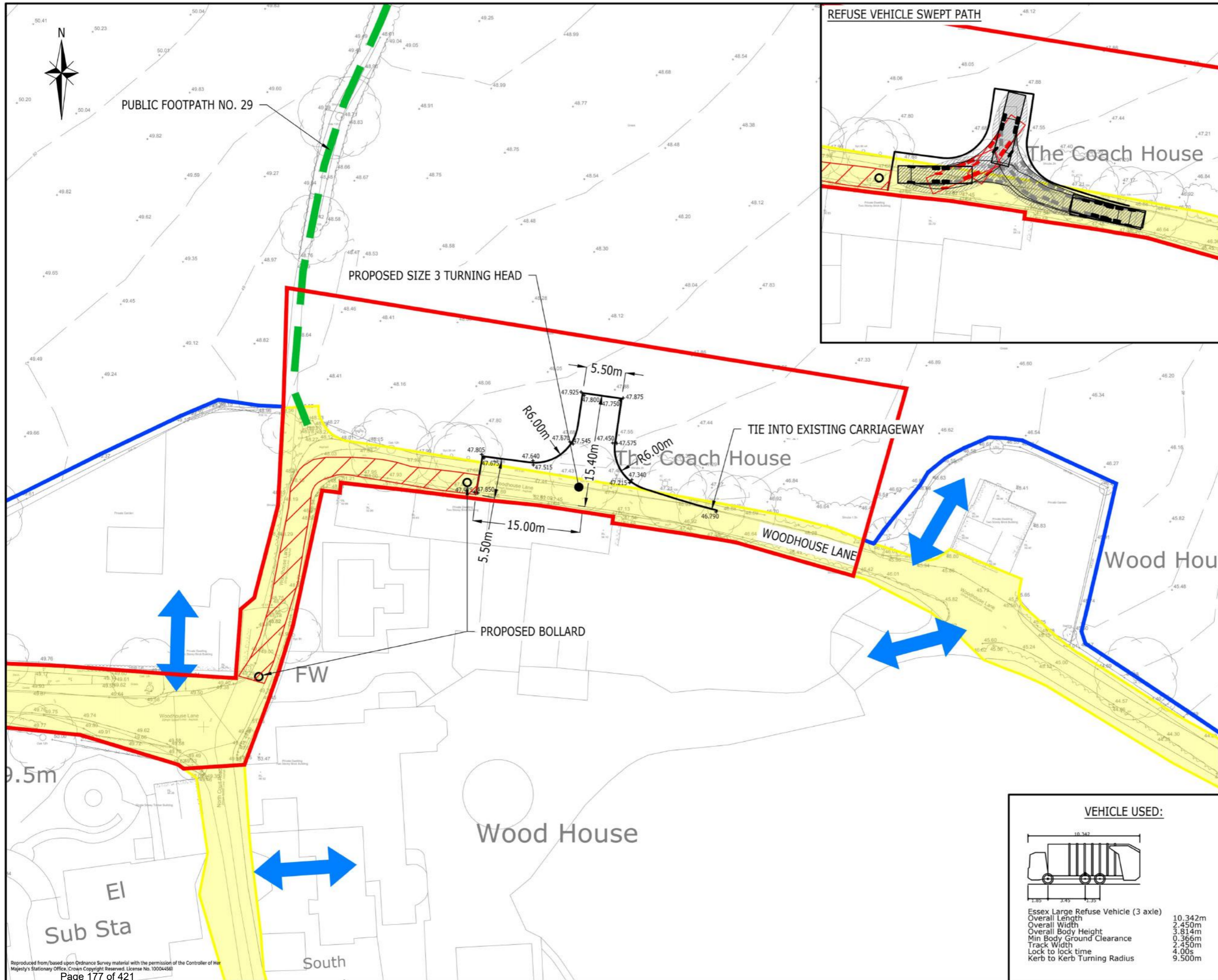


Planning Committee
21/00881/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826



- KEY:**
- PLANNING APPLICATION BOUNDARY
 - LAND UNDER APPLICANTS CONTROL BOUNDARY
 - HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS
 - ↔ EXISTING ACCESS POINT TO BE RETAINED
 - PROPOSED EXTENTS OF CLOSURE TO VEHICULAR TRAFFIC

B	PROJECT TITLE UPDATED	BT	DV	IW	07.03.23
A	NOTES AMENDED	DV	DV	IW	14.04.21
Rev	Description	Drn	Chk	App	Date

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worksafe consultant
www.smasistd.com

Client: **BLOOR HOMES EASTERN**

Project Title: **WOODHOUSE LANE APPLICATION**

Drawing Title: **WOODHOUSE LANE (EAST) TURNING HEAD**

A3 Scale	Date	Designed by
1:500	01.04.2021	AA
Drawn by	Checked by	Approved by
AA	DV	IW
Drawing Number	184281-020	
		Rev B

VEHICLE USED:

Essex Large Refuse Vehicle (3 axle)

Overall Length	10.342m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



KEY:

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- LAND UNDER APPLICANTS CONTROL BOUNDARY
- HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS

B	REDLINE AMENDED / HWB ADDED	BT	DV	IW	07.03.23
A	NOTES AMENDED	DV	DV	IW	14.04.21
Rev	Description	Drn	Chk	App	Date

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Client:

BLOOR HOMES EASTERN

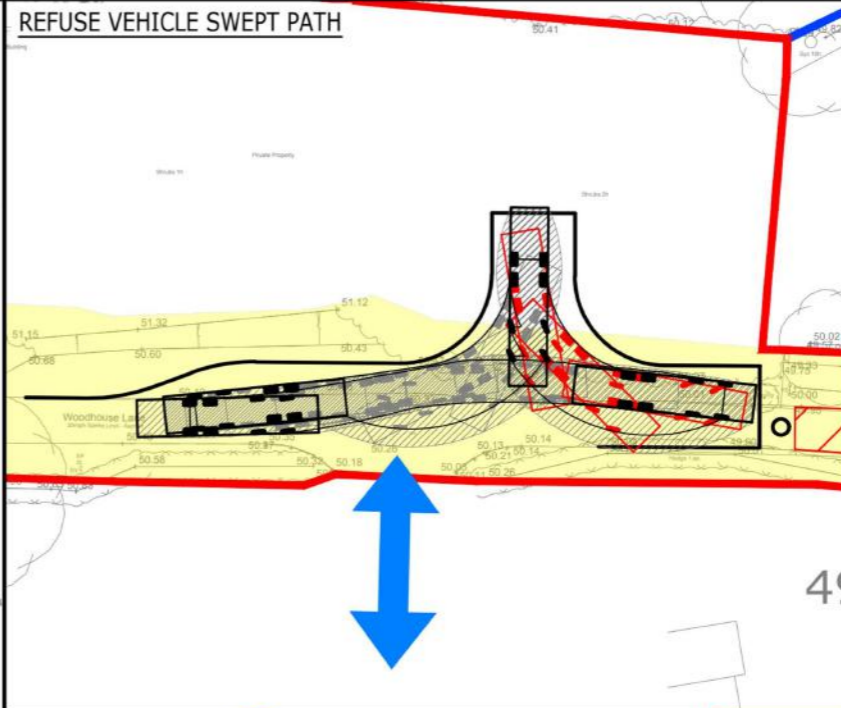
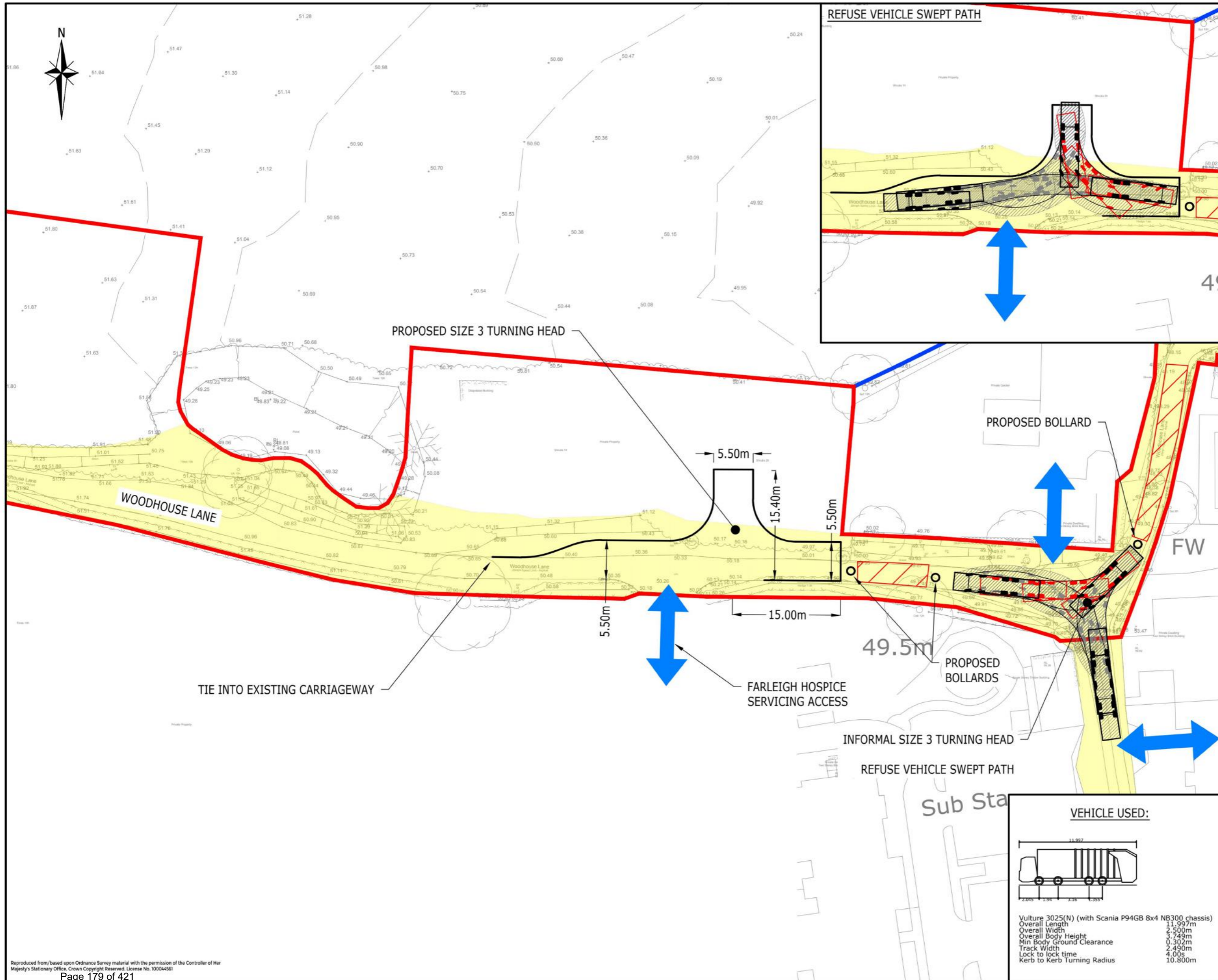
Project Title:

WOODHOUSE LANE APPLICATION

Drawing Title:

SITE LOCATION PLAN

A3 Scale	Date	Designed by
1:1250	25.03.2021	AA
Drawn by	Checked by	Approved by
AA	DV	IW
Drawing Number		Rev
184281-022		B



- KEY:**
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 - LAND UNDER APPLICANTS CONTROL BOUNDARY
 - HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS
 - ↕ EXISTING ACCESS POINT TO BE RETAINED
 - PROPOSED EXTENTS OF CLOSURE TO VEHICULAR TRAFFIC

D	PROJECT TITLE UPDATED	BT	DV	IW	07.03.23
C	REFUSE VEHICLE UPDATED	DV	DV	IW	09.02.22
B	SIZE 3 TURNING HEAD EXTENTS UPDATED	DV	DV	IW	13.12.21
A	SIZE 3 TURNING HEAD EXTENTS UPDATED	DV	DV	IW	02.12.21
Rev	Description	Drn	Chk	App	Date

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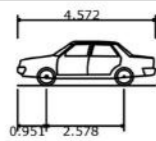
Client	BLOOR HOMES EASTERN		
Project Title:	WOODHOUSE LANE APPLICATION		
Drawing Title:	WOODHOUSE LANE (WEST) TURNING HEAD OPTION		
A3 Scale	Date	Designed by	
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Drawn by	Checked by	Approved by	
DV	DV	IW	
Drawing Number	184281-030		Rev D

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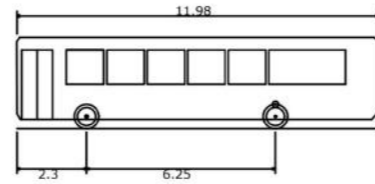
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Overall Width 2.500m
Overall Body Height 3.749m
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Track Width 2.490m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m



VEHICLE SPECIFICATIONS

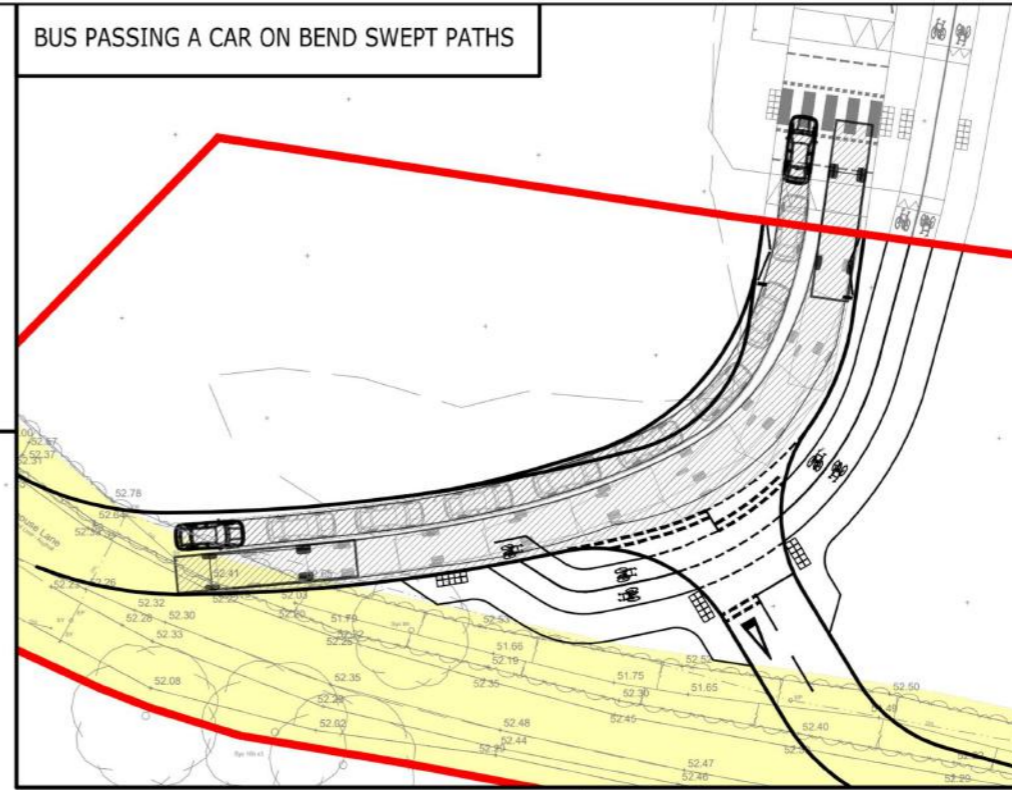


Car
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m



Single Deck Bus
 Overall Length 11.980m
 Overall Width 2.440m
 Overall Body Height 3.070m
 Min Body Ground Clearance 0.306m
 Track Width 2.322m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 10.368m

BUS PASSING A CAR ON BEND SWEEP PATHS



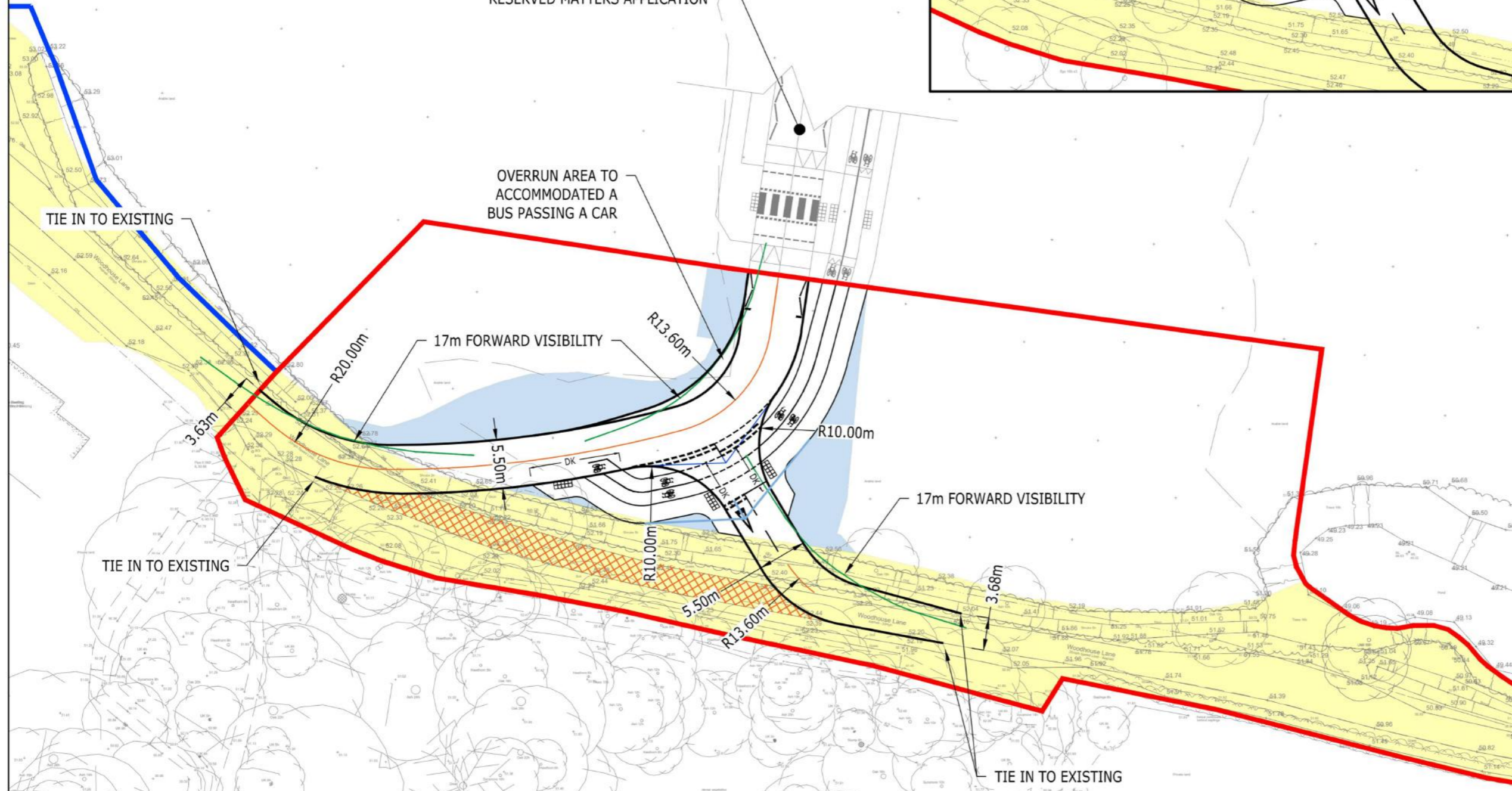
DRAWING BASED ON TOPOGRAPHICAL SURVEY AND SUBJECT TO LEVELS DESIGN, DETAIL DESIGN AND HIGHWAYS APPROVAL.

KEY:

- PLANNING APPLICATION BOUNDARY
- LAND UNDER APPLICANTS CONTROL BOUNDARY
- HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS
- EXTENTS OF LAND REQUIRED FOR ENGINEERING WORK TO BE OFFERED FOR ADOPTION TO ALLOW FOR FUTURE PROOFING OF THE SCHEME
- EXISTING SECTION OF WOODHOUSE LANE TO BE CLOSED TO VEHICULAR TRAFFIC - POTENTIAL TO BE RETAINED FOR PEDESTRIANS / CYCLISTS

RESIDENTIAL SPINE ROAD DESIGN TO BE CONFIRMED THROUGH APPROPRIATE RESERVED MATTERS APPLICATION

OVERRUN AREA TO ACCOMMODATE A BUS PASSING A CAR



A	LIMIT OF 5278 WORKS AMENDED	DV	DV	IW	10.05.23
Rev	Description	Drn	Chk	App	Date

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SSIP



Client

BLOOR HOMES EASTERN

Project Title:
LAND NORTH OF BROOMFIELD HOSPITAL, CHELMSFORD

Drawing Title:
WOODHOUSE LANE JUNCTION

A3 Scale	1:500	Date	06.03.23	Designed by	DV
Drawn by	DV	Checked by	DV	Approved by	IW

Drawing Number **184281-034** Rev **A**



Planning Committee
20th June 2023

Application No	:	22/01723/FUL
Location	:	The Avenue Springfield And Land Forming Part Of Beaulieu Parks Sports Ground Springfield Chelmsford Essex
Proposal	:	Construction of a two-way bus link and pedestrian and cycle paths to connect the Beaulieu Park Railway Station to White Hart Lane with utility, landscape and infrastructure works, together with associated and ancillary development
Applicant	:	Countryside Zest (Beaulieu Park) (LLP)
Agent	:	DWD
Date Valid	:	14th September 2022
Development Type	:	Large Major All Other (D06)
Target Date	:	13th December 2022
Consult Expiry	:	5th April 2023

Contents

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive Summary

- 1.1. The application is referred to Planning Committee as it includes CCC owned land and an adverse third party representation has been received.
- 1.2. Beaulieu Park Railway Station forms the cornerstone of a series of sustainable transport measures for North-East Chelmsford; following reserved matters approvals, work commenced on the station at the end of 2022. The application brings forward the requirement for a two-way bus link

road from White Hart Lane to Beaulieu Park Railway Station as set out within the s106 Agreement forming part of the outline planning permission for Beaulieu; 09/01314/EIA refers.

- 1.3. The bus link road together with the associated footway and shared footpath/cyclepath have been the subject of extensive pre-application discussion and negotiation. The scheme design responds acceptably to the heritage sensitivity of the site, acknowledges existing below and above ground constraints, meets highway technical and design standards and will deliver a direct bus route and safe, convenient, accessible and well-lit footpaths/cyclepaths to the future railway station. The scheme forms a key component of the overall sustainable transport strategy for Beaulieu Park Railway Station.
- 1.4. Approval is recommended subject to the completion of a s106 Agreement to secure a commuted sum for maintenance of the shared footpath/cyclepath and its associated lighting and the grass verge alongside the southern side of the bus link road by the City Council.

2. Description of Site

- 2.1. The application relates to an existing access road, The Avenue, which runs parallel with the main Great Eastern railway line from London Liverpool Street to Norwich and provides an existing one-way access to New Hall School from White Hart Lane. The road is bounded to the north by Beaulieu Park Recreation Ground, its associated buildings and car parking. The Beaulieu Park residential neighbourhood lies beyond the recreation ground. An existing gravel path which wraps around the perimeter of the recreation ground and is fronted by properties in Burnell Gate and Wharton Drive, forms part of the application.
- 2.2. An area of Estate Parkland, which forms part of a series of compensatory measures to offset the acknowledged harm to the Grade I listed building at New Hall and its Grade II Registered Park and Garden arising from the Beaulieu development, lies to the north-east of the site.
- 2.3. An existing property, the Gate Lodge is located along The Avenue, adjacent the railway line and a short distance from the entrance onto White Hart Lane.

3. Details of the Proposal

- 3.1. The application seeks to provide a two-way bus link to the future Beaulieu Park Railway from White Hart Lane. The scheme would involve altering and widening the existing access road between White Hart Lane and The Avenue to a 6.5m carriageway. The bus link would connect at its eastern end with the approved two-way bus link being delivered as part of the Beaulieu Park Railway Station development. The widened route would continue to provide one-way access to New Hall School from White Hart Lane.
- 3.2. The existing path which wraps around the perimeter of the Beaulieu Park Recreation Ground and is fronted by residential properties in Wharton Drive and Burnell Gate would be upgraded and widened to deliver a 3.5m shared footpath/cyclepath. The path would connect with a future primary footpath/cyclepath wrapping around the edge of the Estate Parkland West and run parallel to the bus link, crossing The Avenue to connect with the approved footpath/cyclepath being delivered as part of the reserved matters approval for Beaulieu Park Railway Station (22/00473/REM refers). The crossing of the Avenue has been designed to give pedestrians and cyclists a right of way. The shared footpath/cyclepath would be lit by timber bollard lighting and existing column lighting.

- 3.3. A 1.2m wide footway is proposed to run alongside the initial section of the bus link road, from the existing footpath on White Hart Lane, parallel to Beaulieu Park Recreation Ground, up to the point where it would meet with the shared primary footpath/cyclepath at the edge of the playing fields. Column lighting is proposed along the length of the bus link road.
- 3.4. The works to widen the existing junction on White Hart Lane require removal and replacement of the existing wall, pier and sign on the north-western side of the road. The wall, pier and sign mark the entrance to New Hall School.
- 3.5. Compensatory landscaping is proposed alongside the bus link road.
- 3.6. The existing access and parking arrangements for Beaulieu Park Recreation Ground would be unaffected by the application.
- 3.7. The application has been the subject of extensive pre-application discussion between the local planning authority, the Council's Heritage Officer, the Parks & Green Spaces team, Historic England, the Highway Authority and the applicant. An on-site meeting also took place with Cadent Gas.
- 3.8. The applicant, the local planning and highway authorities and Network Rail met with New Hall School in November 2021 when the proposed development was discussed. Further meetings have taken place / correspondence has been entered into with the school during the lifetime of the application.

4. Other Relevant Applications

- 4.1. Outline planning permission was granted for the mixed-use residential-led development at Beaulieu in March 2014; 09/01314/EIA refers.
- 4.2. Outline planning permission was granted for a new railway station and related development together with associated access, parking and landscaping in May 2013; 10/00021/EIA refers.
- 4.3. Reserved matters for Beaulieu Park Railway Station were approved in two phases; 21/01097/REM (Phase 1) and 22/00473/REM (Phase 2) refers. Work has since commenced on the construction of the station. A separate full planning application, termed the 'Parkland Edge', sought planning permission for landscape woodland buffer planting on land between New Hall Lane and the Estate Parkland to the north, and the station site to the south; 21/02485/FUL refers. The planning permission secured an area of additional woodland planting to the north of the station, which together with the planting within the station site itself, would deliver a comprehensive landscape strategy, which would protect, and enhance, the Grade II Registered Park and Garden.
- 4.4. The station scheme connects with:
 - A future bus link from White Hart Lane (the subject of this planning application).
 - Future strategic foot and cyclepaths to the west serving Beaulieu and Beaulieu Park and providing connections to existing controlled pedestrian crossings of White Hart Lane (the subject of this planning application).
 - A future section of estate road linking roundabout 5 of the RDR with the station and which would be provided with off-carriageway strategic footpaths/cyclepaths to either side. Full details of the estate road would form part of a future planning application to include for the future widening of a section of Generals Lane leading to New Hall Lane (planning application 23/00380/FUL refers – currently pending consideration).

- A future off-carriageway strategic primary footpath/cyclepath to run alongside Generals Lane, providing access to the station from the northern parts of the development and future areas of the Chelmsford Garden Community (planning application 23/00380/FUL refers – currently pending consideration).

The key pieces of key infrastructure, listed above, are to be delivered by the applicant and have been the subject of detailed discussion with Network Rail, CCC and ECC, to ensure proper integration with the station scheme.

5. Summary of consultations

- Boreham Parish Council – No objections.
- Springfield Parish Council – No objections.

CCC Parks & Open Spaces – No objections subject to the provision of timber bollards on the roadside edge of the upgraded footpath/cyclepath as a defensive means of preventing parking.

- CCC Property Services – No comments.
- CCC Public Health & Protection Services – Air quality matters addressed; no further comments.
- Essex County Council Highways – Acceptable; subject to conditions and informatives.
- Essex County Council (SUDS) – Acceptable; subject to conditions and informatives.
- Essex County Council Historic Environment Branch – No archaeological recommendation.
- National Highways – No objections.
- Historic England – Defer to specialist heritage adviser.
- The Gardens Trust – No adverse comments.
- Health & Safety Executive - Do not advise against the grant of planning permission. Consult pipeline

operator, Cadent Gas re: proximity to high pressure gas main.

- Cadent Gas - No objections. Advisory note re: registering works on Cadent Gas website and reference to guidance.
- Local Residents – One letter of objection; concerns re: crossing of White Hart Lane during the development phase and post construction, pedestrian footfall to and from Sainsbury's and the Beaulieu Park Sports Ground, clarity re: crossing of the new bus link road and speed limits/rising bollards to slow vehicles entering the bus link road.

6. Planning Considerations

Main Issues

- Principle of Development
- Heritage Considerations
- Access Considerations
- Hard & Soft Landscaping
- Ecology & Biodiversity

Principle of Development

Beaulieu Park Railway Station

6.1. The Chelmsford Local Plan promotes major improvements to public transport infrastructure within the city area. The key infrastructure requirements to deliver the objectives of the Spatial Strategy, which include the provision of a new railway station at Beaulieu, are set out in Policy S9 of the Plan. Paragraph 6.62 of the Plan points to the new railway station in north-east Chelmsford, as the means

of improving rail infrastructure from the mid 2020's onwards. Reserved matters were approved for Beaulieu Park Station in two phases; 21/01097/REM and 22/00473/REM refer. Work on the delivery of the new station commenced in 2022.

- 6.2. The station forms the cornerstone of a series of sustainable transport measures for North-East Chelmsford, providing train services for existing and new residents and workers, supporting future business development within the immediate area, as well as existing business activity in Colchester Road and relieving pressure on the existing Chelmsford city centre station.

Beaulieu s106 Agreement

- 6.3. The outline planning permission for the mixed-use residential-led development at Beaulieu (09/01314/EIA refers) established the principle of a two-way bus link road to connect White Hart Lane with Beaulieu Park Railway Station. An application for full planning permission has been submitted for the bus link road, as an area of land, 1.4ha in size, falls outside the outline planning permission red line boundary. Notwithstanding, the outline planning permission is clearly a material planning consideration in the determination of this application.
- 6.4. The s106 Agreement for Beaulieu, specifically obligates the developer to construct and complete a two way bus link road from White Hart Lane to the new Beaulieu Park Railway Station. The link road is to be in place prior to the opening of the railway station. Plan 5, appended to the legal agreement details the route of the bus link. The section of the bus link from White Hart Lane is shown to follow the alignment of the current road with widening of the route to allow for two-way bus movement. The section of the bus link from the junction with The Avenue (the tree lined approach to New Hall School), running parallel with the existing railway line and connecting with the station site, has already been consented under the reserved matters approval for the new station. Once routing into the station site, the bus link road wraps around the built edge of the station, serving a new bus interchange and connecting with the Beaulieu Infrastructure Phase 5 Road (the station access road); which is the subject of a separate planning application; 23/00380/FUL refers.
- 6.5. The bus link road together with the associated pedestrian and cycle paths, which form part of this application, are a key component of the overall sustainable transport strategy for Beaulieu Park Railway Station.

Heritage Considerations

- 6.6. The proposed bus link road lies within an area which historically formed part of the parkland of New Hall, a Grade I listed building, once part of Henry VIII's palace at Beaulieu. The bus link road and Beaulieu Park Railway Station lie either side of a formal tree-lined Avenue, which connected New Hall to the previous London-Colchester Road. The immediate grounds of New Hall and the Avenue are designated as a Grade II Registered Park and Garden. Land to the east and west of the Avenue is in the process of being returned to parkland in accordance with the approved Landscape Design and Management Plan. The Parkland forms one of a series of compensatory measures to offset the acknowledged harm to the Grade I listed building at New Hall and its Grade II Registered Park and Garden arising from the Beaulieu development.
- 6.7. Paragraph 199 of the NPPF advises that when considering the impact of development on the significance of a designated heritage asset, greater weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). Paragraph 200 states that where a development would result in substantial harm to, or to the loss of, the significance of a designated heritage asset, permission should be refused, unless the harm is necessary to achieve

substantial public benefits, or a number of criteria are met. Paragraph 201 goes on to state that where less than substantial harm is identified, this harm should be weighed against the public benefits of the proposed development.

- 6.8. Extensive discussions and negotiation have taken place between the local planning authority, the Council's Heritage Officer, Historic England, the Highway Authority and the applicant and their advisors prior to the submission of the application. The scheme responds acceptably to the heritage sensitivity of the site, existing below and above ground constraints and the overriding objective to deliver safe, convenient, accessible and well-lit footpaths/cyclepaths to the future railway station. The crossing of the Avenue has been designed to lessen the heritage impact by reducing signage, introducing non-standard surfacing to the footpath/cyclepaths to respect the setting of the Grade I listed building and Grade II Registered Park and Garden, incorporating shorter black painted lighting columns with warm white lighting units as opposed to standard columns with LED lighting units and providing more generous spacing between columns to reduce street clutter. Lengthy negotiation has taken place over the approach to bus gate enforcement, signing and lining again to minimise the heritage impact. Heritage considerations have been to the fore of the scheme design.
- 6.9. The section of the bus link road nearest the tree lined Avenue and bus gate forms the most sensitive element of the scheme, being directly adjacent to New Hall and partly within the Registered Park and Garden. The crossing, signage, lighting and surfacing have been carefully designed to respond to this setting, whilst meeting highway standards for a pedestrian, cycle and bus route together with a main route access into New Hall. The introduction of the bus route and its associated paraphernalia would erode the setting of the Avenue due to its urban character; this harm has been minimised in the design.
- 6.10. The application proposes retention of the existing brick wall and piers including the New Hall School name plaque on the south-eastern side of the entrance. The brick wall and pier on the north-western side of the entrance, which are situated on land within the applicant's ownership would be demolished in order to form a new junction, which would enable two-way bus movement. The wall, pier and stone name plaque would be replaced to maintain a recognisable entrance feature of the same form, design, materials and detail as the existing. The free-standing school sign would also be repositioned behind the boundary wall to reflect the existing arrangement. The road would become adopted highway; for this reason, and as it is intended to facilitate bus access to and from the new railway station, it would not be possible to reinstall the existing lockable gates.
- 6.11. The revised plans make minor changes to the landscaping and boundary treatments and provide additional details for signage. Previous revisions to the drawings have provided further detail in relation to planting adjacent to the drainage pond and details of highway works.
- 6.12. The LDMP sets out a requirement for (i) planting at the southern end of the existing tree-lined Avenue approach to screen railway equipment in views looking south and (ii) for informal trees and hedgerow planting to screen the railway and unsightly boundaries along the narrow corridor adjacent to the railway line, as space allows. The southern side of the bus link road consists of a relatively narrow section of maintained grass; this abuts the operational railway line. A high pressure gas pipe crosses the road close to the existing bend with a large associated easement. A BT fibre cable runs along the southern side of the existing access road. Network Rail stipulations on planting adjacent to a railway boundary further limit the scope for new planting; this is in order that it does not prevent access to a common boundary nor impact upon the railway. Having regard to the existing underground services and the constraints imposed by the adjoining railway line, additional planting in this location is not achievable. The area would therefore be managed as grass. Existing vegetation

is present within Network Rail's own land; this would offer some level of screening between the bus link road and the railway line.

- 6.13. The proposed scheme would result in a low level of less than substantial harm to both the Registered Park and Garden and the setting of New Hall; this is to be weighed against the significant public benefit to be achieved in delivering a sustainable transport route to Beaulieu Park Railway Station, providing pedestrian and cycle access for residents of Beaulieu and Beaulieu Park and a more direct route for residents living in the eastern part of Springfield and Chancellor Park and to businesses and residential properties in Colchester Road. The scheme in this respect accords with Policies S3 and DM13 of the Chelmsford Local Plan and paragraph 201 of the NPPF.
- 6.14. Conditions are recommended to ensure the planting scheme is implemented within the first available planting season and is subject to a management plan, to be agreed and to require agreement to details of signage and its location, line markings and lighting.

Access Considerations

Traffic Movement

- 6.15. The bus link road with its associated pedestrian and cycle access forms a key component of an integrated public transport strategy for Beaulieu Park Railway Station enabling residents of Beaulieu, Beaulieu Park, Springfield and neighbouring residential and employment areas to access the station by non-car modes of travel.
- 6.16. Buses would be operational along the link road between the hours of 05:30 and 23:30. During peak hours 07:00-09:00 and 16:00-1900, buses would run every 10 minutes in both directions equating to a total of 12 buses per hour.
- 6.17. Ongoing ingress along the Avenue by New Hall School traffic would be maintained, alongside use of the widened road as a bus link. The road would become adopted highway and a 30mph speed limit put in place. A bus gate would be provided east of the junction of the bus link road and the Avenue to restrict access to buses and pedal cycles only.

Construction of the Bus Link Road

- 6.18. Lengthy negotiations have taken place regarding the form and design of the bus link road, with a particular focus on signage, lighting and infrastructure necessary to provide bus gate enforcement. Tracking drawings and a Stage 1 Road Safety Audit have been submitted to the Highway Authority and these show that the junction proposals are acceptable. The scheme meets the highway authority's technical and design standards.
- 6.19. The scheme has also been the subject of extensive discussion with the City Councils Parks & Green Spaces team; in this respect its design avoids any operational impact on the Beaulieu Park Recreation Ground, including its parking, access and servicing arrangements.

Highway Land

- 6.20. Essex Highways have undertaken extensive research to establish the position in relation to highway land. A report has been produced and this has been circulated to the local planning authority, the applicant and New Hall School.

- 6.21. The report concludes that the highway extends up to, but does not include, the existing entrance walls and supporting piers; these form a physical barrier to any potential highway rights being established beyond them. The existing wall and piers to be demolished on the north-eastern side of the existing entrance are located on land within the applicant's control and do not form part of the highway. The revised location for the wall and pier is similarly not on highway land.
- 6.22. A trapezium shaped parcel of land in front of the gates is registered to New Hall School. Investigatory work undertaken by Essex Highways concludes that this land also forms part of the highway and therefore is considered to be subject to highway rights. s278 of the Highways Act 1980 can be used to licence a developer, in this case the applicant, to carry out improvement works on a public highway, where they are deemed to be necessary and where planning permission has been granted for a development. Should planning permission be granted for the bus link road, then the applicant would be able to undertake the scheme works in accordance with the approved drawings and discharge of condition details as improvement works on a public highway. The development is considered necessary to facilitate sustainable modes of travel to Beaulieu Park Railway Station.

Bus Gate Enforcement

- 6.23. The bus link would require enforcement to prevent indiscriminate use by private motorists seeking to access the railway station via The Avenue to circumvent a longer journey to the station car park via the Boreham Interchange, the Radial Distributor Road and Beaulieu Infrastructure Phase 5 Road (station access road). An ANPR camera system would be installed, with a camera located opposite The Avenue. A further camera would be placed at the station end of the bus link to similarly prevent private motorists from using the bus link road as a shorter route to access Springfield, Beaulieu Park and Beaulieu. The camera would need to be supplied by the Highway Authority's approved company and the costs met by the applicant.

Pedestrian & Cycle Access

- 6.24. The scheme prioritises pedestrian and cycle access. Having regard to the constraints upon available space, and to avoid any adverse impact on the parking provision and playing pitches associated with the Beaulieu Park Recreation Ground, a 1.2m wide footway is the maximum width of route, which can be provided alongside the bus link road. The path would connect with the at grade signal controlled crossing of White Hart Lane near Oak Lodge Tye. Cyclists would be permitted to use the bus link road and connect with the shared footpath/cyclepath further along the bus link road.
- 6.25. The existing path which wraps around the perimeter of the Beaulieu Park Recreation Ground would be widened to deliver a 3.5m shared footpath/cyclepath. The path would connect with a future primary footpath/cyclepath wrapping around the edge of the Estate Parkland West and would then run parallel to the bus link, crossing The Avenue to connect with the approved footpath/cyclepath being delivered as part of the reserved matters approval for Beaulieu Park Railway Station (22/00473/REM refers). The crossing of the Avenue has been designed to give pedestrians and cyclists a right of way; this aligns with recent changes to the Highway Code with the introduction of the hierarchy of road users. The section of the shared footpath/cyclepath running parallel with Burnell Gate is already lit by street lighting. The remainder of the route would be lit by timber bollard lighting. The path would have a resin bound porous surface in line with other pedestrian/cycle routes leading to Beaulieu Park Railway Station. The path did not form part of the approved Beaulieu Movement Network Strategy but is the result of positive discussion and negotiation between the local planning authority and the applicant delivering a further safe, convenient, accessible and lit from Beaulieu Park

to the railway station. Timber bollards would be required on the roadside edge of the path running parallel with Burnell Gate to prevent private motorists parking on the path.

Access to & Impact upon New Hall School

- 6.26. New Hall School's existing access rights from White Hart Lane across the applicant's land to The Avenue would be unaffected by the bus link. The crossing of The Avenue has been designed to give pedestrians and cyclists a right of way, whilst this would result in school traffic having to stop for a period of time, it must be recognised that pedestrian and cycle flows would not be continuous. Further, any minor delay to journeys needs to be viewed against the clear public benefit to be accrued in delivering a sustainable transport route from several neighbouring residential areas to Beaulieu Park Railway Station. Furthermore, the scheme delivers an upgrade of an existing pedestrian path in existing Beaulieu Park to a fully surfaced, widened and lit footpath/cyclepath, which is in addition to pedestrian/cycle routes already secured through the Beaulieu outline planning permission. Significant investment in, and delivery of, improvements to vehicular, pedestrian and cycle access to New Hall School has also occurred since the development of Beaulieu.
- 6.27. Prior to the construction of the Beaulieu neighbourhood, the school was served by a single access from White Hart Lane (the bus link road) and a single exit via Generals Lane. An unmade footpath extended east-west across the frontage of the school, connecting Generals Lane with existing Beaulieu Park; this was difficult, if not impossible to use in inclement weather. Since the development of Beaulieu, and following the opening of the RDR in June/July this year, the school will be served by three roads which would provide access to the school, (i) from White Hart Lane via the bus link road, (ii) from Generals Lane via New Hall Lane and (iii) to the north from Remembrance Avenue via New Hall Way. Two points of exit already exist, (i) directly onto Generals Lane to the east and (ii) via New Hall Way onto Remembrance Avenue.
- 6.28. The footpath extending east-west across the frontage of New Hall School has been upgraded to a secondary strategic cedec rolled gravel footpath/cyclepath providing an accessible route from Generals Lane to the school and to Beaulieu and Beaulieu Park. The path would in turn connect with a series of primary footpath/cyclepaths, which lead to Beaulieu Park Railway Station and other parts of Beaulieu; these include approved and proposed routes either side of the Estate Parkland and the proposed route around the perimeter of the Beaulieu Park Recreation Ground, which connects with a crossing of The Avenue and a consented footpath/cyclepath direct to the station.
- 6.29. Use of these additional means of vehicular access to the school will inevitably have reduced traffic flow along the route of the bus link road from the position pre-development of Beaulieu. Furthermore, it must reasonably follow that the advent of the new railway station would bring about changes to the way in which students and staff access the school and some bus/car borne trips to the school could reasonably transfer to rail, particularly given the ease with which staff/students could then access the school by pedestrian/cycle. The proposed shared footpath connects with an existing footpath, which runs parallel to the tree lined Avenue and which was implemented by the school. The local planning authority understands that minibuses / buses currently transfer students from the existing Chelmsford City station to the school; with the advent of the new station, this movement could cease thereby further reducing traffic along the bus link road.
- 6.30. The proposed changes to the road junction with White Hart Lane are necessary to allow two-way bus movement, the principle of which was agreed as part of the outline planning permission. The replacement walls and piers maintain a recognisable entrance feature. The provision of a gated entrance, as currently exists would not be possible as the road would become adopted highway, however, the planning permission for the introduction of new security railings and gates at the school;

18/01055/FUL refers, did include consent for a new gate at the main school entrance at the top of the Avenue. On that basis it is not considered that the security of the school would be compromised. Signage at the entrance on White Hart Lane would make clear that the tree lined Avenue would be for New Hall School traffic only.

- 6.31. The scheme prioritises pedestrian and cycle movement, includes measures to enforce use of the bus link road and accords with paragraphs 110 and 112 of the NPPF and Policies S9 and DM24 of the Chelmsford Local Plan.

Hard & Soft Landscaping and Trees

- 6.32. The application has been supported by a Landscape and Visual Impact Assessment, landscaping drawings and an Arboricultural Impact Assessment.
- 6.33. The proposed widening of the road, surfacing and lighting have been assessed against a baseline situation of a surfaced access road; whilst there would be an intensification of use including signage and bus movement, having regard to the existing context where a road already exists, the changes would be unlikely to have significant adverse landscape effects. The proposed development would not impact upon the adjacent Beaulieu Park Recreation Ground, which has been judged as a key attribute in determining the local landscape value.
- 6.34. Existing residential properties in Beaulieu Park to the rear of Honor Link, Wharton Drive and Burnell Gate would have potential views of the proposed bus link road, however, given that the proposed development would be of a similar nature to the existing access, the change would not be of such a magnitude as to result in significant effects. New tree and hedge planting is proposed between the bus link road and the Beaulieu Park Recreation Ground, which in time would provide a good level of screening. Users of the Estate Parkland would experience a small change visually, and elements of the attenuation basins would be visible, but their appearance would be softened by the proposed landscaping.
- 6.35. The approach to landscaping and boundary treatments has been the subject of discussion with the Parks & Green Spaces team due to the impact upon the boundary with the car park serving the Beaulieu Park Recreation Ground and the introduction of planting alongside the playing fields. A substantial section of the existing hedge to the north-west of the existing access fronting White Hart Lane is now proposed to be retained. Planting has been included to the northern side of the bus link adjacent to the recreation ground to an acceptable level whilst not unduly enclosing the footpath/cyclepath.
- 6.36. Additional planting on the southern side of the bus link road is not achievable due to existing underground services and the constraints imposed by the adjoining railway line as set out above; heritage considerations.
- 6.37. Six Category B trees, four Category C trees, one Category C Hedge and parts of a Category C tree, hedge and two groups of trees would need to be removed to enable the development. A further two groups of Category C trees and one Category C hedge need to be pruned and one Category A tree would experience root protection disturbance. Works to trees would be carried out in accordance with the submitted Arboricultural Method Statement. New tree planting and landscaping would mitigate the loss of existing trees and hedges. No objections are raised subject to a condition requiring compliance with the tree report and method statement. The scheme accords with Policies S4, DM17 and DM24 of the Chelmsford Local Plan.

Ecology & Biodiversity

- 6.38. The submitted Pre-Construction Ecological Survey recorded habitats of negligible, low or only moderate value. Two hedgerows planted as part of the landscaping for Beaulieu Park provide potential nesting bird habitat but are not regarded as 'important hedges' in the context of the Hedgerow Regulations. The site extends to the southern margin of an existing attenuation basin, created in early 2000 as a balancing feature for Beaulieu Park, this was found to contain a dense population of fish but no protected species. No likely bat roosting habitat was recorded within the site. The hedges, the New Hall School tree lined Avenue, the rail corridor and the lake were all identified as contributing to the foraging and commuting resources for local bat populations.
- 6.39. The majority of the hedgerows on site would be retained and new hedgerow planting introduced. Bat populations are to be monitored during the operational programme to identify any impacts and mitigate those; subject to a condition requiring adherence to the ecological report, there should be no resultant harm to protected wildlife and no permanent loss of significant habitats. The scheme accords with Paragraph 180 of the NPPF and Policies S4 and DM16 of the Chelmsford Local Plan.

Other Matters

Archaeology

- 6.40. The site has been the subject of archaeological investigation, in the form of fieldwalking and trial trenching in conjunction with the wider Beaulieu development. The County Archaeological Team has advised that this work has uncovered only limited archaeological remains; on that basis there is no requirement for any further work to be undertaken. The scheme accords with Policies S3 and DM15 of the Chelmsford Local Plan.

Noise & Air Quality

- 6.41. Buses would be operational between the hours of 05:30 and 23:30. During peak hours 07:00-09:00 and 16:00-19:00, buses would run every 10 minutes in both directions equating to a total of 12 buses per hour. The Public Health & Protection Service raised initial concerns in relation to noise and air quality, as set out in their response at Appendix 1. The updated Noise Technical Note sets out the results of the noise survey conducted on site, having regard to the expected number of bus vehicle movements and the likely impact on the Gate Lodge, the closest affected property, and existing residential properties in Wharton Drive. The report concludes that noise levels from bus movements would be indistinguishable from the existing noise climate where the dominant noise sources within the area are the A138 and the A130 White Hart Lane.
- 6.42. The bus link road connects with White Hart Lane; this road would be downgraded in 2023 following the opening of the Radial Distributor Road, with consequential reductions in traffic flow along White Hart Lane. Further traffic reductions to the local highway network are also expected to take place when the North-East Bypass opens. The northern access to New Hall School (New Hall Way) has removed traffic from the route of the bus link road. A new bus service is proposed as part of the approved Beaulieu Bus Strategy to service the station; all other bus services are extensions and diversions of existing services. The bus link road forms part of a wider strategy, that promotes better use of public transport and reduces traffic flow and congestion on White Hart Lane. On this basis, the bus link road, forms part of a strategy which would have a positive impact on air quality. The Public Health & Protection Service are satisfied that the updated noise technical note and summary of the

transport strategy and its impact on traffic levels within the surrounding area has addressed their initial concerns. The scheme accords with Policy DM29 of the Chelmsford Local Plan.

Surface Water Drainage

6.43. The application has been supported by a Flood Risk Assessment and Drainage Strategy. The scheme provides for a positive drainage strategy in the form of an unlined swale and attenuation basin located within the area of Estate Parkland between the existing drainage basin and The Avenue. Additional planting has been introduced around the margins of the proposed basin and swale in response to officer concerns to help create a naturalistic appearance reflecting a similar approach to the existing attenuation basin located alongside within the Estate Parkland. No objections have been raised by the County SuD's Team subject to conditions requiring approval of a detailed surface water drainage scheme and maintenance arrangements. The scheme accords with Policies S2 and DM18 of the Chelmsford Local Plan.

High Pressure Gas Pipeline

6.44. A high pressure gas pipeline crosses over the eastern part of the site close to the point where the bus link road connects with the future Beaulieu Park Railway Station and bus gate. The local planning authority has fulfilled its statutory requirement in inputting details of the application into the Health & Safety Executive's Planning Advice Site, which has generated the response below – see Appendix 1. The HSE advised the local planning authority to consult with Cadent Gas, which it has done; they have raised no objections to the application but have requested an informative be attached to the decision notice to ensure their requirements are adhered to.

Representations

6.45. A representation has been received from a local resident raising concerns regarding arrangements for pedestrian and cycle access, the ability to use the existing controlled at grade crossing on White Hart Lane close to the bus link road entrance near Oak Lodge Tye both during and post completion of the works and the intended speed limit for the road.

6.46. The controlled at grade crossing on White Hart Lane near Oak Lodge Tye would remain; it is not envisaged that it would prove necessary to close the crossing during the period of construction works, but if it were, an alternative temporary crossing would be provided.

6.47. A 1.2m wide footway is proposed to run alongside the initial section of the bus link road, extending from the existing footpath on White Hart Lane which connects with the existing controlled at grade crossing. The footway would run parallel to Beaulieu Park Recreation Ground, up to the point where it would meet with the proposed shared primary footpath/cyclepath at the edge of the playing fields. The footpath and bus link road would be lit.

6.48. The scheme incorporates a crossing over The Avenue, which has been designed to give pedestrians and cyclists a right of way. The crossing would connect with the approved footpath/cyclepath being delivered as part of the reserved matters approval for Beaulieu Park Railway Station.

6.49. The existing road has speed limit signs along its length encouraging motorists to reduce their speed as they approach the gated and barrier controlled access to New Hall School. The road is currently not public highway and so the speed limit is not enforceable. The proposed bus link road through the bus gate would become adopted highway. The speed limit will be 30mph by virtue of street lighting; this can be enforced. A speed limit of 20mph would require significant traffic calming and associated

signage, which is a heritage concern. The scheme signage and lighting have been carefully designed to respond appropriately to the setting of the Grade I listed building at New Hall and its Grade II Registered Park and Garden. The introduction of rising bollards on a public highway would not be acceptable to the Highway Authority. The bus link road up until the bus gate would be used by the general public as a route to access New Hall School.

7. s106 Agreement & Community Infrastructure Levy (CIL)

- 7.1 The application is not CIL liable.
- 7.2 The proposed 3.5m shared footpath/cyclepath to be provided around the perimeter of Beaulieu Park Sports Ground and connecting with the shared footpath/cyclepath extending around the western and southern edge of Estate Parkland West is to be provided with a resin bound gravel surface and bespoke timber bollard lighting. The works to construct the path and install the lighting would be undertaken by the applicant. The bollard lighting units would be provided by the City Council and are identical to those already in place at Oaklands Park and Hylands Park. The resin bound gravel surface is not a surface material which Essex County Council as highway authority are willing to adopt. The City Council has agreed to take a commuted sum for the cost of maintaining the resin bound gravel surfaced footpath/cyclepath route and the bespoke timber bollard lighting units.
- 7.3 The City Council has also agreed to maintain the grass verge extending along the southern side of the bus link road on behalf of the County Council. The grass verge would form part of the adoptable highway.
- 7.4 The commuted sums would be secured via a s106 Agreement; this is in the process of being prepared.

8. Conclusion

- 8.1 The application brings forward the requirement for a two-way bus link road from White Hart Lane to Beaulieu Park Railway Station as set out within the s106 Agreement forming part of the outline planning permission for Beaulieu; 09/01314/EIA refers.
- 8.2 The bus link road together with the associated footway and shared footpath/cyclepath have been the subject of extensive pre-application discussion and negotiation between the local planning authority, the Council's Heritage Officer, Historic England, the Highway Authority and the applicant and their advisors prior to the submission of the application. The scheme responds acceptably to the heritage sensitivity of the site, existing below and above ground constraints and the overriding objective to deliver a bus route and safe, convenient, accessible and well-lit footpaths/cyclepaths to the future railway station. The proposed scheme would result in a low level of less than substantial harm to both the Registered Park and Garden and the setting of New Hall; this is to be weighed against the significant public benefit to be achieved in delivering a sustainable transport route to Beaulieu Park Railway Station.
- 8.3 The bus link road together with the associated pedestrian and cycle paths, which form part of this application, are a key component of the overall sustainable transport strategy for Beaulieu Park Railway Station.
- 8.4 The scheme accords with the policies of the development plan and approval is recommended subject to the completion of a s106 Agreement to secure a commuted sum towards future maintenance of the shared footpath/cyclepath and associated timber bollard lighting and maintenance of the grass verge on the southern side of the bus link road by the City Council

RECOMMENDATION

Subject to an agreement, as indicated in the report presented to the Committee, being entered into by 20th September 2023 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 Time Limit

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 Compliance with Plans & Conditions

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 Commencement of Construction Works

No construction works shall commence until Phase 3 of the RDR, reserved matters approvals 20/00190/REM and 20/00207/REM refer, has been completed and the bridge and road are open to the public.

Reason:

To ensure adequate access is made available at all times to New Hall School.

Condition 4 Timing of Delivery of the Bus Link Road

The bus link shall be constructed and operational prior to the opening of the adjacent Beaulieu Park Railway Station.

Reason:

To ensure the adjacent Beaulieu Park Railway Station has suitable sustainable travel links and direct access for passenger transport to the urban area of Springfield.

Condition 5 Pre-Construction Ecological Survey

The development hereby permitted shall be constructed wholly in accordance with the licensing, mitigation and enhancement measures and requirements contained within the Pre-Construction Ecological Survey for the Beaulieu Bus Link Application Area prepared by Richard Graves Associates dated July 2022; any variation to the measures and requirements shall be agreed in writing with the local planning authority.

Reason:

In the interests of wildlife habitat protection in accordance with Policies S4 and DM16 of the Chelmsford Local Plan.

Condition 6 Compliance with the Tree Report

The development hereby permitted shall be constructed wholly in accordance with the tree protection, construction methods and recommendations contained within the Arboricultural Impact Assessment (APIII): Bus Link - Beaulieu Park prepared by Hallwood Associates dated 11th August 2022 Ref: HWA10724_APIII Version 2.0.

Reason:

To safeguard the existing trees in accordance with Policies S4 and DM17 of the Chelmsford Local Plan.

Condition 7 Bus Link Road Adoption Details

The bus link to be provided shall form an adopted highway and be constructed to an adoptable standard; the precise design to be agreed in consultation with the local planning authority and the highway authority and delivered by the developer under the Highways Act 1980. The bus link shall include features necessary to enable bus gate enforcement to prevent any vehicles other than buses and pedal cycles from using the bus link; this shall include the equipment required for the enforcement to be supplied and installed by the company approved by Essex County Council (the full cost to be met by the developer), signing and lining works and necessary Traffic Regulation Orders.

Reason:

To ensure that the bus link is designed to an acceptable and adoptable standard and that the required infrastructure is in place to allow for the installation of enforcement of the bus link, at a time to be agreed with the highway authority, so that it can function as a controlled bus route to serve Beaulieu Park Railway Station.

Condition 8 Surface Materials and Bollards

Notwithstanding the details shown on the approved landscaping plans; Drawing No's DR-0002 Rev S4-P8 - Landscape Layout, DR-0003 Rev S4-P8 - Detailed Layout 1 of 3, DR-0004 Rev S4-P8 - Detailed Layout 2 of 3, DR-0005 Rev S4-P8 - Detailed Layout 3 of 3 and prior to the commencement of development, details of the external surface materials to be used in the construction of the upgraded 3.5m wide footpath/cyclepath extending around the perimeter of the Beaulieu Park Recreation Ground and connecting with the crossing of The Avenue together with details of the location of timber bollards to prevent vehicle parking on the section of the footpath/cyclepath fronting Burnell Gate shall be submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the proposed surface material is visually satisfactory having regard to the setting of the Grade I listed New Hall and the Grade II Registered Park & Garden, able to be maintained in the long term and suitable for drainage purposes and to prevent vehicle parking obstructing or narrowing the available width of the footpath/cyclepath in accordance with Policies S3, S9, DM13 and DM24 of the Chelmsford Local Plan

Condition 9 Implementation of Planting

The planting as shown on the approved landscaping plans; Drawing No's DR-0002 Rev S4-P8 - Landscape Layout, DR-0003 Rev S4-P8 - Detailed Layout 1 of 3, DR-0004 Rev S4-P8 - Detailed Layout 2 of 3, DR-0005 Rev S4-P8 - Detailed Layout 3 of 3 shall be implemented in the first available planting season in accordance with the approved plans; subject to such minor variations to the timing of delivery as may be agreed in writing by the local planning authority.

Reason:

To ensure early delivery of the planting for the purposes of establishing its maturity at an earlier stage in the development to mitigate the impacts of the bus link road and to compensate for the erosion of the setting of the Grade I listed New Hall and its Grade II Registered Park Garden in accordance with Policies S3, S4, DM13, DM16 and DM17 of the Chelmsford Local Plan.

Condition 10 Landscape Management Plan

Prior to the first beneficial use of the bus link road, a landscape management plan detailing the management responsibilities and a programme of maintenance specifications for the areas of planting for a minimum period of five years shall be submitted to and approved in writing by the local planning authority.

Reason:

To ensure satisfactory arrangements are in place to allow for the proper management and maintenance of all the landscaped areas in accordance with Policies S3, S4, DM13, DM16 and DM17 of the Chelmsford Local Plan.

Condition 11 SuD's Scheme

Prior to the commencement of development, 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, shall be 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 developer to the local planning authority as part of the developer's 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 first beneficial use of the bus link road and should include but not be limited to:

- Limiting discharge rates to 1.88l/s for all storm events up to, and including, the 1 in 100 year rate plus 40% allowance for climate change,
- 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 40% climate change event,
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event,
- Final modelling and calculations for all areas of the drainage system,
- The appropriate level of treatment for all run-off leaving the site, in line with the Simple Index Approach in Chapter 26 of the CIRIA SuD's Manual C753,
- Detailed engineering drawings of each component of the drainage scheme,
- A final drainage plan, which details exceedance and conveyance routes, finished levels and ground levels and the location and sizing of any drainage features,
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

Reason:

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

Condition 12 SuD's Scheme Management

Prior to the first beneficial use of the bus link road, details of how the scheme shall be maintained and managed after completion, including the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme through its lifetime, shall be submitted to and approved in writing by the local planning authority.

The scheme shall thereafter be managed in accordance with the approved details.

Reason:

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

Condition 13 Contamination

Prior to the commencement of development, a scheme to assess and deal with any contamination of the site shall be submitted to and approved in writing by the local planning authority. Prior to the first beneficial use of the bus link road, 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. The development shall be carried out in accordance with the approved scheme.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is identified and remediation measures appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 14 Lighting Scheme

Prior to the commencement of development details of the location and design of all lighting columns and lighting bollards along the bus link road/footway and footpath/cyclepath shall be submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the proposed lighting is visually satisfactory and to safeguard the setting of the Grade I listed New Hall and its Grade II Registered Park and Garden in accordance with Policy S4 and DM13 of the Chelmsford Local Plan.

Condition 15 Construction Environmental Management Plan

Prior to the commencement of development, a Construction Environmental Management Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall be adhered to throughout the duration of the construction period and shall include details of the:-

- (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) Highway safety considerations,
- (vi) Turning, loading and unloading of plant and materials,
- (vii) Hours of deliveries,
- (viii) Phasing and timing of construction works for both the development of the Beaulieu Bus Link Road hereby permitted and the Beaulieu Phase 5 Infrastructure Road, 23/00380/FUL, and
- (ix) Phasing and timing of construction works to ensure that two points of vehicular access are maintained to New Hall School during the construction works unless otherwise agreed in the Construction Environmental Management Plan.

The development shall be undertaken in accordance with the approved Construction Environmental Management Plan.

Reason:

In the interests of highway safety and to safeguard the amenities of the occupiers of neighbouring residential properties and to ensure adequate access is available at all times to New Hall School in accordance with Policies DM29 of the Chelmsford Local Plan.

Notes to Applicant

1 **s106 Agreement**

You are reminded that this permission is also subject to a legal agreement, and that the terms of this agreement must be complied with.

2 **Highway Works**

All work within, or affecting existing and future highways, shall 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. You are advised to contact the Development Management Team by email at development.management@essexhighways.org.

3 **Highway Agreements**

Prior to any works taking place within the public highway or areas to become public highway, the developer shall enter into an appropriate agreement with the Highway Authority to regulate construction works; this will include the submission of detailed engineering drawings for approval and a safety audit.

4 **Liability**

The Highway Authority cannot accept any liability for cost associated with a developer's improvement; this includes design check safety audits, site supervision, any commuted sum 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.

5 **Traffic Regulation Orders**

You are advised that there is an expectation that the developer will pay for the necessary Traffic Regulation Orders together with the provision of the associated signing and lining to prevent parking within the vicinity of the site, including nearby residential areas and to enable enforcement of the bus gate.

6 **Equipment and Structures in the Highway**

Any signal equipment, structures and non-standard materials 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 a period of 15 years following construction.

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.

Appendix 1 – Consultations

Boreham Parish Council

Comments
07.10.22 No objections.

Springfield Parish Council

Comments
18.10.22 & 14.12.22 No objections.

CCC Parks & Open Spaces

Comments
01.06.23 Parks & Open Spaces are broadly happy with the layout and details provided. The footpath/cyclepath which runs parallel to Burnell Gate appears to show the lighting bollards on the park side meaning that Burnell Gate remains unprotected from people parking on the footpath as is currently the case. Road edge bollards should be provided as a defensive means of preventing parking in the area. Street lighting is already in place along Burnell Gate, therefore the need for low level lighting bollards within this stretch is questioned given the high level street lighting opposite.
14.11.22 1. The V mesh fencing running along the southern side of the sports ground car park is intended to be planted up with a double row of native hedging. The approach will ensure that the hedge will entirely engulf the v mesh fence as the hedge establishes and will be maintained as such in the future; this will ensure that over time the v mesh fence is no longer visible whilst providing a suitable barrier in the meantime. The landscape feature is considered satisfactory as a suitable park boundary, effectively screening both aspects; the car park and the bus lane. The established future mean hedge height is anticipated to be maintained at 1.4m. 2. The 3.5m footpath/cyclepath along the northern and north-eastern boundary of the sports ground does not show a bollard solution to mitigate the current parking on the loose surfaced path; there are also no lighting proposals included. 3. The number of individual specimen trees proposed for the southern boundary on the soil bund along the pitches and around the access points where the 3.5m paths join the bus route and run parallel should be increased; this will help provide further screening and over time stop errant sport balls finding their way onto the bus link route and the footpath.

CCC Property Services

Comments
21.11.22 No comments.

CCC Public Health & Protection Service

Comments
07.12.22 The submitted letter satisfies the Public Health & Protection Service queries regarding air quality. No further comments.
21.10.22 The application is unclear as to how many buses or other vehicles will be using the road link or White Hart Lane. The Noise Technical Note explains that buses will be operational between 05:30 and 23:30 at up to 12 times per hour; this suggests that there will be more than 100 HDV movements AADT, which is indicative criteria for requiring an air quality assessment. The applicant needs to a) provide traffic details for the road link and surrounding area and b) provide an air quality impact assessment if the traffic impact of the proposal exceeds the criteria as set out in the IAQM Land Use Planning and Development technical guidance.

Essex County Council Highways

Comments
24.05.23 The application seeks to provide a sustainable travel link (bus, cycle and pedestrian) between White Hart Lane, the existing urban area and the new Beaulieu Park Railway Station. The requirement for a link is set out in the 2009 outline planning permission for Greater Beaulieu Park under 09/01314/EIA. The existing single track, which runs parallel with the railway line and provides an access to New Hall School would be widened to two lanes, the junction with White Hart Lane altered and a foot and cycle route provided adjacent to the carriageway with connections provided to the north. Extensive discussion has been undertaken prior to the application's submission and during the consultation period, between the local planning authority, the applicant, and the Highway Authority. Since the application is in close proximity to New Hall (Grade I listed) and its Registered Park and Garden (Grade II listed), significant care has had to be taken that the development will not negatively affect the heritage of the listed buildings and land. Consequently, there has been lengthy negotiations relating to signage and highway infrastructure to be provided to ensure they are sensitive to the site's setting. The crossing arrangement of the Avenue has been designed to lessen the heritage impact by reducing signage. Non-standard surfacing is proposed on the footway/cycleway to minimise the heritage impact; this will be maintained by CCC going forward.

The crossing on the Avenue has been designed to prioritise pedestrians and cyclists over vehicles; this aligns with recent changes to the Highway Code with the introduction of the hierarchy of road users. Whilst this priority measures will result in vehicles giving way to pedestrians and cyclists, New Hall School has two other access points so visitors can choose to access via other points or utilise sustainable travel modes.

Bus Gate Enforcement

The bus link will require enforcement to prevent indiscriminate use, in the form of an ANPR camera system with a camera located opposite The Avenue and one at the station end of the bus link, together with associated signage. The enforcement cameras must be supplied by the company that provide CCC enforcement systems. The cost for enforcement of the bus gate is to be met by the developer, Countryside Zest.

Tracking and a Stage 1 Road Safety Audit for the White Hart Lane junction and The Avenue junction has been submitted to the Highway Authority and these show that the junction proposals are acceptable.

Submitted Drawing No. 1002 Rev P4 shows the extent of highway adoption, however, this will require amendment as part of the s278 process to include the area where the ANPR camera will be located as this has yet to be determined.

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

1. No construction works to commence until Phase 3 of the RDR has been completed and open to the public.
Reason: To ensure adequate access is available at all times to New Hall School.
2. Construction works for the bus link and Phase 5 Infrastructure Road (23/000380/FUL) not to occur concurrently. Reason: To ensure adequate access is made available at all times to New Hall School.
3. The bus link to be constructed and operational prior to the opening of the adjacent railway station.
Reason: To ensure the railway station has suitable sustainable travel links and direct access for passenger transport to the urban area of Springfield.
4. The bus link to be provided, shall form an adopted highway and be constructed to an adoptable standard; the precise design to be agreed in consultation with the highway authority and delivered by the developer under s278 of the Highways Act 1980, and shall include features necessary to enable bus gate enforcement to prevent any vehicles other than buses and pedal cycles from using the bus link, including the equipment required for the enforcement to be supplied and installed by the company approved by ECC (the full cost of which will be covered by the developer), signing and lining and necessary traffic regulation orders. Reason: To ensure that the bus link is designed to an acceptable and adoptable standard and to ensure that the required infrastructure is in place to allow for the installation of enforcement of the bus link, at a time to be agreed with the highway authority, so that it can function as a controlled bus route to serve the railway station.
5. Prior to commencement a Construction Management Plan shall be produced and adhered to throughout the construction period. The Statement shall provide for:
 - (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) highway safety considerations,
 - (vi) turning, loading and unloading of plant and materials, and
 - (vii) hours of deliveries.

Details shall be submitted to and approved in writing by the local planning authority. Reason: In the interests of highway safety.

Informatives

1. 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.
2. The applicants to be advised to contact the Development Management Team by email at development.management@essexhighways.org
3. Prior to any works taking place within the public highway or areas to become public highway, the developer shall enter into an appropriate agreement with the highway authority to regulate construction works. The agreement will include the submission of detailed engineering drawings for approval and a safety audit.
4. 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 in order to protect the highway authority against such compensation claims a cash deposit or bond may be required.
5. The developer to pay for the necessary Traffic Regulation Orders together with the provision of the associated signing and lining to prevent parking in the vicinity of the site (including nearby residential areas) and to enable enforcement of the bus gate.
6. Any signal equipment, structures and non-standard materials proposed within the existing extent of the public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a period of 15 years following construction.

Essex County Council SuD's Team

Comments

26.10.22

No objections subject to conditions to secure the following:

1. No works except demolition to take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the local planning authority. The scheme to include, but not be limited to:
 - Limiting discharge rates to 1.88l/s for all storm events up to, and including the 1 in 100 year rate plus 40% allowance for climate change,
 - Provision of 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 40% climate change event,
 - Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 year plus 40% 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 SuD's 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 the location and sizing of any drainage features, and

- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme to be implemented prior to first use of the bus link road.

2. Prior to first use of the bus link road, a maintenance plan detailing the maintenance arrangements, including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies has been submitted to and agreed in writing by the local planning authority.
3. The applicant or any successor in title must maintain yearly logs of maintenance, which should be carried out in accordance with any approved maintenance plan; these must be available for inspection upon a request by the local planning authority.

The applicant is strongly advised to look at the Essex Green Infrastructure Strategy to ensure that the proposals implement multifunctional green/blue features effectively.

Essex County Council Historic Environment Branch

Comments
04.10.22 The site has previously been the subject of archaeological investigation, in the form of fieldwalking and trial trenching, both of which uncovered only limited archaeological remains. No archaeological recommendations.

National Highways

Comments
20.10.22 No objections.

Historic England

Comments
20.10.22 The City Council should seek the views of its specialist conservation and archaeological advisers.

The Gardens Trust

Comments
18.10.22 The response follows liaison with Essex Gardens Trust and its local knowledge informs the joint response. The new bus link would have a minor effect on the Grade II Registered Park & Garden of New Hall, Boreham as it crosses the avenue of the house at its southern end, however a through heritage statement has supported the application, which outlines the harm and flags that as part of the proposal, portions of the land to each side are to be returned to Parkland.

The impact on the historic avenue is acknowledged but the proposed enhancements to the setting and wider/former Parkland are to be welcomed, despite the additional cumulative impact on the Avenue.

Health & Safety Executive

Comments

27.10.22

The Health & Safety Executive (HSE) does not advise on safety grounds, against the grant of planning permission in this case.

The HSE has advised that the proposed development site lies within the consultation distance (CD) of major hazard pipeline. The pipeline operator will need to be contacted as there may be additional constraints on development near the pipeline; 7577_1831 Cadent Gas Limited.

Two reasons are given for this (i) the operator may have a legal interest (easement, wayleave etc) in the vicinity of the pipeline, which may restrict certain developments within a certain proximity of the pipeline and (ii) the standards to which the pipeline is designed and operated, may restrict occupied buildings, or major traffic routes, within a certain proximity of the pipeline; consequently there may be a need for the operator to modify the pipeline, or its operation, if the development proceeds.

Cadent Gas, the pipeline operator, has been consulted – see below.

Cadent Gas

Comments

15.11.22

Cadent Gas has completed its assessment and raises no objection to the proposed scheme but does have high pressure assets in the vicinity of the work area.

Cadent Gas will need to be contacted as the project moves forward to protect its asset.

The applicant should refer to the building protection distance and refer to the 'Specification for Safe Working in the Vicinity of Cadent Assets Ref: CAD/SP/SSW/22 dated August 2021' guidance for working near a high pressure gas pipeline and MP main in the works area.

Should the scheme affect one of Cadent Gas's high pressure pipelines, then it is a statutory requirement that the local planning authority input details of the application into the HSE's Planning Advice Web App; further details – www.hse.gov.uk/landuseplanning/planning-advice-web-app.htm

The HSE may wish to apply more stringent criteria for building proximity after assessment.

Cadent Gas recommends that an informative is appended to the decision notice as follows:

1. The applicant is to be informed that prior to carrying out works, it is to register details of the planned works for review on www.linesearchbeforeudig.co.uk, to ensure requirements are adhered to. Cadent Gas's original holding objection was triggered due to the presence of a High Pressure Major Accident Hazard Pipeline (MAHP) and/or an Intermediate Pressure Pipeline and/or an Above Ground Installation. The minimum building proximity distances for the pipelines and installations have been provided. The building proximity distance is taken from The Institution of Gas Engineers and Managers Publication IGEM/TD/1 Edition 5, which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission and IGEM/TD/3 Edition 5 Steel and PE pipelines for gas distribution.

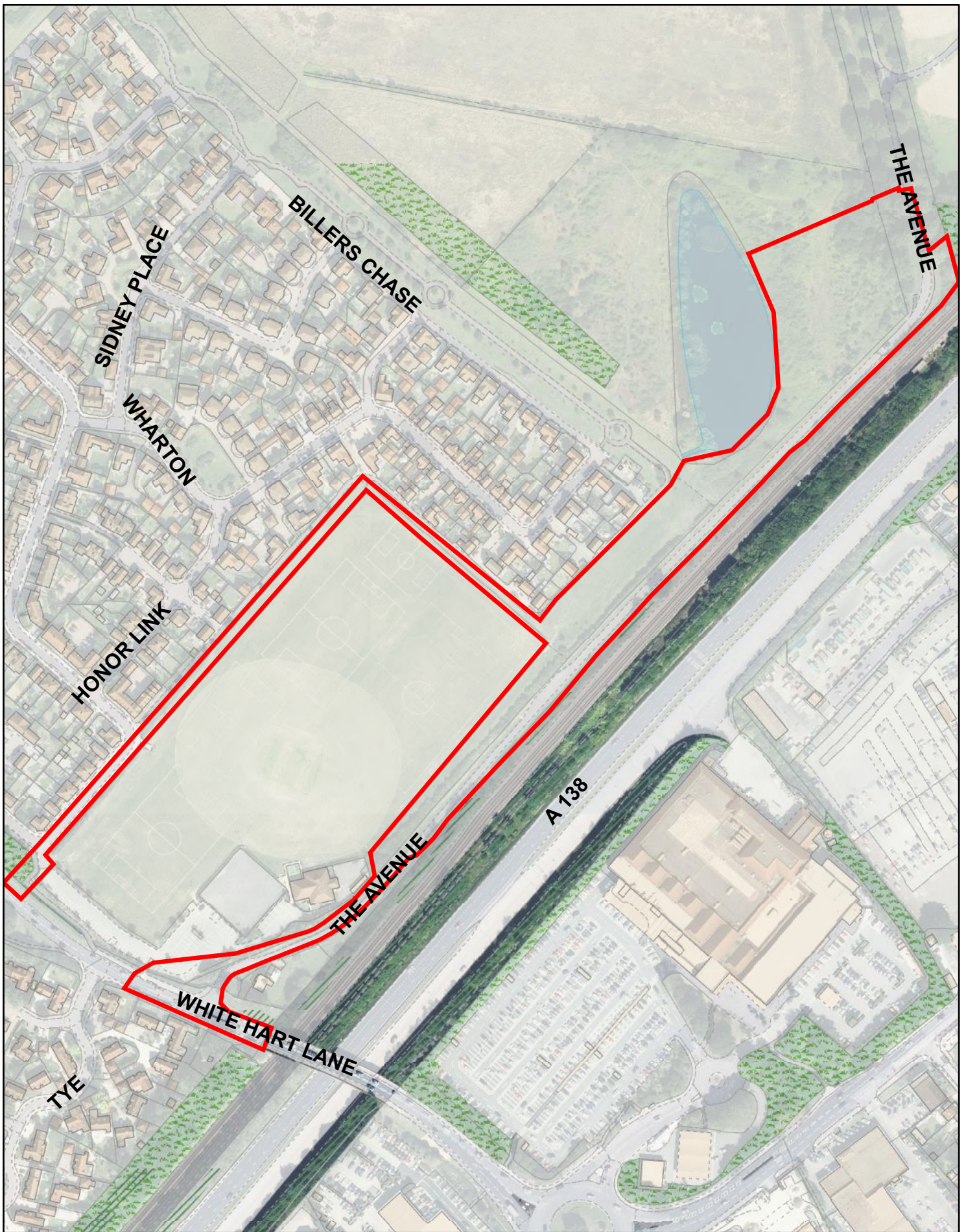
Local Residents

Comments

31.10.22

One letter of representation has been received which raises the following objections:

1. Object if it is not possible to cross White Hart Lane using the existing toucan crossing nearest the railway line and New Hall School during the development phase as well as when the project is completed; it is unclear from the plans if this is possible.
2. Considerable pedestrian footfall to and from Sainsburys and the playing fields.
3. Clarity is required as to how it would be possible to cross the new bus link road on foot; would there be a further toucan crossing as this would be a wide busy junction.
4. A rising bollard system is recommended to slow vehicles and to further increase pedestrian safety and dissuade unauthorised traffic at the White Hart Lane turning. 30mph is too quick. 20mph would be in line with the remainder of the Beaulieu development. Pedestrians using the footpath provided (4 foot wide) would then be safer.



0 30 60 120 Metres

1:2,794



Planning Committee
22/01723/FUL

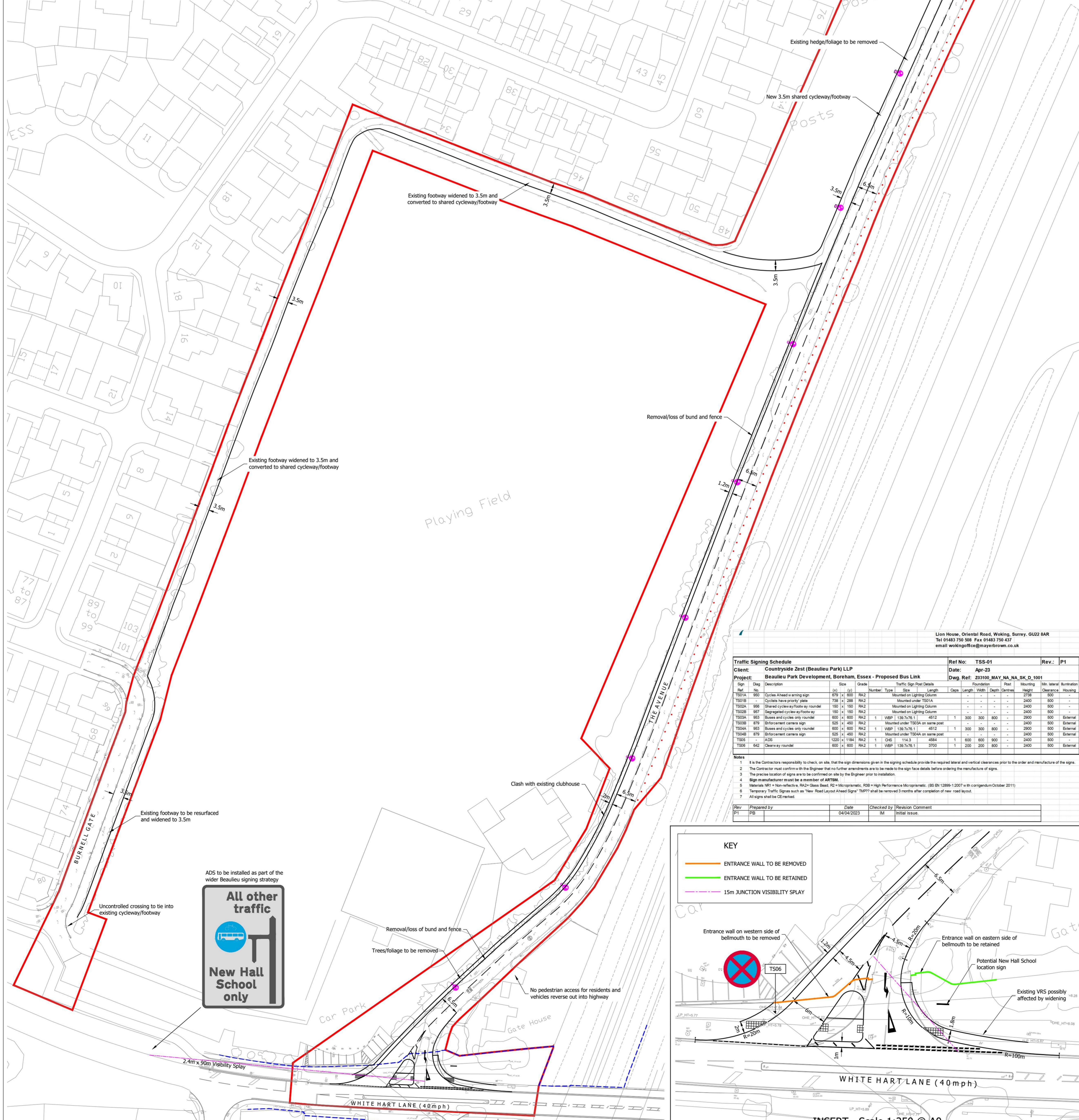
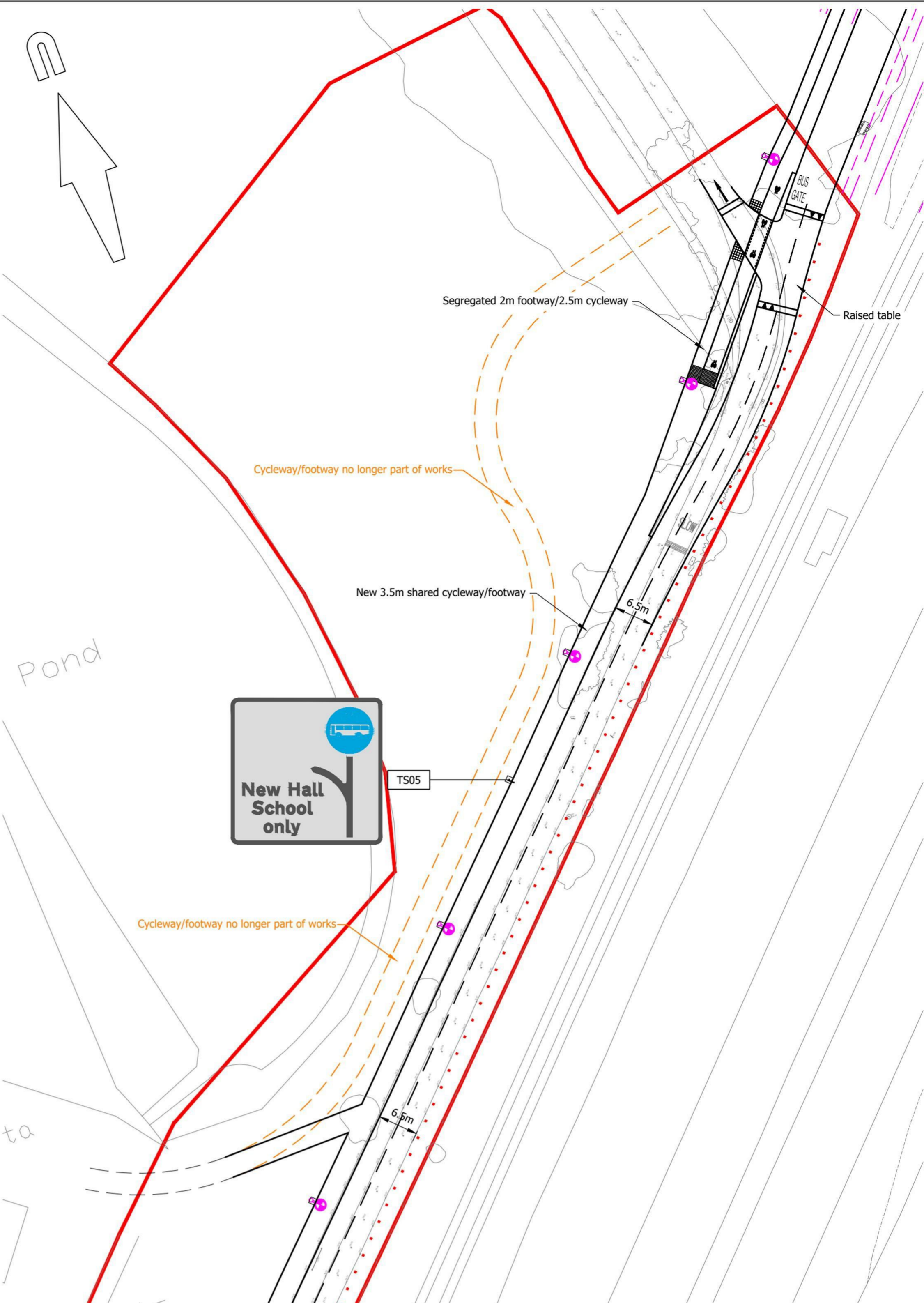
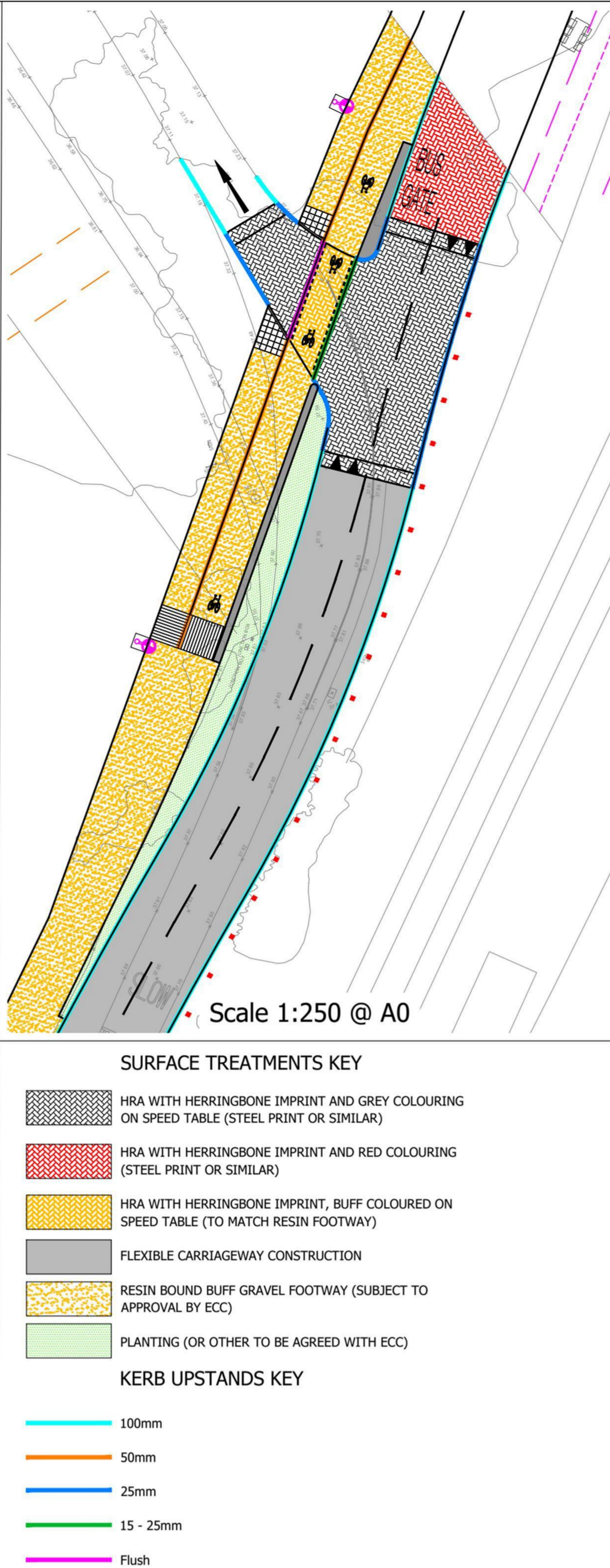
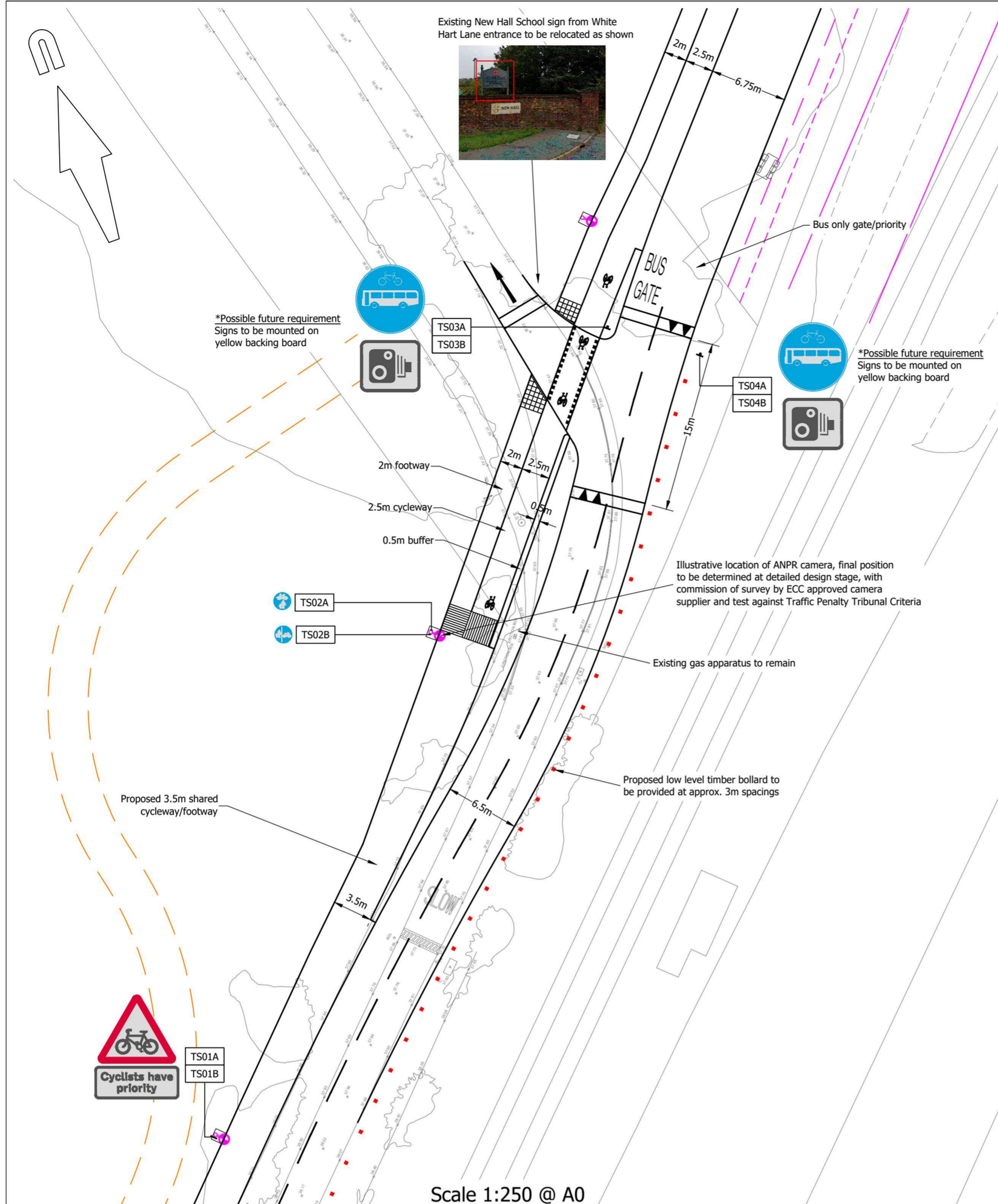
Planning & Development Management
Directorate for Sustainable Communities

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Traffic Signing Schedule

Ref No.	Sign No.	Sign Description	Size	Grade	Number	Type	Sign Details	Length	Chgs	Length	Width	Depth	Clearance	Mounting	Height	Min. lateral	Burden
TS01A	950	Cyclists have priority sign	450	R42	1	TS01	Mounted on Lighting Column	-	-	-	-	-	-	-	2400	800	-
TS01B	958	Cyclists have priority plate	700	R42	1	TS01	Mounted under TS01A	-	-	-	-	-	-	-	2400	800	-
TS02A	968	Segregated cycleway/footway round	150	R42	1	TS02	Mounted on Lighting Column	-	-	-	-	-	-	-	2400	800	-
TS02B	967	Segregated cycleway/footway	150	R42	1	TS02	Mounted on Lighting Column	-	-	-	-	-	-	-	2400	800	-
TS02C	969	Buses and cycleway only round	500	R42	1	TS02	Mounted on Lighting Column	-	-	-	-	-	-	-	2400	800	-
TS02D	970	Buses and cycleway only round	525	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02E	971	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02F	972	Enforcement camera sign	825	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02G	973	Enforcement camera sign	1200	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02H	974	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02I	975	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02J	976	Enforcement camera sign	1200	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02K	977	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02L	978	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02M	979	Enforcement camera sign	1200	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02N	980	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02O	981	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02P	982	Enforcement camera sign	1200	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02Q	983	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02R	984	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02S	985	Enforcement camera sign	1200	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02T	986	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02U	987	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02V	988	Enforcement camera sign	1200	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02W	989	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02X	990	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02Y	991	Enforcement camera sign	1200	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-
TS02Z	992	Enforcement camera sign	800	R42	1	TS02	Mounted under TS02A on same post	-	-	-	-	-	-	-	2400	800	-

Notes:

- It is the Contractor's responsibility to check, on site, that the sign dimensions given in the signing schedule provide the required lateral and vertical clearances prior to the order and manufacture of the signs.
- The Contractor must confirm to the Engineer that no further amendments are to be made to the sign face details before the manufacture of signs.
- The precise location of signs are to be confirmed on site by the Engineer prior to installation.
- Signs as manufacturer must be a member of APTSM.
- Materials W91 - Non-reflective, R42-Glass Bead, R42-Microspheres, R42-High Performance Materials, (BS EN 12899-1:2007) in conjunction October 2011)
- Temporary Traffic Signs such as 'New Road Layout Ahead Sign' (TAP7) shall be removed 3 months after completion of new road layout.
- All signs shall be CE marked.

Rev: Prepared by: Date: 04/04/2021 Checked by: Reason: Comment: Initial Issue

KEY

- EXISTING KERB LINE
- PROPOSED KERB/EDGING LINE
- PROPOSED TRAFFIC SIGN
- PROPOSED TRAFFIC SIGN REFERENCE
- PROPOSED STREET LIGHTING COLUMN
- PROPOSED TACTILE PAVING
- SEGREGATED FOOTWAY / CYCLEWAY DELINEATION PAVING
- PROPOSED LOW LEVEL TIMBER BOLLARD (EXACT SPEC TO BE CONFIRMED)
- LIMIT OF WORKS BOUNDARY

NOTES

- Traffic signing on White Hart Lane undertaken as part of S278 works (to be agreed at detailed design stage).

PRELIMINARY
REV FOR CONSTRUCTION

A0 ORIGINAL

Rev.	Prepared by	Date	Checked by	Reason	Comment
P1	IM	18/08/2021	IM	Initial Issue	
P2	IM	06/12/2021	IM	Zebra/parallel crossing, lighting, red line boundary and street added.	
P3	IM	23/02/2022	IM	Option 2 crossing added.	
P4	IM	02/03/2022	IM	Red line amended to accommodate drainage.	
P5	IM	13/07/2022	IM	Footway/cycleway spur amended to avoid trees.	
P6	IM	06/07/2022	IM	New Hall School sign added, ANPR camera note amended.	
P7	IM	04/04/2023	IM	Updated.	
P8	IM	24/03/2022	IM	Red line amended following comments from ECC and further detail added.	
P9	IM	02/08/2022	IM	Wall shown to be retained on eastern side of bellmouth.	
P10	IM	09/11/2022	IM	Addition of Visibility Splay.	
P11	IM	09/11/2022	IM	Shared cycleway/footway north of New Hall School access replaced with segregated facility.	
P12	IM	15/12/2022	IM	ANPR camera note amended.	
P13	IM	04/04/2023	IM	Drawing revised following meeting on 03/04/23.	



client: COUNTRYSIDE ZEST (BEAULIEU PARK) LLP

project: BEAULIEU PARK DEVELOPMENT BOREHAM, ESSEX

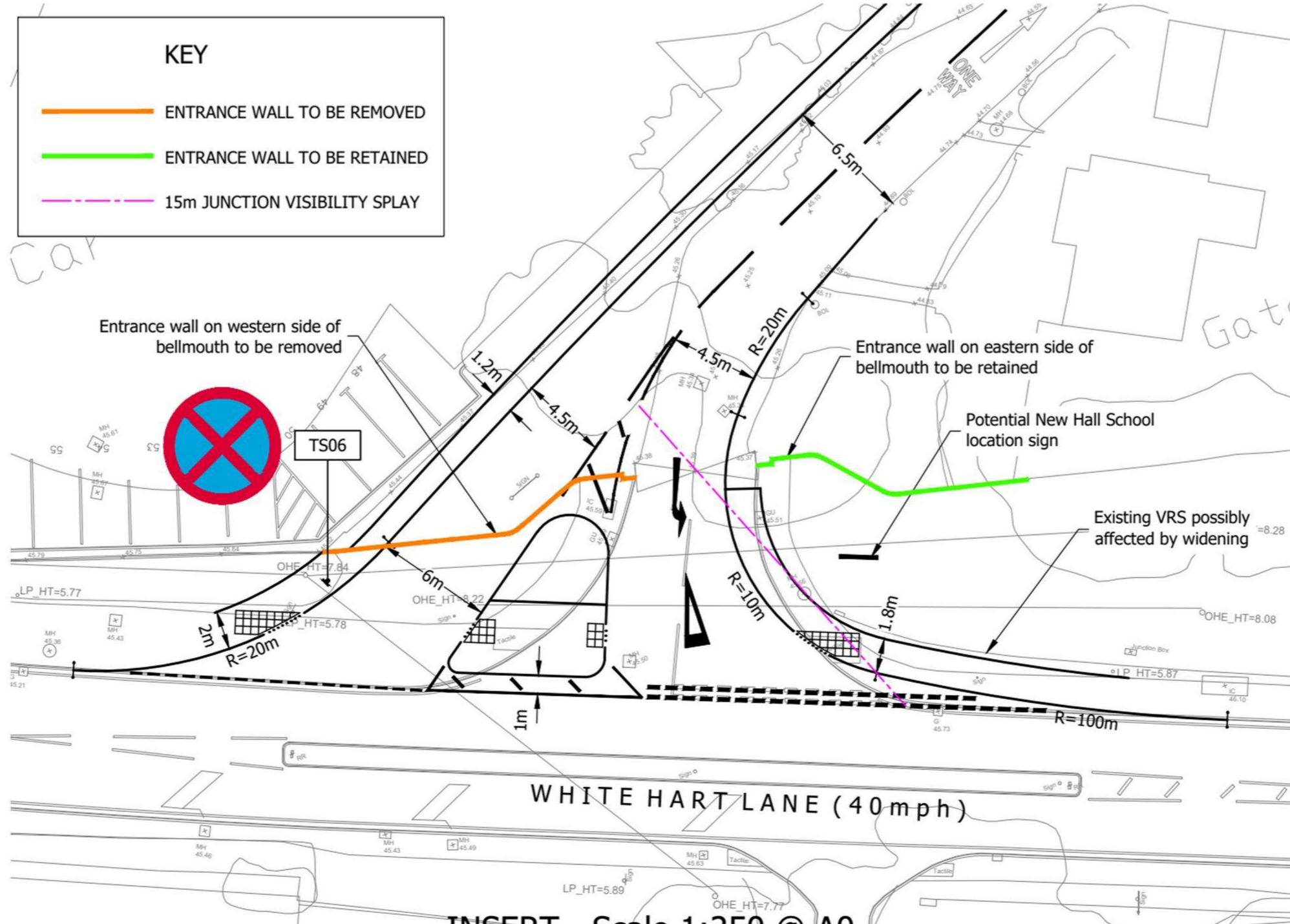
scale: 1:500 @ A0 drawn by: PB checked by: IM

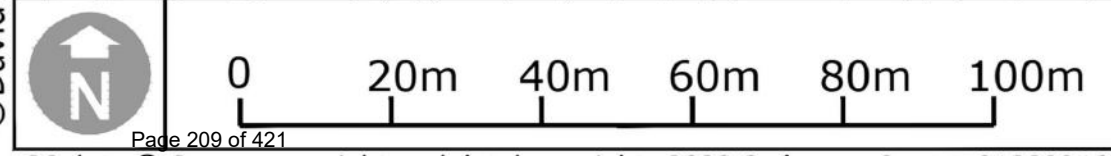
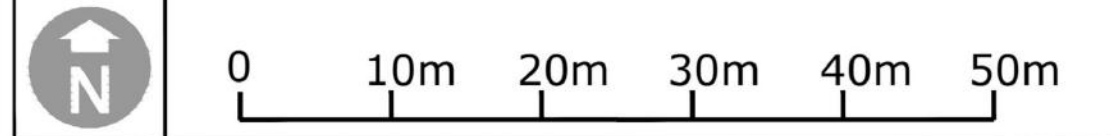
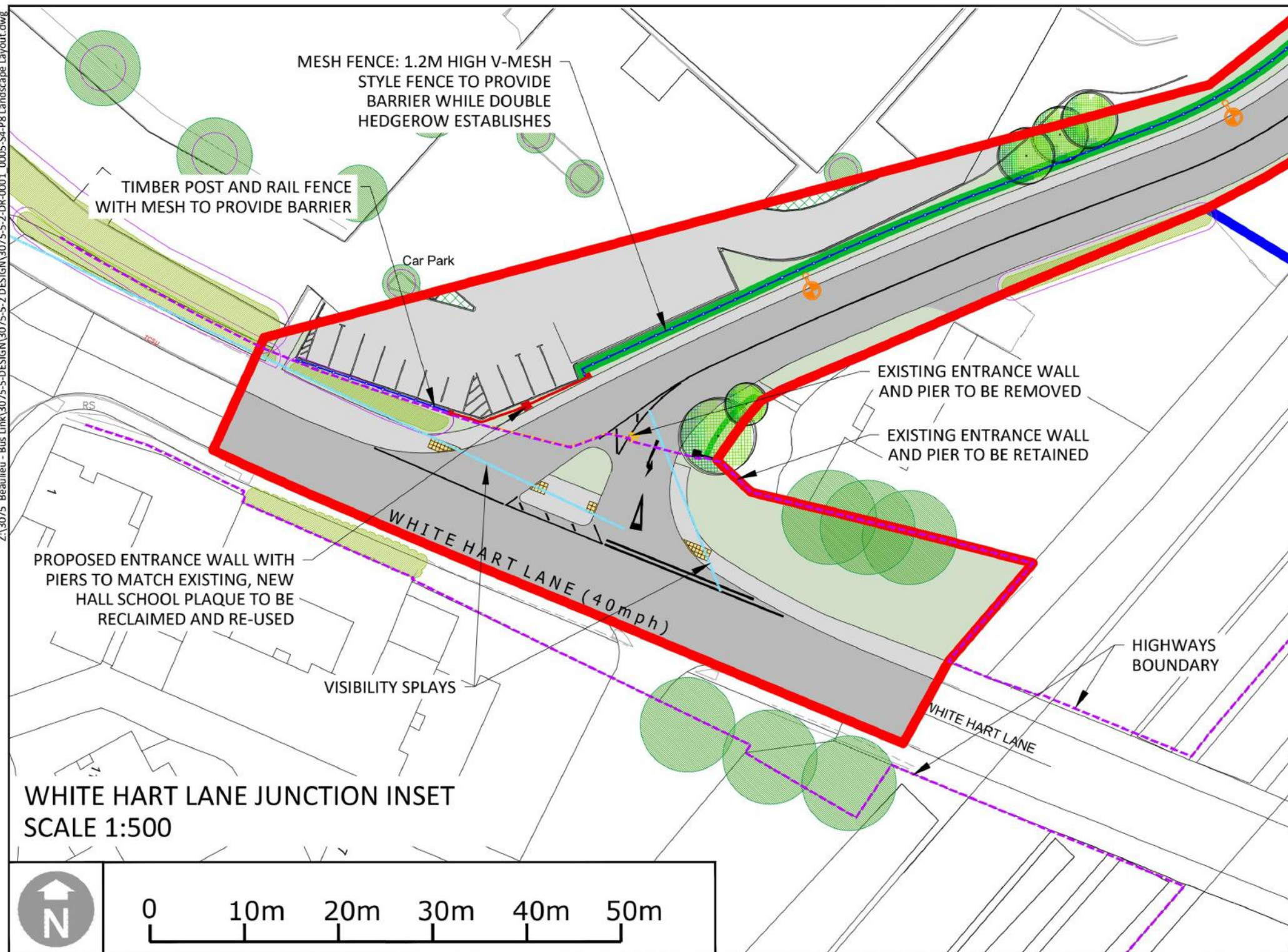
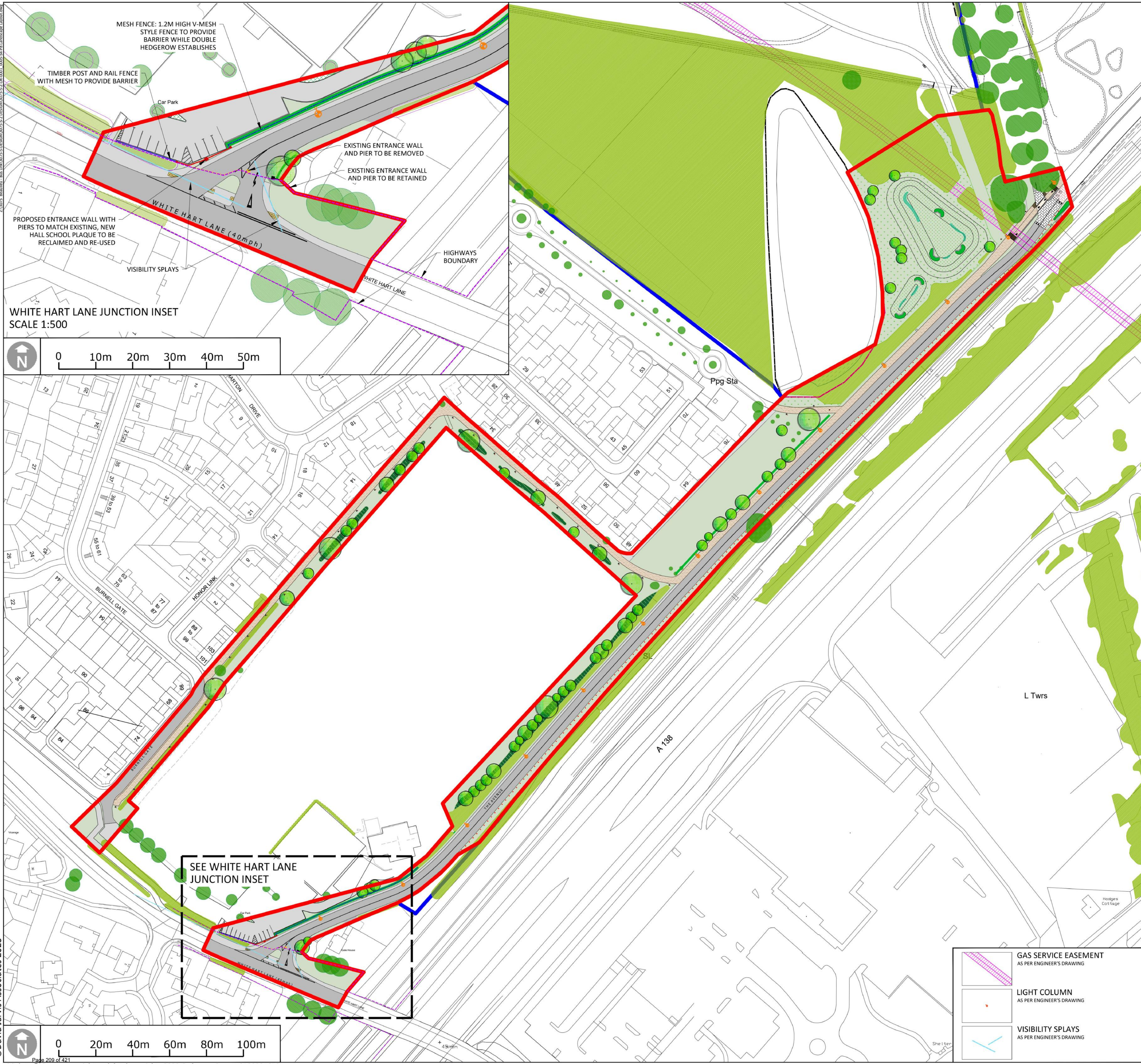
date: AUGUST 2021 cad file: MASTER

title: PROPOSED BUS LINK GENERAL ARRANGEMENT DRAWING

Mayer Brown Limited jobcode: CPEAULIEU.1 suitability: revision: P13

drawing number: Z03100_MAY_NA_NA_SK_D_1001





- KEY**
- APPLICATION SITE
 - SITE WIDE BOUNDARY; AS PER OUTLINE APPLICATION
 - EXISTING TREES TO BE RETAINED
 - EXISTING HEDGEROW AND VEGETATION TO BE RETAINED
 - TREES FOR DETAILS SEE PLANTING PLANS
 - PROPOSED NATIVE THICKET PLANTING FOR DETAILS SEE PLANTING PLANS
 - NATIVE FIELD HEDGE INFILL GAPS ALONG CARRIAGE DRIVE FOR DETAILS SEE PLANTING PLANS
 - EXISTING CAR PARK PLANTING TO BE RETAINED
 - SHRUB PLANTING- HEADWALLS FOR DETAILS SEE PLANTING PLANS
 - MARGINALS FOR DETAILS SEE PLANTING PLANS
 - SPECIES RICH MEADOW GRASSLAND - SHORT FOR DETAILS SEE PLANTING PLANS
 - SPECIES RICH MEADOW GRASSLAND - LONG FOR DETAILS SEE PLANTING PLANS
 - EXISTING POND
 - ROAD TARMAC TO ENGINEER'S SPECIFICATION
 - SPEED TABLE ASPHALT SURFACE TO ENGINEER'S SPECIFICATION
 - BUS GATE ASPHALT SURFACE TO ENGINEER'S SPECIFICATION
 - CYCLEWAY CROSSING ASPHALT SURFACE TO ENGINEER'S SPECIFICATION
 - FOOTPATH TARMAC TO ENGINEER'S SPECIFICATION
 - PRIMARY CYCLEWAY AND FOOTPATH ADDAGRIP; TERRABASE RUSTIC RESIN BOUND POROUS PAVING, RUSTIC GOLD, 6MM, TIMBER EDGE
 - EXISTING CHAIN LINK FENCE LOCATE AROUND EXISTING POND
 - MESH FENCE V-MESH STYLE SECURITY FENCE, 1.2M HIGH, COLOUR GREEN
 - EXISTING ENTRANCE WALL AND PIER TO BE RETAINED
 - PROPOSED WALL TO MATCH EXISTING ENTRANCE WALL TO ENGINEER'S SPECIFICATION
 - EXISTING ENTRANCE WALL AND PIER TO BE REMOVED
 - TIMBER LOCKABLE BOLLARDS WOODSCAPE; REMOVABLE HARDWOOD TIMBER BOLLARDS
 - SMARTSCAPE SOLAR BOLLARD ZETA SOLAR WAYFINDING SYSTEM SMARTSCAPE SOLAR BOLLARDS, TIMBER FINISH, 1000MMX140MMX140MM, SPACING TO ENGINEER'S REQUIREMENT
 - LOW LEVEL TIMBER BOLLARDS TIMBER BOLLARDS WITH REFLECTIVE STRIP, LOCATION / MAYER BROWN DRAWING 'PROPOSED BUS LINK GENERAL ARRANGEMENT' DRAWING 203100_MAV_NA_NA_SK_D
 - HIGHWAYS BOUNDARY AS PER ENGINEER'S DRAWING
 - GAS SERVICE EASEMENT AS PER ENGINEER'S DRAWING
 - LIGHT COLUMN AS PER ENGINEER'S DRAWING
 - VISIBILITY SPLAYS AS PER ENGINEER'S DRAWING

Notes

Related Drawings: DIA Drawing based on
 • Mayer Brown Bus Link layout, reference 1001 Rev P13, revised 16/07/2022
 • AECOM constraints and drainage strategy, reference DRX-ACM-203100_AEC_NA_NA_DK_C_S344, received 14/07/2022
 • Network Rail station layout, reference 130796-JMS-DRG-6A-001010, received 21/07/2022

Issue: Drawn by David Jarvis Associates Limited (CROWN COPYRIGHT). ALL RIGHTS RESERVED 2023 LICENCE NUMBER 01000313. This drawing is for Planning purposes only - Do not use this drawing for Construction. The information contained in the drawing should be used as a guide to the final forms and finishes of the landscape scheme. Any revisions to be approved by the Client and Local Authority

Scaling: Do not scale this drawing. Use given dimensions only.

Setting out: refer to Engineers for information regarding setting out. In the event of discrepancy refer to Engineers in the first instance.

Survey: Original survey provided by the Client.

Services: Where possible these are identified on the drawings but, for the avoidance of doubt all services/utility locations should be considered indicative until identified on site. To ensure those services / utilities shown are current refer to the original survey provider or utilities designer or Client for confirmation and further information regarding easements. In the event of new services being installed refer to the appointed Engineer. It is recommended that hazard warning tape 'danger electric cable/danger services' to be installed over all service routes (to remain on site) to current BS guidelines (BS7671).

Lighting: Refer to lighting engineers drawings.

Planting: Plant species are selected and located in line with consideration of the site conditions, NHIC guidelines and discussions with the Local Authority and design team. All plants and planting procedure to conform to the David Jarvis Associates Limited Landscape Specification that will accompany the Construction Issue drawings. No species or plant location is to be varied without prior consent of the Landscape Architect.

Biosecurity: All plant stock to be sourced from a supplier certified to be pest and disease free and in accordance with Plant Passport / Animal and Plant Health Agency (APHA) and current DEFRA requirements. Supplier information / certification to be retained for a period of not less than 12 years and must be made available upon request.

Foundations: Developers / Contractors to ensure that all foundations (buildings and external walls) are designed and constructed so as to take into account, at the time of maturity, any existing or proposed trees, hedgerows or other vegetation on the application site or existing vegetation on land adjoining the site at the time of construction and any trees felled or hedgerows removed on or adjacent to the site during the previous 15 years. For this purpose the developer / contractors will submit all relevant details to the authority dealing with the Building Regulations Certificate.

Design Levels: Refer to Engineers where design levels are not shown.

CDM: Drawings to be read in conjunction with Designers risk assessment. Potential risks above that of those associated with the general construction typical to the drawing are identified below;

Drawing Revision				
Rev.	Date	Description	Drawn	Checked
P8	18/05/2023	Bollards now shown and keyed in.	ED	ED
P7	21/03/2023	Fence by car park reverted to v-mesh style security fence, planting added by northern bus gate.	ED	ED
P6	02/12/2022	Illuminated bollards added along the footpath around the existing pitches.	ED	PG
P5	22/11/2022	Amended following client comments.	ED	PG
P4	16/11/2022	Amended following client comments.	ED	PG
P3	10/08/2022	Amended following client comments.	ED	PG
P2	08/08/2022	Revised to include retained entrance wall and fence/hedge arrangement alongside car park.	ED	PG
P1	22/07/2022	First issue.	ED	PG

Status: **PLANNING**

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Client: **COUNTRYSIDE PROPERTIES (UK) LTD.**

Project: **BEAULIEU BUS LINK**

Drawing Title: **LANDSCAPE LAYOUT**

Scale: 1:1000	Sheet Size: A1	Date Plotted: 18/05/2023
Client Ref: 3075-5-2	Drawing Ref: DR-0002	Version: 54-P8



Planning Committee
20th June 2023

Application No	:	23/00134/FUL Full Application
Location	:	Land Adjacent 2 Pease Place East Hanningfield Chelmsford Essex
Proposal	:	Erection of one affordable dwelling with associated car parking and access.
Applicant	:	D Ford Chelmsford City Council
Agent	:	James Firth
Date Valid	:	10th February 2023

Appendices:

Appendix 1 Consultations summaries
Appendix 2 Drawings

1. Executive summary

- 1.1. This application is for one affordable rent dwelling in the defined settlement of East Hanningfield. The land is owned and managed 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 green space, overdevelopment of the housing estate, increase in parking stress, impact to character are 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 located within the defined settlement of East Hanningfield, where the principle of development is acceptable subject to compliance with relevant planning policies.
- 2.2. The site is an area of managed amenity space on the southern side of Pease Place. It includes a small area of open grass and a circular hedge feature.
- 2.3. The site backs on the Back Lane and is flanked on both sides by houses, No. 2 Filioll Close to the east and No 2 Pease Place to the west. It forms part of the wider Coude Dennis housing estate. This estate was designed by Architect James Gowan and was constructed in the 1970s. The estate consists of two storey, terraced houses and flats. The terraced houses have a distinctive uniform design including a mono/dual pitched roof and single storey garages projecting from the front elevation. The flats are equally distinctive; employing a staggered building line with pairs of mono pitched roofs separated by sculptural entrance ways that project forward at ground level. The external materials for both houses and flats employ a mixture of render and exposed brick. A porthole window type is also employed and is a prominent feature across the scheme.

3. Details of the proposal

- 3.1. The application proposes the construction of one four-bedroomed detached dwelling, for affordable rent tenure.
- 3.2. Two parking spaces will be provided to the front of the dwelling.

4. Summary of consultations

Recycling & Waste Collection Services: No response.

Public Health & Protection Services: ENV07 Contamination condition. Residential development should provide EV charging infrastructure.

Essex County Council Highways: The proposal is acceptable to the Highway Authority subject to conditions.

East Hanningfield Parish Council: No response.

Local residents: Two objections received from two local residents. Concerns raised:

- Loss of green space.
- Overdevelopment of the housing estate.
- Increase in parking stress.
- Impact to character.

5. Planning considerations

Main Issues

- 5.1. The application seeks one affordable housing unit, making this a 100% affordable housing scheme. The unit 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.
- 5.2. The four-bedroom, six-person dwelling will meet the Council's priority housing need at present as it is proposed as affordable housing for rent. The City Council has had an undersupply of 4 bed houses in the last 5 years and as a consequence there are a number of families in temporary accommodation in the most urgent housing need that require this size of accommodation.
- 5.3. The site is within the defined settlement of East Hanningfield, where the principle of development is acceptable subject to compliance with relevant planning policies. The main considerations for this proposal are impact to the character of the area, and neighbour relationships. Other considerations, such as parking and access, technical compliance with development standards and other material considerations also apply.

Design and Character

- 5.4. Policy DM23 of the Chelmsford Local Plan states that 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.
- 5.5. The wider estate consists of two storey, terraced houses and flats. The terraced houses exhibit a distinctive uniform design including a mono/dual pitched roof and single storey garages projecting from the front elevation.
- 5.6. The existing site comprises an area of managed amenity space, which is not allocated as Designated Open Space for the purposes of the Chelmsford Local Plan. Policy DM21 (Protecting Community Facilities) is therefore not applicable to this application.
- 5.7. The surrounding post-modernist estate is a highly distinctive development and any development that fails to embrace the character of the estate will look peculiar and would not be acceptable.
- 5.8. The proposal is effectively an infill, and the proposed detached unit would fill an empty plot within the wider street context. The design of the new dwelling has been influenced by the existing design and character of neighbouring properties and the wider estate with the design of the proposed dwelling emulating distinctive features of the wider housing estate, including the angle of roof pitch and eaves height which match the dwellings either side of the plot. The roof form matches that of the adjoining houses in Fillioll Close. The distinctive linear and circular window features of the existing housing are continued into the proposed house together with the flat roof single storey front projection.
- 5.9. The proposal would result in the loss of a part of (approximately half) the green space. It is acknowledged that a new house would reduce the visual amenity that the space currently provides because it would be reduced in size, but the reduction in visual amenity value would not

be so harmful to the wider street scene to justify a refusal of planning permission. And in addition the affordable rent tenure type of dwelling would meet the most urgent housing need within Chelmsford which is an important material consideration.

- 5.10. The proposed housing scheme respects the design and character of the area in which it is located, provides a much-needed affordable housing unit and is complicit with the requirements set out in Policy DM23 of the Chelmsford Local Plan.

Development Standards and Neighbouring Impacts

- 5.11. Policy DM26 of the Chelmsford Local Plan states that all new dwellings 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.
- 5.12. The development is compliant with the Nationally Described Space Standards for housing.
- 5.13. The new dwelling would be compliant with Approved Document Part M4(2).
- 5.14. The proposals also meet the requirements of the Council's Development Standards (Appendix B) in respect of garden sizes, parking provision, recycling and waste storage.
- 5.15. The new dwelling would sit adjacent and within the building line of adjacent neighbouring dwellings. This consideration, as well as the placement of windows and gardens areas prevents any harm in respect of privacy or overlooking for either new or existing properties.
- 5.16. The proposed development would have an acceptable relationship with neighbouring properties and would offer an adequate level of amenity for future occupiers. The proposal complies with both Policy DM26 and DM29 of the Chelmsford Local Plan.

Net Biodiversity Gain and RAMS

- 5.17. The Ecology Appraisal submitted with the application does not conclude further assessment or survey is required. This conclusion is agreed. The specification of landscaping and recommendations for other ecological betterment will be secured by planning condition.
- 5.18. 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 £156.76 has been agreed with the Council's Corporate Property Manager, which is in line with the prevailing rate.

Tree Planting

- 5.19. The Council has declared a Climate and Ecological Emergency to focus attention on reducing carbon and greenhouse gas emissions in the area and to plan for a more sustainable future. The Council's Climate and Ecological Emergency Action Plan includes undertaking a greening

programme to significantly increase the amount of woodland and the proportion of tree cover in Chelmsford. Paragraph 5.18 of the Making Places Supplementary Planning Document (January 2021) states that green spaces provided in connection with new housing development should, where practicable, include the planting of three trees per net new dwelling. The proposed plans show that three new trees will be planted within the application site.

Parking, Access and Highway Impacts

- 5.20. 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.
- 5.21. Policy DM27 of the Chelmsford Local Plan states that 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.
- 5.22. The new dwelling would be provided two off-street parking spaces in accordance with the EPOA parking standards. The new access would not create conflict between occupiers of the development and users of the highway.
- 5.23. The proposed development complies with Policy DM27 of the Chelmsford Local Plan.

6. Community Infrastructure Levy (CIL)

- 6.1. 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 (RAMS) have been secured as direct transfers between Council Services, to be undertaken when planning permission is in place.

7. Conclusion

- 7.1. The proposals are a sustainable form of development.
- 7.2. The development will have a positive impact on housing and affordable housing in Chelmsford.
- 7.3. 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.
- 7.4. The proposals are compliant with the standards and objectives of the National Planning Policy Framework and Chelmsford Local Plan (May 2020).
- 7.5. Officers recommend the application is approved subject to conditions.

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

The new dwelling 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

Prior to their use, details of the materials to be used in the construction of the development hereby permitted 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.

Condition 5

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 6

Prior to the first occupation of the dwelling hereby permitted, charging infrastructure for electric vehicles shall be installed and retained at a rate of 1 charging point per dwelling.

Reason:

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

Condition 7

The dwelling unit 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.

Condition 8

All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (James Blake Associates, September 2022) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason:

To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Condition 9

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

Reason:

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

Condition 10

The areas of hardsurfacing 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 11

The dwelling shall not be occupied until space has been laid out within the site in accordance with Approved Drawing No. 3558:02/I for two cars to be parked and that space shall thereafter be kept available at all times for the parking of vehicles.

Reason:

To ensure that sufficient parking is available to serve the development in accordance with Policy DM27 of the Chelmsford Local Plan.

Condition 12

Prior to first occupation of the development hereby approved, the parking space hardstanding shall be provided with a dropped kerb vehicular crossing of the footway not exceeding 5 metres width.

Reason:

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

Condition 13

Prior to occupation of the development hereby approved, boundary treatments shall be installed in accordance with the details submitted in Approved Drawing No. 3558:02/I and 002/D.

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 14

a) Prior to occupation of the development hereby approved, the hard landscaping works shall be carried out in accordance with the details included in Approved Drawing No. 3558:02/I and 002/D.

b) Prior to the first occupation of any part of the development or in the first available planting season following such occupation, soft landscaping works shall be carried out in accordance with Approved Drawing No. 3558:02/I and 002/D.

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.

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

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 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, and further information can be requested by emailing 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.
- 3 The Local Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting the existing highway. Contact details are: Telephone: 0845 603 7631. Email: development.management@essexhighways.org.
- 4 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.
- 5 This permission is subject to conditions, which require details to be submitted and approved by the local planning authority. Please note that applications to discharge planning conditions can take up to eight weeks to determine.
- 6 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. Enquires can also be made to the Address Management Officer by emailing Address.Management@chelmsford.gov.uk

Positive and Proactive Statement

The Local Planning Authority provided advice to the applicant before the application was submitted. 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.

Recycling & Waste Collection Services

Comments
No response received

Public Health & Protection Services

Comments
<p>Please put on an ENV07 condition. The Phase 1 Assessment has recommended an intrusive investigation.</p> <p>This residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated).</p>

Essex County Council Highways

Comments
<p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway. 2. Prior to first occupation the provision of the parking space hardstanding for two cars with a minimum dimension of width 5.5metres x 5.5metres long and surfaced in an approved bound material. 3. Prior to first occupation the parking space hardstanding in 2 above shall be provided with an appropriate dropped kerb vehicular crossing of the footway. 4. There shall be no discharge of surface water from the development onto the Highway. 5. Cycle parking shall be provided in accordance with the EPOA Parking Standards. 6. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for the dwelling,

--

East Hanningfield Parish Council

Comments
No response received

Local Residents

Comments
<p>Representations received</p> <p>Two objections received from two local residents. Concerns raised:</p> <p>Loss of green space.</p> <ul style="list-style-type: none">• Results in loss on one of the few green spaces in the estate• Impact on ability of children to play safely close to home <p>Overdevelopment of the housing estate.</p> <ul style="list-style-type: none">• Garden grabbing nature of a loss of a local amenity and open aspect area• Local school and GP surgeries already over subscribed <p>Increase in parking stress</p> <ul style="list-style-type: none">• Result in loss of on street parking which is already a big issue• Adds to an already overcrowded parking situation <p>Impact to character.</p> <ul style="list-style-type: none">• Unwelcomed eyesore in the direct line of vision



0 15 30 60 Metres

1:1,663



Planning Committee
23/00134/FUL

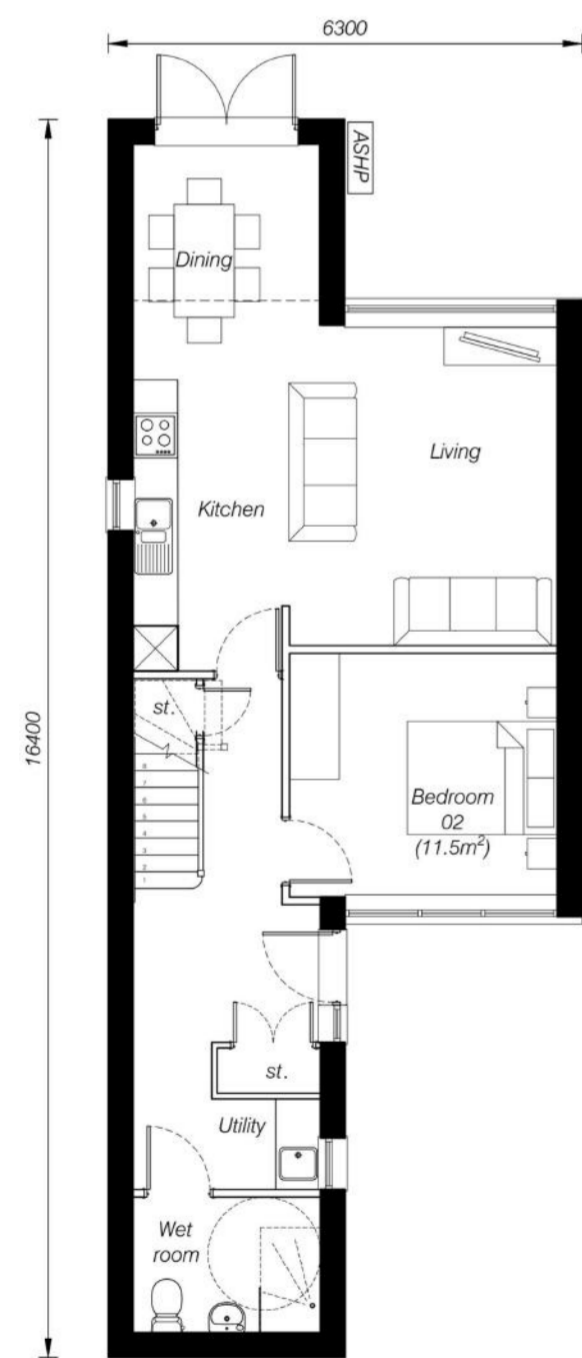
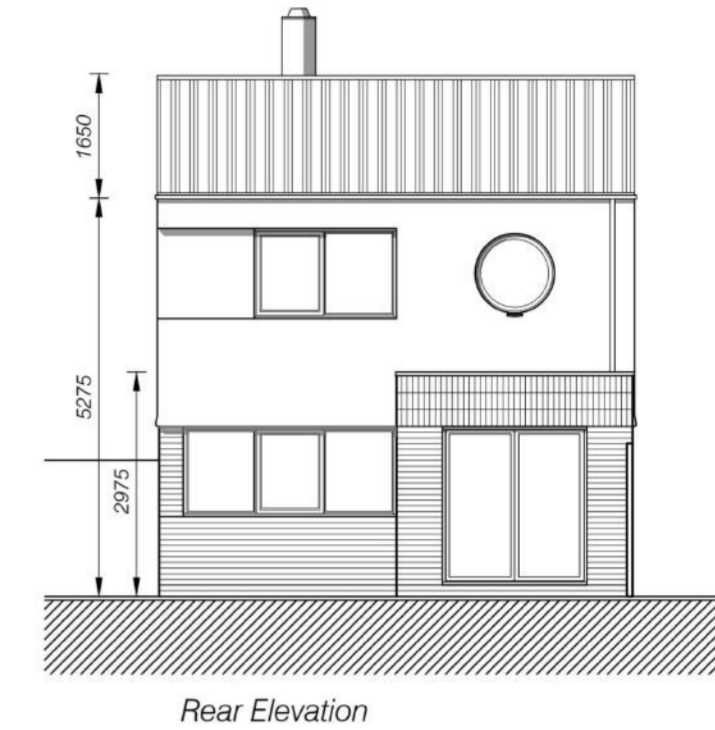
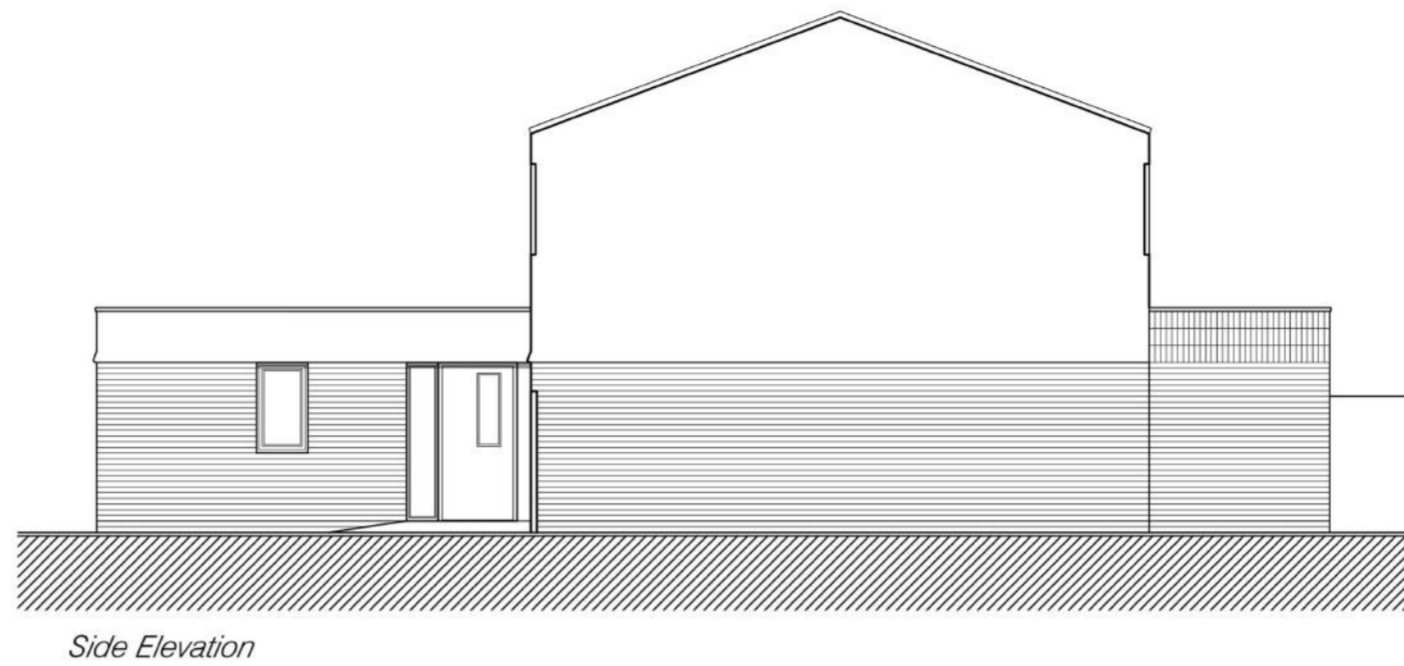
Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826

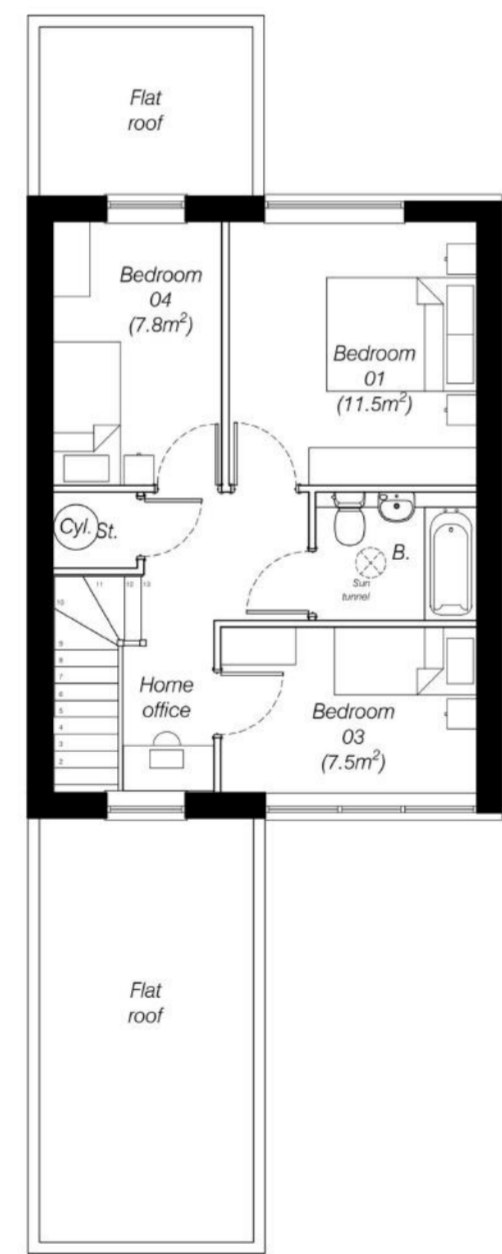
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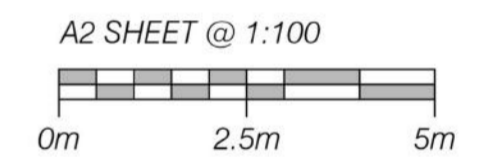
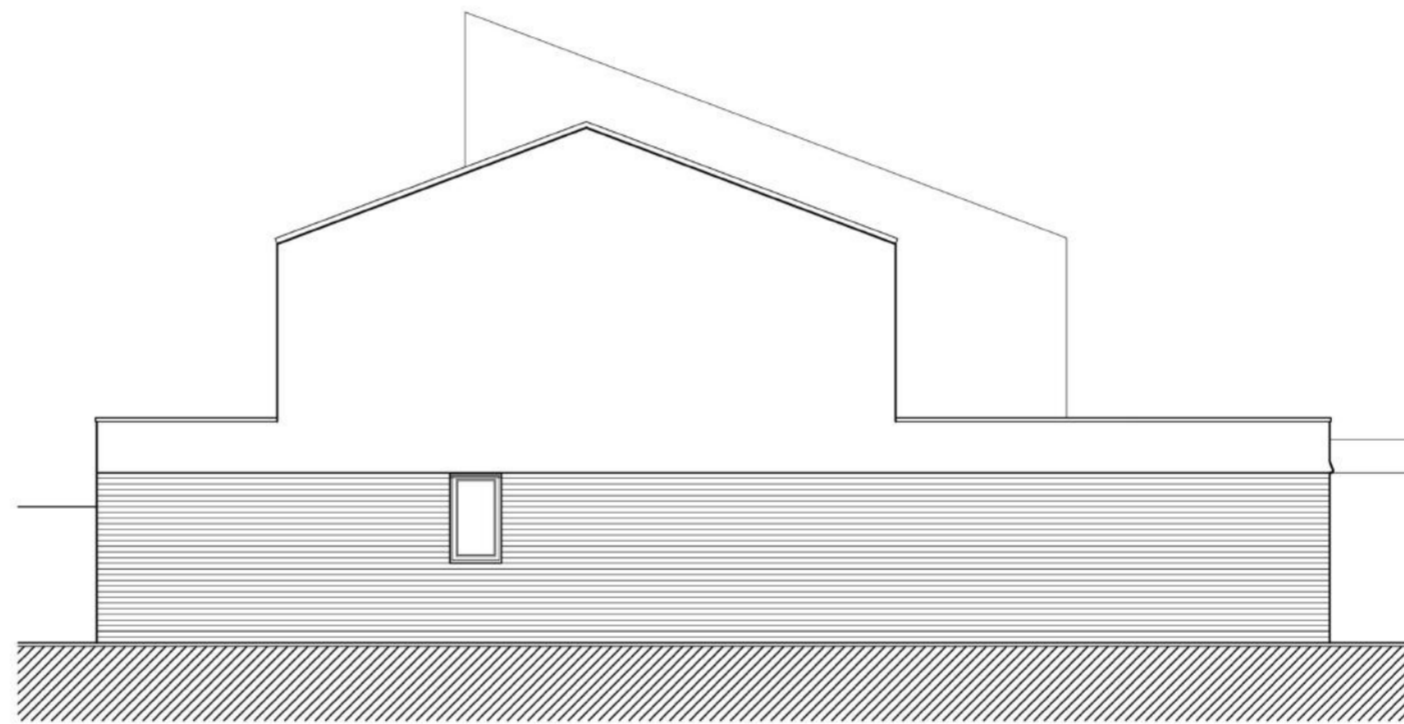


Ground Floor
4b6p
106m² total GIA

M4(2) Accessible and Adaptable dwelling



First Floor



revision
issue
PLANNING

client
Chelmsford City Council

project
Site no.2, Pease Place,
East Hanningfield

title
Proposed Plans & Elevations

john finch partnership
chartered architects & town planning consultants

88 Broomfield Road
Chelmsford CM1 1SS
01245 354319/250780
admin@johnfinchpartnership.co.uk

date	06.03.2023	scale	1:100 @ A2
drawn	jm/jh	checked	jm
dwg no	3558:03	revision	D








PROPOSED BLOCK PLAN @ 1:500

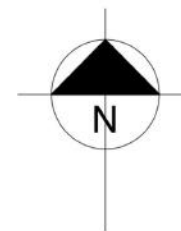
Accommodation Schedule

Plot No.	Accommodation	Area (m ²)	Amenity (m ²)
01	4 Bedroom 6 person house	106	85

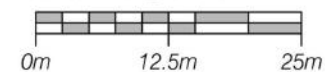
Key:

-  Concrete pavers
-  Cycle Stores
-  Bins
-  1800mm h. close boarded timber fence

revision	
issue	PLANNING
client	Chelmsford City Council
project	Site no.2, Pease Place, East Hanningfield
title	Proposed Block Plan
john finch partnership chartered architects & town planning consultants	



A4 SHEET @ 1:500



88 Broomfield Road Chelmsford CM1 1SS 01245 354319/250780 admin@johnfinchpartnership.co.uk	
www.johnfinchpartnership.co.uk	
date 02.03.2023	scale 1:500 @ A4
drawn jrn/jh	checked jrn
dwg no 3558:02	revision 1

LANDSCAPE SPECIFICATION:

All landscape works to be carried out broadly in accordance with the relevant current British Standards; National Planting Specifications Guidelines; Horticultural Trades Association Standards; CPSE 'Plant Handling' Standards & COSHH Regulations.

TOPSOIL

Importation:

- Provide as necessary to make up any deficiency of topsoil existing on site and to complete the work. Any imported soil should be to BS 3882.

Handling:

- Ensure that any aggressive weeds are removed from site – do not cut or distribute.
- Select and use plant to minimize disturbance, trafficking and compaction.
- Do not contaminate topsoil with subsoil, stone, hardcore, rubbish or material from building works.
- Alleviate any compaction of the soil prior to planting or turfing and do not handle topsoil in wet conditions or after heavy rainfall.

PLANTING

Seeding & Turfing:

- Ensure that there is a healthy, vigorous grass sward, free from the visible effects of pests, weeds and disease.
- The final sward should form a closely knit, continuous ground cover of even density, height and colour.

Watering:

- As and when required to ensure healthy establishment of plants.

Site Clearance:

- Remove rubbish, concrete, metal, glass, decayed vegetation and contaminated topsoil.

Soil Conditions:

- Soil for cultivating and planting must be moist, friable and not waterlogged.
- No planting to take place if soil is frozen or snow covered and any plants waiting to be planted should be given additional root protection.
- Prevent planting pit sides and bases and backfill materials from freezing.

Plants:

- Plant names, forms, dimensions and other criteria: To be labelled as per the applicable section of BS 3936.
- Frost: Protect plants from frost and handle plants with care. Protect from mechanical damage and do not subject to shock, e.g. by dropping from a vehicle.
- Planting: Upright or well balanced with best side to front, well firmed in and evenly spaced.
- Ornamental trees within the to be staked with a single low stake at 45degrees to the stem and tied with an adjustable rubber tie.
- Newly planted ornamental hedges to be maintained at a height of 800mm within the site. No guards to be used in order to encourage a more natural form.

Timing:

- The landscape scheme/planting programme is confirmed as being timetabled for implementation by or during the first planting season (mid-November to mid-March) following commencement of works.

Cultivation:

- Compacted topsoil to be broken up to full depth. Cultivate, aerate and break up soil a few days before planting when weather and ground conditions are suitably dry, leaving the surface regular and even.
- Any undesirable material brought to the surface including visible weeds, roots and large stones to be removed.

Weeding of planted areas:

- All areas to be checked regularly and kept free of invasive weeds. Either remove by hand (root included) or spot treated with a non-residual herbicide in accordance with the Manufacturer's instructions.

Mulching:

- Well-rotted bark mulch, free of pests, disease, fungus and weeds to be applied 100mm thick to be applied to all planting areas.

Spot treatment of weeds:

- Weeding of planted areas to be undertaken on a regular basis to ensure that the plants are given a fair chance to establish. Care to be taken to ensure that invasive and aggressive weeds do not become a problem and impact on the overall planting scheme. Where necessary, spot treatment of weeds in planted and grassed areas would be undertaken to ensure that they do not seed and establish elsewhere.
- Regular tidying of the planting beds – including:
 - removal of leaf litter and any other debris
 - shrubs and trees to be regularly pruned in order to maintain healthy growth and vigour.
 - Any dead, diseased or dying trees or shrubs to be taken away or affected limbs removed.

MANAGEMENT

Protection of existing vegetation:

- There are a number of hedges on the peripheries of the site and where possible, existing vegetation would be retained. Protection of trees and hedges would be in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction should be taken when working adjacent to the existing trees and hedges, particularly in relation to the washing out of machines, storage of materials and other activities which may be deemed hazardous to the health and well being of the existing vegetation.

Inspection Timetable:

- The planting will be subject to an annual inspection each summer for the first 5 years to ensure that any dead, dying or diseased plants are removed. Those removed will be replaced with the same size or species as per the planting specification. Management of the overall scheme will incorporate regular reviews to check that the scheme is establishing well and any concerns highlighted and an appropriate professional response issued.



PLANT SCHEDULE

SHRUBS

QTY	CODE	PLANT NAME	STOCK	SIZE	SPACING
5No.	Ber AN	Berberis thunbergii 'Atropurpurea Nana'	C 3L	20-30cm	5/m2
1No.	Cot Gra 10L	Cotinus coggygia 'Grace'	C 10L	100-125cm	1/m2
1No.	Ela Lim	Elaeagnus x ebbingei 'Limelight'	C 3L	40-60cm	3/m2
1No.	Euo SQ	Euonymus 'Silver Queen'	C 3L	20-30cm	4/m2

TREES

QTY	CODE	PLANT NAME	STOCK	FORM	GIRTH/HEIGHT
1No.	CRA MON hs	Crataegus monogyna	B	STD	12-14cm
1No.	LIQ WOR ss	Liquidambar styraciflua 'Worpleston'	B	STD	10-12cm
1No.	MAL Eve f	Malus 'Evereste'	C	FTH	150-200cm
1No.	MAL SYL s	Malus sylvestris	B	STD	180-210cm

PLANT MIXES

PERCENT	QTY	PLANT NAME	STOCK	SIZE
4m2 NORTH FACING SHRUB MIX 1 planted @ 3/m2				
15%	2No.	Skimmia 'Nymans'	C 3L	40-60cm
15%	2No.	Sarcococca confusa	C 3L	40-60cm
20%	2No.	Cotoneaster lacteus	C 3L	40-60cm
20%	2No.	Viburnum davidii	C 3L	40-60cm
30%	4No.	Euonymus 'Emerald Gaiety'	C 3L	40-60cm
Individual varieties to be planted in groups of approximately 10.				
18m2 EAST FACING SHRUB MIX planted @ 3/m2				
15%	8No.	Pachysandra terminalis	C 3L	40-60cm
25%	14No.	Spirea japonica 'Goldflame'	C 3L	40-60cm
10%	5No.	Euonymus fortunei 'Emerald Gaiety'	C 3L	40-60cm
25%	14No.	Viburnum tinus 'Eve Price'	C 3L	40-60cm
25%	14No.	Pittosporum 'Toms Thumb'	C 3L	40-60cm
Individual varieties to be planted in groups of approximately 3, 5 or 7.				

NOTES AND ABBREVIATIONS:

- B = Bare root (bagged).
- C = Container (or pot) grown, followed by size of the container (or pot).
- FORM = Shape of tree as supplied by the nursery.
- FTH = Feather.
- QTY = Quantity
- SIZE = Height or Spread of juvenile plant.
- STD = (clear stem) Standard.
- STOCK = Root condition/protection method eg Bare root.

KEY

- Planting-Hedges
- Planting-Shrubs
- Grass - Lawn
- Grass - Wildflower Mix
- Tree-Proposed
- Bituminous wearing surface for trafficable areas designed to engineers detail. Colour: Black.
- Marshall's permeable concrete sett paving (charcoal), laid random stretcher pattern.
- Marshall's Saxon concrete slab paving (natural), size 450x450mm, laid stretcher pattern.
- Timber closeboard fence, 1800mm high.
- Timber Post & Rail fence, 1200mm high.
- Gate.
- Bin.
- Benchmark Street Furniture - Shoreline bench - SL003 (without arms) 1.8m long, set into concrete.

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REV#	DATE	DESCRIPTION
A	12.12.2022	Additional layout changes and parking.
B	21.12.2022	Additional parking moved to BH1.
C	28.02.2023	Additional trees added to rear garden.
D	09.03.2023	Additional planting to meet planning guide.

Kirsten Bowden
 CHARTERED LANDSCAPE ARCHITECT
 T: 07790 107241
 E: kirsten.bowden@hotmail.co.uk
 W: www.kirstenbowden.co.uk

Site
 Site No.1 Pease Place,
 East Hanningfield, Chelmsford.

Client
 Chelmsford City Council.

Drawing Title
 Landscape Proposals

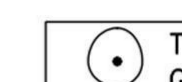
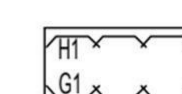
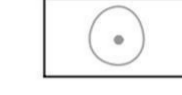
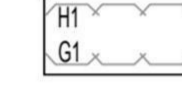
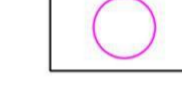

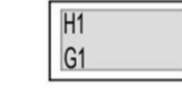
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Purpose of Issue: Planning

Date 06.11.2022
Scale 1:200 @ A2

Job Number 2022_51
Drawing No. 002
Rev D



KEY

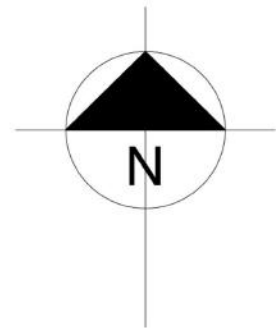
-  Existing Tree or Group colour referenced in accordance with BS 5837:2012 as shown below
-  Existing hedge or group, colour coded as above in accordance with BS 5837
-  Grey - Category C tree of low quality and value.
-  Grey - Cat C Groups/hedges of low quality and value.
-  Root Protection Area as calculated in accordance with BS 5837:2012
-  Site Boundary.
-  Grey shading - Cat C Group to be removed.



GENERAL NOTES
 ALL DIMENSIONS IN MILLIMETRES
 DO NOT SCALE OFF THIS DRAWING
 ALL DIMENSIONS TO BE CHECKED ON SITE
 © JAMES BLAKE ASSOCIATES LTD 2022

Client	James Blake Associates	Drawn Title	Site Plan
Project	Pease Place	Drawn Date	15/08/2022
Site	Pease Place	Drawn No.	04/218/1999
Purpose of Issue	Site Plan	Rev.	1
Drawn By	JBA	Checked By	JBA
Scale	1:1000	Date	15/08/2022
Drawn No.	04/218/1999	Rev.	1

JAMES BLAKE ASSOCIATES
 LANDSCAPE ARCHITECTURE • ARBORICULTURE • ECOLOGY



Location plan

A4 SHEET @ 1:1250



revision	
issue	PLANNING
client	Chelmsford City Council
project	Site no.2, Pease Place, East Hanningfield
title	Location Plan
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	09.02.2023
scale	1:1250 @ A4
drawn	jmj/jh
checked	jm
drwg no	3558:01
revision	F



Our Ref: JBA 22/278 ECO2a SR

18th October 2022

Revision A – 20th December 2022

On behalf of Chelmsford City Council

Biodiversity Net Gain Calculation for the East Hanningfield Site 2, Chelmsford, Essex

James Blake Associates Ltd. (JBA) was commissioned by Chelmsford City Council to provide a biodiversity net gain calculation for the proposed development at East Hanningfield Site 2, Chelmsford, Essex (Chelmsford City Council).

This statement explains how the net gain calculation was carried out, the assumptions made and the conclusions from the calculation. Only habitats/linear features currently and proposed within the site boundary have been included within the calculations. The landscape proposals (Kirsten Bowden, 2022) is provided in Appendix A.

Background

A biodiversity net gain calculation has been carried out using Defra Biodiversity Metric 3.1 (updated July 2021). For more information on the metric, please see [here](#).

Defra's Biodiversity Metric 3.1 provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. The metric encompasses both area (e.g. grasslands) and linear habitats (such as hedgerows, rivers and streams). Note that 'material' enhancements for species, such as bat/bird boxes, reptile hibernacula, hedgehog 'highways' etc. cannot currently be factored into the calculation.

The habitats and linear features currently present within the site boundary are used to calculate the baseline biodiversity units; the percentage gain that the proposed development can potentially deliver is estimated using the landscape proposals (Kirsten Bowden, 2022) for the development (Appendix A) and assumptions made by the assessor.

At present, national policy states '*opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity*' (NPPF, 2021). The figure of 10% net gain is sometimes regarded as the minimum but this has now been highlighted as mandatory with the emerging Environment Bill from November 2023.

Methodology and Rationale

The baseline figures for the metric calculation were based on the Preliminary Ecological Appraisal undertaken by JBA in 2022. The area measurement for each of the baseline habitat types was made using Defra's MAGIC map: for more information about MAGIC, please see [here](#).

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tel: 01284 335797 email: jamesblake@jba-landmarc.com
Chairman: James Blake BA (Hons) Dip LA (Hons) CMLI
Company Secretary: Louise Blake BSc PGCE
Directors: Elzbieta Zebrowska MSc Eng LArch MSc EnvSc CMLI
Associate Directors: Vivienne Jackson : Marie Lowe CIMA Cert BA

Page 228 of 421 Director - Strategic Landscape Division: Abby Stallwood BSc (Hons) PG Dip LM CMLI

www.jba-landmarc.com

Registration no. 08169866 VAT no. 512.4127 91

Baseline habitats consist of amenity grassland with two street trees. A native hedgerow is also present at the eastern and southern boundary of the site.

The strategic significance of the location was checked against the 'Local Plan' of Chelmsford. The location did not appear to be in or near to a locality mentioned in the Strategy. However, this category can be amended accordingly if required.

The areas for habitat to be retained and/or created were taken from the landscape proposals prepared by Kirsten Bowden (2022) (Appendix A).

Both trees will be retained as part of the development and therefore it is assumed that part of the existing amenity grassland can also be retained as part of the tree root protection zones, where no construction works should take place. It is therefore recommended that these retained areas of enhanced through additional species and management to ensure a varied sward height.

Part of the hedgerow at the southern boundary will require cutting back but will not be lost completely. The eastern hedgerow will also be retained as part of the development and can be enhanced.

Evaluation

Although the existing habitats are of low biodiversity value, the loss of amenity grassland will need to be mitigated for via off-site provision (same distinctiveness or better habitat required). This is required to meet at least 10% net gain and to meet the 'trading standards' within the metric. A number of small sites are currently being proposed by Chelmsford City Council and as part of the Medway Close development, 0.1ha of woodland will be enhanced which will meet the offsetting requirement for East Hanningfield (site 2).

With the offsite woodland enhancement (0.003ha in this case), the overall score is a gain of 10.75% for habitat units. The development will also have a 38.74% gain in hedgerow units.

It is worth noting that these gains are purely from habitats/hedgerows and therefore 'material' enhancements are not included in this calculation. Although, it is recommended the proposed development includes the following enhancements;

- Bird and bat boxes to be erected onto new dwellings and retained mature trees (where possible)
- Hedgehog gaps (13cm x 13cm) to be created in garden fences to ensure small mammal movement is maintained throughout the site.
- In addition, hibernacula to benefit reptiles, amphibians etc.

Note that the final location of enhancements should be determined during construction by an Ecological Clerk of Works (ECoW).

Management for Woodland Enhancement

Additional native woodland species could be planted throughout the woodland to increase the diversity within the area. Low-level shrubs could also be incorporated such as hawthorn (*Crataegus monogyna*), blackthorn (*Prunus spinosa*) and elder (*Sambucus nigra*).

Additional planting will also reduce the amount of open space within the woodland providing a more dense habitat. However, some open spaces should still be present to allow natural regeneration so that all three classes are present (e.g. trees, saplings and seedlings or advanced coppice regrowth).

The woodland currently has very little deadwood and brash present. Deadwood provides foodstuff and shelter for a number of species such as reptiles and stag beetles (*Lucanus cervus*). Any felled trees or wood from tree management in the surrounding area could be placed in piles in the woodland to provide additional deadwood. Any fallen or broken branches should be left in-situ within the woodland.

Small areas of bramble (*Rubus fruticosus*) scrub is located mainly at the boundary of the woodland; these areas should be retained but managed so as not to encroach into the more open woodland at the centre and northern section of the woodland. Management should be done on rotation of three years so there is a mix of young and mature scrub, for example, an area should be cut back (but not removed completely) one year and left for two, while other areas are cut. Cutting should be undertaken from the edge of the scrub, to leave central areas of the woodland free for new tree saplings and other flora.

Conclusions

Based on the landscape proposals prepared by Kirsten Bowden (2022) and assessor assumptions, the development will have a 38.74% gain in hedgerow units and 10.75% for habitat units (including the offsite woodland enhancement). Enhancement recommendations are provided within this report.

The development is expected to deliver more of a gain when 'material' enhancements are included such as bird and bat boxes. Landscape and ecological management plans may be required to secure the potential benefits for biodiversity in perpetuity.

Yours sincerely,

Sam Rigg ACIEEM

Ecologist

James Blake Associates Ltd.

References

Kirsten Bowden (2022) *Landscape Proposals for Site 2, East Hanningfield, Chelmsford*.

James Blake Associates Ltd. (2021) *Preliminary Ecological Appraisal of East Hanningfield Site 2, Chelmsford, Essex*. On behalf of Chelmsford City Council.

Appendix A. Proposed Block Plan

LANDSCAPE SPECIFICATION:

All landscape works to be carried out broadly in accordance with the relevant current British Standards; National Planting Specifications Guidelines; Horticultural Trades Association Standards; CPSE 'Plant Handling' Standards & COSHH Regulations.

TOPSOIL Importation:

- Provide as necessary to make up any deficiency of topsoil existing on site and to complete the work. Any imported soil should be to BS 3882.

Handling:

- Ensure that any aggressive weeds are removed from site – do not cut or distribute.
- Select and use plant to minimize disturbance, trafficking and compaction.
- Do not contaminate topsoil with subsoil, stone, hardcore, rubbish or material from building works.
- Alleviate any compaction of the soil prior to planting or turfing and do not handle topsoil in wet conditions or after heavy rainfall.

PLANTING Seeding & Turfing:

- Ensure that there is a healthy, vigorous grass sward, free from the visible effects of pests, weeds and disease.
- The final sward should form a closely knit, continuous ground cover of even density, height and colour.

Watering:

- As and when required to ensure healthy establishment of plants.

Site Clearance:

- Remove rubbish, concrete, metal, glass, decayed vegetation and contaminated topsoil.

Soil Conditions:

- Soil for cultivating and planting must be moist, friable and not waterlogged.
- No planting to take place if soil is frozen or snow covered and any plants waiting to be planted should be given additional root protection.
- Prevent planting pit sides and bases and backfill materials from freezing.

Plants:

- Plant names, forms, dimensions and other criteria: To be labelled as per the applicable section of BS 3936.
- Frost: Protect plants from frost and handle plants with care. Protect from mechanical damage and do not subject to shock, e.g. by dropping from a vehicle.
- Planting: Upright or well balanced with best side to front, well firmed in and evenly spaced.
- Ornamental trees within the to be staked with a single low stake at 45degrees to the stem and tied with an adjustable rubber tie.
- Newly planted ornamental hedges to be maintained at a height of 800mm within the Site. No guards to be used in order to encourage a more natural form.

Timing:

- The landscape scheme/planting programme is confirmed as being timetabled for implementation by or during the first planting season (mid-November to mid-March) following commencement of works.

Cultivation:

- Compacted topsoil to be broken up to full depth. Cultivate, aerate and break up soil a few days before planting when weather and ground conditions are suitably dry, leaving the surface regular and even.
- Any undesirable material brought to the surface including visible weeds, roots and large stones to be removed.

Weeding of planted areas:

- All areas to be checked regularly and kept free of invasive weeds. Either remove by hand (root included) or spot treated with a non-residual herbicide in accordance with the Manufacturer's instructions.

Mulching:

- Well-rotted bark mulch, free of pests, disease, fungus and weeds to be applied 100mm thick to be applied to all planting areas.

Spot treatment of weeds:

- Weeding of planted areas to be undertaken on a regular basis to ensure that the plants are given a fair chance to establish. Care to be taken to ensure that invasive and aggressive weeds do not become a problem and impact on the overall planting scheme. Where necessary, spot treatment of weeds in planted and grassed areas would be undertaken to ensure that they do not seed and establish elsewhere.
- Regular tidying of the planting beds – including:
 - removal of leaf litter and any other debris
 - shrubs and trees to be regularly pruned in order to maintain healthy growth and vigour.
 - Any dead, diseased or dying trees or shrubs to be taken away or affected limbs removed.

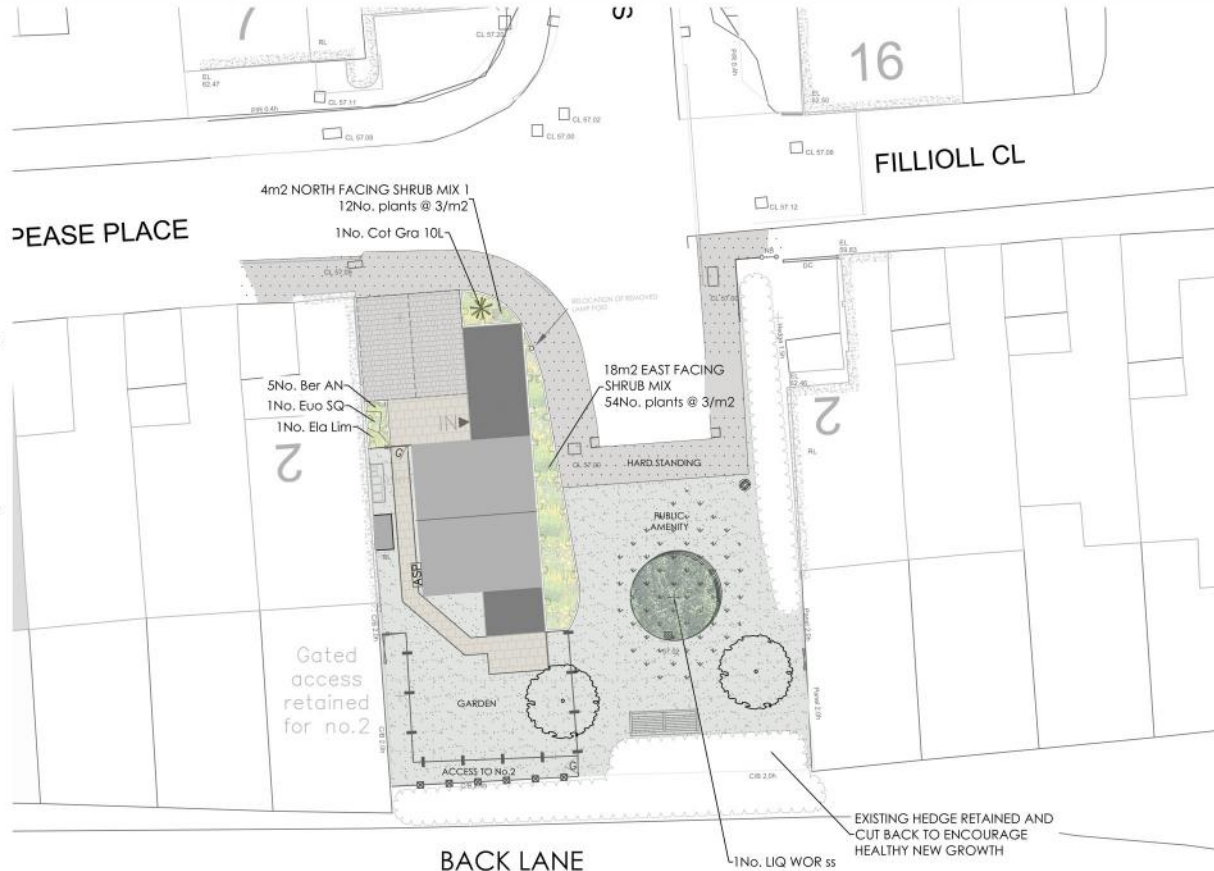
MANAGEMENT

Protection of existing vegetation:

- There are a number of hedges on the peripheries of the site and where possible, existing vegetation would be retained. Protection of trees and hedges would be in accordance with BS 5837:2012 Trees in relation to design, demolition and construction to be taken when working adjacent to the existing trees and hedges, particularly in relation to the washing of machines, storage of materials and other activities which may be deemed hazardous to the health and well being of the existing vegetation.

Inspection Timetable:

- The planting will be subject to an annual inspection each summer for the first 5 years to ensure that any dead, dying or diseased plants are removed. Those removed will be replaced with the same size or species as per the planting specification. Management of the overall scheme will incorporate regular reviews to check that the scheme is establishing well and any concerns highlighted and an appropriate professional response given to address any issues.



PLANT SCHEDULE

SHRUBS

QTY	CODE	PLANT NAME	STOCK	SIZE	SPACING
5No.	Ber AN	Berberis thunbergii 'Atropurpurea Nana'	C 3L	20-30cm	5/m2
1No.	Cot Gra 10L	Cotinus coggygria 'Grace'	C 10L	100-125cm	1/m2
1No.	Ela Lim	Elaeagnus x ebbingei 'Limelight'	C 3L	40-60cm	3/m2
1No.	Euo SQ	Euonymus 'Silver Queen'	C 3L	20-30cm	4/m2

TREES

QTY	CODE	PLANT NAME	STOCK	FORM	GIRTH/HEIGHT
1No.	LIQ WOR ss	Liquidamber styraciflua 'Worplesdon'	B	STD	10-12cm

PLANT MIXES

PERCENT	QTY	PLANT NAME	STOCK	SIZE
4m2 NORTH FACING SHRUB MIX 1 planted @ 3/m2				
15%	2No.	Skimmia 'Nymans'	C 3L	40-60cm
15%	2No.	Sarcococca confusa	C 3L	40-60cm
20%	2No.	Coloneaster lacteus	C 3L	40-60cm
20%	2No.	Viburnum davidii	C 3L	40-60cm
30%	4No.	Euonymus 'Emerald Gaiety'	C 3L	40-60cm
Individual varieties to be planted in groups of approximately 10.				

18m2 EAST FACING SHRUB MIX planted @ 3/m2				
15%	8No.	Pachyandra terminalis	C 3L	40-60cm
25%	14No.	Spiraea japonica 'Goldflame'	C 3L	40-60cm
10%	5No.	Euonymus fortunei 'Emerald Gaiety'	C 3L	40-60cm
25%	14No.	Viburnum tinus 'Eve Price'	C 3L	40-60cm
25%	14No.	Pfitosporum 'Toms Thumb'	C 3L	40-60cm
Individual varieties to be planted in groups of approximately 3, 5 or 7.				

NOTES AND ABBREVIATIONS:

- B = Bare root (bagged).
- C = Container (or pot) grown, followed by size of the container (or pot).
- FORM = Shape of tree as supplied by the nursery.
- QTY = Quantity
- SIZE = Height or Spread of juvenile plant.
- STD = (clear stem) Standard.
- STOCK = Root condition/protection method eg Bare root.

KEY

- Planting-Hedges
- Planting-Shrubs
- Grass - Lawn
- Grass - Wildflower Mix
- Tree-Proposed
- Bituminous wearing surface for trafficable areas designed to engineers detail. Colour: Black.
- Marshalls permeable concrete sett paving (charcoal), laid random stretcher pattern.
- Marshalls Saxon concrete slab paving (natural), size 450x450mm, laid stretcher pattern.
- Timber closeboard fence, 1800mm high.
- Timber Post & Rail fence, 1200mm high.
- Gate.
- Bin.
- Benchmark Street Furniture - Shoreline bench - SL003 (without arms) 1.8m long, set into concrete.

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REV	DATE	DESCRIPTION
A	15.12.2022	Additional layout changes and parking.
B	21.12.2022	Additional parking moved to BH1.

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Site Site No.1 Pease Place, East Hanningfield, Chelmsford.

Client Chelmsford City Council.

Drawing Title Landscape Proposals

Drawn by: KB **Purpose of issue:** Planning

Date 06.11.2022 **Scale** 1:200 @ A2

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Preliminary Ecological Appraisal

of

East Hanningfield Site 2,

Chelmsford,

Essex

on behalf of

Chelmsford City Council

September 2022

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Over 30 Years of Service, Value and Innovation

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Revision	Purpose	Originated	Checked	Authorised	Date
		SJ	SR	JBA	September 2022
Job Number: JBA 22/278		 <p>JAMES BLAKE ASSOCIATES</p>			
		Title: Preliminary Ecological Appraisal of East Hanningfield Site 2, Chelmsford, Essex			

Disclaimer

James Blake Associates Ltd have made every effort to meet the client’s brief. However, no survey ensures complete and absolute assessment of the changeable natural environment. The findings in this report were based on evidence from thorough survey: It is important to remember that evidence can be limited, hard to detect or concealed by site use and disturbance. When it is stated that no evidence was found or was evident at that point in time, it does not mean that species are not present or could not be present at a later date: The survey was required because habitats are suitable for a given protected species, and such species could colonise areas following completion of the survey.

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Non-technical Summary

Site:	East Hanningfield Site 2, Chelmsford, Essex
Ordnance Survey National Grid Reference:	TL 76879 00901
Report Commissioned by:	Chelmsford City Council
Date of Walkover Survey:	26 th August 2022

Considerations	Description	Potential impacts and timing
Statutory designated wildlife areas within 7km of the site:	Six 'Sites of Special Scientific Interest' (SSSI), one Ramsar site, one 'Special Area of Conservation' (SAC), one 'Special Protected Area' (SPA) and three 'Local Nature Reserves' (LNR)	Consultation with Natural England and the Local Planning Authority may be required with regards to the Suffolk Recreational Disturbance Avoidance and Mitigation Strategy.
Non-statutory designated wildlife sites within 2km of the site:	One Local Wildlife Site (LoWS)	The small scale of the development is unlikely to cause a significant impact to non-statutory sites.
Results of walkover survey:	The site is considered suitable to support hedgehog, reptiles and nesting birds; however, suitability is limited.	
Precautionary measures:	Vegetation removal.	Outside of the nesting bird season or following a clear nesting bird check. Nesting season is March to mid-August. Scrub should be cut to 20cm using hand-held tools and checked for hedgehogs/reptiles.
	Continual management of grassland.	-

1 Introduction

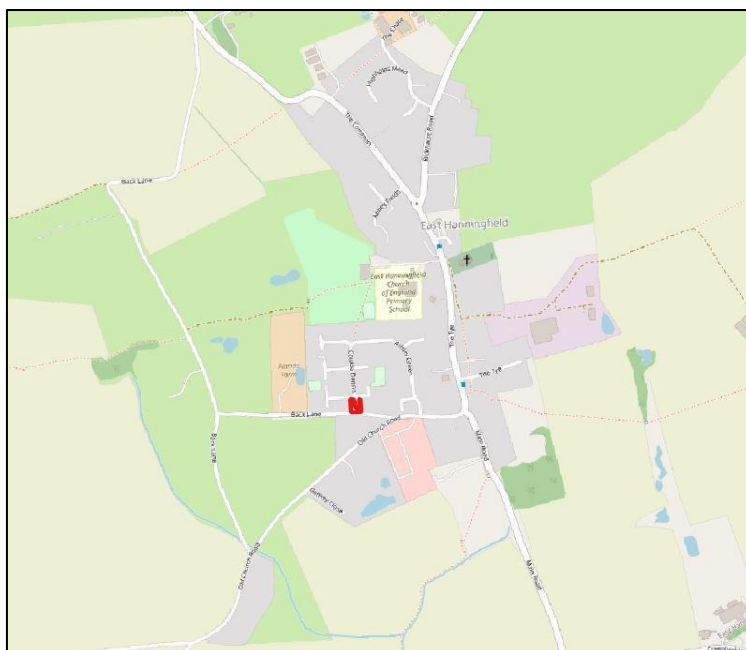
Background

- 1.1 James Blake Associates Ltd. (JBA) was commissioned by Chelmsford City Council to undertake a Preliminary Ecological Appraisal (PEA) of East Hanningfield Site 2, Chelmsford. Ordnance Survey National Grid Reference; TL 76879 00901, taken from the centre of site.
- 1.2 The assessment was required to accompany a planning application for the development of residential dwelling units and associated infrastructure.

Site Description

- 1.3 The site is approximately 0.04 hectares in size and is located to the south of the road Coude Dennis in East Hanningfield, southeast of Chelmsford. The wider landscape includes the village of East Hanningfield, residential buildings and arable land. The East Hanningfield main road is 209m east of site (see Figure 1 below).
- 1.4 The site itself consists of amenity grassland, a defuncted hedge with trees along a fence, some smaller hedgerows, a central reservation of scrub and hardstanding.

Figure 1: Site location



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Aims and objectives

1.5 The aim of the survey was to:

- Identify the presence, or potential presence, of any protected or notable species or habitats on, or adjacent to, the site; and
- make recommendations for further surveys if required, to advise on avoidance and/or mitigation measures following the survey (if necessary) and provide suggestions to enhance the wildlife value of the site post-development to provide a net gain in biodiversity value.

Wildlife Legislation and Planning Policy

1.6 The relevant wildlife legislations and planning policies are listed below:

- Conservation of Habitats and Species Regulations 2017, ('The Habitats Regulations'). The Habitats Regulations implement The Habitats Directive 1992 (92/43/EEC) into English Law. (Amended by the Conservation of Habitats and Species (Amendment) Regulations 2012 S.I. 2012/1927).
- Wildlife and Countryside Act, 1981 (as amended) (WCA). (Amended by the Countryside and Rights of Way Act (2000).
- The Natural Environment and Rural Communities Act, 2006 (NERC).
- The Protection of Badgers Act, 1992 (The Badgers Act).
- The Wild Mammals (Protection) Act, 1996.
- The Hedgerows Regulations, 2007.
- National Planning Policy Framework, 2021 (NPPF).

2 Methodology

Desk study

- 2.1 A desk study was undertaken for statutory and non-statutory designated wildlife sites within a 7km and 2km radius of the site, respectively using 'MAGIC', the Multi-Agency Geographic Information system for the Countryside. The data provided from Essex Field Club (EFC) was consulted for records of non-statutory sites and protected and rare species within a 2km search radius (EFC data provided on the 22th August 2022).
- 2.2 The site is covered by the Local Biodiversity Action Plan (LBAP) for Essex which was consulted as part of the desk study.
- 2.3 Within the desk study results, the Birds of Conservation Concern (BoCC) are split into three criteria; the Red list is the highest conservation priority (species needing urgent action). The Amber list is the next most critical group, followed by Green. Red listed species are those that are globally threatened according to the International Union for Conservation of Nature (IUCN) criteria, species with populations or ranges that have declined rapidly in recent years, and those that have declined historically and have not shown a substantial recent recovery.

Walkover Survey

- 2.4 The survey was undertaken by Bethan Feeney-Howell BSc (Hons) QCIEEM, and Sarah Jarrett BSc (Hons) MSc, on the 26th August 2022.
- 2.5 The survey methodology followed the standard Phase 1 methodology of Joint Nature Conservation Committee Guidelines (JNCC, 2010). An extension of this basic methodology was also undertaken to provide further details in relation to notable or protected habitats present within the survey area, or in relation to habitats present that have the potential to support notable or protected species (CIEEM, 2013).
- 2.6 **Badgers (*Meles meles*):** A visual survey for setts, hair, latrines, prints, snuffle marks or other signs of badgers was undertaken within the site boundary, following guidelines set out by the Mammal Society (1989).
- 2.7 **Bats:** Trees within the site boundary were surveyed, from the ground, for their potential to support roosting bats in accordance with Bat Conservation Trust's Guidelines (Collins (ed.), 2016).
- 2.8 **Birds:** A visual survey of bird activity and suitable nesting habitat was carried out, to

determine if any areas would be suitable for WCA Schedule 1 birds, BoCC or other common and widespread nesting birds.

- 2.9 **Reptiles:** A visual survey for the presence of suitable habitat was carried out according to the criteria given in the Herpetofauna Workers' Manual (Gent and Gibson 1998).
- 2.10 **Invertebrates:** The site was scoped for significant rotting deadwood, and high quality aquatic or other habitats, which could be used by significant assemblages of invertebrates, or by any of the invertebrates highlighted in the data search.
- 2.11 **Flora and habitats:** All habitats and plant species that were identifiable at the time of the survey were recorded.
- 2.12 **Adjacent Habitat:** Habitats close to the site were identified, using aerial maps and field observation, so that the ecological impact of the proposed works on the wider landscape could be assessed.

Limitations and Assumptions

- 2.13 The baseline conditions reported in this document represent those identified at the time of the survey on 26th August 2022. Although a reasonable assessment of habitats present can be made during a single walkover survey, seasonal variations are not observed. The survey was conducted in August, which is within the optimal season for the identification of flora.
- 2.14 The desk study used available records and historical data from the local area. However, this does not provide a reliable indication of species present since records depend entirely on survey effort in the area, which is highly variable. The data is useful as a general guide to supplement the site visit, but absence of records does not reflect absence of species.

3 Results

Desk Study

Statutory Designated Wildlife Sites

- 3.1 The desk study identified six 'Sites of Special Scientific Interest' (SSSI), one Ramsar site, one 'Special Area of Conservation' (SAC), one 'Special Protected Area' (SPA) and three 'Local Nature Reserves' (LNR) within 7km of the site. Statutory designated sites are detailed in Appendix A.
- 3.2 For new residential developments in this area, consideration is required in terms of the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).

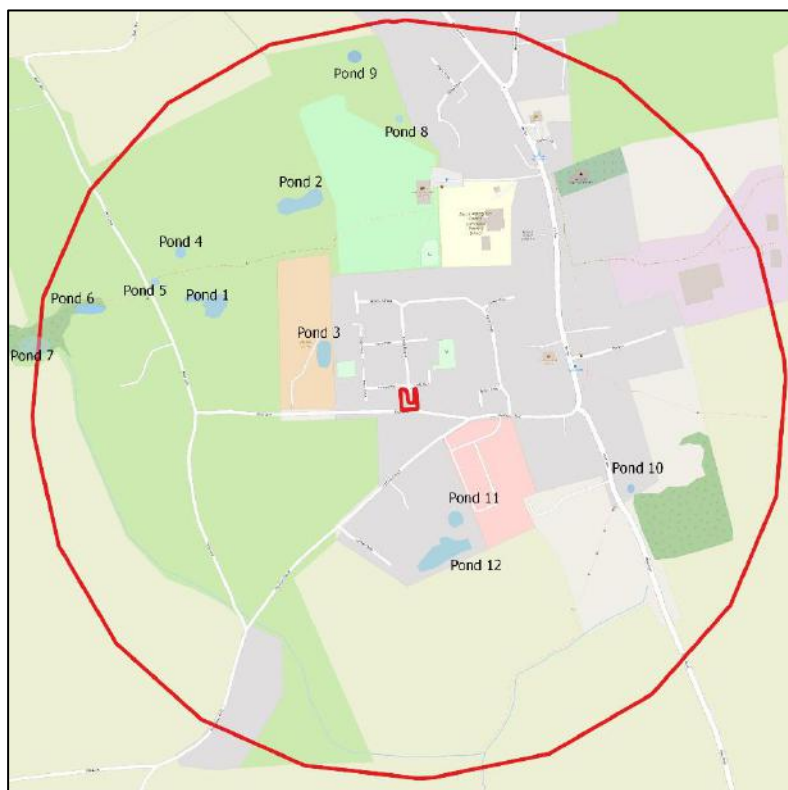
Non-Statutory Designated Wildlife Sites

- 3.3 There was a single County Wildlife Sites (CWS) identified within 2km of the site, which is detailed in Appendix B.
- 3.4 Due to the small scale and nature of the proposed development, it is unlikely to cause any significant impacts to non-statutory designated wildlife sites.

Ponds within 500m

- 3.5 Twelve ponds were identified within 500m of the site boundary (Figure 2); however, all ponds are immediately surrounded by, or in close proximity to, optimal/suitable habitat for terrestrial great crested newts (GCN) (*Triturus cristatus*). Therefore, it is unlikely for GCN from these ponds (if present) to utilise habitat within the site boundary.
- 3.6 Amphibians such as GCN are not considered further within this report.

Figure 2: Ponds within 500m of the site boundary

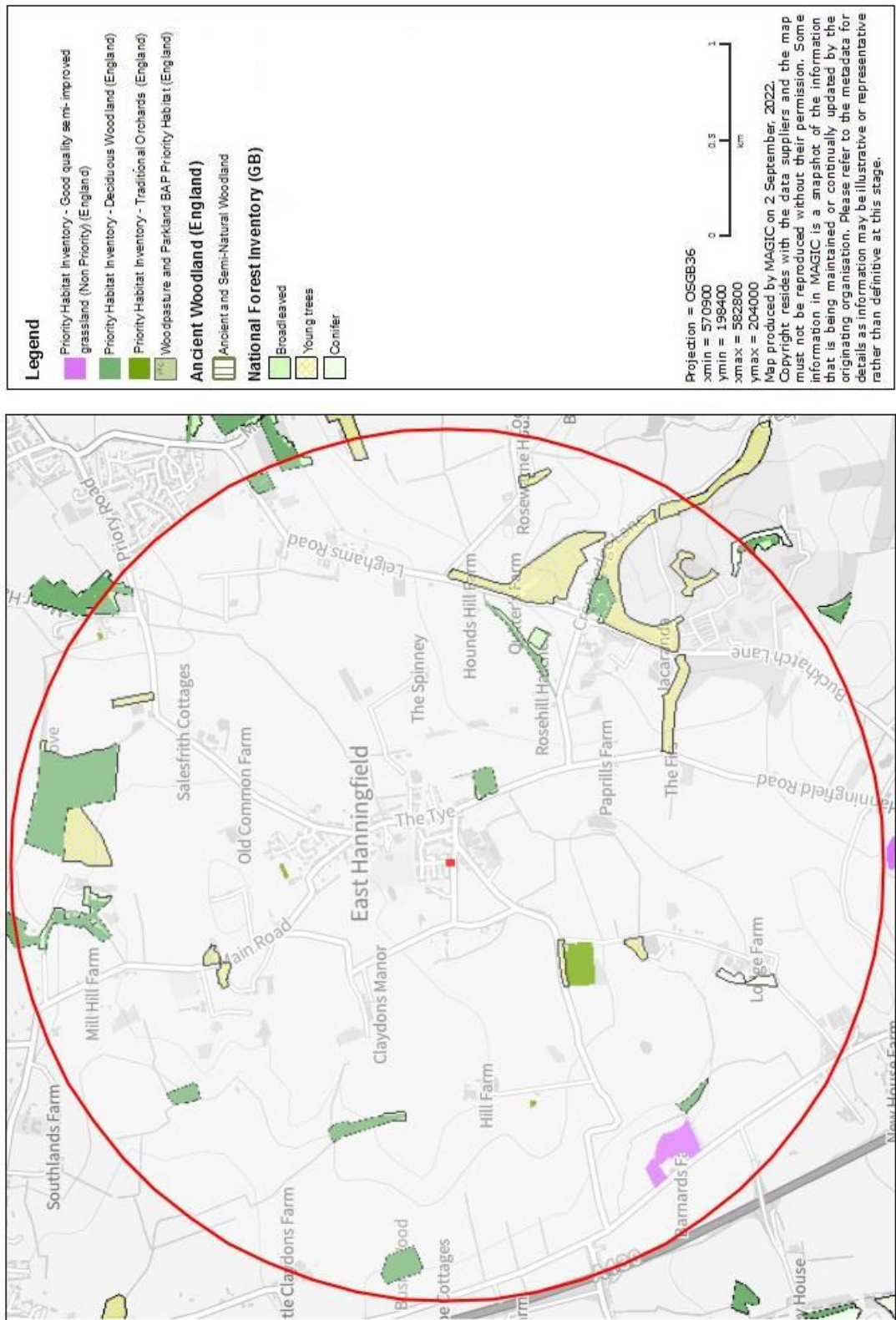


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Habitat Types within 2km

3.7 Habitat types within the area include good quality semi-improved grassland, deciduous woodland, woodpasture and parkland, broadleaved, conifer and young tree woodland, traditional orchards and semi-natural ancient woodland. Habitat types are shown on Figure 3. The nearest broadleaved woodland is located 330m east with traditional orchards southwest (651m).

Figure 3: Habitat types within 2km of the site



Protected, priority and rare species within 2km of site

- 3.6 There were no records of protected or rare species for the site itself; although there were numerous records of species within 2km of the site (full raw data can be provided upon request). The most relevant records are described below. Records over ten years old have not been referred to as the walkover survey is considered to provide a more up to date and accurate account of the species and habitats for the site.
- 3.7 European badger was recorded in 2016, within 2km of the site boundary.
- 3.8 Within the desk study common pipistrelle (*Pipistrellus pipistrellus*) and Brown long-eared bat (*Plecotus auritus*) were recorded 1.95km southeast of the site in 2014. Nathusius's pipistrelle was identified in 2016, 1.75km north.
- 3.9 Hedgehog (*Erinaceus europaeus*) was recorded in 2015, 0.3km northeast of the site.
- 3.10 Brown hare (*Lepus europaeus*) were identified within 2km of the site. The most recent records are from 1.66km southeast in 2020.
- 3.11 8 Red listed bird species were identified within 2km of the site; including cuckoo (*Cuculus canorus*), house sparrow (*Passer domesticus*), starling (*Sturnus vulgaris*) and yellowhammer (*Emberiza citrinella*).
- 3.12 10 Amber listed bird species were also identified within the desk study; including bullfinch (*Pyrrhula pyrrhula*), dunnock (*Prunella modularis*), woodpigeon (*Columba palumbus*), mallard (*Anas platyrhynchos*), moorhen (*Gallinula chloropus*), and wren (*Troglodytes troglodytes*).
- 3.13 Common lizard (*Zootoca vivipara*) and slow worm (*Anguis fragilis*) were recorded in 2015, 0.1km southwest. Grass snake (*Natrix helvetica*) was also recorded in 2016, 1.8km southeast.
- 3.14 Small heath (*Coenonympha pamphilus*) have been recorded on many occasions within 2km of the site boundary, the nearest in 2019 1.26km southeast.
- 3.15 Ruddy darter (*Sympetrum sanguineum*) was recorded 1.36km southeast in 2013.
- 3.16 Large garden bumblebee (*Bombus ruderatus*) A UKBAP species was identified 1.71km southeast in

3.17 A total of 16 moth species were identified; 8 of which are UK BAP, including latticed heath moth (*Chiasmia clathrata*).

Walkover Survey

3.18 The habitats on site were considered with respect to their potential to support protected species.

3.19 Within the redline boundary the site comprises a number of dominant ‘habitat types’, taken from those listed in the Handbook for Phase 1 Habitat Survey (JNCC, 2010). These habitat types are described below and are shown schematically on Figure 4. Target Notes (TN) are presented in Table 2. A list of plant species identified on site is included in Appendix C. The baseline conditions reported and assessed in this document represent those identified at the time of the survey on 26th August 2022. Although a reasonable assessment of habitats present can be made during a single walkover survey, seasonal variations are not observed.

3.20 The majority of the site comprises amenity grassland. Other habitats present on site are scrub, hedgerows, boundary trees and hardstanding.

3.21 The following photographs in Table 2 show the Target Notes referred to in Figure 4.

Figure 4: Phase 1 Habitat Map

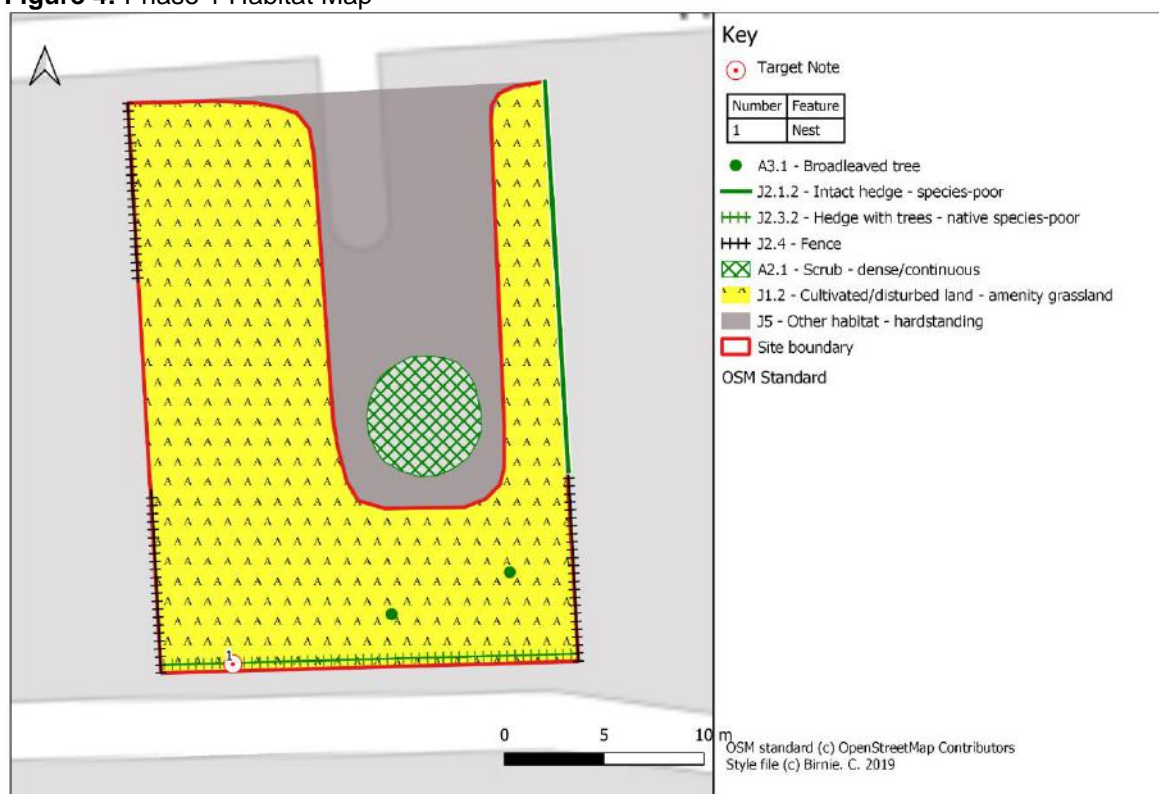



Table 2: Target Notes

Target Note	Description	Photo	
1	Nest		

4 Protected Species – Results and Evaluation

Badger

- 4.1 Habitats on site are considered unsuitable for badgers due to no or minimal cover for sett creation. The amenity grassland onsite provides limited opportunities for foraging due to regular management (mown). The surrounding landscape is not considered suitable due to the surrounding residential buildings.
- 4.2 No setts or evidence of badger activity with regard to hair, latrines or snuffle holes were recorded on the site itself during the survey.

Bats

- 4.3 The scattered boundary trees (Figure 4) were assessed from the ground for bat roost potential. All of the trees are considered to have 'negligible' BRP due to no or minimal suitable features present, such as dense ivy cover, peeling bark or knot holes.
- 4.4 Habitat on site was assessed as 'negligible' for foraging and commuting bats. The site is very limited in size and the amenity grassland within the site provides low foraging habitat as the area is currently highly managed (mown).

Mammals - Other

- 4.5 The site provides some habitat for hedgehog due to the boundary hedgerow that could provide shelter and foraging opportunities, though this is very limited. Furthermore, the amenity grassland is considered poor foraging habitat. No evidence of hedgehog was recorded during the walkover survey.
- 4.6 One run was observed, this was attributed to fox, dog or deer but limited evidence was found onsite.

Birds

- 4.7 Trees and the hedgerow on site, as well as the off-site scrub, provides nesting and foraging opportunities for birds. A nest was observed in the hedgerow during the survey (see Table 2). The amenity grassland is considered unsuitable for ground nesting birds due to the current high management (mown) and small scale.
- 4.8 Bird species observed during the walkover survey included; great tit (*Parus major*), robin (*Erithacus rubecula*), blackbird (*Turdus merula*) and house sparrow.

Reptiles

- 4.9 The majority of the site is managed amenity grassland which currently does not provide good habitat for reptiles; furthermore, the site is isolated from other similar habitats. However, if the grassland is left to grow up then the area will become suitable in the future. The hedgerows provide some hibernation and sheltering habitat.

Invertebrates

- 4.10 The habitats on the site are unlikely to support a diverse assemblage of invertebrates. The hedgerow and adjacent scrub provide potential habitat for invertebrates such as latticed heath moth and small heath butterflies which were identified in the desk study; however, these habitats are considered somewhat isolated.
- 4.11 No rare or protected invertebrate species were observed during the walkover.

Flora

- 4.12 No rare, principally important, local BAP or protected plant flora was identified during the walkover survey.
- 4.13 Schedule 9 invasive plant species such as Japanese knotweed (*Fallopia japonica*) were not identified at the site during the walkover survey.

5 Evaluation, Legislation and Recommendations

5.1 Table 5 below includes a summary of all identified and potential ecological constraints to the development, including those where there is insufficient information at the time of survey to be definitive. Relevant legislation has also been given here.

Table 5: Survey evaluation, relevant legislation and recommendations

Ecological Receptor	Summary of desk and walkover survey findings and relevant legislation	Likely impact and recommendations for further survey
Designated wildlife areas - statutory	<p>The desk study identified six SSSI's, one Ramsar site, one SAC, one SPA and three LNR's within 7km of the site:</p> <ul style="list-style-type: none"> • Thrift Wood, Woodham, Ferrers SSSI (2.2km NE); • Danbury Common SSSI (2.8km N); • Hanningfield Reservoir SSSI (3.2km SW); • Crouch & Roach Estuaries RAMSAR, SPA, SSSI (4.6km SE); • Essex Estuaries SAC (4.6km SE); • Blake's Wood & Lingwood Common SSSI (4.9km N); • Woodham Walter Common SSSI (5.2km N); • Fenn Washland LNR (5.8km SE); • Galleywood Common LNR (6.3km NW); and • Kendall Park LNR (6.7km SE). 	For new residential development in this area, financial contributions are required towards the Essex coast RAMS. Consultation between NE and the LPA may be required.
Designated wildlife areas – non-statutory	<p>The desk study identified one LoWS within 2km of the site:</p> <ul style="list-style-type: none"> • Plough and Sail Meadows (1.5km SW). 	The small-scale nature of the proposed development is unlikely to adversely impact the designated areas. No further assessment required.
Habitats	<p>Habitats on the site comprise:</p> <ul style="list-style-type: none"> • Amenity grassland; and • Boundary trees and hedgerow. 	No habitats on site are NERC Priority Habitats. No further assessment required.
Badger	<p>The site isn't considered suitable for badger. There was no evidence of badger activity on site during the walkover survey.</p> <p>Badgers and their setts are protected under the Protection of Badgers Act 1992 and also protected by the Wild Mammals (Protection) Act 1996. Protection also extends to include disturbance.</p> <p>Under the Protection of Badgers Act 1992, it is an offence to intentionally or recklessly:</p> <ul style="list-style-type: none"> • Kill, injure or take badgers; • Damage a badger sett or any part of it; • Destroy a badger sett; • Obstruct access to, or any entrance of a badger sett; and • Disturb a badger whilst it is occupying a badger sett. 	No further survey required.
Bats	<p>The trees within the site boundary are considered to have 'negligible' BRP.</p> <p>The site was considered to have 'negligible' suitability for foraging and commuting bats.</p> <p>All species of bat are afforded full legal protection under Schedule 5 of the WCA. They are also listed under</p>	No further surveys recommended.

Ecological Receptor	Summary of desk and walkover survey findings and relevant legislation	Likely impact and recommendations for further survey
	<p>Schedule 2 of the Habitats Regulations. Some species of bat are also listed in Section 41 of NERC Act as an SPI.</p> <p>Combined legislation makes it an offence: to deliberately kill, injure, capture/take a wild bat; intentionally or recklessly disturb bats, including whilst occupying a place of shelter or protection; to damage or destroy a place used by a bat for breeding or resting (does not need to be deliberate, reckless or intentional); and to intentionally or recklessly obstruct access to any place used by a bat for shelter or protection.</p> <p>Bats are classed as 'European Protected Species' (EPS) and mitigation will typically be undertaken under the auspices of an EPS licence from Natural England.</p>	
Mammals - other	<p>A mammal run was present along the hedgerow, this could be caused by a large mammal such as a fox, dog or deer.</p> <p>No evidence of hedgehogs was found during the walkover survey. The site provided some hibernation and foraging habitat for hedgehogs.</p> <p>Hedgehogs are listed on Schedule 6 of the WCA which makes it illegal to kill or capture wild hedgehogs, with certain methods listed. The hedgehog is also a SPI under Section 41 of the NERC.</p> <p>All wild mammals are protected under the Wild Mammals (Protection) Act 1996. Offences relate to any act which results in the intent to inflict unnecessary suffering. Mercy killings and killing in a swift and humane way in the course of a lawful activity are not offences under the Act.</p>	<p>No further surveys recommended.</p> <p>It is recommended that if hedgerow and adjacent scrub is to be removed then it should be cut to 20cm using hand-held tools (brushcutter/trimmer) and checked for hedgehog before removal.</p> <p>See Section 6 for enhancements.</p>
Birds	<p>The following habitats have the potential to support breeding birds:</p> <ul style="list-style-type: none"> • Scattered/boundary trees; and • Adjacent scrub. <p>One nest was present on site during the walkover survey.</p> <p>All wild birds while actively nesting are afforded legal protection under the WCA.</p> <p>Special protection is also afforded to birds listed on Schedule 1 of the WCA which makes it an offence to disturb these species at nest or the dependent young.</p> <p>Combined legislation means that all birds, their nests and eggs are protected by law, and it is an offence, with certain exceptions, to:</p> <ol style="list-style-type: none"> a) intentionally kill, injure or take any wild bird; b) intentionally take, damage or destroy the nest of any wild bird while it is in use or being built; c) intentionally take or destroy the egg of any wild bird; d) have in one's possession or control any wild bird (dead or alive), part of a wild bird or egg of a wild bird; e) intentionally or recklessly disturb any wild bird listed on Schedule 1 while it is nest building or is in, on or 	<p>It is recommended that any vegetation clearance and disturbance is undertaken outside of the nesting season. The nesting season is deemed to be from mid-March to mid-August, although these times can be temperature dependent.</p> <p>If this timing is not possible then a nesting bird check must be carried out by a suitably experienced person, no more than 48 hours between the check and the removal. If the 'all clear' is given, then removal/works can commence. The survey lasts for no longer than 48 hours. If works are not completed in this time frame, then a re-survey will need to be carried out.</p> <p>If birds are found to be nesting, then no works should be undertaken within at least 10m of the nest until chicks have fledged.</p>

Ecological Receptor	Summary of desk and walkover survey findings and relevant legislation	Likely impact and recommendations for further survey
	<p>near a nest with eggs or young; or disturb the dependent young of such a bird; and f) have in one's possession or control any birds of a species listed on Schedule 4 of the Act unless registered in accordance with the Secretary of State's regulations.</p>	
Reptiles	<p>Habitats on site are considered unsuitable for reptiles, at present, due to managed amenity grassland (regularly mown). The hedgerow and adjacent scrub area offers some shelter and hibernation opportunities.</p> <p>Common lizard and slow worm were recorded 0.1km southwest in 2015.</p> <p>Reptiles are afforded protection under Schedule 5 of the WCA from deliberate injury, killing and trade. They are also listed under Section 41 of NERC as an SPI.</p>	<p>No further survey recommended.</p> <p>It is recommended that the amenity grassland is kept mown on a regular basis and is not allowed to grow up. If the grassland becomes suitable in the future, further reptile surveys will be required.</p> <p>It is recommended that if hedgerow and adjacent scrub is to be removed then it should be cut to 20cm using hand-held tools (brushcutter/trimmer) and checked for reptiles before removal.</p>
Invertebrates	<p>The habitats on site are unlikely to support a diverse assemblage of invertebrates. However, areas of scrub can be used by a small number of invertebrates, such as butterflies.</p>	<p>No further surveys recommended.</p> <p>See Section 6 for enhancements.</p>
Flora	<p>The habitats on site are unlikely to support any rare or protected flora.</p> <p>No Schedule 9 invasive plant species were identified on site.</p> <p>Invasive plant species such as Japanese knotweed are listed on Schedule 9 of the WCA. Schedule 9 includes certain plants that have become established in the wild in Great Britain but which the law seeks to prevent spreading further. The WCA creates various offences, including allowing a Schedule 9 plant to grow in the wild. Negligent or reckless behaviour such as inappropriate disposal, resulting in the plant becoming established in the wild also constitutes an offence.</p> <p>Depositing unauthorised 'controlled waste' (such as Japanese knotweed) is also likely to be a breach of Section 33 of the Environmental Protection Act, 1990.</p> <p>In the recent Court of Appeal decision in the case of <i>Network Rail Infrastructure Limited v Williams and Another</i> [2018], a landowner/occupier can be liable for failing to act reasonably to remove any Japanese knotweed after becoming aware of it and where it is foreseeable that it would damage neighbouring land.</p>	<p>No further surveys recommended.</p>

6 Ecological Considerations and Enhancements

- 6.1 The proposed development is considered unlikely to be adversely detrimental to designated areas, protected species or habitats, provided the recommendations are followed in Table 5. However, a number of considerations and enhancements are recommended with respect to the overall biodiversity of the site in line with current Planning Policy.
- 6.2 A Biodiversity Net Gain (BNG) assessment may be requested by the LPA to provide a net gain of at least 10%. BNG calculations can be undertaken using Defra Metric 3.1 (2022, as amended) which involves comparing 'baseline' habitat measurements with proposed habitats, post-development.
- 6.3 The addition of standard bird boxes on proposed new buildings will attract a greater diversity of birds to nest. 1SP Schwegler sparrow terraces should be installed onto new builds. These should be located out of direct sunlight and close to but not restricted by vegetation. Schwegler Swift Bricks should also be installed on the periphery of the new builds.
- 6.4 The addition, bat boxes could also be installed on proposed new buildings to provide roosting opportunities for common species.
- 6.5 Landscaping should incorporate native or wildlife attracting trees, shrubs, and wildflower areas as these would likely be of benefit to a variety of wildlife including, birds, bats and invertebrates, including pollinators.
- 6.6 'Hedgehog links' (i.e., 15cm diameter gaps at the base of fences) are recommended to enable small mammals to move through the development.

7 Conclusion

- 7.1 A Preliminary Ecological Appraisal was undertaken at East Hanningfield site 2, Chelmsford, Essex by James Blake Associates in support of a planning application for residential dwelling units and associated infrastructure.
- 7.2 The majority of the site comprises amenity grassland, and a hedgerow with trees.
- 7.3 No further surveys are recommended prior to development.
- 7.4 If the precautionary measures for birds, reptiles and hedgehogs detailed in this report are followed, it is considered that the development is able to proceed with minimal impact on the local conservation status of any protected, principally important or rare species within the area.
- 7.5 It is also considered that with a sensitive landscape scheme, and by including some, or all, of the additional enhancements, the site could be improved for local wildlife post development.

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National Planning Policy Framework (2021).

10 Appendices

Appendix A: Statutory designated wildlife sites within 7km

Site Name	Designation	Distance from Site	Description
Thrift Wood, Woodham, Ferrers	SSSI	2.2km NE	This site is 19 ha of ancient semi-natural woodland, consisting of both pedunculate oak-hornbeam woodland and sessile oak-hornbeam on acid soils, leading to unique flora. The pond present has some bog present, and the site as a whole is important for invertebrates and birds.
Danbury Common	SSSI	2.8km N	This 70ha heathland is one of the few of its kind left in Essex. The site has clear successional stages including open heath, bracken, gorse, birch and oak woodland. This area also has springs, bog and wet woodlands. Some woodlands have flora characteristic of older/ancient woodlands, and nearby grasslands have neutral to acidic soils and are species rich.
Hanningfield Reservoir	SSSI	3.2km SW	395ha large, this site is the second largest reservoir in Essex, with a substantial assemblage of wintering and breeding wildfowl. This include nationally important populations of Gadwall. The chalk sludge lagoon supposers an array of rare freshwater flora and mosses.
Crouch & Roach Estuaries	RAMSAR, SPA, SSSI	4.6km SE	1,847 ha of intertidal zones, sea walls, tidal mud, salt marsh, arable land and grazing pasture. The marshes are uninterrupted by sea walls and contain rare plants such as Lax-flowered Sea lavender, and shrubby sea-blite. There are important populations of birds and invertebrates present.
Essex Estuaries	SAC	4.6km SE	46,109 ha site consisting mainly tidal rivers, areas of undeveloped estuarine coastal plains, mud flats, sand flats, lagoons, salt marsh, shingle and improved grasslands. It's Crouch and Roach estuaries are nearest to site and are important for <i>Zostera sp.</i> Beds and wintering bird populations.
Blake's Wood & Lingwood Common	SSSI	4.9km N	93ha of oak woodland, with heath and bog habitats present throughout. The mosaic of habitats hosts bluebell (<i>Hyacinthoides non-scripta</i>) lily of the valley (<i>Convallaria majalis</i>) and purple moor grass (<i>Molina caerulea</i>) and sphagnum mosses.
Woodham Walter Common	SSSI	5.2km N	80 ha of ancient Pedunculate oak – hornbeam woodland. This SSSI includes six trust preserves, supporting many rare species. There are streams, flushes bracken, and scrub lands which are host to many invertebrates rare in Essex.
Fenn Washland	LNR	5.8km SE	4.8ha of newly created reedbeds, marshland and pond habitats. This area was used as grazing marshes by the Dutch in the 17 th century when they build a sea wall. Now this area is habitat for rare flora and wintering birds.
Galleywood Common	LNR	6.3km NW	44.5ha of urban fringe nature reserve, with habitats such as grasslands, wetland, scrubs, hedgerows, shrubs and heather. There are also areas of bare ground.
Kendall Park	LNR	6.7km SE	2.7ha of woodlands along the river Crouch, this area is host to a variety of birds, amphibians and rare plant life.

Appendix B: Non-statutory designated wildlife sites within 2km

Site Name	Designation	Distance from Site	Description
Plough and Sail Meadows	LoWS	1.5km SW	A small, horse grazed species rich meadow with boundary vegetation, nearby Southend Road.

Appendix C: Flora list identified during the walkover survey

Common Name	Scientific Name
Sycamore	<i>Acer pseudoplatanus</i>
Blackthorn	<i>Prunus spinosa</i>
Dog rose	<i>Rosa canina</i>
Ornamental Crab apple	<i>Malus floribunda</i>
Elder	<i>Sambucus nigra</i>
Hawthorn	<i>Crataegus monogyna</i>
Bramble	<i>Rubus fruticosus</i>
Ivy	<i>Hedera helix</i>
Hawksbit	<i>Leontodon sp.</i>
Plantain	<i>Plantago major</i>
Dandelion	<i>Taraxacum officinale</i>
Cinquefoil	<i>Potentilla sp.</i>
Yarrow	<i>Achillea millefolium</i>

Planning Statement

Erection of one affordable dwelling with associated car parking and access.

Land east of No.2 Pease Place, East Hanningfield,
CM3 8UZ

Planning Statement

Land east of No.2 Pease Place, East Hanningfield, CM3 8UZ



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1. Introduction

1.1 This Planning Statement has been prepared by Savills to support a full planning application ('the Application') for the erection of one affordable home ('the Proposed Development'), on behalf of Chelmsford City Council ('the Applicant') at Pease Place, East Hanningfield ('the Site').

1.2 The following plans accompany this planning application:

Plan	Reference
Site Location Plan	3558.01E
Proposed Block Plan	3558.02G
Proposed Plans and Elevations	3558.03B
Accommodation Schedule	

1.3 In addition, the Application is supported by the following reports and technical assessment work:

Document	Consultant
Planning Statement	Savills
Design and Access Statement	John Finch Partnership
Arboricultural Impact Assessment	James Blake Associates
Foul and Surface Water Drainage Strategy	Create Consulting Engineers Limited
Preliminary Ecological Assessment	James Blake Associates
Biodiversity Net Gain Statement	James Blake Associates
Energy and Sustainability Statement	Create Consulting Engineers Limited
Phase 1 Geo-Environmental Desk Study Report	Gemco

Landscape Strategy	Kirsten Bowden
Topographical Survey	Survey Solutions
Biodiversity Checklist	
Sustainable Development Checklist	
CIL Additional Questions	

- 1.4 The purpose of this Statement is to provide an overview of the Site and its surroundings; the proposals and relevant planning policy; and an assessment of the Proposed Development against the Development Plan and other material planning considerations.

2. The Site and Surrounding Area

- 2.1 The Site proposed for residential development at Pease Place, is approximately 434sqm in size. Over half of the site currently comprises an area of amenity grass which surrounds a turning head where Coude Dennis meets Pease Place and Fillioll Close.
- 2.2 The site is within the settlement boundary of East Hanningfield, which is recognised as a Service Settlement in the Chelmsford Local Plan Settlement Hierarchy (Policy S7).
- 2.3 The green area comprises grass only, with no landscaping features of value apart from a group of trees along the western site boundary. As amenity grassland, the site is regularly mown and maintained, and as such has low biodiversity value. There is a round hedgerow tree within the turning head amenity area but this is situated outside of the application red line.
- 2.4 The eastern southern boundaries are primarily defined by existing neighbouring residential dwellings and associated close-boarded fencing. The rear boundary is also defined by close boarded fencing lined by some shrub/hedgerow planting.
- 2.5 The Site is served by some local facilities in East Hanningfield, which include a pre-school, a primary school, a restaurant and post office. The village is also easily accessible to other nearby settlements such as Bicknacre and Howe Green, and to Chelmsford City via regular bus services. The site specifically is less than a 10 minute walk from bus stops along The Tye.
- 2.6 The Site is not within a Conservation Area, nor are there any listed buildings in the vicinity. There is substantial physical separation from East Hanningfield Conservation Area both in terms of distance and intervening built form.

Planning Statement

Land east of No.2 Pease Place, East Hanningfield, CM3 8UZ



Planning History

2.7 The Council's online records do not suggest any history of planning applications for the Site.

3. The Proposed Development

- 3.1 The Proposed Development comprises one new detached four bedroom dwelling. The building will be two storeys in height, with elements of single storey accommodation to the front and rear.
- 3.2 The design of the dwelling has been heavily influenced by the style and character of existing neighbouring development, as advised through pre-application engagement with the Council.
- 3.3 Pre-application engagement recognised that “the surrounding post-modernist estate is highly distinctive” and as such, the new dwelling has been designed to directly relate to existing properties through careful consideration of ground floor projections, the use of chimneys and window placement
- 3.4 Elevations have been prepared to accompany this application, to demonstrate the new dwelling’s relationship with existing properties in respect of height and roof style for example.
- 3.5 The proposed property will provide 4 bedrooms over the two-storeys, with open-plan living, kitchen and dining space. A single storey ground floor projection to the front, to echo the footprint of neighbouring properties, will provide level access bathrooms and utility space also.
- 3.6 The dwellings has been designed to meet the Nationally Described Space Standards, and will also meet Part M4(2) of the Building Regulations (accessible or adaptable dwellings).
- 3.7 The property will be accessed directly from Pease Place, ensuring no obstruction to the existing turning head and it’s functionality. 2 parking spaces will be provided in front of the property. There will also be space to the front of the dwelling for new landscaping, and secure storage for refuse and cycle down the side.
- 3.8 There will be a secure private garden of 85m2 in size.

Planning Obligations

- 3.9 Given that the description of the proposed development specifies a requirement for the development to comprise affordable rent units, it is anticipated there will be no need for a Section 106 agreement in this regard.
- 3.10 Given the scale of development, further obligations are not foreseen as required. It is understood that RAMs can be covered through a Unilateral Undertaking.

4. Planning Policy

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 This section sets out the Development Plan policies that are most relevant to the consideration of the Application and identifies any other relevant material considerations. The local and national planning policies are considered in greater detail in Section 5 (Planning Assessment) to provide an analysis of the policies in relation to the Proposed Development.

The Development Plan

- 4.3 The Chelmsford Local Plan 2013-2036 ('the LP') (adopted 27 May 2020) is the adopted Development Plan for Chelmsford.
- 4.4 The LP policies considered to be of particular relevance to the Application include the following:
- Strategic Policy S1 (Spatial Principles)
 - Strategic Policy S6 (Housing and Employment Requirements)
 - Policy DM1 (Size and Type of Housing)
 - Policy DM21 (Protecting Community Facilities)
 - Policy DM23 (High Quality and Inclusive Design)
 - Policy DM26 (Design Specifications for Dwellings) and accompanying Appendix B (Development Standards)
 - Policy DM27 (Parking Standards)
- 4.5 Strategic Policy S1 requires all new development to accord with the following spatial principles:
- *Optimise the use of suitable previously developed land for development*
 - *Continue the renewal of Chelmsford City Centre and its Urban Area*
 - *Protect the Green Belt*
 - *Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic environment and biodiversity*

- *Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements*
 - *Utilise existing and planned infrastructure effectively.*
- 4.6 Strategy Policy S6 sets a minimum requirement of 18,515 additional homes in the administrative area for the period 2013-2026.
- 4.7 Policy DM1 seeks to ensure an appropriate housing mix, as well as requiring 50% of new dwellings constructed to meet requirement M4(2) of the Building Regulations 2015 (accessible or adaptable dwellings), or subsequent government standard.
- 4.8 Policy DM23 seeks to ensure new development is of a high quality design which respects the character and appearance of the area in which it is located.
- 4.9 Policy DM26 seeks to ensure new dwellings provide appropriate amenity for future occupiers, including in relation to living environment, private amenity space, provision of open space, internal space, and recycling and waste storage. The accompanying Appendix B provides detailed standards to achieve such objectives.
- 4.10 Policy DM27 states that the Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009)

Supplementary Planning Documents

- 4.11 Chelmsford City Council has adopted Supplementary Planning Documents (SPDs) which, whilst not formally part of the adopted Development Plan, are nevertheless material considerations in this Application.
- 4.12 These include the Making Spaces SPD, the Planning Obligations SPD, and the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD May 2020
- 4.13 The Making Spaces SPD seeks to promote and secure high-quality sustainable new development, and sets out detailed guidance on the standards included in the LP. It seeks to ensure that new development makes efficient use of resources and addresses climate change; and improves residents' quality of life, health and well-being.
- 4.14 It provides guidance on a host of matters, including the natural environment; movement; public spaces; built environment; sustainable design; and adaptable construction.
- 4.15 The Planning Obligations SPD identifies topic areas where planning obligations and possible contributions would be applicable, whether financial or otherwise. This includes in relation to potential obligations in respect of affordable housing, open space, environmental improvements or community facilities, and/or paying financial contributions towards them.

4.16 The RAMS SPD requires development that falls within the zones of influence of specific European designated sites to make financial contributions towards schemes to mitigate the impact of potential additional visitors to such sites arising from new developments.

National Planning Policy

4.17 The National Planning Policy Framework (NPPF) is a material consideration.

4.18 At paragraph 11c), the NPPF stresses that development proposals which accord with an up-to-date Development Plan should be approved without delay.

4.19 The NPPF states (at paragraph 124) that planning should support development which makes efficient use of land, subject to a number of factors to be taken into account. Such factors include the following:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places

4.20 Separately, the NPPF also emphasises the need to significantly boost housing land supply, stressing this is a Government objective.

5. Planning Assessment

Principle of Development

- 5.1 The site lies within the settlement boundary of East Hanningfield as per the adopted Development Plan. It has no designation or allocation and as such is not protected through the policies of the Plan.
- 5.2 Strategic Policy S1 requires for new development to optimise the use of suitable previously developed land for development, to locate development at well connected and sustainable locations, to respect the character and appearance of the built environment, to respect the existing development pattern and hierarchy of settlements and to ensure development is deliverable, amongst other principles.
- 5.3 As a proposed residential use, it is considered relevant to note that whilst modest, the Proposed Development will contribute towards meeting housing needs, and the need for affordable housing in particular, through the use of otherwise underutilised land. The NPPF emphasises the need to significantly boost housing land supply. The Site provides an opportunity to help boost housing land supply in an accessible and sustainable location, to meet an identified need and help reduce the need to utilise less sustainable sites to do so.
- 5.4 With consideration for Chelmsford's "Housing Additionality: Affordable Housing for Rent – Planning Advice Note" (January 2022), it is also understood that local need for affordable homes for rent, in relation to supply, is for four-bedroom units. The proposals exclusively comprise four-bedroom accommodation available for affordable rent.
- 5.5 Overall, it is considered there can be no doubt as to the acceptability of the Proposed Development in principle.

Quantum

- 5.6 The need to make efficient use of land must be balanced with other considerations, including design, layout, and ensuring no undue impact on neighbouring amenity, provision of amenity for future occupiers, and heritage considerations.
- 5.7 The Proposed Development is considered to achieve this. The provision of a new dwelling on the site makes efficient use of the land available whilst still providing a home which reflects existing housetypes in the immediate vicinity, and also cater to a specific local need for larger affordable homes.
- 5.8 This quantum of development is also achieved alongside parking provision in compliance with Essex Parking Standards, and minimum private garden sizes as set out in the Development Standards provided as Appendix B of the adopted Local Plan.

Design and Layout

- 5.9 The new dwelling will meet the requirements of Part M4(2) of Building Regulations 2015 as required by Policy DM21.
- 5.10 As detailed in the accompanying design statement, and the description of the proposals earlier in this statement, the design of the new dwelling has been directly influenced by the existing design and character of neighbouring properties. The resultant scheme therefore meets the requirements of Policy DM23 by being of a high quality design which respect the character and appearance of the area in which it is located.
- 5.11 The proposals also meet the requirements of the Council's Development Standards (Appendix B) in respect of garden sizes, parking provision, space standards and recycling and waste storage.
- 5.12 The property is separated from existing development, and sits in line with the existing line of built developer along Pease Place. This will prevent any harm in respect of privacy or overlooking for either the new or existing properties.

Access, Highways and Car Parking

- 5.13 The Site is well located to maximise use of sustainable modes of transport. It is located within walking distance, via footpaths, of the centre of East Hanningfield which also provides regular bus services to Chelmsford. The Proposed Development would provide dwellings in an accessible location. Of course, being situated amongst existing residential development and in the existing settlement boundary, the location is evidently suitable for residential development.
- 5.14 Each proposed dwelling will be provided with 2 private on-plot parking spaces, in accordance with Essex Parking Standards for dwellings 2 bedrooms in size or larger. The re-provision of 4 parking spaces will not only seek to mitigate the loss of the existing car parking spaces, but, combined with the existing evidenced car parking availability in the immediate vicinity, will provide for visitor parking also.
- 5.15 Private cycle parking is also provided in the form of lockable sheds in the back gardens.
- 5.16 The scale of the development means that direct impact on the highway network will be negligible. A new access from Pease Place by way of a dropped kerb will be required.
- 5.17 Having regard to all of the above, the proposed car parking provision, access and highways arrangements are considered entirely appropriate.

Flood Risk and Drainage

- 5.18 The Application is accompanied by a Foul and Surface Water Drainage Strategy prepared by Create.
- 5.19 The Foul and Surface Water Drainage Strategy concludes that the scheme can be constructed with adequate drainage provided to ensure flood risk to surrounding areas is not increased.

- 5.20 The report also demonstrates that infiltration forms of surface water drainage are not viable and all surface water flows can be attenuated and then drained to an existing surface water sewer to the south east of the Site. SuDS proposed to be used to attenuate include porous paving and flow control devices.
- 5.21 Foul water can also flow to an existing Anglian Water manhole by gravity.
- 5.22 The development will therefore be safe from flooding and will not increase flood risk elsewhere in accordance with adopted Policy DM18 (Flooding/SuDS)

Ecology

- 5.23 The Site is previously developed land that is not subject to any designations that suggest it is of particular ecological value.
- 5.24 A Preliminary Ecological Appraisal (PEA) prepared by JBA accompanies the Application. The surveys and assessment undertaken identify the minimal value of the site given it primarily comprises amenity grassland. No further surveys were recommended therefore, however some precautionary measures in respect of any site clearance works.
- 5.25 The application is also accompanied by a Biodiversity Net Gain assessment and associated calculations. This has considered offsite enhancement that is to be undertaken by the applicant on another site in the authoritative area, as well as the onsite landscaping proposals, and as a result is able to confirm that the site will achieve a 10.75% increase in habitat units.
- 5.26 The protection and enhancement of biodiversity achieved alongside the proposals will ensure accordance with Strategic Policies S1 and S4, and Policy DM16 especially.

Arboriculture and Landscaping

- 5.27 An arboricultural impact assessment of the site and the proposals has been undertaken and the associated report is submitted as part of this application. The surveys identified 2 trees, 1 group and 2 hedges across the site and immediately adjacent, all of which were C category in terms of their value.
- 5.28 The assessment has informed the proposals, which respectively propose the retention of all existing features, other than a small part of the identified group to allow for fence installation and garden access. This loss is considered to be negligible due to its overall condition, lack of visual presence and the ability to replace with high quality planting.
- 5.29 As a result, the report recommends that the proposals are approved subject to a scheme of new tree planting and successful tree protection methodology, as informed by the advice provided in the assessment.

- 5.30 A new tree is proposed to be planted in the retained amenity space, along with new wildflower planting also, to enhance the value that this open space has in terms of amenity, aesthetic appearance and biodiversity value. These proposals are detailed in the accompanying landscaping strategy prepared by Kirsten Bowden.
- 5.31 Furthermore, the landscaping scheme identified opportunities for new hedgerow planting and ornamental grass planting. These proposals contribute to the identified biodiversity net gain opportunity which includes an expected 38.74% gain in hedgerow units alongside the 10.75% gain in habitat units.

Land Contamination

- 5.32 The Application is accompanied by a Phase I Geoenvironmental Assessment.
- 5.33 This identifies a number of plausible contamination linkages at the site with the potential to present Moderate - Moderate / Low risks to human health, controlled waters (superficial aquifers) and buried services in the context of the Proposed Development.
- 5.34 Phase I Geoenvironmental Assessment concludes, however, that it is considered very unlikely that the risks identified would preclude the Proposed Development of the Site, i.e., the site is very likely to be suitable for its proposed end-use subject to appropriate further site investigation and risk assessment, as advised within the report.
- 5.35 It is evident that any potential risks can be further assessed, managed and mitigated if required to ensure that the scheme fully complies with Policy DM30.

Energy

- 5.36 In recognition of Strategic Policy S2, as well as the Sustainable Design and Construction SPD adopted by the Council in January 2021, an energy and sustainability statement has been provided to demonstrate that the design will holistically incorporate sustainable principles into the full range of sustainability aspects covered by the Local Plan.
- 5.37 The overarching strategy for the site is to maximise the reduction of energy use on-site through efficient fabric energy efficiency measures and servicing solutions such as air tightness, insulation, ventilation, heating control systems and lighting. The scheme also proposes the use of air source heat pumps as the source of heating.
- 5.38 Incorporation of the proposed measure will result in a reduction in predicted carbon emissions for the whole development of approximately 60% when compared to a Building Regulation Part L (2021) compliant development.

6. Conclusion

- 6.1 The Application proposes the provision of a new affordable home within the existing settlement boundary of East Hanningfield, and will specifically address an identified need for larger affordable rent homes also. The land is within the existing settlement boundary of East Hanningfield with no allocations or designations that would afford it any sort of protection through local planning policies.
- 6.2 This statement has sought to demonstrate that the proposals support the strategic objectives of Chelmsford City Council and also comply with all relevant development managements requirements.
- 6.3 The benefits of the Proposed Development are significant, including provision of affordable housing accommodation, improvements to the character and appearance of the area, and efficient utilisation of sustainably located and underutilised land. Conversely, whilst the benefits are significant, the Proposed Development do not result in demonstrable harm, as confirmed by technical assessment work provided in support of the Application.
- 6.4 Having regards to all of the above, it is respectfully requested the Application be approved.



Planning Committee
20th June 2023

Application No	:	23/00194/FUL Full Application
Location	:	Play Area Payne Place East Hanningfield Chelmsford Essex
Proposal	:	Redevelopment of existing amenity space and car parking to provide three affordable dwellings at Pease Place, with associated works including new through road. Provision of additional car parking spaces at Payne Place.
Applicant	:	D Ford Chelmsford City Council
Agent	:	James Firth
Date Valid	:	10th February 2023

Appendices:

Appendix 1 Consultations summaries
Appendix 2 Drawings

1. Executive Summary

- 1.1. This application is for three affordable rent dwellings to replace an area of designated Open Space and surfacing parking area. The land 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 open space for the enjoyment of residents, displacement of parking, 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.
- 1.3. The application assessment concludes the proposal conflicts with Policy DM21 of the Chelmsford Local Plan, as it results in the loss of some allocated Open Space however, the urgent need for this type of affordable housing, and the financial contribution secured to improve and enhance existing pieces of Open Space in East Hanningfield, weigh heavily in favour of the development in the planning balance.
- 1.4. The application is recommended for approval subject to conditions.

2. Description of site

- 2.1. The application site is formed of two pieces of land both located within the defined settlement of East Hanningfield and both are areas of open space, allocated as Amenity Green Space in the Chelmsford Local Plan. Both pieces of land include areas of open grass with parking areas adjacent the highway, 18 spaces in total. The two pieces of land are currently connected by a footpath. A small greensward separates the ends of the Pease Place and Payne Place cul de sacs preventing direct vehicle access between them.
- 2.2. The application site forms part of the wider Coude Dennis housing estate. The surrounding estate was designed by Architect James Gowan and was constructed in the 1970s. The estate consists of two storey, terraced houses and flats. The terraced houses have a distinctive uniform design including a mono/dual pitched roof and single storey garages projecting from the front elevation. The flats are equally distinctive; employing a staggered building line with pairs of mono pitched roofs separated by sculptural entrance ways that project forward at ground level. The external materials for both houses and flats employ a mixture of render and exposed brick. A porthole window type is also employed and is a prominent feature across the scheme.

3. Details of the proposal

- 3.1. The application proposes the construction of three terraced, two-storey dwellings, all four-bedroom and for affordable rent tenure on the southern piece of land.
- 3.2. The proposal would also provide a new vehicular connection between Pease Place and Payne Place, which will run along the front of the proposed dwellings.
- 3.3. Two parking spaces will be provided in front of each dwelling.

- 3.4. The northern part of the site is proposed to provide an additional four car parking spaces through the extension of existing parking area resulting in 14 spaces. This is sought to re-provide for the 10 parking spaces displaced by the proposed housing on the southern part of the site.

4. Summary of consultations

Recycling & Waste Collection Services: No response.

Essex County Council Highways: The application is acceptable to the Highway Authority subject to conditions.

Public Health & Protection Services: ENV07 condition. Residential development should provide EV charging infrastructure.

East Hanningfield Parish Council: Raised concerns regarding the loss of amenity space; displacement of parking; inadequate parking replacement; on-street parking congestion; over-subscribed local primary school.

Local residents: 7 letters of representation received, from 5 local residents all objecting to the application. The concerns raised include incorrect drawings; loss of parking; disruption to local residents; loss of green amenity space; parking issues; overdevelopment of the housing estate.

5. Planning considerations

Main Issues

- 5.1. The application seeks three affordable housing units, making this a 100% affordable housing scheme. All three 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.
- 5.2. The main considerations for this proposal are loss of open space, parking displacement, design, and neighbour relationships. Other considerations, such as parking and access, technical compliance with development standards and other material considerations also apply.

Open Space

- 5.3. Both the areas of land the subject of this application form pieces of allocated open space, as set out in the Local Plan. Both pieces of land are allocated as Amenity Green Space.
- 5.4. Within the Open Space Assessment (Part 1 of 2) paragraphs 5.1.6 to 5.1.8 set out what constitutes 'Amenity Green Space' for the purposes of the Open Space Assessment. As set out at 5.1.8:

It should be noted that amenity green space sites less than 0.15ha in size were not included in the access or quantitative assessment. This is because these sites were considered too small to be of genuine recreational value, so whilst they may have aesthetic value, their size constricts their functionality as an open space. The sites less than 0.15ha have been mapped and are shown as amenity green space (<0.15ha) on the open space maps in part 2 of the study. All the figures and analysis provided for amenity green space within both parts of the report are for sites greater than 0.15 ha, unless otherwise stated.

- 5.5. Both pieces of land are under 0.15ha so they don't count towards the level of provision of this type of open space (amenity green space) and the resulting development standards for open space which are derived from the Open Space Assessment and set out in the Local Plan.
- 5.6. However, when considering open space, it is not only the function of the space which is relevant, but also the contribution it makes to the character of the area in providing a green break in an urban environment. These two pieces of land provide a contribution in terms of being green open spaces in the estate and for this reason are allocated as open space within the adopted Local Plan. This is regardless of its size and whether it contributes to the quantum of open space required by Council's development standards.
- 5.7. The proposed development would remove some of the open space because houses would be built upon the southern piece and parking would be extended into the northern piece.
- 5.8. The site is identified as an allocated piece of open space on the Local Plan Policy Map and therefore its partial loss is considered under Policy DM21. Part B relates specifically to open space. Each criterion of the policy is considered below:

B) The change of use of premises or redevelopment of existing open space, sports and recreational buildings and land, including playing fields forming part of an education establishment, will only be permitted where:

i. an assessment has been undertaken which clearly shows the facility is surplus to requirements; or

- 5.9. Paragraph 8.127 of the Reasoned Justification to Policy DM21 states that *"In the case of open spaces, they offer amenity value and contribute to the character of an area in general and can provide a 'green lung' and visual break in the built environment on a wider scale. Given the nature particularly of the built environment of Chelmsford, if such facilities are lost to other uses, it can be extremely difficult to find alternative locations, particularly as open land is scarce and therefore at a premium. Against this background, it is intended to secure the retention of existing spaces and facilities unless a case can be made that alternative provision will be provided in a wholly acceptable manner."*
- 5.10. As set out above both pieces of land are allocated as open space in the Local Plan. The space provides a meaningful contribution in terms of the character in the area. It is integral to the character of the area, but also to the wider community through its existence as a greenspace, and although small in size provide opportunities for the promotion of health and wellbeing.
- 5.11. Both pieces of land are under the 0.15ha requirement of the Open Space Assessment (used to establish open space requirements for the Local Plan). On this basis it is noted that the land does not 'count' towards the quantum of open space, used to assist the Council in assessing development standards for open spaces calculated in its Open Space Assessment. However, this does not mean that the land cannot be considered, or indeed allocated as open space in the Local Plan. It is a matter of fact that this is an allocated piece of open space in the recently adopted Local Plan and therefore falls to be considered under Policy DM21.
- 5.12. In line with DM21 it is up to the Applicant to show that an assessment has been undertaken which shows these pieces of open space are surplus to requirements. A formal assessment has not been provided, as above because of the small size, this land does not count towards the quantum of Amenity Green Space, for the purposes of the Open Space Assessment. The land is located within the Rural South study area in the parish of East Hanningfield. There is a sufficient amount of

Amenity Green Space in this overall study area, but a small under supply of this type of space in the Parish of East Hanningfield.

- 5.13. The proposal, if permitted, would increase the overall deficit of this type of Open Space in the Parish of East Hanningfield, but would retain a sufficient supply in the wider study area.

ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- 5.14. The proposed development, if permitted, would result in the loss of Amenity Green Space and which is not negated by providing an equivalent or better provision in terms of quantity and quality. As such, the proposal contravenes Policy DM21 of the Chelmsford Local Plan.

iii. the development is for alternative provision, the needs of which clearly outweigh the loss.

- 5.15. The development is not for an alternative provision of open space, sports or recreational use.
- 5.16. The proposed development would therefore fail to meet the criteria set out in and is contrary to Policy DM21 of the Chelmsford Local Plan.

Material Planning Consideration

- 5.17. Based on the assessment above, the loss of allocated open space is clearly in conflict with Policy DM21 of the Chelmsford Local Plan.
- 5.18. However, although contrary to Policy DM21, the proposed development would create three four-bedroom dwellings for affordable rent, outlined as the most urgently needed housing type in the Chelmsford City Council commissioned *Housing Additionality: Affordable Housing for Rent Planning Advice Note* (January 2022).
- 5.19. Also, considering that there is sufficient amenity green space in the wider Southern Study area (as discussed in 5.12), and it would only lead to a small deficiency in the East Hanningfield Parish. The harm resulted from the loss of allocated amenity space would be minimal. In addition, through this application, the City Council has committed to a financial contribution of £11,200 to East Hanningfield Parish Council, to improve existing local recreational facilities. This contribution has been agreed with the Council's Corporate Property Manager and will be paid upon commencement of the development.
- 5.20. The loss of open space is not in accordance with the Development Plan. However, the urgent need for affordable housing, the minimal impact resulting from the loss of open space in terms of overall open space supply, and financial contribution secured to improve and enhance existing pieces of Open Space in East Hanningfield, weigh heavily in favour of the development. In this instance, the combination of these factors justifies the loss of allocated Open Space and the principle of development is acceptable.

Parking and Access

- 5.21. 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.
- 5.22. The proposed development would result in the net loss of six parking spaces available to the wider housing estate. The 10 spaces removed to allow for the new houses would be replaced by four new parking spaces installed at the northern piece of land.
- 5.23. A Parking Beat Survey of available kerbside residential parking space in the surrounding streets: Pease Place; Payne Place; Nicholson Place; Ashley Green; Coude Dennis and Filioll Close, all within 100 metres of the development site (and not restricted by TRO), was carried out Tuesday 29th and Wednesday 30th November 2022 and Saturday 3rd December 2022.
- 5.24. The Parking Survey identified that there is space to accommodate 115 vehicles. The survey summary identifies that the highest level of on-street parking was 56% on a Saturday afternoon, thus leaving 44 available spaces in the immediate vicinity of the site; whereas the lowest level of on-street parking was 37% on a Tuesday afternoon. The level of available on-street parking space means that any displaced parking as a result in the reduction of available parking of six spaces, would very likely not result in residential kerbside parking stress.
- 5.25. Each of the three dwellings would also be provided two off-street parking spaces, which are in accordance with the EPOA Parking Standards and Policy DM27 of the Chelmsford Local Plan.
- 5.26. Heavy Goods Vehicle deliveries, refuse servicing and emergency access to the dwellings can all be achieved from Pease Place as per the on-going arrangements for the area.
- 5.27. From a highway and transportation perspective the impact of the proposal is acceptable.

Design and Character

- 5.28. Policy DM23 of the Chelmsford Local Plan states that 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.
- 5.29. The wider estate consists of two storey, terraced houses and flats. The terraced houses exhibit a distinctive uniform design including a mono/dual pitched roof and single storey garages projecting from the front elevation.
- 5.30. The design of the new dwellings has been influenced by the existing design and character of neighbouring properties and the wider estate. The redevelopment scheme therefore respects the design and character of the area in which it is located and is complicit with the requirements set out in Policy DM23 of the Chelmsford Local Plan.

Development Standards and Neighbouring Impacts

- 5.31. Policy DM26 of the Chelmsford Local Plan states that all new dwellings 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.
- 5.32. The development is compliant with the Nationally Described Space Standards for housing.
- 5.33. All the proposed units would be compliant with Approved Document Part M4(2).
- 5.34. The proposals also meet the requirements of the Council's Development Standards (Appendix B) in respect of garden sizes, parking provision, recycling and waste storage.
- 5.35. The terraced nature of the scheme, which large garden spaces also prevents any harm in respect of privacy or overlooking for either new or existing properties.
- 5.36. The proposed development would have an acceptable relationship with neighbouring properties and would offer an adequate level of amenity for future occupiers. The proposal complies with both Policy DM26 and DM29 of the Chelmsford Local Plan.

Biodiversity Enhancements and RAMS

- 5.37. The Ecology Appraisal submitted with the application does not conclude further assessment or survey is required. This conclusion is agreed. The specification of landscaping and recommendations for other ecological betterment will be secured by planning condition.
- 5.38. 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 £470.28 has been agreed with the Council's Corporate Property Manager, which is in line with the prevailing rate.

Tree Planting

- 5.39. The Council has declared a Climate and Ecological Emergency to focus attention on reducing carbon and greenhouse gas emissions in the area and to plan for a more sustainable future. The Council's Climate and Ecological Emergency Action Plan includes undertaking a greening programme to significantly increase the amount of woodland and the proportion of tree cover in Chelmsford. Paragraph 5.18 of the Making Places Supplementary Planning Document (January 2021) states that green spaces provided in connection with new housing development should, where practicable, include the planting of three trees per net new dwelling. The proposed plans show that nine new trees (three for each dwelling) will be planted within the application site.

6. Community Infrastructure Levy (CIL)

- 6.1. 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 (Open Space enhancements 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.

7. Conclusion

- 7.1. The proposals are a sustainable form of development.
- 7.2. Whilst the proposal would result in the loss of amenity green space as identified in the Local Plan, the development will have a positive impact on housing and affordable housing in Chelmsford and a financial contribution is proposed for the East Hanningfield Parish Council to use to improve and enhance existing open space within the parish .
- 7.3. 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.
- 7.4. The proposals are compliant with the standards and objectives of the National Planning Policy Framework and Chelmsford Local Plan (May 2020). Having regard to relevant planning policies and all material planning considerations the development is assessed to be acceptable.
- 7.5. Officers recommend the application is approved subject to conditions.

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

The three (3) dwellings 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

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

Prior to the first occupation of the dwellings hereby permitted, charging infrastructure for electric vehicles shall be installed and retained at a rate of 1 charging point per dwelling.

Reason:

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

Condition 6

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.

Condition 7

All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (James Blake Associates, October 2022) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason:

To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Condition 8

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

Reason:

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

Condition 9

The area/s of hardsurfacing 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 10

No dwelling shall be occupied until the two parking spaces to serve that dwelling have been laid out within the site in accordance with Drawing No. 3557:02/D and the parking spaces shall thereafter be kept available at all times for the parking of vehicles.

Reason:

To ensure that sufficient parking is available to serve the development in accordance with Policy DM27 of the Chelmsford Local Plan.

Condition 11

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 dwellings hereby permitted shall not be enlarged or extended without the grant of an additional planning permission by the local planning authority.

Reason:

To ensure that adequate private amenity space is retained for the dwelling in accordance with Policy DM26 of the Chelmsford Local Plan.

Condition 12

Prior to occupation of the development hereby approved, boundary treatments shall be installed in accordance with the details submitted in Approved Drawing No. 3557:02/D.

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 13

a) Prior to occupation of the development hereby approved, the hard landscaping works shall be carried out in accordance with the details included in Approved Drawing 001/C.

b) Prior to the first occupation of any part of the development or in the first available planting season following such occupation, soft landscaping works shall be carried out in accordance with Approved Drawing 001/C.

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 14

Prior to the occupation of the dwellings hereby approved, the proposed new continuous through road carriageway 5.5 metres wide with continuous footways 2 metres wide to each side, connecting Pease Place to Payne Place, shall be constructed as shown in Approved Drawing No. 3557:02/D.

Reason:

To provide appropriate continuous footway and carriageway connection, in the interest of highway safety.

Condition 15

Prior to their use, details of the materials to be used in the construction of the development hereby permitted 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.

Condition 16

Prior to first occupation of the dwellings hereby approved, the 4no. parking spaces, shown in the car parking area to the north of No.24 Payne Place, as shown in Approved Drawing No. 3557:02/D and Drawing No. 3557:0/E, shall be constructed ready for use.

Reason:

To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided for the wider housing estate.

Condition 17

Prior to the construction of any access roads, a plan to show how the development will be serviced by a refuse vehicle shall be submitted to and approved in writing by the local planning authority. All roads shown on the approved drawing to be served by a refuse collection vehicle shall be constructed to a standard capable of carrying a 26 tonne vehicle.

Reason:

In the interests of highway safety and to ensure that the development is accessible in accordance with Policy DM23 of the Chelmsford Local Plan.

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

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 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, and further information can be requested by emailing 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.
- 3 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.
- 4 This permission is subject to conditions, which require details to be submitted and approved by the local planning authority. Please note that applications to discharge planning conditions can take up to eight weeks to determine.
- 5 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. Enquires can also be made to the Address Management Officer by emailing Address.Management@chelmsford.gov.uk
- 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
 - 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.

Positive and Proactive Statement

The Local Planning Authority provided advice to the applicant before the application was submitted. 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.

Recycling & Waste Collection Services

Comments
No response received

Essex County Council Highways

Comments
<p>14.03.2023 - Your Ref: 23/00194/FUL</p> <p>Our Ref: CO/EGD/SD/RM/CHL/23/194/53799</p> <p>Date:- 14th March 2023</p> <p>' A Parking Beat Survey of available kerbside residential parking space in the surrounding streets: Pease Place; Payne Place; Nicholson Place; Ashley Green; Coude Dennis and Fillioll Close, all within 100 metres of the development site (and not restricted by TRO), was carried out Tuesday 29th and Wednesday 30th November 2022 and Saturday 3rd December 2022.</p> <p>o The survey identified there is space to accommodate 115no. vehicles.</p> <p>o The survey summary identified:</p> <p>' The highest on-street parking level of 64no. vehicles (56%) Saturday 13:30hrs (51no. available).</p> <p>' The lowest on-street parking level of 42no. vehicles (37%) Tuesday 13:30hrs (73no. available).</p> <p>' The level of available on-street parking space means that any displaced parking from the development, would very likely not result residential kerbside parking stress.</p> <p>' Heavy Goods Vehicle deliveries, refuse servicing and emergency access to the dwellings can all be achieved from Pease Place as per the on-going arrangements for the area.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to conditions:</p> <p>1 Construction Management Plan</p>

2. Prior to the occupation of any of the proposed dwellings, the proposed new continuous through road shall be constructed
3. The developer to pay the costs for any new traffic regulation orders (TRO) and or amendments required to existing and the legal processes associated with the highway works
4. Each of the proposed new dwellings shall be provided with 2no. parking spaces in a tandem arrangement
5. Prior to occupation of the development each 2no. tandem car parking spaces, in 3 above, shall be provided with an appropriate dropped kerb vehicular crossing
6. There shall be no discharge of surface water from the development onto the Highway.
7. Prior to first occupation, the 4no. additional visitor parking spaces shall be constructed ready for use.
8. Cycle parking shall be provided in accordance with the EPOA Parking Standards.
9. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling.

Public Health & Protection Services

Comments
<p>Please put on an ENV07 condition. The Phase 1 Assessment has recommended an intrusive investigation.</p> <p>This residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated).</p>

East Hanningfield Parish Council

Comments
<p>14.04.2023 - In addition to the previous comments made by the Parish Council, the Council believes it is relevant to consideration of this application to take into account that the local primary school is over subscribed. This means that the children of families moving into the proposed houses could well find themselves having to travel to school outside the parish.</p> <p>This would mean increased car journeys, which is unsustainable.</p> <p>24.03.2023 - The Parish Council is concerned that the proposal will disadvantage the existing residents of</p>

the Coude Dennis estate. The estate is already densely built, and the proposed extra houses will increase the density while removing a green space, thereby resulting in a loss of amenity for existing residents. The proposed creation of four parking spaces, to compensate for the loss of ten, is wholly inadequate. During the day the parking provision on the estate might seem under used, but once everyone has come home from work the area is extremely congested with a great deal of on-street parking. The village has minimal access to public transport, so most working adults need a car to access employment, shopping and leisure. The lost ten parking spaces should be reinstated elsewhere with consideration given to the likelihood that two parking spaces for each of the proposed houses will not be enough.

Local Residents

Comments

7 objections received from 5 local residents

loss of parking;

- on street parking occurs with pavements used for parking, removing parking spaces will worsen the situation
- no through road proposed will make the environment more dangerous
- concern about timings of parking surveys

disruption to local residents

overdevelopment

- overdevelopment within the housing estate.
- Garden grabbing is a loss of a local amenity and open space aspect

Need for housing

- Why is there a need for additional housing
- Concern that this is loss of another park popular with children
- School is already over-subscribed, access to GP surgeries is difficult



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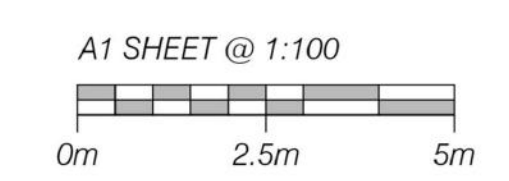
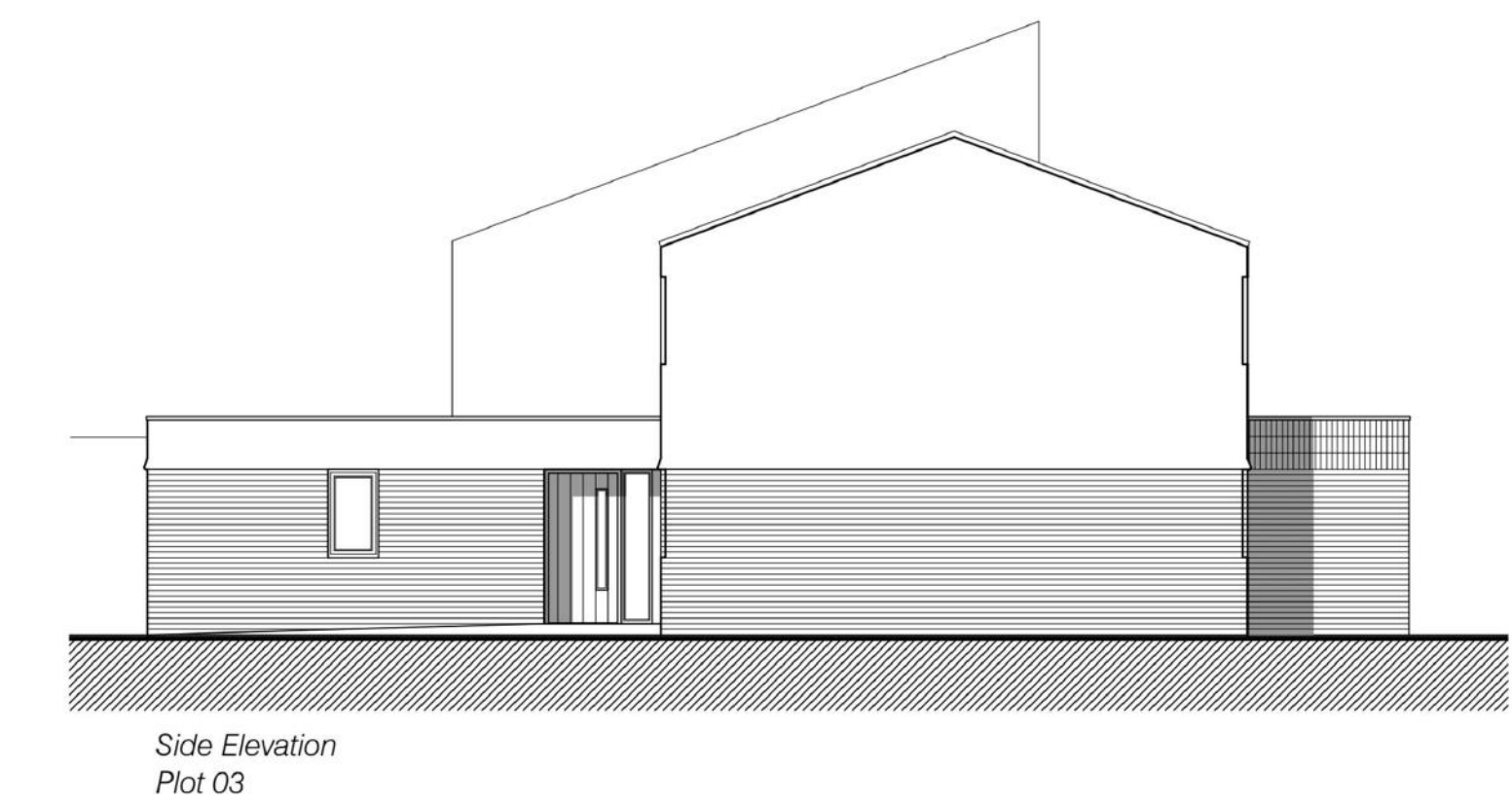
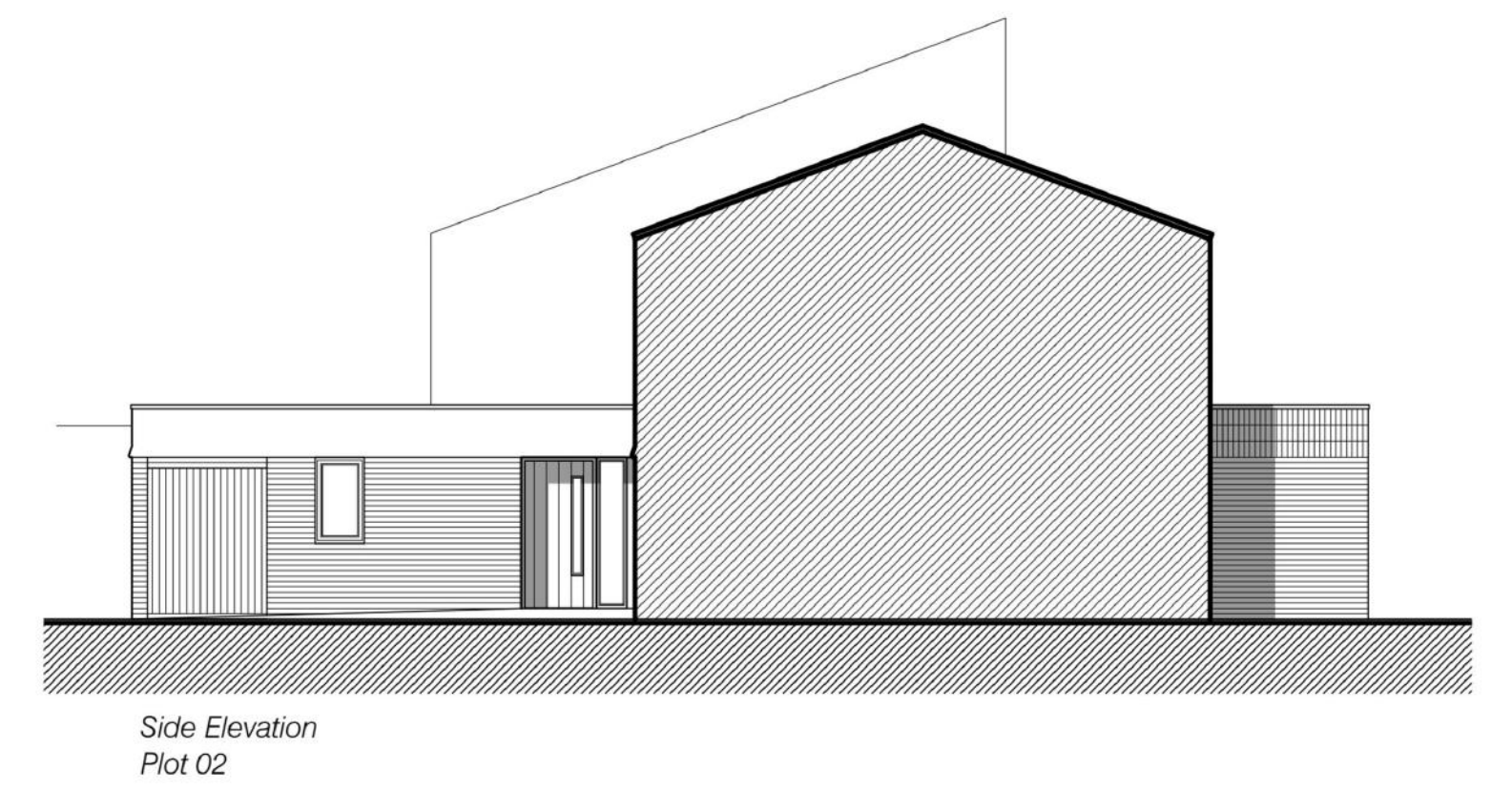
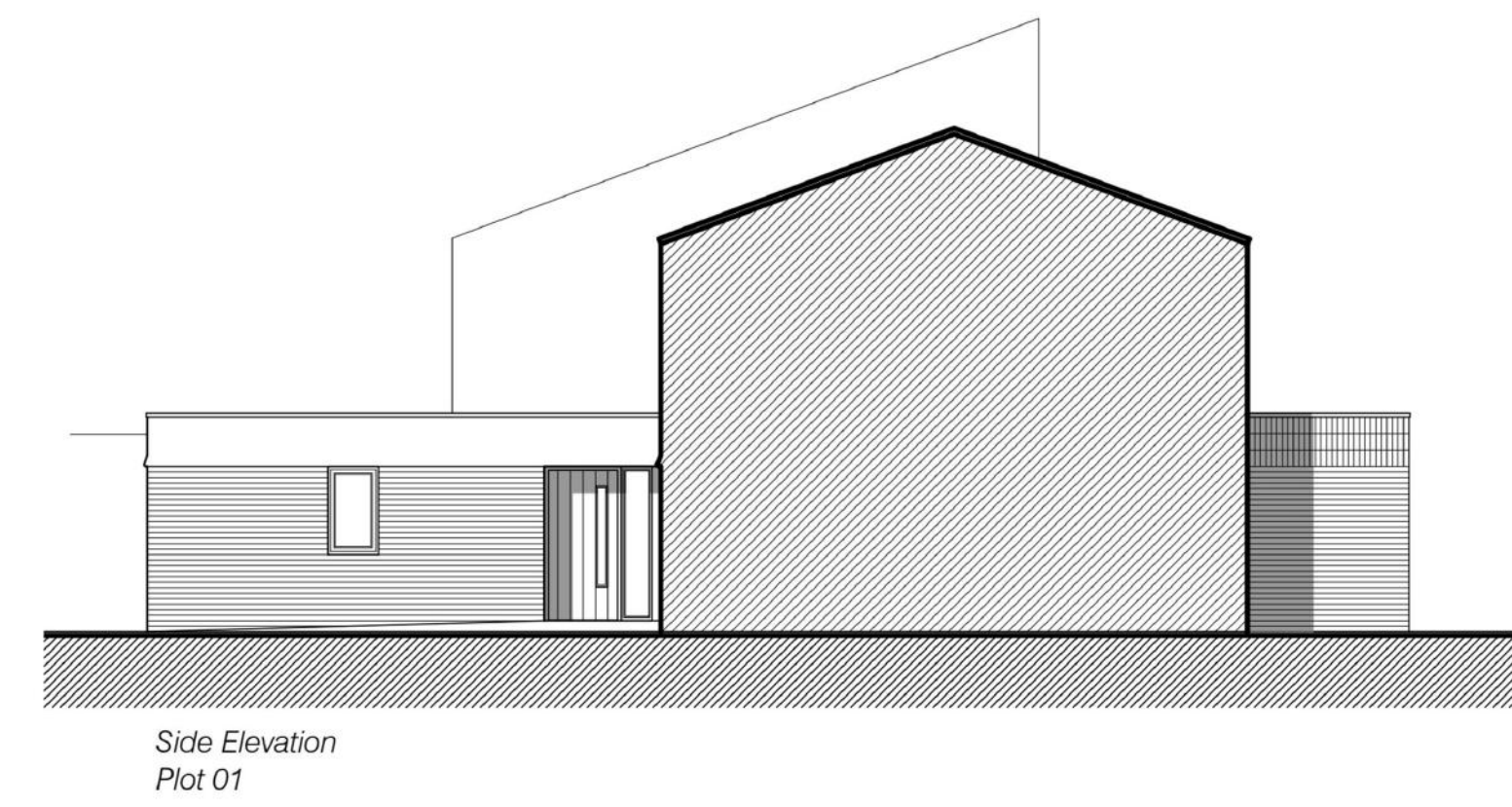
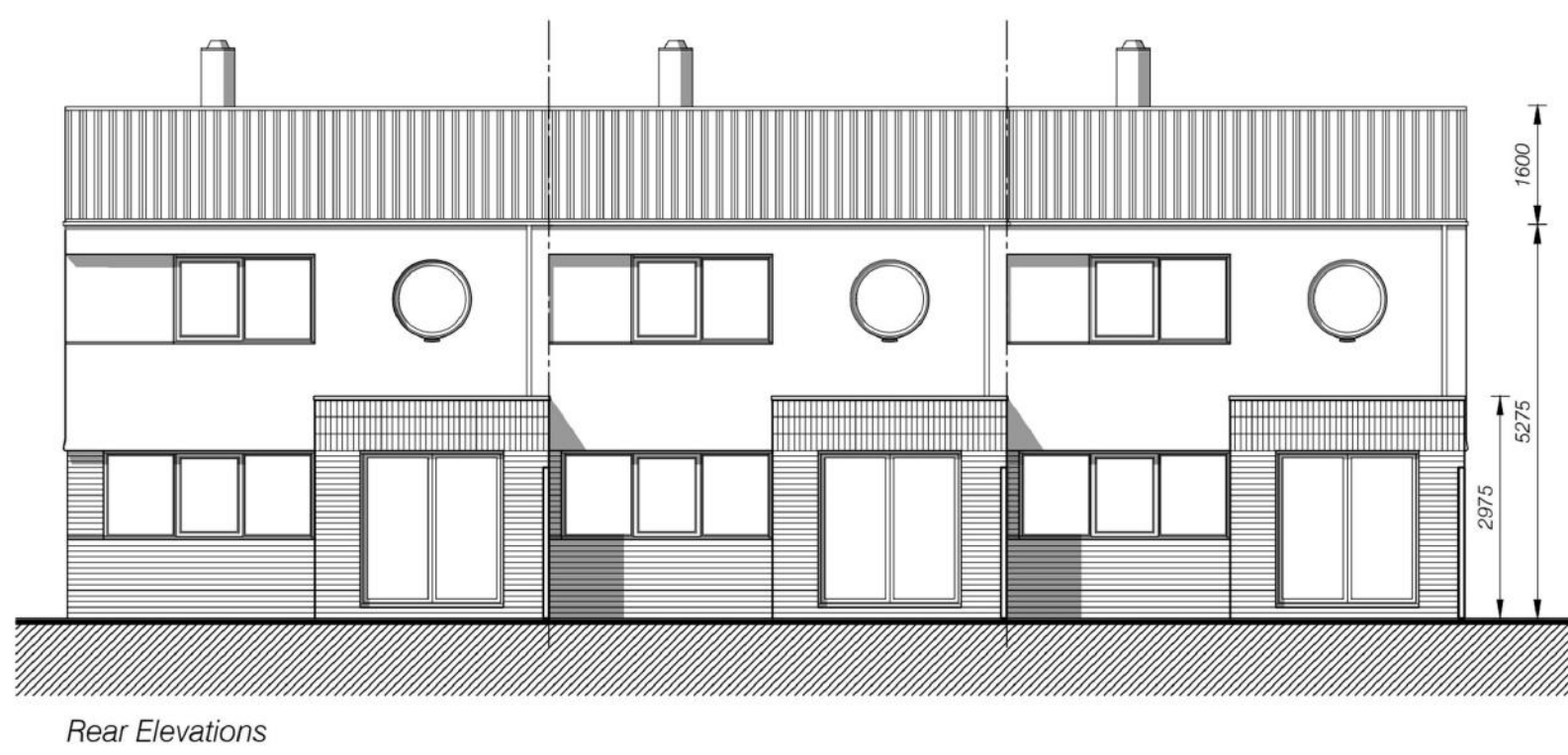
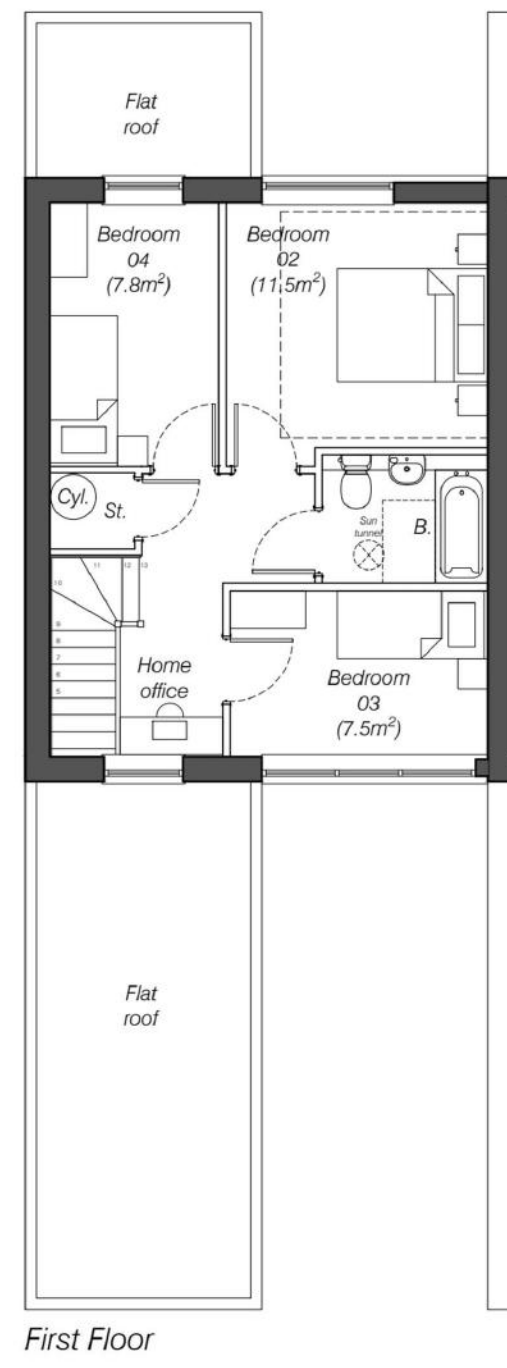
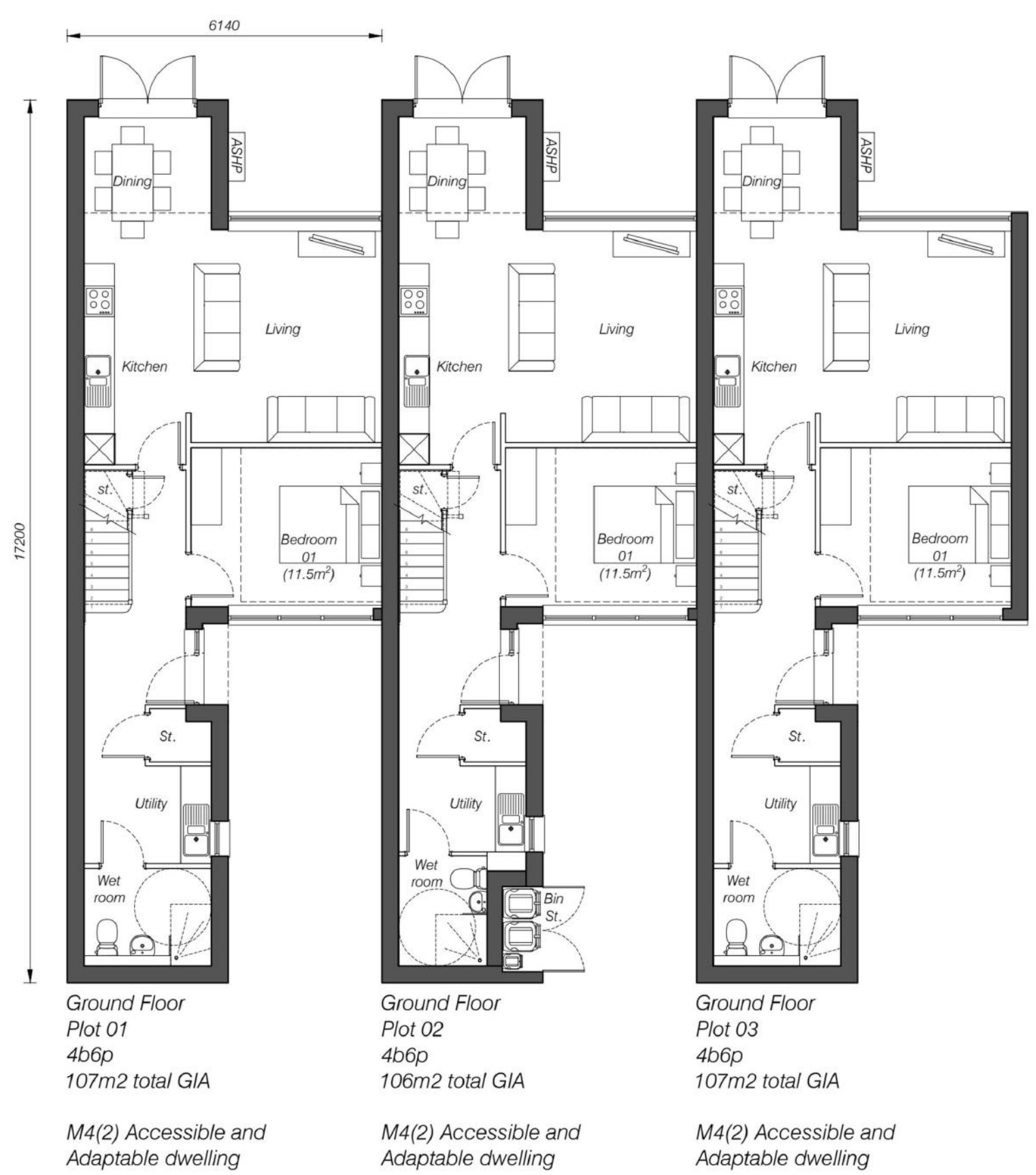
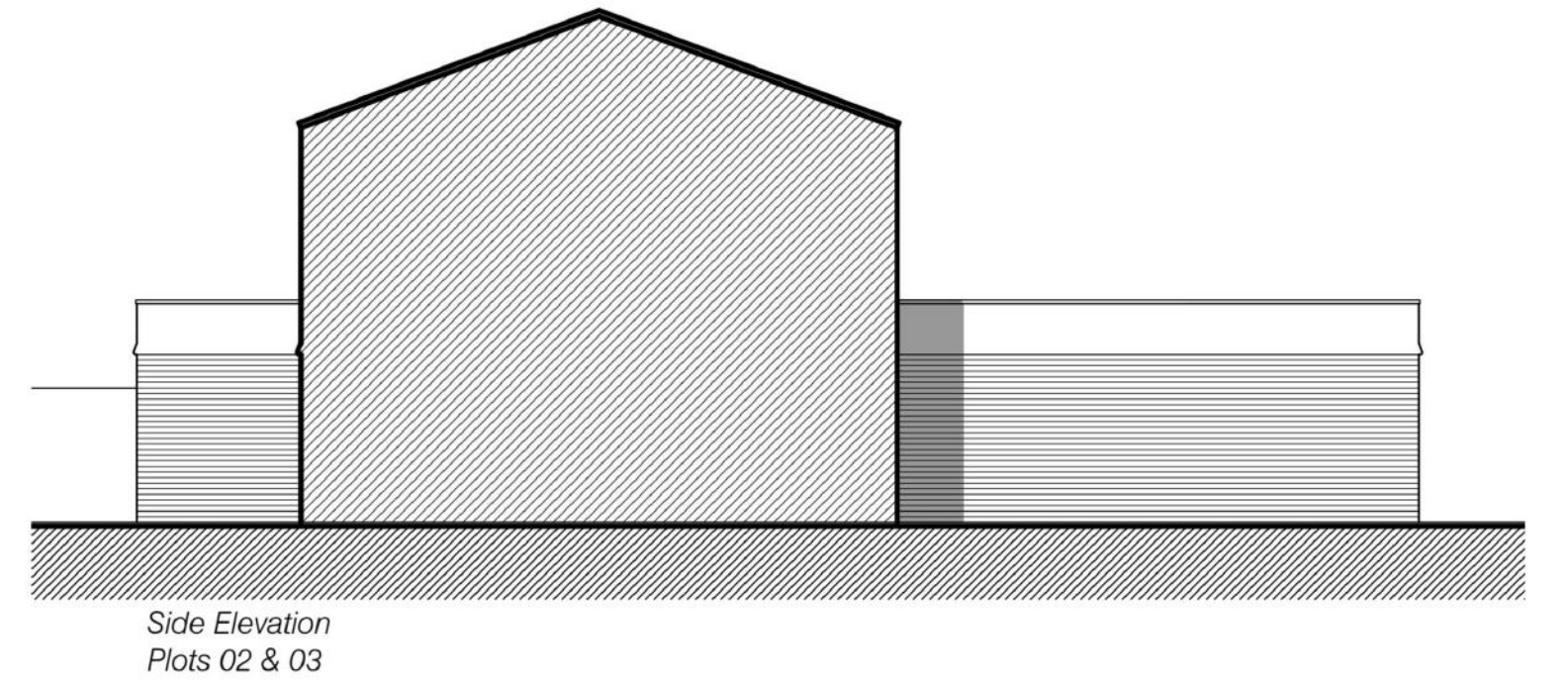
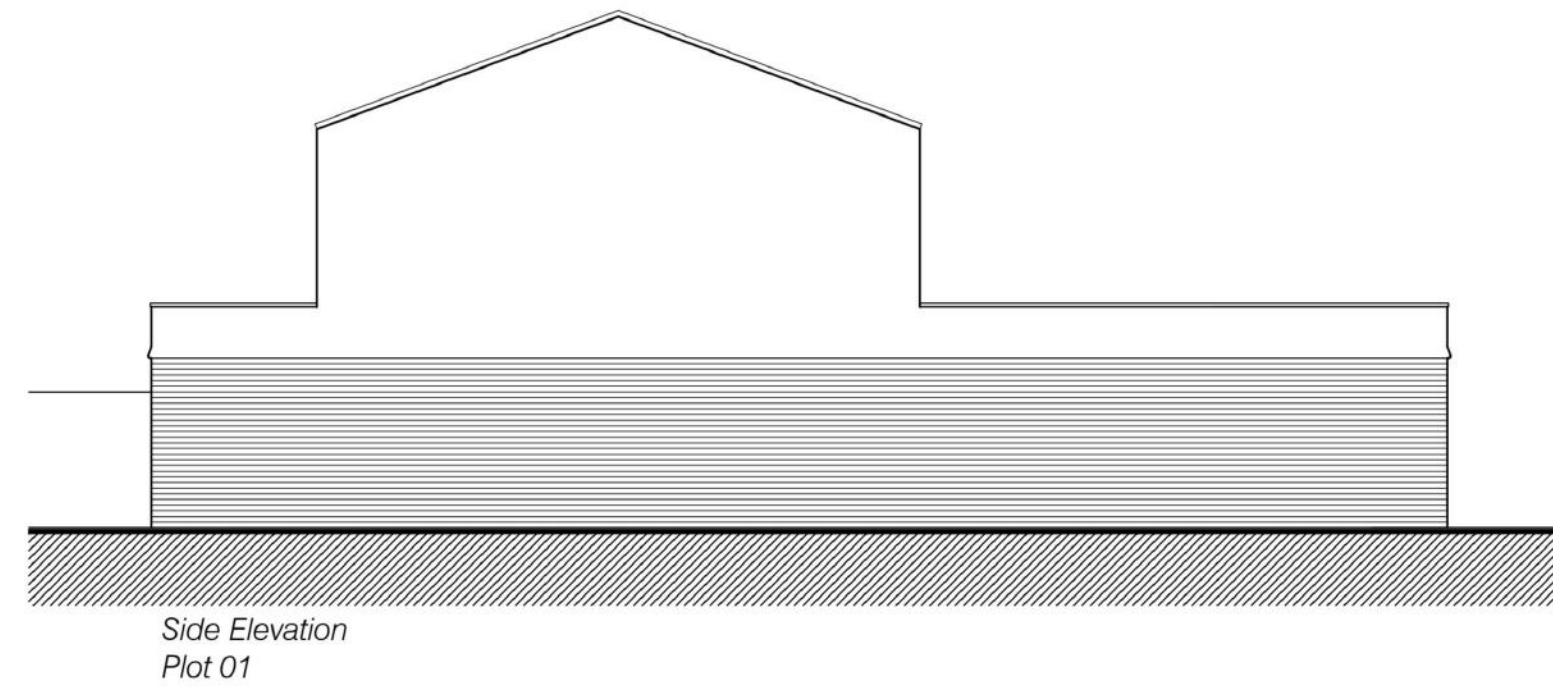


Planning Committee
23/00194/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826



revision
issue
PLANNING

client
Chelmsford City Council

project
Site no.1, Pease Place,
East Hanningfield

title
Proposed Plans & Elevations

john finch partnership
chartered architects & town planning consultants

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date 08.03.2023 scale 1:100 @ A1
drawn jmj/jh checked jmj
dwg no 3557:03 revision E

LANDSCAPE SPECIFICATION:

All landscape works to be carried out broadly in accordance with the relevant current British Standards; National Planting Specifications Guidelines; Horticultural Trades Association Standards; CPSE 'Plant Handling' Standards & COSHH Regulations.

TOPSOIL

Importation:

- Provide as necessary to make up any deficiency of topsoil existing on site and to complete the work. Any imported soil should be to BS 3882.

Handling:

- Ensure that any aggressive weeds are removed from site – do not cut or distribute.
- Select and use plant to minimize disturbance, trafficking and compaction.
- Do not contaminate topsoil with subsoil, stone, hardcore, rubbish or material from building works.
- Alleviate any compaction of the soil prior to planting or turfing and do not handle topsoil in wet conditions or after heavy rainfall.

PLANTING

Seeding & Turfing:

- Ensure that there is a healthy, vigorous grass sward, free from the visible effects of pests, weeds and disease.
- The final sward should form a closely knit, continuous ground cover of even density, height and colour.

Watering:

- As and when required to ensure healthy establishment of plants.

Site Clearance:

- Remove rubbish, concrete, metal, glass, decayed vegetation and contaminated topsoil.

Soil Conditions:

- Soil for cultivating and planting must be moist, friable and not waterlogged.
- No planting to take place if soil is frozen or snow covered and any plants waiting to be planted should be given additional root protection.
- Prevent planting pit sides and bases and backfill materials from freezing.

Plants:

- Plant names, forms, dimensions and other criteria: To be labelled as per the applicable section of BS 3936.
- Frost: Protect plants from frost and handle plants with care. Protect from mechanical damage and do not subject to shock, e.g. by dropping from a vehicle.
- Planting: Upright or well balanced with best side to front, well firmed in and evenly spaced.
- Ornamental trees within the to be staked with a single low stake at 45degrees to the stem and tied with an adjustable rubber tie.
- Newly planted ornamental hedges to be maintained at a height of 800mm within the Site. No guards to be used in order to encourage a more natural form.

Timing:

- The landscape scheme/planting programme is confirmed as being timetabled for implementation by or during the first planting season (mid-November to mid-March) following commencement of works.

Cultivation:

- Compacted topsoil to be broken up to full depth. Cultivate, aerate and break up soil a few days before planting when weather and ground conditions are suitably dry, leaving the surface regular and even.
- Any undesirable material brought to the surface including visible weeds, roots and large stones to be removed.

Weeding of planted areas:

- All areas to be checked regularly and kept free of invasive weeds. Either remove by hand (root included) or spot treated with a non-residual herbicide in accordance with the Manufacturer's instructions.

Mulching:

- Well-rotted bark mulch, free of pests, disease, fungus and weeds to be applied 100mm thick to be applied to all planting areas.

Spot treatment of weeds:

- Weeding of planted areas to be undertaken on a regular basis to ensure that the plants are given a fair chance to establish. Care to be taken to ensure that invasive and aggressive weeds do not become a problem and impact on the overall planting scheme. Where necessary, spot treatment of weeds in planted and grassed areas would be undertaken to ensure that they do not seed and establish elsewhere.
- Regular tidying of the planting beds – including:
 - removal of leaf litter and any other debris
 - shrubs and trees to be regularly pruned in order to maintain healthy growth and vigour.
 - Any dead, diseased or dying trees or shrubs to be taken away or affected limbs removed.

MANAGEMENT

Protection of existing vegetation:

- There are a number of hedges on the peripheries of the site and where possible, existing vegetation would be retained. Protection of trees and hedges would be in accordance with BS 5837: 2012 trees in relation to design, demolition and construction should be taken when working adjacent to the existing trees and hedges, particularly in relation to the washing out of machines, storage of materials and other activities which may be deemed hazardous to the health and well being of the existing vegetation.

Inspection Timetable:

- The planting will be subject to an annual inspection each summer for the first 5 years to ensure that any dead, dying or diseased plants are removed. Those removed will be replaced with the same size or species as per the planting specification. Management of the overall scheme will incorporate regular reviews to check that the scheme is establishing well and any concerns highlighted and an appropriate professional response any issues.



PLANT SCHEDULE

TREES					
QTY	CODE	PLANT NAME	STOCK	FORM	GIRTH/HEIGHT
3No.	Ame Rob hs	Arnelanchier komarckii 'Robin Hill'	B	STD	12-14cm
3No.	CRA MON hs	Crataegus monogyna	B	STD	12-14cm
1No.	LIQ WOR ss	Liquidamber styraciflua 'Worplesdon'	B	STD	10-12cm
3No.	MAL Eve f	Malus 'Evereste'	C	FTH	150-200cm
2No.	SOR LUT hs	Sorbus aria 'Lutescens'	B	STD	12-14cm

HEDGES

QTY	CODE	PLANT NAME	STOCK	SIZE
9m	Pit Sil Hedge	Phytosporum 'Silver Queen'	C 3L	40-60cm
18No.	Plants spaced @ 2/m in a Single Row			
9m	Yew Hedge1	Taxus baccata	C 3L	40-60cm
36No.	Plants spaced @ 4/m in a Single Row			

PLANT MIXES

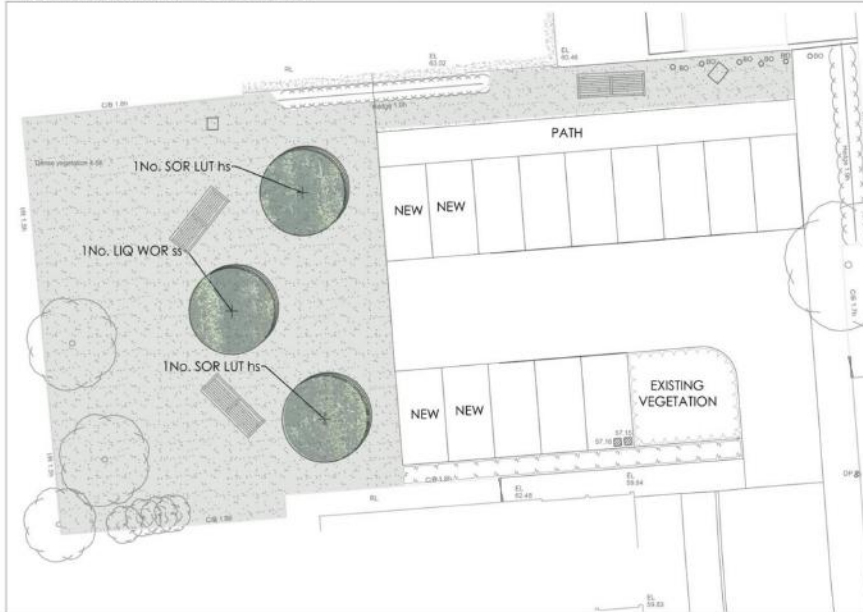
PERCENT	QTY	PLANT NAME	STOCK	SIZE
33m2 ORNAMENTAL GRASSY MIX planted @ 4/m2				
25%	33No.	Eucarymus fortunei 'Emerald Gaiety'	C 3L	40-60cm
25%	33No.	Hebe 'Red Edge'	C 3L	40-60cm
20%	26No.	Pennisetum alopecuroides 'Hameln'	C 2L	40-60cm
10%	13No.	Geranium 'Rozanne'	C 2L	40-60cm
20%	26No.	Salvia officinalis 'Purpurascens'	C 2L	30-40cm

Individual varieties to be planted in groups of approximately 3, 5 or 7.

NOTES AND ABBREVIATIONS:

- B = Bare root (bagged).
- C = Container (or pot) grown, followed by size of the container (or pot).
- FORM = Shape of tree as supplied by the nursery.
- FTH = Feather.
- QTY = Quantity.
- SIZE = Height or Spread of juvenile plant.
- STD = (clear stem) Standard.
- STOCK = Root condition/protection method eg Bare root.

Additional parking - Payne Place



KEY

- Planting-Hedges
- Planting-Shrubs
- Grass - Lawn
- Tree-Proposed
- Bituminous wearing surface for trafficable areas designed to engineers detail. Colour: Black.
- Marshalls permeable concrete sett paving (charcoal), laid random stretcher pattern.
- Marshalls Saxon concrete slab paving (natural), size 450x450mm, laid stretcher pattern.
- Timber closeboard fence, 1800mm high.
- Gate.

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REV	DATE	DESCRIPTION
A	21.12.2022	Additional parking
B	28.02.2023	Additional trees to rear garden added.
C	09.03.2023	Planting changes to meet planning guidelines.

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Site	Site No.1, Pease Place, East Hanningfield, Chelmsford.
Client	Chelmsford City Council.
Drawing Title	Landscape Proposals
Drawn by: KB	Purpose of issue: Planning
Date 08.11.2022	Scale 1:200 @ A2
Job Number 2022_51	Drawing No. 001
	Rev C



Proposed Front Visualisation

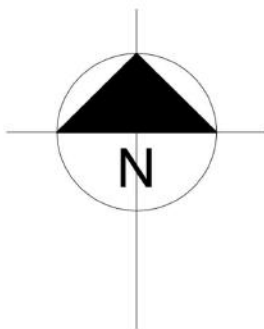


Street Context Visualisation



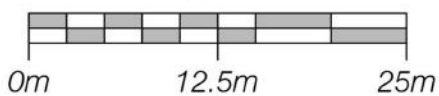
Proposed Rear Visualisation

revision		
issue	PLANNING	
client	Chelmsford City Council	
project	Site no.1, Pease Place, East Hanningfield	
title	Proposed Visualisations	
 john finch partnership chartered architects & town planning consultants		
		
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date	08.11.22	scale Unscaled @ A3
drawn	ht/jh	checked jm
dwg no	3557:04	revision -



Location plan

A4 SHEET @ 1:500



revision
issue **PLANNING**

client
Chelmsford City Council

project
Site no.1, Pease Place,
East Hanningfield

title
Location Plan

john finch partnership
chartered architects & town planning consultants



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drawn jm/jh	checked jm	
dwg no 3557:01		revision E



Our Ref: JBA 22/277 ECO2a SR

18th October 2022

Revision A – 20th December 2022

On behalf of Chelmsford City Council

Biodiversity Net Gain Calculation for the East Hanningfield Site 1, Chelmsford, Essex

James Blake Associates Ltd. (JBA) was commissioned by Chelmsford City Council to provide a biodiversity net gain calculation for the proposed development at East Hanningfield Site 1, Chelmsford, Essex (Chelmsford City Council).

This statement explains how the net gain calculation was carried out, the assumptions made and the conclusions from the calculation. Only habitats/linear features currently and proposed within the site boundary have been included within the calculations. The landscape proposals (Kirsten Bowden, 2022) is provided in Appendix A.

Background

A biodiversity net gain calculation has been carried out using Defra Biodiversity Metric 3.1 (updated July 2021). For more information on the metric, please see [here](#) .

Defra's Biodiversity Metric 3.1 provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. The metric encompasses both area (e.g. grasslands) and linear habitats (such as hedgerows, rivers and streams). Note that 'material' enhancements for species, such as bat/bird boxes, reptile hibernacula, hedgehog 'highways' etc. cannot currently be factored into the calculation.

The habitats and linear features currently present within the site boundary are used to calculate the baseline biodiversity units; the percentage gain that the proposed development can potentially deliver is estimated using the landscape proposals (Kirsten Bowden, 2022) for the development (Appendix A) and assumptions made by the assessor.

At present, national policy states '*opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity*' (NPPF, 2021). The figure of 10% net gain is sometimes regarded as the minimum but this has now been highlighted as mandatory with the emerging Environment Bill from November 2023.

Methodology and Rationale

The baseline figures for the metric calculation were based on the Preliminary Ecological Appraisal undertaken by JBA in 2022. The area measurement for each of the baseline habitat types was made using Defra's MAGIC map: for more information about MAGIC, please see [here](#) .

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Associate Directors: Vivienne Jackson : Marie Lowe CIMA Cert BA

Page 294 of 421 Director - Strategic Landscape Division: Abby Stallwood BSc (Hons) PG Dip LM CMLI

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Baseline habitats consist of amenity grassland, hardstanding and two street trees. A native hedgerow is also present at the northern boundary of the site.

The strategic significance of the location was checked against the 'Local Plan' of Chelmsford. The location did not appear to be in or near to a locality mentioned in the Strategy. However, this category can be amended accordingly if required.

The areas for habitat to be retained and/or created were taken from the landscape proposals prepared by Kirsten Bowden (2022) (Appendix A).

None of the amenity grassland will be retained due to the likely space required for construction and will be replaced with vegetated rear residential gardens. The two street trees will be retained and protected as part of the development; however, the native hedgerow will be lost.

To mitigate for the loss of native hedgerow, replacement native hedgerows are to be provided as well as non-native hedging.

Evaluation

Although the existing habitats are of low biodiversity value, the loss of amenity grassland will need to be mitigated for via off-site provision (same distinctiveness or better habitat required). This is required to meet at least 10% net gain and to meet the 'trading standards' within the metric. A number of small sites are currently being proposed by Chelmsford City Council and as part of the Medway Close development, 0.1ha of woodland will be enhanced which will meet the offsetting requirement for East Hanningfield (site 1).

With the offsite woodland enhancement (0.03ha in this case), the overall score is a gain of 10.74% for habitat units. The development will also have a 18.43% gain in hedgerow units.

It is worth noting that these gains are purely from habitats/hedgerows and therefore 'material' enhancements are not included in this calculation. Although, it is recommended the proposed development includes the following enhancements;

- Bird and bat boxes to be erected onto new dwellings and retained mature trees (where possible)
- Hedgehog gaps (13cm x 13cm) to be created in garden fences to ensure small mammal movement is maintained throughout the site.
- In addition, hibernacula to benefit reptiles, amphibians etc.

Note that the final location of enhancements should be determined during construction by an Ecological Clerk of Works (ECOW).

Management for Woodland Enhancement

Additional native woodland species could be planted throughout the woodland to increase the diversity within the area. Low-level shrubs could also be incorporated such as hawthorn (*Crataegus monogyna*), blackthorn (*Prunus spinosa*) and elder (*Sambucus nigra*).

Additional planting will also reduce the amount of open space within the woodland providing a more dense habitat. However, some open spaces should still be present to allow natural regeneration so that all three classes are present (e.g. trees, saplings and seedlings or advanced coppice regrowth).

The woodland currently has very little deadwood and brash present. Deadwood provides foodstuff and shelter for a number of species such as reptiles and stag beetles (*Lucanus cervus*). Any felled trees or wood from tree management in the surrounding area could be placed in piles in the woodland to provide additional deadwood. Any fallen or broken branches should be left in-situ within the woodland.

Small areas of bramble (*Rubus fruticosus*) scrub is located mainly at the boundary of the woodland; these areas should be retained but managed so as not to encroach into the more open woodland at the centre and northern section of the woodland. Management should be done on rotation of three years so there is a mix of young and mature scrub, for example, an area should be cut back (but not removed completely) one year and left for two, while other areas are cut. Cutting should be undertaken from the edge of the scrub, to leave central areas of the woodland free for new tree saplings and other flora.

Conclusions

Based on the landscape proposals prepared by Kirsten Bowden (2022) and assessor assumptions, the development will have a 18.43% gain in hedgerow units and 10.74% for habitat units (including the offsite woodland enhancement). Enhancement recommendations are provided within this report.

The development is expected to deliver more of a gain when 'material' enhancements are included such as bird and bat boxes. Landscape and ecological management plans may be required to secure the potential benefits for biodiversity in perpetuity.

Yours sincerely,

Sam Rigg ACIEEM

Ecologist

James Blake Associates Ltd.

References

Kirsten Bowden (2022) *Landscape Proposals for Site 1, Pease Place, East Hanningfield, Chelmsford*.

James Blake Associates Ltd. (2021) *Preliminary Ecological Appraisal of East Hanningfield Site 1, Chelmsford, Essex*. On behalf of Chelmsford City Council.

Appendix A. Proposed Block Plan

LANDSCAPE SPECIFICATION:

All landscape works to be carried out broadly in accordance with the relevant current British Standards; National Planting Specifications Guidelines; Horticultural Trades Association Standards; CPSE 'Plant Handling' Standards & COSHH Regulations.

TOPSOIL

Importation:

- Provide as necessary to make up any deficiency of topsoil existing on site and to complete the work. Any imported soil should be to BS 3882.

Handling:

- Ensure that any aggressive weeds are removed from site – do not cut or distribute.
- Select and use plant to minimize disturbance, trafficking and compaction.
- Do not contaminate topsoil with subsoil, stone, hardcore, rubbish or material from building works.
- Alleviate any compaction of the soil prior to planting or turfing and do not handle topsoil in wet conditions or after heavy rainfall.

PLANTING

Seeding & Turfing:

- Ensure that there is a healthy, vigorous grass sward, free from the visible effects of pests, weeds and disease.
- The final sward should form a closely knit, continuous ground cover of even density, height and colour.

Watering:

- As and when required to ensure healthy establishment of plants.

Site Clearance:

- Remove rubbish, concrete, metal, glass, decayed vegetation and contaminated topsoil.

Soil Conditions:

- Soil for cultivating and planting must be moist, friable and not waterlogged.
- No planting to take place if soil is frozen or snow covered and any plants waiting to be planted should be given additional root protection.
- Prevent planting pit sides and bases and backfill materials from freezing.

Plants:

- Plant names, forms, dimensions and other criteria: To be labelled as per the applicable section of BS 3936.
- Frost: Protect plants from frost and handle plants with care. Protect from mechanical damage and do not subject to shock, e.g. by dropping from a vehicle.
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- Newly planted ornamental hedges to be maintained at a height of 800mm within the site. No guards to be used in order to encourage a more natural form.

Timing:

- The landscape scheme/planting programme is confirmed as being timetabled for implementation by or during the first planting season (mid-November to mid-March) following commencement of works.

Cultivation:

- Compacted topsoil to be broken up to full depth. Cultivate, aerate and break up soil a few days before planting when weather and ground conditions are suitably dry, leaving the surface regular and even.
- Any undesirable material brought to the surface including visible weeds, roots and large stones to be removed.

Weeding of planted areas:

- All areas to be checked regularly and kept free of invasive weeds. Either remove by hand (root included) or spot treated with a non-residual herbicide in accordance with the Manufacturer's instructions.

Mulching:

- Well-rotted bark mulch, free of pests, disease, fungus and weeds to be applied 100mm thick to be applied to all planting areas.

Spot treatment of weeds:

- Weeding of planted areas to be undertaken on a regular basis to ensure that the plants are given a fair chance to establish. Care to be taken to ensure that invasive and aggressive weeds do not become a problem and impact on the overall planting scheme. Where necessary, spot treatment of weeds in planted and grassed areas would be undertaken to ensure that they do not seed and establish elsewhere.
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 - Any dead, diseased or dying trees or shrubs to be taken away or affected limbs removed.

MANAGEMENT

Protection of existing vegetation:

- There are a number of hedges on the peripheries of the site and where possible, existing vegetation would be retained. Protection of trees and hedges would be in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction. n should be taken when working adjacent to the existing trees and hedges, particularly in relation to the washing out of machines, storage of materials and other activities which may be deemed hazardous to the health and well being of the existing vegetation.

Inspection Timetable:

- The planting will be subject to an annual inspection each summer for the first 5 years to ensure that any dead, dying or diseased plants are removed. Those removed will be replaced with the same size or species as per the planting specification. Management of the overall scheme will incorporate regular reviews to check that the scheme is establishing well and any concerns highlighted and an appropriate professional address any issues.



PLANT SCHEDULE

TREES

QTY	CODE	PLANT NAME	STOCK	FORM	GIRTH/HEIGHT
3No.	Ame lam f	Amelanchier lamarckii	B	FTH	150-180cm
1No.	LIQ WOR ss	Liquidamber styraciflua 'Worplesdon'	B	STD	10-12cm
2No.	SOR LUT hs	Sorbus aria 'Lutescens'	B	STD	12-14cm

HEDGES

QTY	CODE	PLANT NAME	STOCK	SIZE
9m	Pit Sil Hedge	Phytosporum 'Silver Queen'	C 3L	40-60cm
18No.		Plants spaced @ 2/m in a Single Row		
9m	Yew Hedge1	Taxus baccata	C 3L	40-60cm
36No.		Plants spaced @ 4/m in a Single Row		

PLANT MIXES

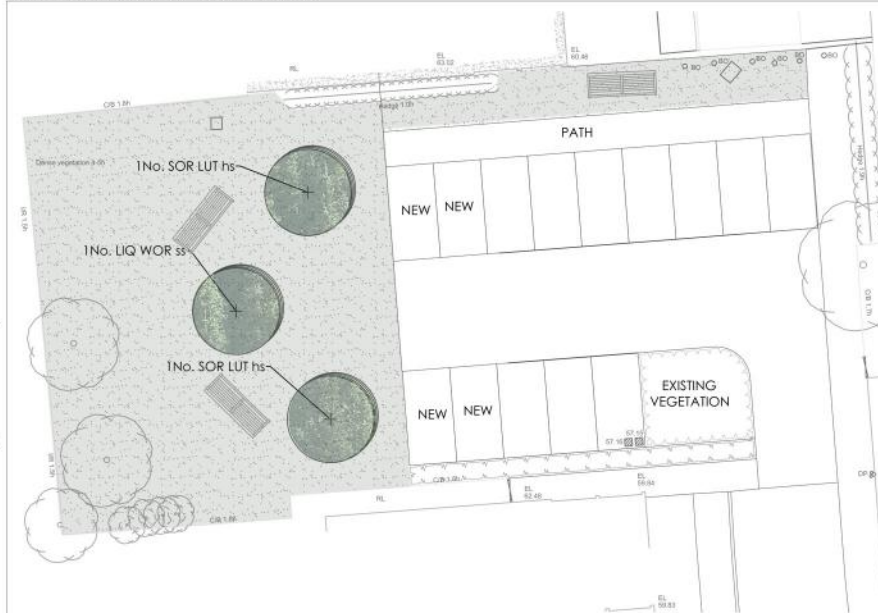
PERCENT	QTY	PLANT NAME	STOCK	SIZE
33m2	ORNAMENTAL GRASSY MIX	planted @ 4/m2		
25%	33No.	Euonymus fortunei 'Emerald Gaiety'	C 3L	40-60cm
25%	33No.	Hebe 'Red Edge'	C 3L	40-60cm
20%	26No.	Pennisetum alopecuroides 'Hameln'	C 2L	40-60cm
10%	13No.	Geranium 'Rozanne'	C 2L	40-60cm
20%	26No.	Salvia officinalis 'Purpurascens'	C 2L	30-40cm

Individual varieties to be planted in groups of approximately 3, 5 or 7.

NOTES AND ABBREVIATIONS:

- B = Bare root (bagged).
- C = Container (or pot) grown, followed by size of the container (or pot).
- FORM = Shape of tree as juvenile by the nursery.
- FTH = Feather.
- QTY = Quantity.
- SIZE = Height or Spread of juvenile plant.
- STD = (clear stem) Standard.
- STOCK = Root condition/protection method eg Bare root.

Additional parking - Payne Place



KEY

- Planting-Hedges
- Planting-Shrubs
- Grass - Lawn
- Tree-Proposed
- Bituminous wearing surface for trafficable areas designed to engineers detail. Colour: Black.
- Marshalls permeable concrete self paving (charcoal), laid random stretcher pattern.
- Marshalls Saxon concrete slab paving (natural), size 450x450mm, laid stretcher pattern.
- Timber closeboard fence, 1800mm high.
- Gate.

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REV	DATE	DESCRIPTION
A	21.12.2022	Additional parking

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Site Site No.1 Pease Place, East Hanningfield, Chelmsford.

Client Chelmsford City Council.

Drawing Title Landscape Proposals

Drawn by: KB **Purpose of Issue:** Planning

Date 08.11.2022 **Scale** 1:200 @ A2

Job Number 2022_51 **Drawing No.** 001 **Rev** A

Transport Statement



Ref	JTP 636
Site Name	Pease Place, East Hanningfield
Date	December 2022


Quality Assurance

Site name: Pease Place, East Hanningfield

Client name: Chelmsford City Council

Type of report: Transport Statement

Prepared and Reviewed by: Steve Amann BSc (Hons) MSc (Eng)

Signed 

Date: December 2022

Pease Place, East Hanningfield

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Appendices

Appendix 1	Site Location
Appendix 2	Public Transport Information
Appendix 3	Illustrative Development Proposals
Appendix 4	TRICS Data
Appendix 5	Parking Survey

Pease Place, East Hanningfield

1 Introduction

Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Chelmsford City Council to undertake a Transport Statement in support of a full planning application to Chelmsford City Council pursuant to proposals for a residential development for 3 dwellings (C3 use), hard and soft landscaping and associated parking and infrastructure on land to the west of Pease Place, East Hanningfield. The location of the site is illustrated in **Appendix 1**.

Background

- 1.2 This Transport Statement provides a summary of investigations at the site and its access pursuant to demonstrating the proposal will not have a detrimental impact on highway safety or capacity in the vicinity of the site and moreover that the proposal is suitably located for access via means other than the private car.
- 1.3 The following matters are considered in this appraisal:
- Site Assessment
 - National and Local Policy Review
 - Development Proposals and assessment of the traffic impact of the proposal
 - Parking assessment and servicing appraisal

Pease Place, East Hanningfield

2 Site Assessment

Existing Information

- 2.1 The proposal site is located on the site of an existing parking area off Pease Place, East Hanningfield. The site location is shown in **Appendix 1**.
- 2.2 Access to the site is proposed directly from Pease Place.

Public Transport Information

- 2.3 Public transport availability in the vicinity of the site has been examined and a regular bus service operate along The Tye to the east at existing stops within 600m of the site. The services are operated by First Essex and provide regular timetabled services to Southend and Chelmsford. The service is summarised in Table 2.1 below and full details of the service can be found in **Appendix 2**.

Table 2.1 The Tye Bus Service

Service Number	Route	Frequency
3	Chelmsford-Southend	Two Hourly

- 2.4 The available public transport services in the vicinity of the site represent a reasonable level of service given the sites' village location and as such the site is considered to be accessible by bus based public transport.

Walking and Cycling Assessment

- 2.5 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. Cycle access to the proposal has been considered in detail. For the purposes of cycle accessibility, a cycling time of 20 minutes, which equates to five kilometres at an average speed of 15kph, has been assumed.
- 2.6 The five kilometre catchment area of the proposal site includes East Hanningfield, Bicknacre and parts of South Woodham and as such is within reasonable cycling distance of a range of associated facilities, amenities and essential services including nursery, primary schools, pubs, restaurants and retail outlets.
- 2.7 The roads in the vicinity are of a good quality and due to the relatively flat nature of the area, are considered suitable for cycling.
- 2.8 In consideration of the site location and its connections with the wider area, the site offers excellent opportunities for access by bike.
- 2.9 With respect to pedestrian access walking offers potential to replace short car trips, particularly those under 2km and is generally considered the maximum acceptable distance to directly access any local facility or amenity.
- 2.10 The site is in walking distance of nearby bus stops, a convenience store with post office, a primary school, two restaurants and an employment area.

Pease Place, East Hanningfield

- 2.11 In consideration of the above, the site is suitably located in accessibility terms by cycle and public transport and provides opportunities for access via means other than the private car.

Safety Considerations and Accident Analysis

- 2.12 The accident record in the vicinity of the site has been considered and the Essex County Council Collision database indicates that there have been no accidents in the vicinity in the latest available 3 year period between October 2019 and October 2022.
- 2.13 The proposals by virtue of their very limited impact are very unlikely to have a material impact on that record.

3 Policy Background

National Policy

- 3.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at national level in the following document:
- the National Planning Policy Framework
- 3.2 This document set the context in which the proposals have been assessed.

The National Planning Policy Framework (NPPF)

- 3.3 The National Planning Policy Framework (NPPF, 2021) in this document the government sets out its core principles for the planning system in England.
- 3.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Promoting Sustainable Transport

- 3.5 The NPPF in promoting sustainable transport considers that for sites to be allocated for development in plans, or 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; and*
 - C. *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.*
- 3.6 The framework goes on to re-iterate that **Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.**
- 3.7 The NPPF sets out in the context of applications for development that they should:
- A. *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - B. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - C. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - D. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

Pease Place, East Hanningfield

- E. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*
- 3.8 The chapter concludes that ... All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Local Policy

- 3.9 The following local policy document constitutes the development plan for Chelmsford City Council:
- The Chelmsford Local Plan 2013-2036
 - Parking Standards Design and Good Practice 2009 (Essex Planning Officers Association) and subsequent Chelmsford City Council adopted standards
 - Development Management Policies, Essex County Council February 2011
- 3.10 The Chelmsford Local Plan sets out the policy, aims and objectives for new development and sustainable transport that support the guidance set out in the NPPF and seeks to develop a sustainable, integrated transport system for the area, which provides necessary access to facilities, services and goods with less dependence on cars and less impact on the environment.
- 3.11 Policy DM 27 - Parking Standards at Developments States that: The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended, when determining planning applications. Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.
- 3.12 The advice contained in the national and local policy documents has been fully considered during the development of this proposal. It is considered that the proposal is in accordance with the aims and objectives of transport policy as it applies to both its location and the use proposed.

Development Management Policy

- 3.13 Essex County Council (ECC) set out in their publication, Development Management Policies (DMP) Feb 2011, that access to development sites should be considered against the Essex Functional Route Hierarchy.
- 3.14 Pease Place, which provides access to the site, is defined within the Functional Route Hierarchy as an Other Route within the defined settlement and as such there are policy restrictions with respect to access proposals for development. Given its location, the proposal site access is governed by Policy DM4 of the DMP, which states that the Highway Authority will protect the function of other routes by:
- Ensuring that new access points will be designed and constructed in accordance with the current standards
 - Requiring improvements to existing substandard access.

Pease Place, East Hanningfield

- 3.15 The aims and objectives of the DMP have been complied with in the development of this proposal and the development being considered accords with that policy.

Pease Place, East Hanningfield

4 Development Proposals

Description of Proposal

- 4.1 The proposals consider a residential development for 3 four bedroomed dwellings, hard and soft landscaping and associated parking and infrastructure.
- 4.2 A layout plan of the proposed development is shown in **Appendix 3** and indicates the principal point of access to the site and the general site layout.
- 4.3 As a part of the proposals, the currently truncated section of Pease Place will be opened to through traffic providing direct frontage access to the proposed dwellings.

Trip Generation

- 4.4 In accordance with standard transport assessment guidelines, the proposals have been considered with respect to the likely level of trips that could be generated and the impact they would have on the local highway network.
- 4.5 The travel demand that could be associated with the proposal has been considered in detail and assessed utilising data from the TRICS trip generation database. Sites within the database have been interrogated to consider sites that are similar in land use, location and size to the proposal being considered.
- 4.6 The TRICS 7.9.3 trip generation database has been interrogated to assess the likely number of vehicular trips that could be associated with 3 dwellings, representing the proposed development.
- 4.7 **Table 4.1** summarises the trip generation rates and provides an estimate of vehicular movements associated with the development proposals.

Table 4.1 Residential Use Trip Generation Summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily Trips 07:00-19:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate per Dwelling	0.154	0.321	0.303	0.167	2.342	2.385
Trips per 3 dwellings	1	1	1	1	7	7

- 4.8 **Table 4.1** indicates that the proposed redevelopment could result 2 trips in the AM peak and 2 trips in the PM peak and 14 movements over a typical day.
- 4.9 Given the very low level of vehicular trips that could be generated by the proposals and the opportunities to access the site via means other than the private car, the development will not have a detrimental impact on the operation of the local road network in the vicinity of the site and can be accommodated in terms of capacity and highway safety.
- 4.10 The TRICS data is held in **Appendix 4**.

Pease Place, East Hanningfield

Vehicle Parking

- 4.11 The car parking requirements of the proposal have been considered in the context of the requirements set out by Chelmsford City Council in accordance with the following minimum requirements:
- One space per one bed dwelling
 - Two spaces per 2 + Bed Dwelling
 - Visitor Parking 0.25 spaces per dwelling
- 4.12 The proposals comprise 3 four bedroomed dwellings and as such 4 allocated spaces are proposed. As a part of the wider proposal, a further four parking spaces are proposed to in order to re-provide some of the parking lost to the development.
- 4.13 All spaces are proposed at 2.9m by 5.5m.
- 4.14 As a part of the proposals each dwelling will have a cycle parking space in accordance with current standards.

Local Parking Demand

- 4.15 Following pre-application discussions, the Highway Authority raised concerns with respect to the impact of the loss of car parking provision on the locally available on-street supply and whether the additional demand could be accommodated within the capacity available.
- 4.16 Currently the site accommodates 10 free to use car parking spaces.
- 4.17 In order to provide a robust assessment, and seek to demonstrate that the loss of the spaces will not have a detrimental impact on the local on-street parking supply and moreover can accommodate any displaced parking, the availability and utilisation of on-street car parking in the vicinity has been surveyed utilising the Lambeth Parking survey methodology. The surveys were undertaken 29th and 30th November and 3rd of December 2022.
- 4.18 The survey area included all roads within 100m of the site. In accordance with the Lambeth parking survey methodology with available spaces were identified where they are not subject to legal or practical restrictions.
- 4.19 The plan attached at **Appendix 5** illustrates the available parking within the surveyed area. The surveys were undertaken for the following times
- Tuesday 09:30, 13:30, 15:30
 - Wednesday 09:30, 13:30, 15:30
 - Saturday 08:30, 13:30, 15:30
- 4.20 The results of the surveys are summarised in Table 4.1 below

Pease Place, East Hanningfield

Table 4.1 Pease Place Parking Beat Survey Summary

Time Period	On Street Spaces		%age Utilisation
	Spaces Available	Spaces Utilised	
Tues 09:30	115	49	43%
Tues 13:30	115	42	37%
Tues 15:30	115	49	43%
Weds 09:30	115	40	35%
Weds 13:30	115	46	40%
Weds 15:30	115	49	43%
Sat 08:30	115	63	55%
Sat 13:30	115	64	56%
Sat 15:30	115	61	53%

- 4.21 The surveys identify that within 100m of the site there are a total of 115 available legally usable parking spaces on street and in marked out parking areas not subject to restriction.
- 4.22 During the surveyed days and time periods the data indicates that the maximum utilisation was observed at 13:30 on a Saturday where 64 parked vehicles were surveyed representing a space utilisation of 56% leaving 44 free spaces. At all other times the observed utilisation was between 37% and 55%.
- 4.23 Given the foregoing, any displaced car parking (effectively amounting to a maximum of 6 spaces) can be accommodated within the available supply in the vicinity of the site and moreover would not result in any measurable local parking stress. The re-provision of a further 4 spaces as a part of the proposal will reduce any impact that the loss of parking could have on the local supply.
- 4.24 The parking surveys and plan held in **Appendix 5**.

Access and Servicing

- 4.25 Access to the proposed dwellings will be achieved directly from Pease Place which will be opened to through traffic as a consequence of the development. This will not only allow direct access to the proposal from Pease Place but will also significantly improve access for emergency vehicles, servicing and deliveries reducing the need for vehicles to turn round and make significant reversing manoeuvres within the highway within the highway.
- 4.26 Deliveries, refuse servicing and emergency access to the dwelling can all be achieved from Pease Place as per the on-going arrangements for the area.

5 Summary and Conclusions

Summary

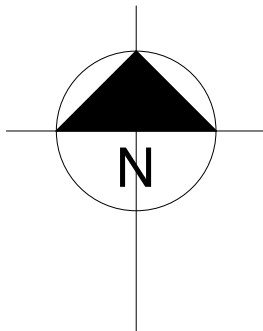
- 5.1 This Transport Statement has been provided in support of a full planning application to Chelmsford City Council for proposals for the redevelopment of land at Pease Place, East Hanningfield, for the purposes of three dwellings, parking and access.
- 5.2 The TRICS trip generation assessment demonstrates that the proposed development would lead to a minimal increase in vehicular trips associated with the site.
- 5.3 The traffic generated by the proposal can be accommodated via the existing access improved arrangements without having a detrimental impact on the operation of the local highway network by virtue of either highway capacity or highway safety.
- 5.4 The site is considered to be in an accessible location for the purposes of access via means other than the private car.
- 5.5 The proposed change of use will incorporate car and cycle parking in accordance with Chelmsford City Council requirements.
- 5.6 The potential displaced parking pressure on local on-street parking that could be created by the development can easily be accommodated by the existing on-street car parking supply without having a detrimental impact in terms of parking stress.
- 5.7 The delivery and emergency manoeuvring requirements for the proposals can be undertaken in accordance with Chelmsford City Council requirements.

Conclusions

- 5.8 This Transport Statement demonstrates that the proposals have been developed in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant or severe impact on the efficiency or safety of the local transport network.
- 5.9 In view of the foregoing, it is considered that there are no substantive highway or transportation reasons why the proposals as submitted should not be permitted.

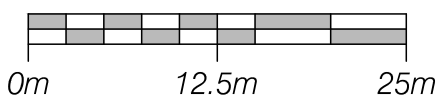


Appendix 1
Site Location



Location plan

A4 SHEET @ 1:500



revision
issue

PLANNING

client

Chelmsford City Council

project

Site no.1, Pease Place,
East Hanningfield

title

Location Plan

john finch partnership
chartered architects & town planning consultants



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admin@johnfinchpartnership.co.uk

www.johnfinchpartnership.co.uk

date 05.10.22 scale 1:500/1250 @ A3

drawn jm/jh checked jm

dwg no 3557:01 revision D



Appendix 2
Public Transport Information

First 3 Southend-Chelmsford

Mondays to Fridays from 1 August 2022

	3	3	3	3	3	3	3	3
	Sch	NSch				Sch	NSch	
Southend , Travel Centre Stop C	0640	0640	0915	1100	1300	1430	1440	1740
Southend , Victoria Rail Station Stop VF	0643	0643	0919	1104	1304	-	-	1744
Westcliff-on-Sea , Plough Stop B	0649	0649	0925	1110	1310	-	-	1750
Leigh-on-Sea , Church	0658	0658	0936	1121	1321	-	-	1801
Leigh-on-Sea , Thames Drive	0702	0702	0940	1125	1325	-	-	1805
Hadleigh , Church	0707	0707	0944	1129	1329	-	-	1809
Daws Heath , Rivers Corner	0715	0715	0951	1136	1336	-	-	1816
Thundersley , The Woodmans Arms	0719	0719	0955	1140	1340	-	-	1820
Southend , Victoria Rail Station Stop VJ	-	-	-	-	-	1435	1445	-
Rayleigh , The Library	0726	0726	1005	1150	1350	1500	1510	1830
Rayleigh , Rail Station	0728	0728	1008	1153	1353	1503	1513	1833
Rayleigh , The Swayne Park School	-	-	-	-	-	1510	-	-
Rayleigh , Hullbridge Road	0731	0731	1011	1156	1356	1518	1518	1836
Rawreth , Bedloes Corner	0736	0736	1016	1201	1401	1523	1523	1841
Battlesbridge , The Hawk	0738	0738	1019	1204	1404	1526	1526	1844
Rettendon , School	0740	0740	1021	1206	1406	1529	1529	1846
Rettendon , The Bell	0743	0743	1023	1208	1408	1531	1531	1848
Rettendon , Hyde Hall	-	-	1027	1212	1412	1535	1535	1852
East Hanningfield , The Windmill	0749	0749	1031	1216	1416	1539	1539	1856
Howe Green , East Hanningfield Road	0755	0755	1036	1221	1421	1544	1544	1901
Sandon , Woodhill Road	0800	0800	1041	1226	1426	1549	1549	1906
Chelmsford , Retail Market Stop 1	0810	0810	1047	1232	1432	1555	1555	1912
Chelmsford , Bus Station Stand 1	0813	0813	1050	1235	1435	1558	1558	1915
Chelmsford , King Edward VI School	0816	-	-	-	-	-	-	-

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 3 Southend-Chelmsford

Saturdays from 1 August 2022

	3	3	3	3	3	3
Southend , Travel Centre Stop C	0720	0915	1115	1315	1515	1715
Southend , Victoria Rail Station Stop VF	0724	0919	1119	1319	1519	1719
Westcliff-on-Sea , Plough Stop B	0730	0925	1125	1325	1525	1725
Leigh-on-Sea , Church	0741	0936	1136	1336	1536	1736
Leigh-on-Sea , Thames Drive	0745	0940	1140	1340	1540	1740
Hadleigh , Church	0749	0944	1144	1344	1544	1744
Daws Heath , Rivers Corner	0756	0951	1151	1351	1551	1751
Thundersley , The Woodmans Arms	0800	0955	1155	1355	1555	1755
Rayleigh , The Library	0810	1005	1205	1405	1605	1805
Rayleigh , Rail Station	0813	1008	1208	1408	1608	1808
Rayleigh , Hullbridge Road	0816	1011	1211	1411	1611	1811
Rawreth , Bedloes Corner	0821	1016	1216	1416	1616	1816
Battlesbridge , The Hawk	0824	1019	1219	1419	1619	1819
Rettendon , School	0826	1021	1221	1421	1621	1821
Rettendon , The Bell	0828	1023	1223	1423	1623	1823
Rettendon , Hyde Hall	0832	1027	1227	1427	1627	1827
East Hanningfield , The Windmill	0836	1031	1231	1431	1631	1831
Howe Green , East Hanningfield Road	0841	1036	1236	1436	1636	1836
Sandon , Woodhill Road	0846	1041	1241	1441	1641	1841
Chelmsford , Retail Market Stop 1	0852	1047	1247	1447	1647	1847
Chelmsford , Bus Station Stand 1	0855	1050	1250	1450	1650	1850

First 3 Chelmsford-Southend

Mondays to Fridays from 1 August 2022

	3	3	3	3	3	3	3	3
	Sch	NSch				Sch	NSch	
Chelmsford, King Edward VI School	-	-	-	-	-	1557	-	-
Chelmsford, Bus Station Stand 1	0717	0722	0900	1100	1300	1600	1600	1730
Chelmsford, H&M Stop Db	0720	0725	0903	1103	1303	1603	1603	1733
Sandon, Woodhill Road	0727	0732	0910	1110	1310	1610	1610	-
Howe Green, East Hanningfield Road	0731	0736	0914	1114	1314	1614	1614	1743
East Hanningfield, The Windmill	0736	0741	0919	1119	1319	1619	1619	1750
Rettendon, Hyde Hall	0740	0745	0923	1123	1323	1623	1623	-
Rettendon, The Bell	0744	0749	0927	1127	1327	1627	1627	1756
Rettendon, School	0746	0751	0929	1129	1329	1629	1629	1759
Battlesbridge, The Hawk	0749	0754	0931	1131	1331	1631	1631	1801
Rawreth, Bedloes Corner	0752	0757	0934	1134	1334	1634	1634	1804
Rayleigh, Hullbridge Road	0757	0802	0939	1139	1339	1639	1639	-
Rayleigh, The Sweyne Park School	0803	-	-	-	-	-	-	-
Rayleigh, Rail Station	0807	0807	0942	1142	1342	1642	1642	-
Rayleigh, High Street Stop 1	0810	0810	0945	1145	1345	1645	1645	-
Thundersley, The Woodmans Arms	0820	0820	0955	1155	1355	1655	1655	-
Daws Heath, Rivers Corner	0823	0823	0958	1158	1358	1658	1658	-
Hadleigh, Morrisons	0827	0827	1002	1202	1402	1702	1702	1834
Leigh-on-Sea, Thames Drive	0831	0831	1006	1206	1406	1706	1706	1837
Leigh-on-Sea, Rectory Grove	0835	0835	1010	1210	1410	1710	1710	-
Westcliff-on-Sea, Plough	0844	0844	1019	1219	1419	1719	1719	1847
Southend, Victoria Rail Station Stop VE	0850	0850	1025	1225	1425	1725	1725	1852
Southend, Travel Centre	0855	0855	1028	1228	1428	1730	1730	1854

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 3 Chelmsford-Southend

Saturdays from 1 August 2022

	3	3	3	3	3	3
Chelmsford, Bus Station Stand 1	0720	0920	1120	1320	1520	1720
Chelmsford, H&M Stop Db	0723	0923	1123	1323	1523	1723
Sandon, Woodhill Road	0730	0930	1130	1330	1530	1730
Howe Green, East Hanningfield Road	0734	0934	1134	1334	1534	1734
East Hanningfield, The Windmill	0739	0939	1139	1339	1539	1739
Rettendon, Hyde Hall	0743	0943	1143	1343	1543	1743
Rettendon, The Bell	0747	0947	1147	1347	1547	1747
Rettendon, School	0749	0949	1149	1349	1549	1749
Battlesbridge, The Hawk	0751	0951	1151	1351	1551	1751
Rawreth, Bedloes Corner	0754	0954	1154	1354	1554	1754
Rayleigh, Hullbridge Road	0759	0959	1159	1359	1559	1759
Rayleigh, Rail Station	0802	1002	1202	1402	1602	1802
Rayleigh, High Street Stop 1	0805	1005	1205	1405	1605	1805
Thundersley, The Woodmans Arms	0815	1015	1215	1415	1615	1815
Daws Heath, Rivers Corner	0818	1018	1218	1418	1618	1818
Hadleigh, Morrisons	0822	1022	1222	1422	1622	1822
Leigh-on-Sea, Thames Drive	0826	1026	1226	1426	1626	1826
Leigh-on-Sea, Rectory Grove	0830	1030	1230	1430	1630	1830
Westcliff-on-Sea, Plough	0839	1039	1239	1439	1639	1839
Southend, Victoria Rail Station Stop VE	0845	1045	1245	1445	1645	1845
Southend, Travel Centre	0850	1050	1250	1450	1650	1850



Appendix 3
Development Layout



Appendix 4
TRICS Data

Calculation Reference: AUDIT-757101-221208-1226

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 8 to 47 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	4 days
Wednesday	3 days
Thursday	2 days
Friday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 14

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 2 days
 1,001 to 5,000 10 days
 5,001 to 10,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 3 days
 50,001 to 75,000 2 days
 75,001 to 100,000 2 days
 125,001 to 250,000 5 days
 250,001 to 500,000 1 days
 500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 5 days
 1.1 to 1.5 7 days
 1.6 to 2.0 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 3 days
 No 11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 14 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 30/04/21</i>	SEMI -DETACHED & TERRACED	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
3	ES-03-A-06 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>	MIXED HOUSES	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 23/04/21</i>	DETACHED HOUSES	GLOUCESTERSHI RE	<i>Survey Type: MANUAL</i>
5	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED	MEDWAY	<i>Survey Type: MANUAL</i>
6	NM-03-A-02 HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 <i>Survey date: TUESDAY 20/10/20</i>	DETACHED & SEMI -DETACHED	WEST NORTHAMPTONSHI RE	<i>Survey Type: MANUAL</i>
7	NN-03-A-01 MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 <i>Survey date: TUESDAY 20/10/20</i>	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHI RE	<i>Survey Type: MANUAL</i>
8	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED	SUFFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-08	MIXED HOUSES	SUFFOLK
	STANNINGFIELD ROAD		
	NEAR BURY ST EDMUNDS		
	GREAT WHELNETHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	34	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
10	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
11	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
12	SY-03-A-02	DETACHED & BUNGALOWS	SOUTH YORKSHIRE
	MANOR ROAD		
	NEAR SHEFFIELD		
	WALES		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	25	
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL
13	SY-03-A-03	BUNGALOWS & DETACHED	SOUTH YORKSHIRE
	CHURCH LANE		
	NEAR BARNSELEY		
	WORSBROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	19	
	Survey date: WEDNESDAY	09/09/20	Survey Type: MANUAL
14	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	NEAR NEWCASTLE		
	BACKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	33	0.088	14	33	0.262	14	33	0.350
08:00 - 09:00	14	33	0.154	14	33	0.321	14	33	0.475
09:00 - 10:00	14	33	0.147	14	33	0.224	14	33	0.371
10:00 - 11:00	14	33	0.167	14	33	0.171	14	33	0.338
11:00 - 12:00	14	33	0.220	14	33	0.198	14	33	0.418
12:00 - 13:00	14	33	0.167	14	33	0.174	14	33	0.341
13:00 - 14:00	14	33	0.187	14	33	0.180	14	33	0.367
14:00 - 15:00	14	33	0.193	14	33	0.178	14	33	0.371
15:00 - 16:00	14	33	0.226	14	33	0.196	14	33	0.422
16:00 - 17:00	14	33	0.248	14	33	0.182	14	33	0.430
17:00 - 18:00	14	33	0.303	14	33	0.167	14	33	0.470
18:00 - 19:00	14	33	0.242	14	33	0.132	14	33	0.374
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.342			2.385			4.727

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 8 - 47 (units:)
 Survey date range: 01/01/14 - 22/06/22
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0



This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys is displayed. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix 5
Parking Plan and Survey



Legend:

-  Dropped Kerb
-  Parking Bay



	Street	Total Length of Available Kerb Space	Length of Junctions	Length of stops/other	Unrestricted Kerb Space			Unrestricted Bay				
					Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
0930 Tuesday 29th November 2022	Nicholson Place	114	5	56	48	9	8	89%	5	2	2	100%
	Ashley Green	48	5	25	18	3	0	0%				
	Coulde Dennis	137	5	15	97	19	4	21%	20	8	4	50%
	Coulde Dennis Car Park								10	4	1	25%
	Payne Place (West)	97	5	47	45	9	8	89%				
	Payne Place Car Park								25	10	4	40%
	Payne Place (East)	48	5	0	43	8	3	38%				
	Pease Place	99	5	57	37	7	7	100%				
	Pease Place Car Park								25	10	6	60%
	Filliol Close	51	5	0	41	8	1	13%	5	2	1	50%
Back Lane	115	0	34	81	16	0	0%					
Total per Beat by restriction					79	31	39%		36	18	50%	
Total per Beat					115	49	43%					

	Street	Total Length of Available Kerb Space	Length of Junctions	Length of stops/other	Unrestricted Kerb Space			Unrestricted Bay				
					Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
1330 Tuesday 29th November 2022	Nicholson Place	114	5	56	48	9	6	67%	5	2	1	50%
	Ashley Green	48	5	25	18	3	0	0%				
	Coulde Dennis	137	5	15	97	19	3	16%	20	8	3	38%
	Coulde Dennis Car Park								10	4	1	25%
	Payne Place (West)	97	5	47	45	9	6	67%				
	Payne Place Car Park								25	10	4	40%
	Payne Place (East)	48	5	0	43	8	5	63%				
	Pease Place	99	5	57	37	7	7	100%				
	Pease Place Car Park								25	10	4	40%
	Filliol Close	51	5	0	41	8	1	13%	5	2	1	50%
Back Lane	115	0	34	81	16	0	0%					
Total per Beat by restriction					79	28	35%		36	14	39%	
Total per Beat					115	42	37%					

	Street	Total Length of Available Kerb Space	Length of Junctions	Length of stops/other	Unrestricted Kerb Space			Unrestricted Bay				
					Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
1530 Tuesday 29th November 2022	Nicholson Place	114	5	56	48	9	8	89%	5	2	1	50%
	Ashley Green	48	5	25	18	3	1	33%				
	Coulde Dennis	137	5	15	97	19	6	32%	20	8	3	38%
	Coulde Dennis Car Park								10	4	2	50%
	Payne Place (West)	97	5	47	45	9	6	67%				
	Payne Place Car Park								25	10	4	40%
	Payne Place (East)	48	5	0	43	8	2	25%				
	Pease Place	99	5	57	37	7	8	114%				
	Pease Place Car Park								25	10	6	60%
	Filliol Close	51	5	0	41	8	0	0%	5	2	2	100%
Back Lane	115	0	34	81	16	0	0%					
Total per Beat by restriction					79	31	39%		36	18	50%	
Total per Beat					115	49	43%					

	Street	Total Length of Available Kerb Space	Length of Junctions	Length of stops/other	Unrestricted Kerb Space			Unrestricted Bay				
					Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
30th November 2022	Nicholson Place	114	5	56	48	9	6	67%	5	2	1	50%
	Ashley Green	48	5	25	18	3	0	0%				
	Coulde Dennis	137	5	15	97	19	5	26%	20	8	2	25%
	Coulde Dennis Car Park								10	4	1	25%
	Payne Place (West)	97	5	47	45	9	6	67%				

0930 Wednesday	Payne Place Car Park							25	10	4	40%			
	Payne Place (East)	48	5	0	43	8	3	38%						
	Pease Place	99	5	57	37	7	6	86%						
	Pease Place Car Park							25	10	4	40%			
	Fillioll Close	51	5	0	41	8	1	13%	5	2	1	50%		
	Back Lane	115	0	34	81	16	0	0%						
Total per Beat by restriction								79	27	34%				
Total per Beat								115	40	35%		36	13	36%

Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stop/other	Unrestricted Kerb Space			Stress	Unrestricted Bay			Stress			
				Length (m)	Calculated Spaces	Cars Parked		Length (m)	Calculated Spaces	Cars Parked				
Nicholson Place	114	5	56	48	9	5	56%	5	2	1	50%			
Ashley Green	48	5	25	18	3	1	33%							
Coulde Dennis	137	5	15	97	19	5	26%	20	8	4	50%			
Coulde Dennis Car Park								10	4	2	50%			
Payne Place (West)	97	5	47	45	9	7	78%							
Payne Place Car Park								25	10	4	40%			
Payne Place (East)	48	5	0	43	8	4	50%							
Pease Place	99	5	57	37	7	6	86%							
Pease Place Car Park								25	10	5	50%			
Fillioll Close	51	5	0	41	8	1	13%	5	2	1	50%			
Back Lane	115	0	34	81	16	0	0%							
Total per Beat by restriction								79	29	37%				
Total per Beat								115	46	40%		36	17	47%

Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stop/other	Unrestricted Kerb Space			Stress	Unrestricted Bay			Stress			
				Length (m)	Calculated Spaces	Cars Parked		Length (m)	Calculated Spaces	Cars Parked				
Nicholson Place	114	5	56	48	9	7	78%	5	2	2	100%			
Ashley Green	48	5	25	18	3	3	100%							
Coulde Dennis	137	5	15	97	19	5	26%	20	8	3	38%			
Coulde Dennis Car Park								10	4	2	50%			
Payne Place (West)	97	5	47	45	9	7	78%							
Payne Place Car Park								25	10	4	40%			
Payne Place (East)	48	5	0	43	8	3	38%							
Pease Place	99	5	57	37	7	7	100%							
Pease Place Car Park								25	10	5	50%			
Fillioll Close	51	5	0	41	8	0	0%	5	2	1	50%			
Back Lane	115	0	34	81	16	0	0%							
Total per Beat by restriction								79	32	41%				
Total per Beat								115	49	43%		36	17	47%

Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stop/other	Unrestricted Kerb Space			Stress	Unrestricted Bay			Stress			
				Length (m)	Calculated Spaces	Cars Parked		Length (m)	Calculated Spaces	Cars Parked				
Nicholson Place	114	5	56	48	9	10	111%	5	2	2	100%			
Ashley Green	48	5	25	18	3	1	33%							
Coulde Dennis	137	5	15	97	19	10	53%	20	8	5	63%			
Coulde Dennis Car Park								10	4	1	25%			
Payne Place (West)	97	5	47	45	9	7	78%							
Payne Place Car Park								25	10	6	60%			
Payne Place (East)	48	5	0	43	8	3	38%							
Pease Place	99	5	57	37	7	9	129%							
Pease Place Car Park								25	10	7	70%			
Fillioll Close	51	5	0	41	8	0	0%	5	2	2	100%			
Back Lane	115	0	34	81	16	0	0%							
Total per Beat by restriction								79	40	51%				
Total per Beat								115	63	55%		36	23	64%

1330 Saturday 3rd December 2022	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Unrestricted Kerb Space			Unrestricted Bay				
					Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
	Nicholson Place	114	5	56	48	9	9	100%	5	2	2	100%
	Ashley Green	48	5	25	18	3	1	33%				
	Coulde Dennis	137	5	15	97	19	9	47%	20	8	7	88%
	Coulde Dennis Car Park								10	4	2	50%
	Payne Place (West)	97	5	47	45	9	7	78%				
	Payne Place Car Park								25	10	4	40%
	Payne Place (East)	48	5	0	43	8	2	25%				
	Pease Place	99	5	57	37	7	9	129%				
	Pease Place Car Park								25	10	7	70%
	Fillioll Close	51	5	0	41	8	3	38%	5	2	2	100%
	Back Lane	115	0	34	81	16	0	0%				
Total per Beat by restriction						79	40	51%		36	24	67%
Total per Beat						115	64	56%				

1530 Saturday 3rd December 2022	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Unrestricted Kerb Space			Unrestricted Bay				
					Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
	Nicholson Place	114	5	56	48	9	8	89%	5	2	2	100%
	Ashley Green	48	5	25	18	3	0	0%				
	Coulde Dennis	137	5	15	97	19	9	47%	20	8	6	75%
	Coulde Dennis Car Park								10	4	2	50%
	Payne Place (West)	97	5	47	45	9	9	100%				
	Payne Place Car Park								25	10	3	30%
	Payne Place (East)	48	5	0	43	8	2	25%				
	Pease Place	99	5	57	37	7	8	114%				
	Pease Place Car Park								25	10	9	90%
	Fillioll Close	51	5	0	41	8	1	13%	5	2	2	100%
	Back Lane	115	0	34	81	16	0	0%				
Total per Beat by restriction						79	37	47%		36	24	67%



Preliminary Ecological Appraisal

of

East Hanningfield Site 1, Chelmsford, Essex

on behalf of

Chelmsford City Council

October 2022

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Over 30 Years of Service, Value and Innovation

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Revision	Purpose	Originated	Checked	Authorised	Date
		BFH	SR	JBA	October 2022
Job Number: JBA 22/277		 Title: Preliminary Ecological Appraisal of East Hanningfield Site 2, Chelmsford, Essex			

Disclaimer

James Blake Associates Ltd have made every effort to meet the client's brief. However, no survey ensures complete and absolute assessment of the changeable natural environment. The findings in this report were based on evidence from thorough survey: It is important to remember that evidence can be limited, hard to detect or concealed by site use and disturbance. When it is stated that no evidence was found or was evident at that point in time, it does not mean that species are not present or could not be present at a later date: The survey was required because habitats are suitable for a given protected species, and such species could colonise areas following completion of the survey.

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Non-technical Summary

Site:	East Hanningfield Site 1, Chelmsford, Essex
Ordnance Survey National Grid Reference:	TL 76790 00953
Report Commissioned by:	Chelmsford City Council
Date of Walkover Survey:	26 th August 2022

Considerations	Description	Potential impacts and timing
Statutory designated wildlife areas within 7km of the site:	Six 'Sites of Special Scientific Interest' (SSSI), one Ramsar site, one 'Special Area of Conservation' (SAC), one 'Special Protected Area' (SPA) and three 'Local Nature Reserves' (LNR)	Consultation with Natural England and the Local Planning Authority may be required with regards to the Suffolk Recreational Disturbance Avoidance and Mitigation Strategy.
Non-statutory designated wildlife sites within 2km of the site:	One Local Wildlife Site (LoWS)	The small scale of the development is unlikely to cause a significant impact to non-statutory sites.
Results of walkover survey:	The site is considered suitable to support hedgehog, reptiles, GCN, and nesting birds; however, suitability is limited.	
Precautionary measures:	Vegetation removal.	Outside of the nesting bird season or following a clear nesting bird check. Nesting season is March to mid-August. Scrub should be cut to 20cm using hand-held tools and checked for hedgehogs/reptiles. Boundary vegetation should be done under supervision of a GCN-licensed ecologist.
	Continual management of grassland.	-

1 Introduction

Background

- 1.1 James Blake Associates Ltd. (JBA) was commissioned by Chelmsford City Council to undertake a Preliminary Ecological Appraisal (PEA) of East Hanningfield Site 1, Chelmsford. Ordnance Survey National Grid Reference; TL 76790 00953, taken from the centre of site.
- 1.2 The assessment was required to accompany a planning application for the development of residential dwelling units and associated infrastructure.

Site Description

- 1.3 The site is approximately 0.1 hectares in size and is located to the north of Pease Place, Chelmsford, in Essex. The wider landscape includes the village of East Hanningfield, residential and commercial buildings, grassland field as well as arable land. The A130 is approximately 2km west of the site (see Figure 1 below).
- 1.4 The site itself consists of semi-improved and amenity grassland, with a treeline and hardstanding. A small residential carpark is also present on site.

Figure 1: Site location



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Aims and objectives

1.5 The aim of the survey was to:

- Identify the presence, or potential presence, of any protected or notable species or habitats on, or adjacent to, the site; and
- make recommendations for further surveys if required, to advise on avoidance and/or mitigation measures following the survey (if necessary) and provide suggestions to enhance the wildlife value of the site post-development to provide a net gain in biodiversity value.

Wildlife Legislation and Planning Policy

1.6 The relevant wildlife legislations and planning policies are listed below:

- Conservation of Habitats and Species Regulations 2017, ('The Habitats Regulations'). The Habitats Regulations implement The Habitats Directive 1992 (92/43/EEC) into English Law. (Amended by the Conservation of Habitats and Species (Amendment) Regulations 2012 S.I. 2012/1927).
- Wildlife and Countryside Act, 1981 (as amended) (WCA). (Amended by the Countryside and Rights of Way Act (2000).
- The Natural Environment and Rural Communities Act, 2006 (NERC).
- The Protection of Badgers Act, 1992 (The Badgers Act).
- The Wild Mammals (Protection) Act, 1996.
- The Hedgerows Regulations, 2007.
- National Planning Policy Framework, 2021 (NPPF).

2 Methodology

Desk study

- 2.1 A desk study was undertaken for statutory and non-statutory designated wildlife sites within a 7km and 2km radius of the site, respectively using 'MAGIC', the Multi-Agency Geographic Information system for the Countryside. The data provided from Essex Field Club (EFC) was consulted for records of non-statutory sites and protected and rare species within a 2km search radius (EFC data provided on the 22th August 2022).
- 2.2 The site is covered by the Local Biodiversity Action Plan (LBAP) for Essex which was consulted as part of the desk study.
- 2.3 Within the desk study results, the Birds of Conservation Concern (BoCC) are split into three criteria; the Red list is the highest conservation priority (species needing urgent action). The Amber list is the next most critical group, followed by Green. Red listed species are those that are globally threatened according to the International Union for Conservation of Nature (IUCN) criteria, species with populations or ranges that have declined rapidly in recent years, and those that have declined historically and have not shown a substantial recent recovery.

Walkover Survey

- 2.4 The survey was undertaken by Bethan Feeney-Howell BSc (Hons) QCIEEM, and Sarah Jarrett BSc (Hons) MSc, on the 26th August 2022.
- 2.5 The survey methodology followed the standard Phase 1 methodology of Joint Nature Conservation Committee Guidelines (JNCC, 2010). An extension of this basic methodology was also undertaken to provide further details in relation to notable or protected habitats present within the survey area, or in relation to habitats present that have the potential to support notable or protected species (CIEEM, 2013).
- 2.6 **Badgers (*Meles meles*):** A visual survey for setts, hair, latrines, prints, snuffle marks or other signs of badgers was undertaken within the site boundary, following guidelines set out by the Mammal Society (1989).
- 2.7 **Bats:** Trees within the site boundary were surveyed, from the ground, for their potential to support roosting bats in accordance with Bat Conservation Trust's Guidelines (Collins (ed.), 2016).
- 2.8 **Birds:** A visual survey of bird activity and suitable nesting habitat was carried out, to

determine if any areas would be suitable for WCA Schedule 1 birds, BoCC or other common and widespread nesting birds.

2.9 **Reptiles:** A visual survey for the presence of suitable habitat was carried out according to the criteria given in the Herpetofauna Workers' Manual (Gent and Gibson 1998).

2.10 **Amphibians:** Where accessible, known ponds within 500m of the site (unless ecologically separated from the site by significant barriers, such as major roads or rivers) were assessed for potential to support breeding amphibians, such as great crested newts (GCN) (*Triturus cristatus*). Ponds were assessed for their potential suitability to support GCN by undertaking a Habitat Suitability Index (HSI) assessment (Oldham *et al.*, 2000). The HSI for GCN is assessed using ten habitat variables (suitability indices – SI) which are known to affect the survival and ability to breed, of GCN. The variables include:

- Geographical location.
- Pond area.
- Pond permanence (number of years a pond is likely to dry out per decade).
- Water quality.
- Percentage of shade of margin.
- Number of waterfowl.
- Occurrence of fish.
- Pond density.
- Terrestrial habitat.
- Macrophyte (plant) cover.

Each variable (or suitability index) is assessed in the field and expressed on a scale from 1 (optimal suitability for GCN) to 0 (totally unsuitable). The ten variables, or indices, are combined using geometric mean to derive the final HSI score for the waterbody. The scoring system is presented in Table 1 below:

Table 1: HSI score and suitability of a waterbody habitat to support breeding GCN

HSI Score	Suitability of water body habitat to support breeding GCN
0.01-0.49	'Poor'
0.50-0.59	'Below average'
0.60-0.69	'Average'
0.70-0.79	'Good'

0.80-1.00	'Excellent'
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- 2.11 **Invertebrates:** The site was scoped for significant rotting deadwood, and high quality aquatic or other habitats, which could be used by significant assemblages of invertebrates, or by any of the invertebrates highlighted in the data search.
- 2.12 **Flora and habitats:** All habitats and plant species that were identifiable at the time of the survey were recorded.
- 2.13 **Adjacent Habitat:** Habitats close to the site were identified, using aerial maps and field observation, so that the ecological impact of the proposed works on the wider landscape could be assessed.

Limitations and Assumptions

- 2.14 The baseline conditions reported in this document represent those identified at the time of the survey on 26th August 2022. Although a reasonable assessment of habitats present can be made during a single walkover survey, seasonal variations are not observed. The survey was conducted in August, which is within the optimal season for the identification of flora.
- 2.15 The desk study used available records and historical data from the local area. However, this does not provide a reliable indication of species present since records depend entirely on survey effort in the area, which is highly variable. The data is useful as a general guide to supplement the site visit, but absence of records does not reflect absence of species.

3 Results

Desk Study

Statutory Designated Wildlife Sites

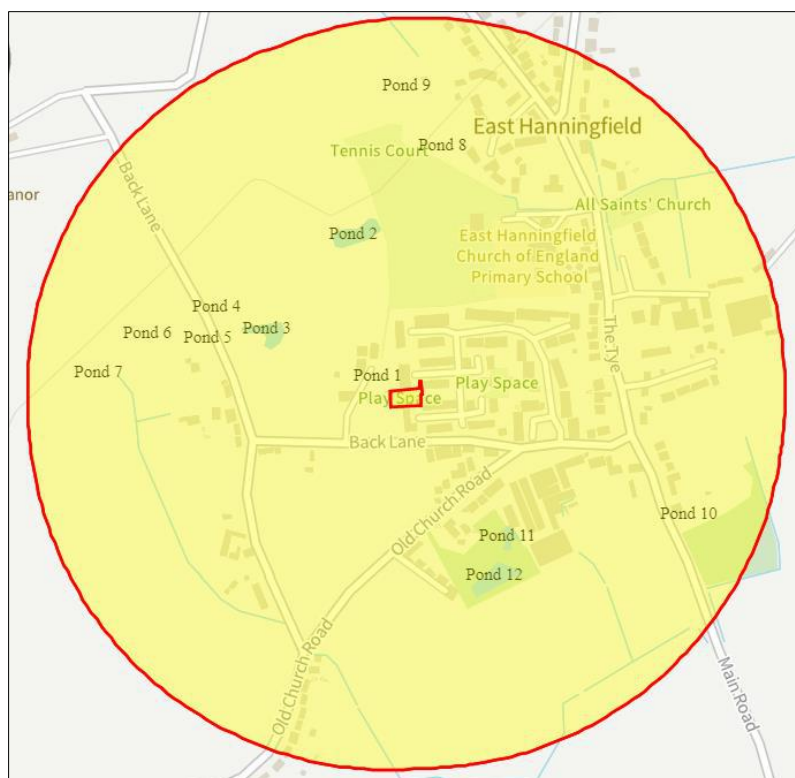
- 3.1 The desk study identified six 'Sites of Special Scientific Interest' (SSSI), one Ramsar site, one 'Special Area of Conservation' (SAC), one 'Special Protected Area' (SPA) and three 'Local Nature Reserves' (LNR) within 7km of the site. Statutory designated sites are detailed in Appendix A.
- 3.2 For new residential developments in this area, consideration is required in terms of the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).

Non-Statutory Designated Wildlife Sites

- 3.3 There was a single County Wildlife Sites (CWS) identified within 2km of the site, which is detailed in Appendix B.
- 3.4 Due to the small scale and nature of the proposed development, it is unlikely to cause any significant impacts to non-statutory designated wildlife sites.

Ponds within 500m

- 3.5 Twelve ponds were identified within 500m of the site boundary (Figure 2). The closest pond is located approximately 8.9m northwest of the site.
- 3.6 Ponds 4 and 5 were dry and ponds 10, 11 and 12 were deemed ecologically separated from the site, due to main roads and the built-up area.
- 3.7 Ponds 2, 3, 8 and 9 were located on private property and were unable to be assessed at the time of the survey; however, from aerial imagery all of these ponds looked to have potential suitability for GCN. Ponds 6 and 7 were surveyed at the time of the survey and showed good potential to support GCN. Despite this, suitable hibernating and sheltering habitats for GCN are located closer to Ponds 2, 3, and 6-7, than to the site. Therefore, if GCN are present in these ponds, they are unlikely to travel to the site to find refuge.
- 3.8 Pond 1 had waterfowl present at the time of the survey, and aerial imagery shows a high coverage of pond weed and a water fountain at the centre; aspects which make this pond unsuitable for GCN.

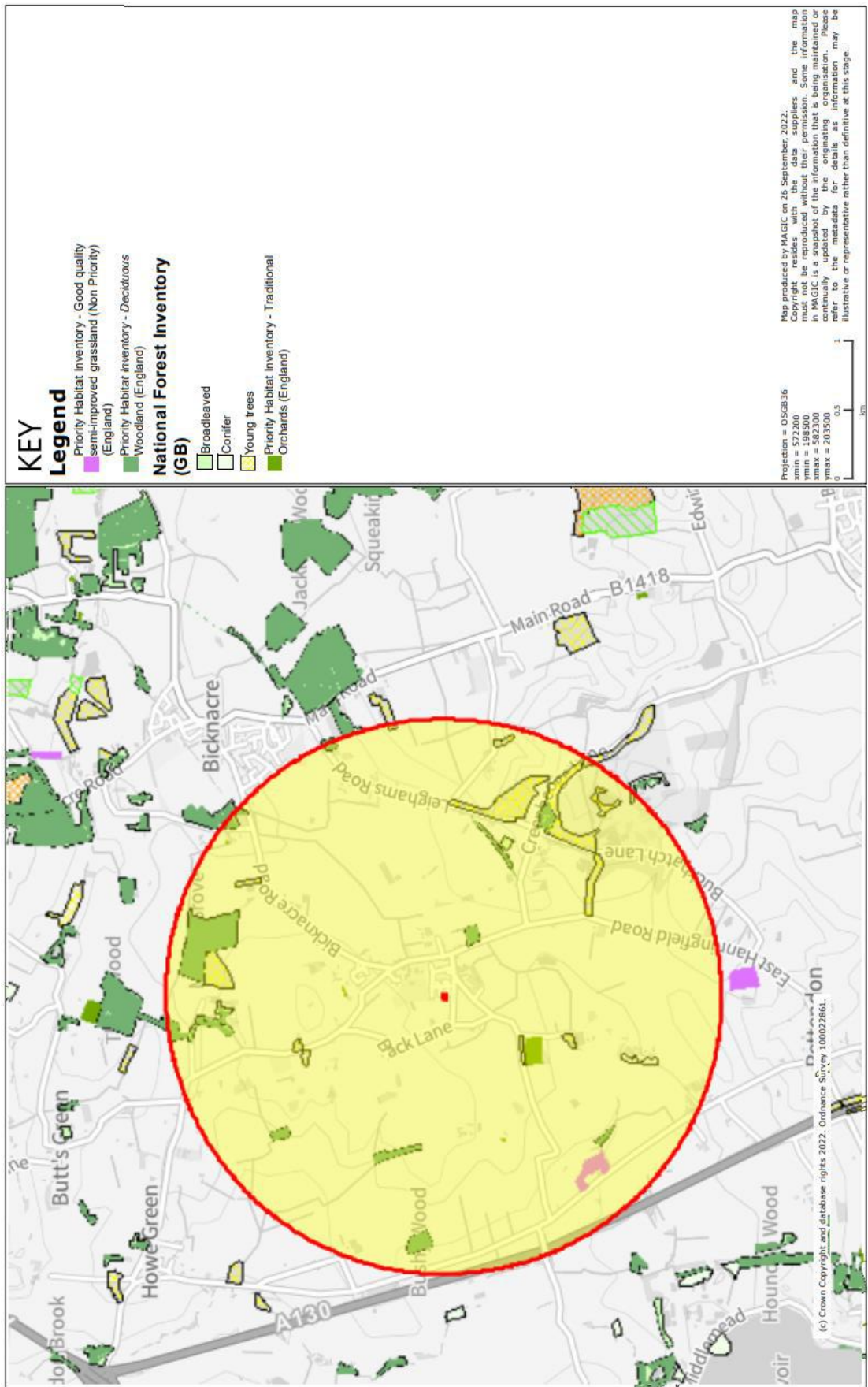
Figure 2: Ponds within 500m of the site boundary

Reproduced from Magic maps data licence number 100059700

Habitat Types within 2km

- 3.9 Habitat types within the area include good quality semi-improved grassland, deciduous woodland, traditional orchards, broadleaved, young trees and conifer woodland. Habitat types are shown on Figure 3. The nearest broadleaved woodland is located 387m southeast

Figure 3: Habitat types within 2km of the site



Protected, priority and rare species within 2km of site

- 3.6 There were no records of protected or rare species for the site itself; although there were numerous records of species within 2km of the site (full raw data can be provided upon request). The most relevant records are described below. Records over ten years old have not been referred to as the walkover survey is considered to provide a more up to date and accurate account of the species and habitats for the site.
- 3.7 European badger was recorded in 2016, within 2km of the site boundary.
- 3.8 Within the desk study common pipistrelle (*Pipistrellus pipistrellus*) and Brown long-eared bat (*Plecotus auritus*) were recorded 1.95km southeast of the site in 2014. Nathusius's pipistrelle was identified in 2016, 1.75km north.
- 3.9 Hedgehog (*Erinaceus europaeus*) was recorded in 2015, 0.3km northeast of the site.
- 3.10 Brown hare (*Lepus europaeus*) were identified within 2km of the site. The most recent records are from 1.66km southeast in 2020.
- 3.11 8 Red listed bird species were identified within 2km of the site; including cuckoo (*Cuculus canorus*), house sparrow (*Passer domesticus*), starling (*Sturnus vulgaris*) and yellowhammer (*Emberiza citrinella*).
- 3.12 10 Amber listed bird species were also identified within the desk study; including bullfinch (*Pyrrhula pyrrhula*), dunnock (*Prunella modularis*), woodpigeon (*Columba palumbus*), mallard (*Anas platyrhynchos*), moorhen (*Gallinula chloropus*), and wren (*Troglodytes troglodytes*).
- 3.13 Common lizard (*Zootoca vivipara*) and slow worm (*Anguis fragilis*) were recorded in 2015, 0.1km southwest. Grass snake (*Natrix helvetica*) was also recorded in 2016, 1.8km southeast.
- 3.14 Small heath (*Coenonympha pamphilus*) have been recorded on many occasions within 2km of the site boundary, the nearest in 2019 1.26km southeast.
- 3.15 Ruddy darter (*Sympetrum sanguineum*) was recorded 1.36km southeast in 2013.
- 3.16 Large garden bumblebee (*Bombus ruderatus*) A UKBAP species was identified 1.71km southeast in

3.17 A total of 16 moth species were identified; 8 of which are UK BAP, including latticed heath moth (*Chiasmia clathrata*).

Walkover Survey

3.18 The habitats on site were considered with respect to their potential to support protected species.

3.19 Within the redline boundary the site comprises a number of dominant ‘habitat types’, taken from those listed in the Handbook for Phase 1 Habitat Survey (JNCC, 2010). These habitat types are described below and are shown schematically on Figure 4. Target Notes (TN) are presented in Table 2. A list of plant species identified on site is included in Appendix C. The baseline conditions reported and assessed in this document represent those identified at the time of the survey on 26th August 2022. Although a reasonable assessment of habitats present can be made during a single walkover survey, seasonal variations are not observed.

3.20 The majority of the site comprises amenity grassland. Other habitats present on site are scrub, hedgerows, boundary trees and hardstanding.

3.21 The following photographs in Table 2 show the Target Notes referred to in Figure 4.

Figure 4: Phase 1 Habitat Map

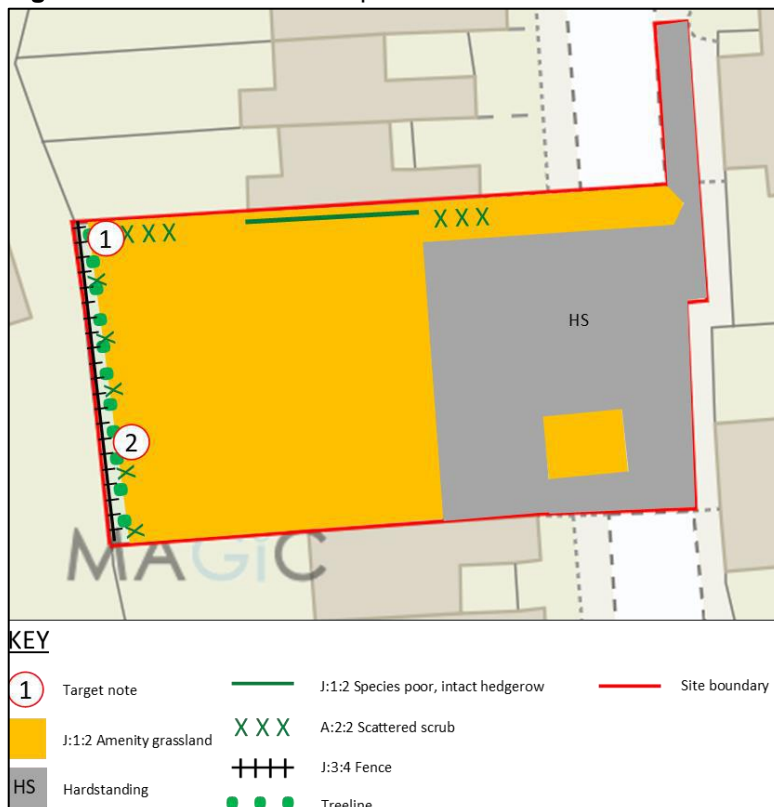




Table 2: Target Notes

Target Note	Description	Photo
1	Compost heap	
2	Fox scat	

4 Protected Species – Results and Evaluation

Badger

- 4.1 Habitats on site are considered unsuitable for badgers due to minimal cover for sett creation. The amenity grassland onsite provides limited opportunities for foraging due to regular management (mown). The surrounding landscape consists largely of residential housing and associated hardstanding; however, vegetation directly west of the site beyond the fencing offers good opportunities for badgers.
- 4.2 No setts or evidence of badger activity with regard to hair, latrines or snuffle holes were recorded on the site itself during the survey.

Bats

- 4.3 The boundary trees (Figure 4) on the western boundary were assessed from the ground for bat roost potential. All of the trees are considered to have 'negligible' BRP due to no suitable features present, such as dense ivy cover, peeling bark or knot holes.
- 4.4 Habitat on site was assessed as 'negligible' for foraging and commuting bats. The site is very limited in size and the amenity grassland within the site provides low foraging habitat as the area is currently highly managed (mown).

Mammals - Other

- 4.5 The site provides some habitat for hedgehog due to hedgerow and scrub on site that could provide shelter and foraging opportunities, though this is very limited. Furthermore, the amenity grassland is considered poor foraging habitat. No evidence of hedgehog was recorded during the walkover survey.
- 4.6 One observation of fox scat was noted along the treeline on the western boundary.

Birds

- 4.7 Trees, hedgerow, and scattered scrub on site, provides nesting and foraging opportunities for birds; however, no nests were observed on site at the time of the survey. The amenity grassland is considered unsuitable for ground nesting birds due to the current high management (mown) and small scale.

- 4.8 Bird species observed during the walkover survey included; wood pigeon (*Columba palumbus*) and robin (*Erithacus rubecula*).

Reptiles

- 4.9 The majority of the site is managed amenity grassland which currently does not provide good habitat for reptiles. However, if the grassland is left to grow up then the area will become suitable in the future. The hedgerows and scrub provide some hibernation and sheltering habitat.

Amphibians

- 3.10 Twelve ponds are located within 500m of the site's boundaries. Ponds 4 and 5 were dry and ponds 10, 11 and 12 were deemed ecologically separated from the site. Ponds 2, 3, 8 and 9 were located on provide property and were unable to be assessed at the time of the survey; however, Ponds 6 and 7 were surveyed at the time of the survey and showed good potential to support GCN. Despite this, suitable hibernating and sheltering habitats for GCN are located closer to ponds 2, 3, and 6-7, than to the site. Therefore, if GCN are present in these ponds, they are unlikely to travel to the site to find refuge.
- 3.11 Pond 1 had waterfowl present at the time of the survey, and ariel imagery shows a high coverage of pond weed and a water fountain at the centre; aspects which make this pond unsuitable for GCN.
- 4.10 Habitats along the western boundary as well as the compost heap located in the northwest corner, are considered suitable for GCN in terms of hibernation and sheltering opportunities; however, majority of the site is mown amenity grassland which is unsuitable for GCN in its present state.

Invertebrates

- 4.11 The habitats on the site are unlikely to support a diverse assemblage of invertebrates. The hedgerow and adjacent scrub provide potential habitat for invertebrates such as latticed heath moth and small heath butterflies which were identified in the desk study; however, these habitats are considered isolated.
- 4.12 No rare or protected invertebrate species were observed during the walkover.

Flora

- 4.13 No rare, principally important, local BAP or protected plant flora was identified during the walkover survey.
- 4.14 Schedule 9 invasive plant species such as Japanese knotweed (*Fallopia japonica*) were not identified at the site during the walkover survey.

5 Evaluation, Legislation and Recommendations

5.1 Table 5 below includes a summary of all identified and potential ecological constraints to the development, including those where there is insufficient information at the time of survey to be definitive. Relevant legislation has also been given here.

Table 5: Survey evaluation, relevant legislation and recommendations

Ecological Receptor	Summary of desk and walkover survey findings and relevant legislation	Likely impact and recommendations for further survey
Designated wildlife areas - statutory	<p>The desk study identified six SSSI's, one Ramsar site, one SAC, one SPA and three LNR's within 7km of the site:</p> <ul style="list-style-type: none"> • Thrift Wood, Woodham, Ferrers SSSI (2.2km NE); • Danbury Common SSSI (2.8km N); • Hanningfield Reservoir SSSI (3.2km SW); • Crouch & Roach Estuaries RAMSAR, SPA, SSSI (4.6km SE); • Essex Estuaries SAC (4.6km SE); • Blake's Wood & Lingwood Common SSSI (4.9km N); • Woodham Walter Common SSSI (5.2km N); • Fenn Washland LNR (5.8km SE); • Galleywood Common LNR (6.3km NW); and • Kendall Park LNR (6.7km SE). 	For new residential development in this area, financial contributions are required towards the Essex coast RAMS. Consultation between NE and the LPA may be required.
Designated wildlife areas – non-statutory	The desk study identified one LoWS within 2km of the site: Plough and Sail Meadows (1.5km SW).	The small-scale nature of the proposed development is unlikely to adversely impact the designated areas. No further assessment required.
Habitats	<p>Habitats on the site comprise:</p> <ul style="list-style-type: none"> • Amenity grassland; • Hardstanding; and • Boundary trees; • Scattered scrub; and • Hedgerow. 	No habitats on site are NERC Priority Habitats. No further assessment required.
Badger	<p>The site isn't considered suitable for badger. There was no evidence of badger activity on site during the walkover survey.</p> <p>Badgers and their setts are protected under the Protection of Badgers Act 1992 and also protected by the Wild Mammals (Protection) Act 1996. Protection also extends to include disturbance.</p> <p>Under the Protection of Badgers Act 1992, it is an offence to intentionally or recklessly:</p> <ul style="list-style-type: none"> • Kill, injure or take badgers; • Damage a badger sett or any part of it; • Destroy a badger sett; • Obstruct access to, or any entrance of a badger sett; and • Disturb a badger whilst it is occupying a badger sett. 	No further survey required.
Bats	<p>The trees within the site boundary are considered to have 'negligible' BRP.</p> <p>The site was considered to have 'negligible' suitability for foraging and commuting bats.</p>	No further surveys recommended.

Ecological Receptor	Summary of desk and walkover survey findings and relevant legislation	Likely impact and recommendations for further survey
	<p>All species of bat are afforded full legal protection under Schedule 5 of the WCA. They are also listed under Schedule 2 of the Habitats Regulations. Some species of bat are also listed in Section 41 of NERC Act as an SPI.</p> <p>Combined legislation makes it an offence: to deliberately kill, injure, capture/take a wild bat; intentionally or recklessly disturb bats, including whilst occupying a place of shelter or protection; to damage or destroy a place used by a bat for breeding or resting (does not need to be deliberate, reckless or intentional); and to intentionally or recklessly obstruct access to any place used by a bat for shelter or protection.</p> <p>Bats are classed as 'European Protected Species' (EPS) and mitigation will typically be undertaken under the auspices of an EPS licence from Natural England.</p>	
Mammals - other	<p>No evidence of hedgehogs was found during the walkover survey. The site provided some hibernation and foraging habitat for hedgehogs.</p> <p>One observation of fox scat was noted along the western boundary.</p> <p>Hedgehogs are listed on Schedule 6 of the WCA which makes it illegal to kill or capture wild hedgehogs, with certain methods listed. The hedgehog is also a SPI under Section 41 of the NERC.</p> <p>All wild mammals are protected under the Wild Mammals (Protection) Act 1996. Offences relate to any act which results in the intent to inflict unnecessary suffering. Mercy killings and killing in a swift and humane way in the course of a lawful activity are not offences under the Act.</p>	<p>No further surveys recommended.</p> <p>It is recommended that if boundary vegetation needs to be removed then it should be cut to 20cm using hand-held tools (brushcutter/trimmer) and checked for animals before removal. Considerations for GCN should be followed (see 'Amphibian' section below) and therefore works should be carried out under the supervision of an ecologist as a precaution.</p> <p>See Section 6 for enhancements.</p>
Birds	<p>The following habitats have the potential to support breeding birds:</p> <ul style="list-style-type: none"> • Boundary trees; • Hedgerow; and • Scrub. <p>All wild birds while actively nesting are afforded legal protection under the WCA.</p> <p>Special protection is also afforded to birds listed on Schedule 1 of the WCA which makes it an offence to disturb these species at nest or the dependent young.</p> <p>Combined legislation means that all birds, their nests and eggs are protected by law, and it is an offence, with certain exceptions, to:</p> <ol style="list-style-type: none"> a) intentionally kill, injure or take any wild bird; b) intentionally take, damage or destroy the nest of any wild bird while it is in use or being built; c) intentionally take or destroy the egg of any wild bird; d) have in one's possession or control any wild bird (dead or alive), part of a wild bird or egg of a wild bird; e) intentionally or recklessly disturb any wild bird listed on Schedule 1 while it is nest building or is in, on or 	<p>It is recommended that any vegetation clearance and disturbance is undertaken outside of the nesting season. The nesting season is deemed to be from mid-March to mid-August, although these times can be temperature dependent.</p> <p>If this timing is not possible then a nesting bird check must be carried out by a suitably experienced person, no more than 48 hours between the check and the removal. If the 'all clear' is given, then removal/works can commence. The survey lasts for no longer than 48 hours. If works are not completed in this time frame, then a re-survey will need to be carried out.</p> <p>If birds are found to be nesting, then no works should be undertaken within at least 10m of the nest until chicks have fledged.</p>

Ecological Receptor	Summary of desk and walkover survey findings and relevant legislation	Likely impact and recommendations for further survey
	<p>near a nest with eggs or young; or disturb the dependent young of such a bird; and f) have in one's possession or control any birds of a species listed on Schedule 4 of the Act unless registered in accordance with the Secretary of State's regulations.</p>	
Reptiles	<p>Habitats on site are considered unsuitable for reptiles, at present, due to managed amenity grassland (regularly mown). The hedgerow, as well as treeline and scrub offers some shelter and hibernation opportunities.</p> <p>Common lizard and slow worm were recorded 0.1km southwest in 2015.</p> <p>Reptiles are afforded protection under Schedule 5 of the WCA from deliberate injury, killing and trade. They are also listed under Section 41 of NERC as an SPI.</p>	<p>No further survey recommended.</p> <p>It is recommended that the amenity grassland is kept mown on a regular basis and is not allowed to grow up. If the grassland becomes suitable in the future, further reptile surveys will be required.</p> <p>It is recommended that if boundary vegetation needs to be removed then it should be cut to 20cm using hand-held tools (brushcutter/trimmer) and checked for animals before removal. Considerations for GCN should be followed (see 'Amphibian' section below) and therefore works should be carried out under the supervision of an ecologist as a precaution.</p>
Amphibians, particularly GCN	<p>Although a number of ponds are located within 500m, it is considered unlikely for GCN to be present on site.</p> <p>Both aquatic and terrestrial habitat is protected under wildlife legislation.</p> <p>GCN is afforded full legal protection under Schedule 5 of the WCA. It is also listed under Schedule 2 of the Habitats Regulations. This species is also listed under Section 41 of NERC as a species of Principal Importance.</p> <p>GCN are classes as a 'European Protected Species' and any necessary mitigation is typically undertaken under the auspices of a licence from Natural England.</p>	<p>No further survey recommended.</p> <p>It is recommended that if boundary vegetation needs to be removed then it should be cut to 20cm using hand-held tools (brushcutter/trimmer) and checked for animals before removal.</p> <p>Although, GCN are unlikely, as a precaution this work should be carried out under the supervision of an ecologist.</p>
Invertebrates	<p>The habitats on site are unlikely to support a diverse assemblage of invertebrates. However, areas of scrub can be used by a small number of invertebrates, such as butterflies.</p>	<p>No further surveys recommended.</p> <p>See Section 6 for enhancements.</p>
Flora	<p>The habitats on site are unlikely to support any rare or protected flora.</p> <p>No Schedule 9 invasive plant species were identified on site.</p> <p>Invasive plant species such as Japanese knotweed are listed on Schedule 9 of the WCA. Schedule 9 includes certain plants that have become established in the wild in Great Britain but which the law seeks to prevent spreading further. The WCA creates various offences, including allowing a Schedule 9 plant to grow in the wild. Negligent or reckless behaviour such as inappropriate disposal, resulting in the plant becoming established in the wild also constitutes an offence.</p>	<p>No further surveys recommended.</p>

6 Ecological Considerations and Enhancements

- 6.1 The proposed development is considered unlikely to be adversely detrimental to designated areas, protected species or habitats, provided the recommendations are followed in Table 5. However, a number of considerations and enhancements are recommended with respect to the overall biodiversity of the site in line with current Planning Policy.
- 6.2 A Biodiversity Net Gain (BNG) assessment may be requested by the LPA to provide a net gain. BNG calculations can be undertaken using Defra Metric 3.1 (2022, as amended) which involves comparing 'baseline' habitat measurements with proposed habitats, post-development.
- 6.3 The addition of standard bird boxes on proposed new buildings will attract a greater diversity of birds to nest. 1SP Schwegler sparrow terraces should be installed onto new builds. These should be located out of direct sunlight and close to but not restricted by vegetation. Schwegler Swift Bricks should also be installed on the periphery of the new builds.
- 6.4 The addition, bat boxes could also be installed on proposed new buildings to provide roosting opportunities for common species.
- 6.5 Landscaping should incorporate native or wildlife attracting trees, shrubs, and wildflower areas as these would likely be of benefit to a variety of wildlife including, birds, bats and invertebrates, including pollinators.
- 6.6 'Hedgehog links' (i.e., 15cm diameter gaps at the base of fences) are recommended to enable small mammals to move through the development.

7 Conclusion

- 7.1 A Preliminary Ecological Appraisal was undertaken at East Hanningfield site 1, Chelmsford, Essex by James Blake Associates in support of a planning application for residential dwelling units and associated infrastructure.
- 7.2 The majority of the site comprises amenity grassland, with a treeline, hedgerow and scrub.
- 7.3 No further surveys are recommended prior to development; however, precautionary measures should be followed.
- 7.4 If the precautionary measures for birds, reptiles, hedgehogs and GCN detailed in this report are followed, it is considered that the development is able to proceed with minimal impact on the local conservation status of any protected, principally important or rare species within the area.
- 7.5 It is also considered that with a sensitive landscape scheme, and by including some, or all, of the additional enhancements, the site could be improved for local wildlife post development.

8 References

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National Planning Policy Framework (2021).

10 Appendices

Appendix A: Statutory designated wildlife sites within 7km

Site Name	Designation	Distance from Site	Description
Thrift Wood, Woodham, Ferrers	SSSI	2.2km NE	This site is 19 ha of ancient semi-natural woodland, consisting of both pedunculate oak-hornbeam woodland and sessile oak-hornbeam on acid soils, leading to unique flora. The pond present has some bog present, and the site as a whole is important for invertebrates and birds.
Danbury Common	SSSI	2.8km N	This 70ha heathland is one of the few of its kind left in Essex. The site has clear successional stages including open heath, bracken, gorse, birch and oak woodland. This area also has springs, bog and wet woodlands. Some woodlands have flora characteristic of older/ancient woodlands, and nearby grasslands have neutral to acidic soils and are species rich.
Hanningfield Reservoir	SSSI	3.2km SW	395ha large, this site is the second largest reservoir in Essex, with a substantial assemblage of wintering and breeding wildfowl. This include nationally important populations of Gadwall. The chalk sludge lagoon supposers an array of rare freshwater flora and mosses.
Crouch & Roach Estuaries	RAMSAR, SPA, SSSI	4.6km SE	1,847 ha of intertidal zones, sea walls, tidal mud, salt marsh, arable land and grazing pasture. The marshes are uninterrupted by sea walls and contain rare plants such as Lax-flowered Sea lavender, and shrubby sea-blite. There are important populations of birds and invertebrates present.
Essex Estuaries	SAC	4.6km SE	46,109 ha site consisting mainly tidal rivers, areas of undeveloped estuarine coastal plains, mud flats, sand flats, lagoons, salt marsh, shingle and improved grasslands. It's Crouch and Roach estuaries are nearest to site and are important for <i>Zostera sp.</i> Beds and wintering bird populations.
Blake's Wood & Lingwood Common	SSSI	4.9km N	93ha of oak woodland, with heath and bog habitats present throughout. The mosaic of habitats hosts bluebell (<i>Hyacinthoides non-scripta</i>) lily of the valley (<i>Convallaria majalis</i>) and purple moor grass (<i>Molina caerulea</i>) and sphagnum mosses.
Woodham Walter Common	SSSI	5.2km N	80 ha of ancient Pedunculate oak – hornbeam woodland. This SSSI includes six trust preserves, supporting many rare species. There are streams, flushes bracken, and scrub lands which are host to many invertebrates rare in Essex.
Fenn Washland	LNR	5.8km SE	4.8ha of newly created reedbeds, marshland and pond habitats. This area was used as grazing marshes by the Dutch in the 17 th century when they build a sea wall. Now this area is habitat for rare flora and wintering birds.
Galleywood Common	LNR	6.3km NW	44.5ha of urban fringe nature reserve, with habitats such as grasslands, wetland, scrubs, hedgerows, shrubs and heather. There are also areas of bare ground.
Kendall Park	LNR	6.7km SE	2.7ha of woodlands along the river Crouch, this area is host to a variety of birds, amphibians and rare plant life.

Appendix B: Non-statutory designated wildlife sites within 2km

Site Name	Designation	Distance from Site	Description
Plough and Sail Meadows	LoWS	1.5km SW	A small, horse grazed species rich meadow with boundary vegetation, nearby Southend Road.

Appendix C: Flora list identified during the walkover survey

Common Name	Scientific Name
Fleabane	<i>Pulicaria dysenterica</i>
Dandelion	<i>Taraxacum</i>
Tall oat grass	<i>Arrhenatherum elatius</i>
Bristly oxtongue	<i>Helminthotheca echioides</i>
Cinquefoil	<i>Potentilla</i>
Old mans beard	<i>Clematis vitalba</i>
Ribwort plantain	<i>Plantago lanceolata</i>
Sycamore	<i>Acer pseudoplatanus</i>
Hazel	<i>Corylus avellana</i>
Cherry plum	<i>Prunus Cerasifera</i>
Hawthorne	<i>Crataegus monogyna</i>
Ivy	<i>Hedera helix</i>
Clover	<i>Trifolium</i>
Smooth meadow grass	<i>Poa pratensis</i>
Elder	<i>Sambucus nigra</i>
Rosehip	<i>Rosa canina</i>
Chickweed	<i>Stellaria media</i>
Red vien dock	<i>Rumex sanguineus</i>
Thistle sp.	<i>Cirsium</i>
Common nettle	<i>Urtica dioica</i>
Tall meadow grass	<i>Festuca spp</i>
Cleavers	<i>Galium aparine</i>



Landscape Architecture



Landscape Planning



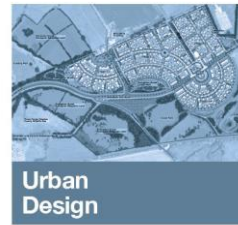
Arboriculture & Tree Works



Ecology & Habitat Management



Land Adoption & Weed Eradication



Urban Design

JAMES BLAKE

A S S O C I A T E S

Arboricultural Impact Assessment

East Hanningfield, Site no. 1,
Chelmsford
on behalf of
Chelmsford City Council
12 October 2022

JBA 22 277 AR01

Over 30 Years of Service, Value and Innovation

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Project	East Hanningfield, Site no.1, Pease Place Chelmsford
Report	Arboricultural Impact Assessment
Date	12 October 2022
Author	Charles Hey <i>Dip Arb L4 (ABC) TechArborA</i>
Checked by	Peter Brais <i>BSc TechArborA</i>

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1 SUMMARY

- 1.1 This Arboricultural Impact Assessment has been commissioned by Chelmsford City Council to accompany their planning submission for the construction of three houses.
- 1.2 This report has been prepared in accordance with British Standard 5837: Trees in relation to design, demolition and construction – Recommendations (2012). This document provides best practice advice, assessment and guidance with regards to the design, planning and implementation of new developments.
- 1.1 This report concludes that the proposal is acceptable and that it is approved subject to a scheme of new tree planting and the successful tree protection methodology.

2 INSTRUCTIONS

- 2.1 James Blake Associates Ltd has been instructed to carry out a survey of trees and significant vegetation within and directly adjoining land at Site no. 1, Pease Place, East Hanningfield in relation to the application for redevelopment of the site.
- 2.2 Our assessment was carried out in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction - Recommendations'.
- 2.3 Details of all surveyed vegetation can be found within the Tree Survey Schedule in **Appendix 1**. All trees were visually inspected from ground level only. No diagnostic equipment was used, or detailed decay investigation carried out, during the survey.
- 2.4 This survey is intended for planning purposes only and does not include all shrubs, vegetation and small trees on site. The survey is not intended to inform the detailed design of foundations (further information on vegetation can be provided upon request).
- 2.5 Our report is prepared to provide supporting evidence and justification for redevelopment in relation to the existing trees and vegetation within and neighbouring the site.
- 2.6 The survey is not intended to be a detailed tree hazard assessment. Where significant faults that pose an immediate risk to persons or property are observed recommendations will be made; however the lack of any management recommendations within the survey schedule does not infer that a detailed health and safety assessment has been made and it is recommended that a formal management and inspection plan is considered.
- 2.7 The contents of this report are copyright of James Blake Associates Ltd and may not be copied without the author's permission. James Blake Associates Ltd's Terms and Conditions apply to this report and all associated works in conjunction with this project.

Documents provided

- 2.8 This report has been prepared with reference to the following documentation:
- Topographical survey reference 41364BWLS-01 by Survey Solutions; and
 - Proposed site layout reference 3557:02 Revision B by John Finch Partnership.

3 OBSERVATIONS

Site visit

- 3.1 The site was surveyed by Charles Hey, Consultant Arboriculturist, on 5 October 2022 to identify, measure and locate trees and significant vegetation within, and directly adjoining, the site.

Site and context

- 3.2 The site is a small, grassed area and a hardstanding car park area between existing houses on Pease Place and Payne Place, East Hanningfield. East Hanningfield is approximately 4km south-east of Chelmsford, Essex. The site directly borders existing houses and gardens. The area surrounding East Hanningfield is mostly farmland.
- 3.3 The A130 dual carriageway runs north to south, approximately 1.5km to the west.
- 3.4 There are a group of trees to the west of the site, with further trees to the west outside the site boundary. Three smaller hedges are situated within the site in the north and east.
- 3.5 There is a tree to the east of the site outside the site boundary.

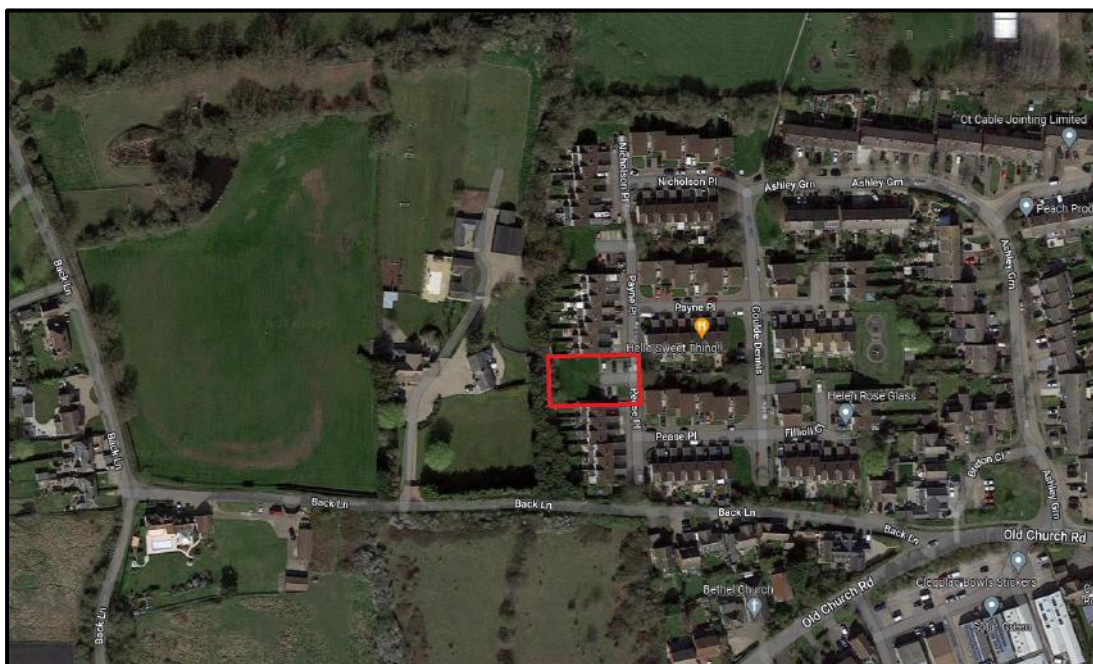


Fig 1. Approximate site boundary in relation to its surroundings

4 VIEWS OF TREES

Photograph 1 (right). T1, hornbeam.

Viewed looking towards the east.



Photograph 2 (left). T3, sycamore, and T2, elder, can be seen behind to the left.

Viewed looking towards the west.



Photograph 3 (above). T3, sycamore on the left, and G4, mixed species behind and to the right. Viewed looking towards the west.



Photograph 4. H5, hazel (centre and left), and H6, berberis. Viewed looking towards the north-east.



Photograph 5. H7, cherry laurel. Viewed looking towards the south-east.

5 TECHNICAL INFORMATION

Statutory protection

- 5.1 Chelmsford City Council website does not state whether trees, within or adjacent to the site, are within a Conservation Area or are the subject of a Tree Preservation Order.

Soils and Geology

- 5.2 This information is obtained from The British Geological Survey (online) 'BGS Geology Viewer' but is provided only as a guideline to assist with assessment of site conditions in relation to rooting habits of trees.
- 5.3 Soil conditions have the potential to affect tree growth, rooting depth and extent, species selection and foundation design and therefore a detailed soil assessment should be carried out by a competent person.
- 5.4 Bedrock geology is described as Claygate Member – Clay, silt and sand. Superficial deposits are not shown.

Planning policy

- 5.5 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. First published in March 2012, the NPPF superseded all previous national planning policy statements and guidance and has since been updated in 2018, 2019, and most recently in July 2021.
- 5.6 The NPPF supports and puts a greater focus on sustainable development, which it defines as having three dimensions; social, economic and environmental. It goes on to state that these three dimensions are mutually dependent and, to achieve beautiful sustainable places, they must be sought simultaneously.
- 5.7 Paragraph 131 in the latest update, sets out the important contribution trees make to the character and quality of urban environments. It requires that planning policies and decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments.
- 5.8 It also sets out a requirement that appropriate measures are in place to secure the long-term maintenance of newly planted trees and existing trees are retained wherever possible.

- 5.9 Specifically, NPPF paragraph 180 (c) states that “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists”.
- 5.10 No ancient or veteran trees were identified, within or adjacent to the development, during the survey.

6 ARBORICULTURAL APPRAISAL

- 6.1 Dimensions, comments and information gathered for each survey entry are provided in the tree schedule JBA 22 277 TS01 in **Appendix 1**. The location, root protection area, crown spread and BS5837 categorisation is shown on the tree survey drawing JBA 22 277 TCP01 in **Appendix 2**.
- 6.2 Of the seven survey entries, four were assessed as being semi-mature, and three were early mature.
- 6.3 The survey assessed the tree population as consisting predominantly of low and moderate quality trees. Of the seven survey entries four were of low quality and value (category C), and the remaining three were assessed as being moderate quality and value (category B).

Identified impacts

- 6.4 Drawing JBA 22 277 TRP01 in **Appendix 2** shows the proposed layout and tree removals necessary to implement the proposed development.
- 6.5 The arboricultural impacts have been assessed and are deemed to be acceptable. In respect of the proposal the following have been identified as being of most significance:
- Tree removals and tree pruning;
 - Removal and replacement of hard surfacing;
 - Supervised excavation;
 - Tree protection requirements; and
 - Replacement planting.

Tree removals and tree pruning

- 6.6 To implement the proposed development, it will be necessary to undertake the tree work specified in the table below:

Tree Number	Species	Work Requirements	Reason(s) for works
H5	Hazel	Remove hedge and stumps.	To facilitate proposed side access and hard surface construction.
H6	Berberis	Remove hedge and stumps.	Construction of the hard surfaced car parking area.

Tree Number	Species	Work Requirements	Reason(s) for works
G4	Mixed species.	<p>Crown lift to 2.5m above ground level within proposed garden areas of plots 1, 2 and 3.</p> <p>Sever ivy to tree stems at ground level.</p> <p>Remove all competing vegetation and trees under BS5837:2012 threshold (75mm stem diameter).</p>	<p>To allow for fencing works.</p> <p>To make the area a more usable and manageable garden space for proposed houses.</p>

- 6.7 Whilst some internal vegetation is to be removed, its loss to public amenity is considered to be negligible due to its overall condition, lack of visual presence and the ability to replace with high quality planting.
- 6.8 All vegetation of moderate quality and those growing around the boundaries of the site are to be retained and can be adequately protected throughout the development process.

Removal and replacement of hard surfacing

- 6.9 The removal of existing hard surfacing located within the root protection area (RPA) of T1, should be undertaken with extra care, using hand tools only, to avoid damage to tree roots that are likely to be encountered in these locations.
- 6.10 Removal of hard standing should commence closest to the tree stem working backwards away from the tree to avoid entering the exposed RPA.
- 6.11 Any sub foundation within the RPA should be retained and utilised for construction of new hard surfacing and access road.

Path & Road Construction and Fence-Post Installation under Supervised Excavation

- 6.12 The proposed access road within the site encroaches into the precautionary root protection area of T1. The proposed fencing in the rear gardens also encroaches into the RPAs of T3 and G4.

- 6.13 Hard surface removal, replacement and any associated excavations within the RPA will be carried out under the direct supervision of the appointed arboricultural consultant, and the following measures will be undertaken to minimise the risk of root damage:
- 6.14 Excavations will be carried out manually using appropriate hand tools OR using vacuum or compressed air techniques to expose tree roots to minimise the potential for root damage.
- 6.15 No machinery will be permitted into the working area unless agreed by the arboricultural consultant.
- 6.16 All excavated spoil will be manually removed from the area or placed on temporary ground protection to be used for back filling upon completion.
- 6.17 All roots in excess of 25mm in diameter and all clumps of fibrous roots greater than 25mm in diameter will be retained and wrapped in damp hessian during the works to prevent desiccation.
- 6.18 Roots less than 25mm may be pruned by the arboricultural consultant where deemed essential to complete works.
- 6.19 Root pruning will only be carried out by the arboricultural consultant, using sharp, sterile tools suitable for the size of the root being cut. Where possible roots will be pruned cleanly back to a side branch.
- 6.20 Where concrete is to be used (such as for fence posts) the excavated hole will be sleeved using 2mm PVC sheeting to prevent concrete leaching into the surrounding soil.
- 6.21 The project arboriculturist must be contacted before the proposed fencing is installed within the RPAs of T3 and G4 to agree a methodology minimising impact to the trees.

Tree Protection

- 6.22 Drawing JBA 22 277 TPP01 in **Appendix 2** shows the position and extent of tree protection that will be required during construction/demolition.
- 6.23 With the exception of the removal and replacement of the access road under supervised excavation, no other specialised construction methods are required and all other works are outside the precautionary RPAs of retained trees.
- 6.24 Tree protection will therefore consist of robust fencing secured to a solid framework as recommended within BS5837:2012.

Replacement planting

- 6.25 The development proposals should include a landscape strategy which includes tree, shrub and hedgerow planting.
- 6.26 These new trees offer the opportunity to replace the low quality, tree population/stock that currently occupies the site and ensures the continuation of visual and green amenity for future generations.
- 6.27 Applying the principles of Continuous Cover Forestry (CCF) will increase the likelihood of creating a more naturalistic and varied aged tree stock around the site enhanced by planting more groups containing pioneer species and understory to improve establishment in more challenging climate environments.
- 6.28 Tree species should be selected that provide a diverse and resilient palette that can thrive in challenging urban environments currently being impacted by climate change, and should include a wide variety of species to increase the resilience of trees through population diversity.

7 CONCLUSIONS AND RECOMMENDATIONS

- 7.1 The constraints that existing trees and vegetation pose to development have been assessed in accordance with BS5837: 2012 and through ongoing liaison between the design team and James Blake Associates.
- 7.2 This continuing involvement has culminated in a proposal that seeks to improve and enhance the tree scape of the site and the wider area whilst offering a sustainable approach to development.
- 7.3 All hedges to be removed are of low quality and are located internally to the site thereby minimising the impact of development on the local landscape.
- 7.4 All trees on the site are to be retained.
- 7.5 Due to the fact the at site use and the targets will change it is strongly recommended to discharge the land owner's duty of care to people using the site that a tree condition survey should be undertaken for all trees on site.
- 7.6 Encroachment and construction within root protection zones has been designed to ensure the health and stability of affected trees is not compromised.
- 7.7 A pre-commencement meeting and arboricultural supervision for key stages in the development, that have a potentially detrimental impact on trees, is recommended to ensure that the tree protection, and other methodology, is clearly understood and correctly implemented.
- 7.8 It is recommended that the proposal is approved subject to a scheme of new tree planting and successful tree protection methodology.

8 REFERENCES AND BIBLIOGRAPHY

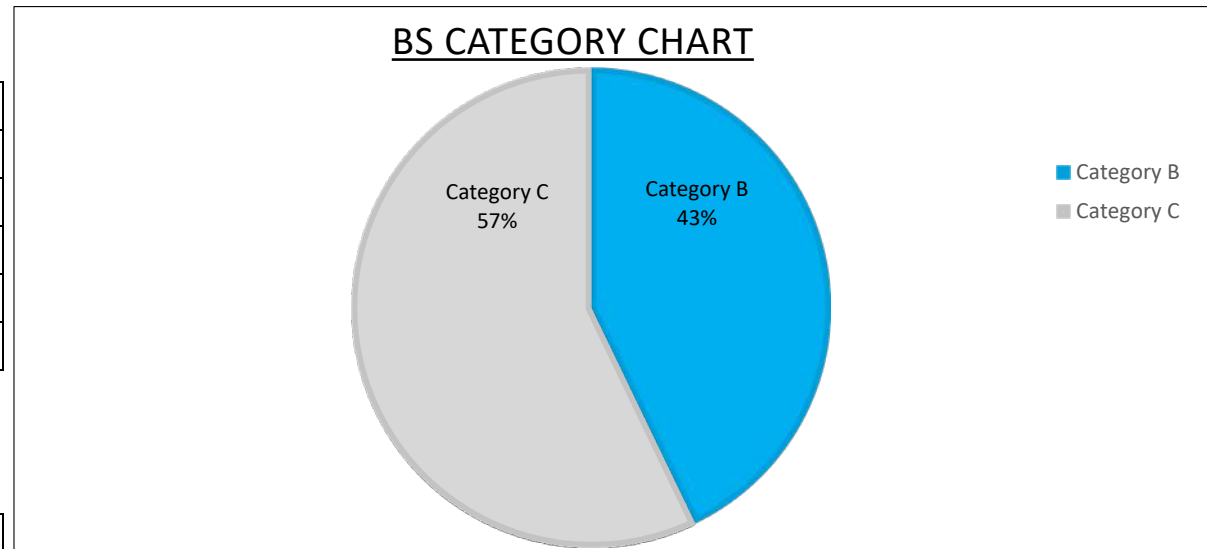
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APPENDIX 1: TREE SURVEY SCHEDULE

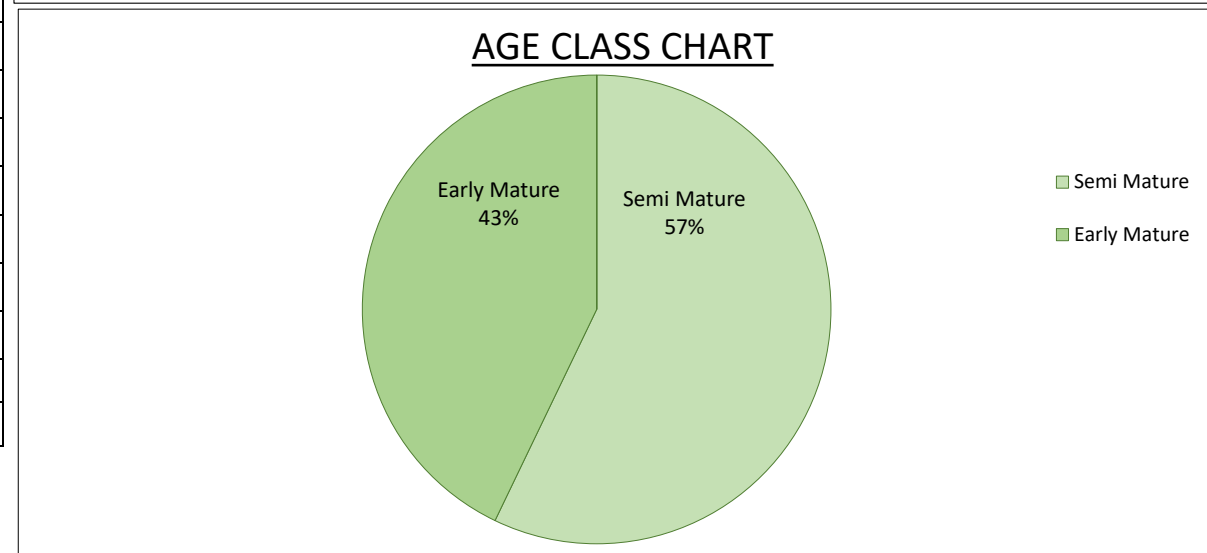
Tree Survey Schedule - Key

Life Stage	Description	Key	Description	BS Category	Description
NP	Newly planted	Stem Ø (mm) at 1.5m	Diameter of stem(s) in millimetres measured at 1.5m above ground level in accordance with BS 5837:2012.	A	Tree(s) of high quality with an estimated remaining life expectancy of at least 40 years.
Y: Young	An establishing tree that could be easily transplanted.	Stems	Trees are single-stemmed unless noted otherwise in schedule.	B	Tree(s) of moderate quality with an estimated remaining life expectancy of at least 20 years.
SM: Semi Mature	An established tree still to reach its ultimate height and spread and with considerable growth potential. Up to 25% of attainable age.	Height of (FSB)	Height of first significant branch above ground level.	C	Tree(s) of low quality and value with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm.
EM: Early Mature	A tree reaching its ultimate height and whose growth is slowing however it will still increase in stem diameter and crown spread. Up to 50% of attainable age.	Crown Spread	Crown spread at the four cardinal points, North, South, East and West.	U	Unsuitable for retention. Trees in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years.
M: Mature	A tree with limited potential for further significant increase in size although is likely to have a long safe useful life expectancy. Over 50% of attainable age.	Condition	Assessment of the physiological and structural condition of the tree observed at the time of surveying.		RPA radius (m) Radius of Root Protection Area (RPA) in metres based on relevant calculation in BS5837:2012 section 4.6.
OM: Over Mature	A senescent or moribund tree with a limited useful life expectancy.	ERC (Years)	Estimated Remaining Contribution in Years (<10, 10+, 20+, 40+)		RPA Area (m2) A layout design tool indicating the minimum area surrounding the tree that contains sufficient rooting volume to maintain the tree's viability, and where the protection of the roots and soil structure is treated as a priority. Size and shape based on calculations and constraints noted in BS5837:2012 section 4.6.
V: Veteran	A tree older than typical for its species and of significant ecological, cultural or aesthetic value.				

BS Category	Total
Category A	0
Category B	3
Category C	4
Category U	0
	7



Age Class	Total
Newly Planted	0
Young	0
Semi Mature	4
Early Mature	3
Mature	0
Over Mature	0
Veteran	0
Dead	0
	7



Tree Survey Schedule

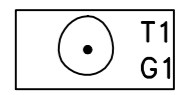
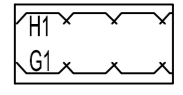
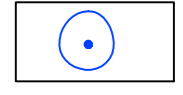
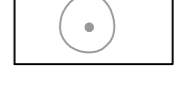
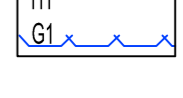
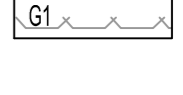
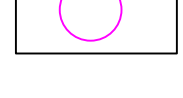
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 Job Number: 22 277

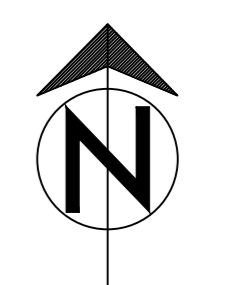
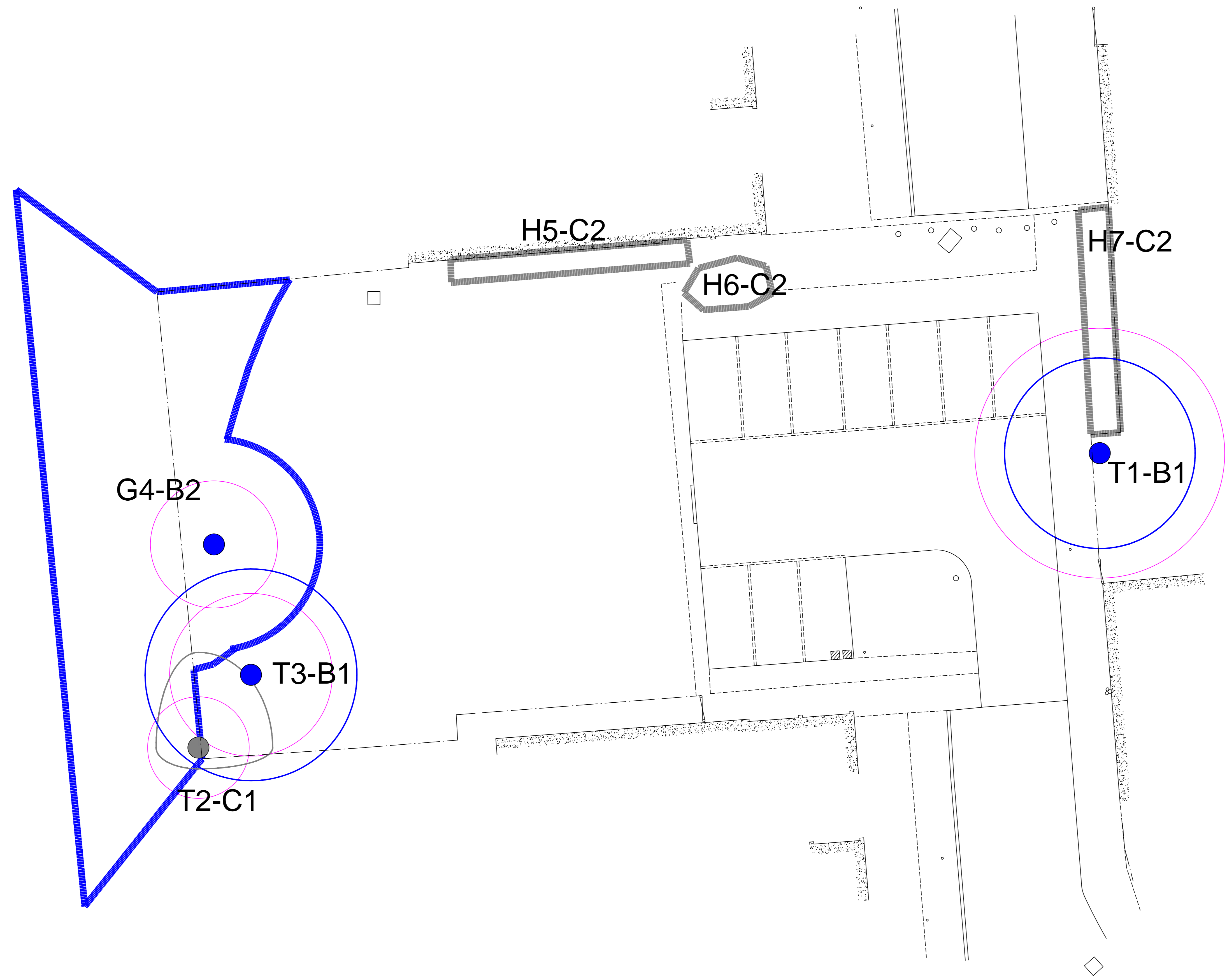
Survey Date: 5 October 2022
 Surveyor: Charles Hey

Tree No.	Tree Species	Life Stage	Stem Ø (mm) at 1.5m	Height (crown height) (m)	Height of (FSB)	Crown Spread				Condition	Comments	Tree Management Recommendations	ERC (Years)	BS Cat	RPA Radius (m)	RPA area (m2)
						N	E	S	W							
T1	Hornbeam variety (<i>Carpinus betulus</i> Variety)	EM	300 300 250	8.5 (2.5)	-	4.5	4.5	4.5	4.5	Good	Unable to access, stem diameter estimated. Outside site boundary, but overhangs. Stubs and wounds from crown lift.	No work recommended.	20+	B1	5.9	109
T2	Elder (<i>Sambucus nigra</i>)	EM	200	5.5 (0)	-	4.5	3.5	1.0	2.0	Fair	Unable to access, stem diameter estimated. Ivy. Very little leaf, possibly due to drought year.	No work recommended.	10+	C1	2.4	18
T3	Sycamore (<i>Acer pseudoplatanus</i>)	EM	320	12 (2.0)	-	5.0	5.0	5.0	5.0	Fair	Crown is a little sparse, possibly due to drought year. Minor deadwood. 3x 20cm wounds to stem, occluding well (20% occluded).	No work recommended.	20+	B1	3.8	46
G4	Sycamore Elder Hawthorn (<i>Crataegus monogyna</i>) Silver birch (<i>Betula pendula</i>) Leyland cypress (<i>X Cupressocyparis</i> sp.)	SM	250	14 (0)	-	5.0	5.0	5.0	5.0	Good	Unable to access, stem diameter estimated. Ivy. Silver birch and Leyland cypress are outside site boundary to the west (not shown on topo, locations estimated).	No work recommended.	20+	B2	3.0	28
H5	Hazel (<i>Corylus avellana</i>)	SM	50	1.0 (0)	-	0.5	0.5	0.5	0.5	Fair	Unable to measure stem diameter - estimated. Very low trimmed hedge/coppiced hazel.	No work recommended.	20+	C2	0.6	1
H6	<i>Berberis</i> sp. Cherry plum (<i>Prunus cerasifera</i>)	SM	50	1.5 (0)	-	0.5	0.5	0.5	0.5	Good	Unable to measure stem diameter - estimated. Trimmed hedge.	No work recommended.	20+	C2	0.6	1
H7	Blackthorn (<i>Prunus spinosa</i>) Cherry laurel (<i>Prunus laurocerasus</i>)	SM	75	2.0 (0)	-	0.5	0.5	0.5	0.5	Good	Unable to measure stem diameter - estimated. Trimmed hedge.	No work recommended.	20+	C2	0.9	3

APPENDIX 2: JBA DRAWINGS

KEY

-  Existing Tree or Group colour referenced in accordance with BS 5837:2012 as shown below
-  Existing hedge or group, colour coded as above in accordance with BS 5837.
-  Blue - Category B tree of moderate quality and value.
-  Grey - Category C tree of low quality and value.
-  Blue - Cat B Groups/hedges of moderate quality and value.
-  Grey - Cat C Groups/hedges of low quality and value.
-  Root Protection Area as calculated in accordance with BS 5837:2012



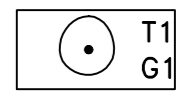
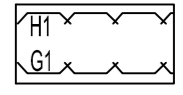
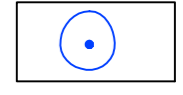
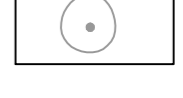
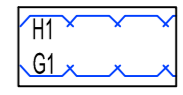
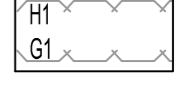
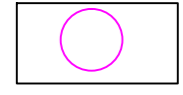

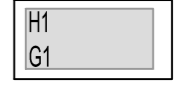
GENERAL NOTES
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 - DO NOT SCALE OFF THIS DRAWING
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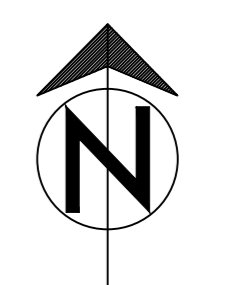
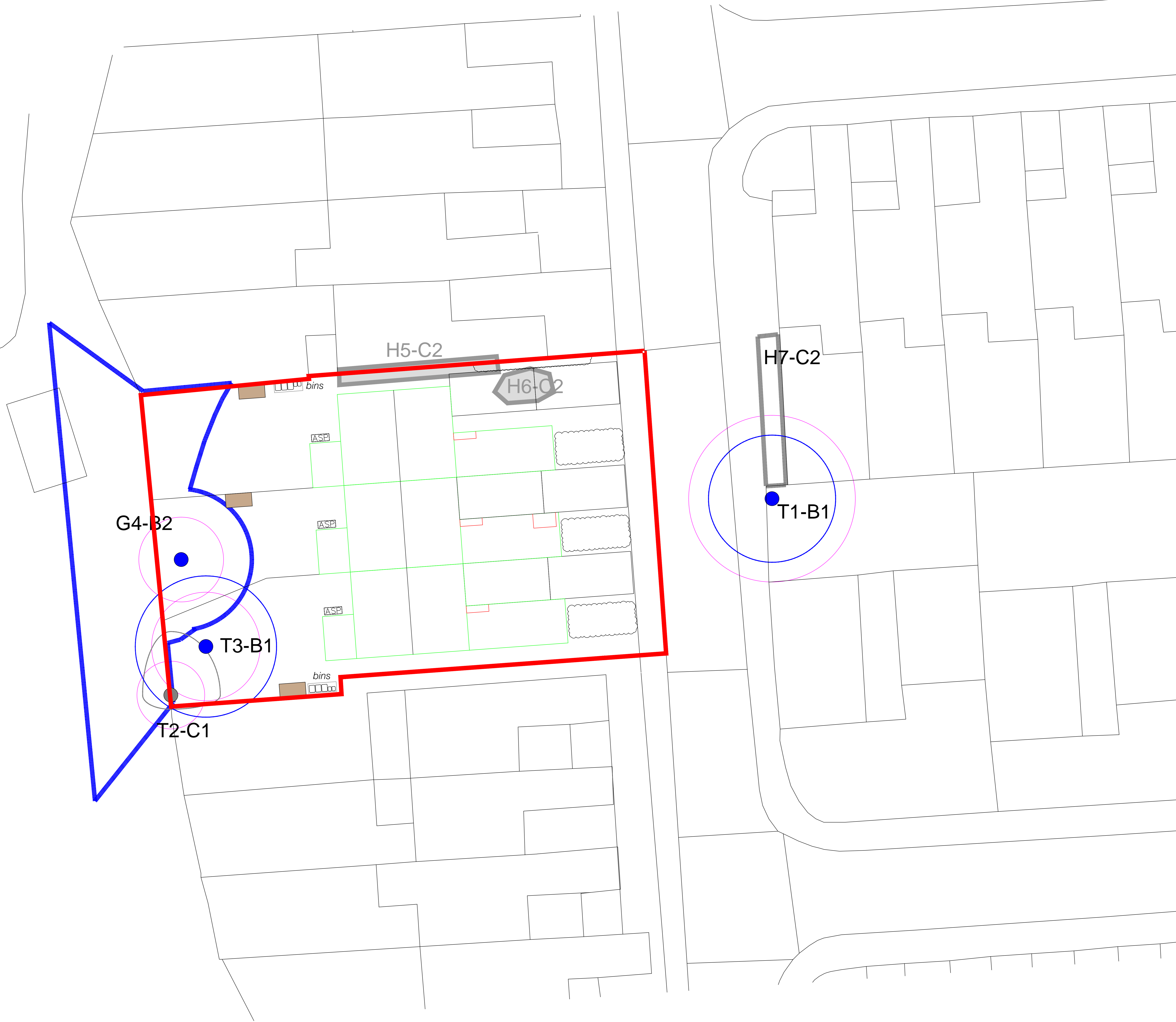
DATE	11/08/24	SCALE	1:500	DATE	20/08/24	DATE	20/08/24
BY	JA	AUTHOR	JA	DATE	11/08/24	DATE	20/08/24

JAMES BLAKE ASSOCIATES
 LANDSCAPE ARCHITECTURE • ARBORICULTURE • ECOLOGY

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KEY

-  Existing Tree or Group colour referenced in accordance with BS 5837:2012 as shown below
-  Existing hedge or group, colour coded as above in accordance with BS 5837.
-  Blue - Category B tree of moderate quality and value.
-  Grey - Category C tree of low quality and value.
-  Blue - Cat B Groups/hedges of moderate quality and value.
-  Grey - Cat C Groups/hedges of low quality and value.
-  Root Protection Area as calculated in accordance with BS 5837:2012
-  Site Boundary.
-  Grey shading - Cat C Hedges of low quality and value to be removed.

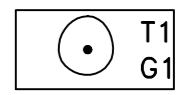
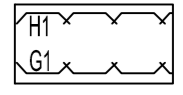
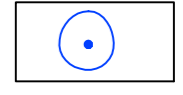
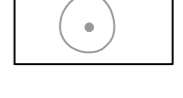
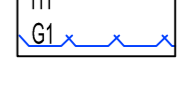
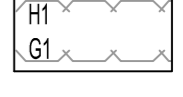
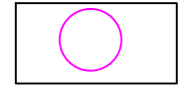
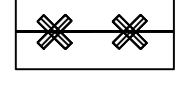
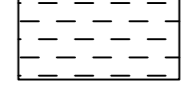
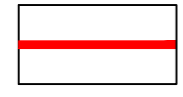


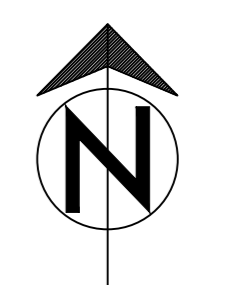
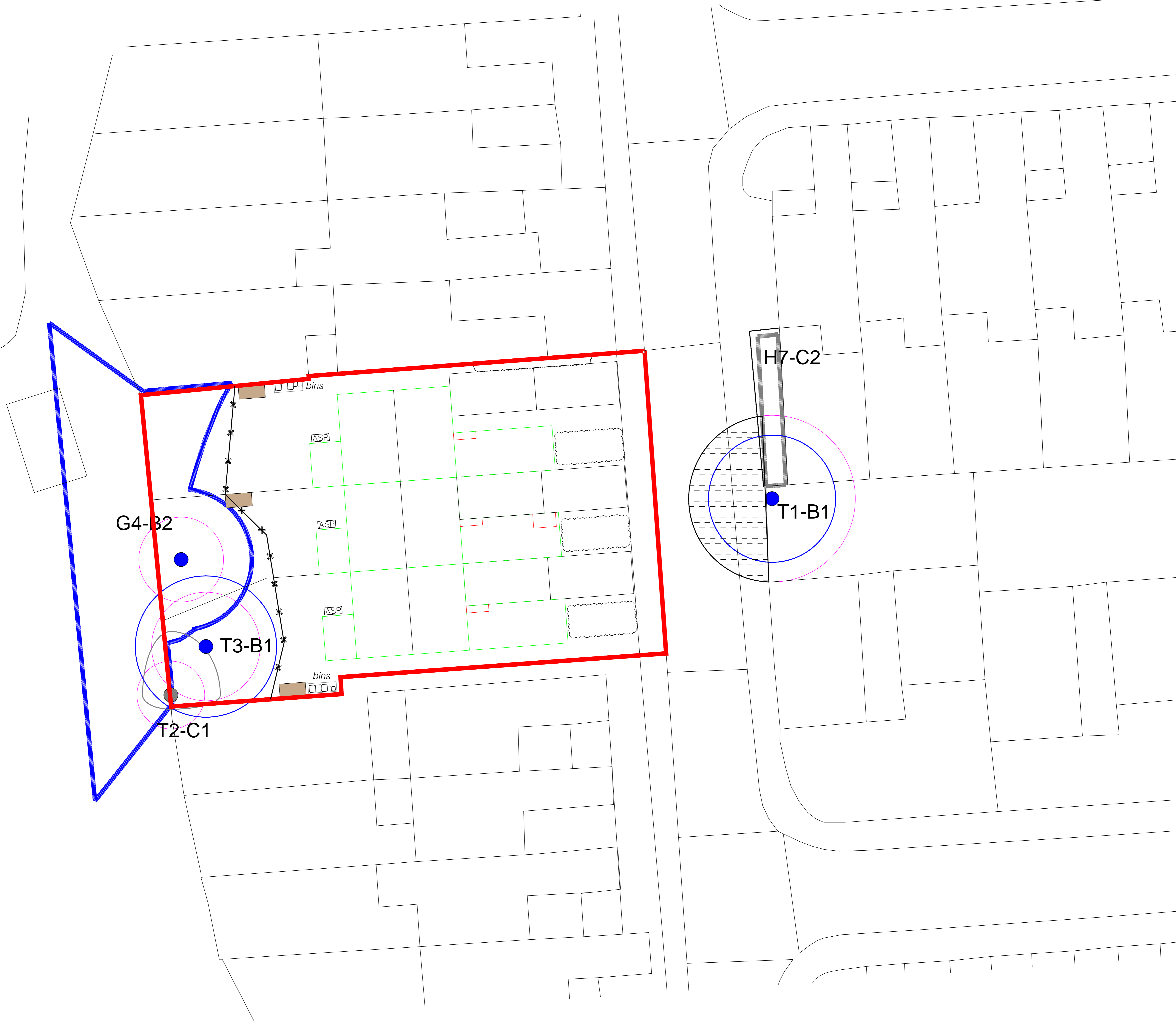
GENERAL NOTES
 - ALL DIMENSIONS IN MILLIMETRES
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 - ALL DIMENSIONS TO BE CHECKED ON SITE
 JAMES BLAKE ASSOCIATES LTD 2022

DATE	22/02/2022	BY	JB	SCALE	1:100	DATE	22/02/2022	BY	JB
PROJECT	1442 Oakthorpe, Bury St Edmunds, Suffolk, IP3 3PA								
CLIENT	The Bury St Edmunds								
DESIGNER	JAMES BLAKE ASSOCIATES LTD								

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KEY

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-  Grey - Cat C Groups/hedges of low quality and value.
-  Root Protection Area as calculated in accordance with BS 5837:2012
-  Approximate line of protective fencing to be erected in accordance with BS 5837 and insert, to be maintained throughout demolition and construction works.
-  Area of supervised excavation/hard surface replacement within RPA. Hand dig excavation to confirm extent of roots; in accordance with BS 5837:2012 and accompanying report.
-  Site Boundary.



Client	Project Name	Drawn By	Checked By
James Blake Assoc	1402 Oak Valley, Bury St Edmunds, Suffolk, IP33 3PA	JBL	JBL
Date	Scale	Date	Date
20/01/2023	1:100	20/01/2023	20/01/2023

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Planning Statement

Redevelopment of existing amenity space and car parking to provide three affordable dwellings at Pease Place. Provision of additional car parking spaces at Payne Place.

Pease Place/Payne Place, East Hanningfield

Planning Statement

Pease Place/Payne Place, East Hanningfield



Contents

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1. Introduction

1.1 This Planning Statement has been prepared by Savills to support a full planning application ('the Application') for the redevelopment of public car parking to provide three new affordable homes ('the Proposed Development'), on behalf of Chelmsford City Council ('the Applicant') at Pease Place, East Hanningfield ('the Site'). The proposals also include the reprovision of some parking spaces on additional land in the control of the applicant at Payne Place.

1.2 The following plans accompany this planning application:

Plan	Reference
Site Location Plan	3557.01E
Proposed Block Plan	3557.02C
Proposed Plans and Elevations	3557.03B
Proposed Visualisations	3557.04

1.3 In addition, the Application is supported by the following reports and technical assessment work:

Document	Consultant
Planning Statement	Savills
Design and Access Statement	John Finch Partnership
Transport Statement	Journey Transport Planning
Arboricultural Impact Assessment	James Blake Associates
Foul and Surface Water Drainage Strategy	Create Consulting Engineers Limited

Planning Statement

Pease Place/Payne Place, East Hanningfield



Preliminary Ecological Assessment	James Blake Associates
Biodiversity Net Gain Statement	James Blake Associates
Energy and Sustainability Statement	Create Consulting Engineers Limited
Phase 1 Geo-Environmental Desk Study Report	Gemco
Landscape Strategy	Kirsten Bowden
Topographical Survey	Survey Solutions
Biodiversity Checklist	
Sustainable Development Checklist	
CIL Additional Questions	

1.4 The purpose of this Statement is to provide an overview of the Site and its surroundings; the proposals and relevant planning policy; and an assessment of the Proposed Development against the Development Plan and other material planning considerations.

Pre-Application Engagement

1.5 This application follows pre-application engagement previously undertaken with Officers at Chelmsford City Council in May/June 2022 under the reference 22/08196/PE. The advice highlighted queries around the existing open space allocation, parking displacement and design, which have all been addressed as part of this planning statement and the accompanying documents.

1.6 On the assumption that the above matters are dealt with robustly, it was concluded that a scheme for 3 dwellings in this location “appears deliverable”.

2. The Site and Surrounding Area

- 2.1 The main Site, that proposed for residential development at Pease Place, is approximately 770sqm in size, with the secondary site being 1980sqm. Over half of the site currently comprises an area of amenity grass, with the rest of the site laid to hardstanding and providing car parking spaces for 10 cars, and is therefore previously developed in part. The site is within the settlement boundary of East Hanningfield, which is recognised as a Service Settlement in the Chelmsford Local Plan Settlement Hierarchy (Policy S7).
- 2.2 The green area comprises grass only, with no landscaping features of value apart from a group of trees along the western site boundary. As amenity grassland, the site is regularly mown and maintained, and as such has low biodiversity value. There is also one existing tree on the eastern site boundary, just outside of the application site.
- 2.3 The site boundaries are primarily defined by existing neighbouring residential dwellings and associated close-boarded fencing.
- 2.4 Existing vehicular access to the Site is taken from Pease Place, into the car parking area, with no through route to Payne Place.
- 2.5 Additional land to the north, accessed from Payne Place, is also included in the application, is directly comparable in size, layout and characteristics. It currently includes 10 car parking spaces, and an area of amenity grass with some small trees in the eastern most part of the site. The additional hardstanding proposed here, to provide 4 new parking spaces, would not extend to these trees.
- 2.6 The parts of both of the sites which are not currently laid to hardstanding are allocated within the adopted Development Plan as Open Space (Policy DM21).
- 2.7 The Site is served by some local facilities in East Hanningfield, which include a pre-school, a primary school, a restaurant and post office. The village is also easily accessible to other nearby settlements such as Bicknacre and Howe Green, and to Chelmsford City via regular bus services. The site specifically is less than a 10 minute walk from bus stops along The Tye.
- 2.8 The Site is not within a Conservation Area, nor are there any listed buildings in the vicinity. There is substantial physical separation from East Hanningfield Conservation Area both in terms of distance and intervening built form.

Planning History

- 2.9 The Council's online records do not suggest any history of planning applications for the Site.

3. The Proposed Development

- 3.1 The Proposed Development comprises a terrace of three 4-bedroom dwellings. Each plot will be primarily two storeys in height, with elements of single storey accommodation to the front and rear.
- 3.2 The design of the dwellings has been heavily influenced by the style and character of existing neighbouring development, as advised through pre-application engagement with the Council.
- 3.3 Pre-application engagement recognised that “the surrounding post-modernist estate is highly distinctive” and as such, the new dwellings have been designed to directly relate to existing properties through careful consideration of ground floor projections, the use of chimneys and window placement
- 3.4 Elevations and visualisations have been prepared to accompany this application, to demonstrate the new dwellings relationship with existing properties in respect of height and roof style for example.
- 3.5 The proposed properties will provide 4 bedrooms over the two-storeys, with open-plan living, kitchen and dining space. A single storey ground floor projection to the front, to echo the footprint of neighbouring properties, will provide level access bathrooms and utility space also.
- 3.6 All proposed dwellings have been designed to meet the Nationally Described Space Standards, and will also meet Part M4(2) of the Building Regulations (accessible or adaptable dwellings).
- 3.7 The proposals seek to provide a new vehicular connection between Pease Place and Payne Place, which will run along the front of these properties. Vehicular access to each of the new dwellings will be taken directly from this, with 2 parking spaces being provided in front of each property. There will also be space to the front of the dwellings for new landscaping, and an enclosed bin store for the mid-terraced unit.
- 3.8 Each dwelling will have a secure private garden of between 85m² and 100m² in size. Existing landscaping and tree planting to the rear of these is proposed to be retained, enhancing the green outlook to the rear. Sheds will also be provided in each garden for cycle parking.
- 3.9 The northern site, at Payne Place, is proposed to provide 4 additional car parking spaces through the extension of existing hardstanding only. This new provision has been informed by a local parking survey which identified a total of 115 available legally usable parking spaces within 100m of the site, alongside the fact that these spaces were only at most 56% used during the survey period.

Planning Obligations

- 3.10 Given that the description of the proposed development specifies a requirement for the development to comprise affordable rent units, there will be no need for a Section 106 agreement in this regard.

Planning Statement

Pease Place/Payne Place, East Hanningfield



3.11 Given the scale of development, and that CIL will be payable (albeit subject to affordable housing reductions) we do not foresee that any further obligations will be required. We understand RAMs can be covered through a Unilateral Undertaking.

4. Planning Policy

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 This section sets out the Development Plan policies that are most relevant to the consideration of the Application and identifies any other relevant material considerations. The local and national planning policies are considered in greater detail in Section 5 (Planning Assessment) to provide an analysis of the policies in relation to the Proposed Development.

The Development Plan

- 4.3 The Chelmsford Local Plan 2013-2036 ('the LP') (adopted 27 May 2020) is the adopted Development Plan for Chelmsford.
- 4.4 The LP policies considered to be of particular relevance to the Application include the following:
- Strategic Policy S1 (Spatial Principles)
 - Strategic Policy S6 (Housing and Employment Requirements)
 - Policy DM1 (Size and Type of Housing)
 - Policy DM21 (Protecting Community Facilities)
 - Policy DM23 (High Quality and Inclusive Design)
 - Policy DM26 (Design Specifications for Dwellings) and accompanying Appendix B (Development Standards)
 - Policy DM27 (Parking Standards)
- 4.5 Strategic Policy S1 requires all new development to accord with the following spatial principles:
- *Optimise the use of suitable previously developed land for development*
 - *Continue the renewal of Chelmsford City Centre and its Urban Area*
 - *Protect the Green Belt*
 - *Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic environment and biodiversity*

- *Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements*
 - *Utilise existing and planned infrastructure effectively.*
- 4.6 Strategy Policy S6 sets a minimum requirement of 18,515 additional homes in the administrative area for the period 2013-2026.
- 4.7 Policy DM1 seeks to ensure an appropriate housing mix, as well as requiring 50% of new dwellings constructed to meet requirement M4(2) of the Building Regulations 2015 (accessible or adaptable dwellings), or subsequent government standard.
- 4.8 Policy DM21(B) advises that *“the change of use of premises or development of existing open space, sports and recreational buildings and land, including playing fields forming part of an education establishment, will only be permitted where:*
- i) An assessment as been undertaken which clearly shows the facility is surplus to requirements; or*
 - ii) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
 - iii) The development is for alternative provision, the needs of which clearly outweigh the loss.”*
- 4.9 Policy DM23 seeks to ensure new development is of a high quality design which respects the character and appearance of the area in which it is located.
- 4.10 Policy DM26 seeks to ensure new dwellings provide appropriate amenity for future occupiers, including in relation to living environment, private amenity space, provision of open space, internal space, and recycling and waste storage. The accompanying Appendix B provides detailed standards to achieve such objectives.
- 4.11 Policy DM27 states that the Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009)

Supplementary Planning Documents

- 4.12 Chelmsford City Council has adopted Supplementary Planning Documents (SPDs) which, whilst not formally part of the adopted Development Plan, are nevertheless material considerations in this Application.
- 4.13 These include the Making Spaces SPD, the Planning Obligations SPD, and the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD May 2020
- 4.14 The Making Spaces SPD seeks to promote and secure high-quality sustainable new development, and sets out detailed guidance on the standards included in the LP. It seeks to ensure that new development makes

efficient use of resources and addresses climate change; and improves residents' quality of life, health and well-being.

- 4.15 It provides guidance on a host of matters, including the natural environment; movement; public spaces; built environment; sustainable design; and adaptable construction.
- 4.16 The Planning Obligations SPD identifies topic areas where planning obligations and possible contributions would be applicable, whether financial or otherwise. This includes in relation to potential obligations in respect of affordable housing, open space, environmental improvements or community facilities, and/or paying financial contributions towards them.
- 4.17 The RAMS SPD requires development that falls within the zones of influence of specific European designated sites to make financial contributions towards schemes to mitigate the impact of potential additional visitors to such sites arising from new developments.

National Planning Policy

- 4.18 The National Planning Policy Framework (NPPF) is a material consideration.
- 4.19 At paragraph 11c), the NPPF stresses that development proposals which accord with an up-to-date Development Plan should be approved without delay.
- 4.20 The NPPF states (at paragraph 124) that planning should support development which makes efficient use of land, subject to a number of factors to be taken into account. Such factors include the following:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places
- 4.21 Separately, the NPPF also emphasises the need to significantly boost housing land supply, stressing this is a Government objective.

5. Planning Assessment

Principle of Development

- 5.1 The site lies within the settlement boundary of East Hanningfield as per the adopted Development Plan.
- 5.2 Strategic Policy S1 requires for new development to optimise the use of suitable previously developed land for development, to locate development at well connected and sustainable locations, to respect the character and appearance of the built environment, to respect the existing development pattern and hierarchy of settlements and to ensure development is deliverable, amongst other principles.
- 5.3 As a proposed residential use, it is considered relevant to note the contribution the Proposed Development will make towards meeting housing needs, and the need for affordable housing in particular. The NPPF emphasises the need to significantly boost housing land supply. The Site provides an opportunity to help boost housing land supply in an accessible and sustainable location, in part utilising previously developed land to meet an identified need and help reduce the need to utilise less sustainable and / or greenfield sites to do so.
- 5.4 With consideration for Chelmsford's "Housing Additionality: Affordable Housing for Rent – Planning Advice Note" (January 2022), it is also understood that local need for affordable homes for rent, in relation to supply, is for four-bedroom units. The proposals exclusively comprise four-bedroom units available for affordable rent.

Policy DM21 (Protecting Community Facilities)

- 5.5 Part of both parts of the application site are currently allocated as open space within the adopted Local Plan. Policy DM21 seeks to protect such land. In this instance, where the space is not being replaced or re-provided elsewhere, the only circumstances in which open space can be redeveloped is where an assessment has been undertaken to show the facility is surplus to requirements.
- 5.6 For the northern-most element of the application, only a small portion of the allocated areas is to be replaced with hardstanding and as such the majority of the open space will remain in this location. Given the limited value for use or enjoyment of this space at present due to lack of aesthetic value, equipment, benches etc, the proposed reduction in size will not impact the useability or function of the remaining land. In addition, the proposals include landscaping proposals to enhance this space through new tree planting. It is proposed therefore that this part of the proposals will not result in the loss of an existing open space in terms of its potential for use and community value.
- 5.7 The provision of three new affordable homes on the southern-most parcel will result in the loss of an allocated area of open space in its entirety. It is important to note however that the space contains no features, has limited natural surveillance, is enclosed from the wider green network, contains no equipment or benches for enjoyment and is currently accessed through an area of car parking within which cars will enter and manoeuvre with no physical separation for pedestrians. It's useability and value to the surrounding community is therefore perceived to be very minimal.

- 5.8 Existing trees and planting to the rear of the site can be retained as part of the proposals.
- 5.9 Around the wider estate as a whole, there are various of similar pockets of green amenity space which provide a comparable value to users. There is also a large formal playground accessed via Payne Place, just 150m from the application site. This is accessible via public footpaths and provides a secure and useable play area. In addition, approximately 200m from the site is East Hanningfield Recreation Ground which provides a further large play, sports pitches and expansive open space to serve a multitude of uses.
- 5.10 This nearby provision of green spaces and park areas has also been confirmed by the Council's Parks team through their input into the planning pre-application process. This advice also confirmed that it was expected that a case could be made this space was surplus to requirements as part of this planning application.
- 5.11 In conclusion, given the lack of value of the existing space and the wealth of nearby open space provision within easy and safe access of the application site, it can be concluded that the provision of affordable housing in this location would outweigh the loss of a small area of land allocated as open space. The proposals therefore are not considered to conflict with Policy DM21.

Loss of Parking

- 5.12 The pre-application engagement process highlighted a potential concern of the Council in relation to the displacement of parking due to the loss of 10 free to use car parking spaces as a result of the proposals. To inform an assessment in this regard, a parking survey has been undertaken using the Lambeth Parking survey methodology, on 29th and 30th November, and 3rd December 2022. The survey area encompassed all roads within 100m of the site, and considered spaces that were not subject to any legal or practical restrictions in terms of their use.
- 5.13 Full details of the survey and the results are provided in the accompanying Transport Statement prepared by Journey Transport Planning. The survey results confirmed an availability of 115 legally usable parking spaces on street and in market out parking areas not subject to restriction within 100m of the site. During the survey period, the maximum utilisation rate of these spaces was 56%, thus leaving 44 available spaces in the immediate vicinity of the site.
- 5.14 With the proposed re-provision of 4 out of the 10 existing spaces, there is clearly capacity within 100m of the site for the displaced 6 spaces to be accommodated without any measurable increase in local parking stress.
- 5.15 It is relevant to note that the principle of the Proposed Development has also been considered through the pre-application process, through which the Council considered (albeit without prejudice to the Council's final decision) the Proposed Development could be deliverable subject to confirmation on matters relating to parking provision, design and the site's current part-allocation as open space.
- 5.16 Overall, it is considered there can be no doubt as to the acceptability of the Proposed Development in principle.

Quantum

- 5.17 The need to make efficient use of land must be balanced with other considerations, including design, layout, and ensuring no undue impact on neighbouring amenity, provision of amenity for future occupiers, and heritage considerations.
- 5.18 The Proposed Development is considered to achieve this. The provision of three dwellings on the site makes efficient use of the land available whilst still provided homes which reflect existing housetypes in the immediate vicinity, and also cater to a specific local need for larger affordable homes.
- 5.19 This quantum of development is also achieved alongside parking provision in compliance with Essex Parking Standards, and minimum private garden sizes as set out in the Development Standards provided as Appendix B of the adopted Local Plan.

Design and Layout

- 5.20 All three of the dwellings will meet the requirements of Part M4(2) of Building Regulations 2015 as required by Policy DM21.
- 5.21 As detailed in the accompanying design statement, and the description of the proposals earlier in this statement, the design of the new dwellings has been directly influenced by the existing design and character of neighbouring properties. The resultant scheme therefore meets the requirements of Policy DM23 by being of a high quality design which respect the character and appearance of the area in which it is located.
- 5.22 The proposals also meet the requirements of the Council's Development Standards (Appendix B) in respect of garden sizes, parking provision, space standards and recycling and waste storage.
- 5.23 The terraced nature of the scheme, which large garden spaces also prevents any harm in respect of privacy or overlooking for either new or existing properties.

Access, Highways and Car Parking

- 5.24 The Site is well located to maximise use of sustainable modes of transport. It is located within walking distance, via footpaths, of the centre of East Hanningfield which also provides regular bus services to Chelmsford. The Proposed Development would provide dwellings in an accessible location. Of course, being situated amongst existing residential development and in the existing settlement boundary, the location is evidently suitable for residential development.
- 5.25 The Application is accompanied by a Transport Statement prepared by Journey Transport Planning.
- 5.26 Each proposed dwelling will be provided with 2 private on-plot parking spaces, in accordance with Essex Parking Standards for dwellings 2 bedrooms in size or larger. The reprovision of 4 parking spaces will not only

seek to mitigate the loss of the existing car parking spaces, but, combined with the existing evidenced car parking availability in the immediate vicinity, will provide for visitor parking also.

- 5.27 Private cycle parking is also provided in the form of lockable sheds in the back gardens.
- 5.28 The potential impact of the loss of 10 spaces is detailed in the Transport Statement, and at Paragraphs 5.12-5.16 above.
- 5.29 The scale of the development means that direct impact on the highway network will be minimal, with TRICS data implying an increase of approximately 14 movements over a typical day.
- 5.30 One component of the proposals involves the introduction a vehicular route through the southernmost site, connecting Pease Place to Payne Place. On top of ensuring direct access to the new proposed dwellings from Pease Place, it will also significantly improve access for emergency vehicles, servicing and deliveries in Pease Place, reducing the need to turning around and extensive reversing manoeuvres which are currently required times.
- 5.31 Given the layout of the estate, and extent of this new connection, it is not expected that this enhanced route would give rise to any significant changes in traffic movements that would impact the current highway network capacity and safety in the area.
- 5.32 Having regard to all of the above, the proposed car parking provision, access and highways arrangements are considered entirely appropriate.

Flood Risk and Drainage

- 5.33 The Application is accompanied by a Foul and Surface Water Drainage Strategy prepared by Create.
- 5.34 The Foul and Surface Water Drainage Strategy concludes that the scheme can be constructed with adequate drainage provided to ensure flood risk to surrounding areas is not increased.
- 5.35 The report also demonstrates that infiltration forms of surface water drainage are not viable and all surface water flows can be attenuated and then drained to an existing surface water sewer to the south east of the Site. SuDS proposed to be used to attenuate include porous paving and flow control devices.
- 5.36 Foul water can also flow to an existing Anglian Water manhole by gravity.
- 5.37 The development will therefore be safe from flooding and will not increase flood risk elsewhere in accordance with adopted Policy DM18 (Flooding/SuDS)

Ecology

- 5.38 The Site is previously developed land that is not subject to any designations that suggest it is of particular ecological value.
- 5.39 A Preliminary Ecological Appraisal (PEA) prepared by JBA accompanies the Application. The surveys and assessment undertaken identify the minimal value of the site given it primarily comprises hardstanding and managed amenity grassland. No further surveys were recommended therefore, however some precautionary measures in respect of any site clearance works.
- 5.40 Recommendations have also been in respect of opportunities for biodiversity enhancement such as the inclusion of bat and bird boxes, and hedgehog links which could easily be incorporated as part of future details landscaping proposals.
- 5.41 The application is also accompanied by a Biodiversity Net Gain assessment and associated calculations. This has considered offsite enhancement that is to be undertaken by the applicant on another site in the authoritative area, as well as the onsite landscaping proposals, and as a result is able to confirm that the site will achieve a 10.74% increase in habitat units.
- 5.42 The protection and enhancement of biodiversity achieved alongside the proposals will ensure accordance with Strategic Policies S1 and S4, and Policy DM16 especially.

Arboriculture and Landscaping

- 5.43 An arboricultural impact assessment of the site and the proposals has been undertaken and the associated report is submitted as part of this application. The surveys identified 7 trees, groups or hedges across the site, all of which were either B or C category in terms of their value.
- 5.44 The assessment has informed the proposals, which respectively propose the retention of all existing trees. Any hedges to be removed are of low quality and internal within the site, thus having a negligible impact on the local landscape.
- 5.45 As a result, the report recommends that the proposals are approved subject to a scheme of new tree planting and successful tree protection methodology, as informed by the advice provided in the assessment.
- 5.46 Three new trees are proposed to be planted in the front gardens of the new dwellings, and a further three are proposed in the remaining open space in the northern site, to enhance the value that this open space has in terms of amenity, aesthetic appearance and biodiversity value. These proposals are detailed in the accompanying landscaping strategy prepared by Kirsten Bowden.
- 5.47 Furthermore, the landscaping scheme identified opportunities for new hedgerow planting and ornamental grass planting. These proposals contribute to the identified biodiversity net gain opportunity which includes a expected 18.43% gain in hedgerow units.

Land Contamination

- 5.48 The Application is accompanied by a Phase I Geoenvironmental Assessment.
- 5.49 This identifies a number of plausible contamination linkages at the site with the potential to present Moderate - Moderate / Low risks to human health, controlled waters (superficial aquifers) and buried services in the context of the Proposed Development.
- 5.50 Phase I Geoenvironmental Assessment concludes, however, that it is considered very unlikely that the risks identified would preclude the Proposed Development of the Site, i.e., the site is very likely to be suitable for its proposed end-use subject to appropriate further site investigation and risk assessment, as advised within the report.
- 5.51 It is evident that any potential risks can be further assessed, managed and mitigated if required to ensure that the scheme fully complies with Policy DM30.

Energy

- 5.52 In recognition of Strategic Policy S2, as well as the Sustainable Design and Construction SPD adopted by the Council in January 2021, an energy and sustainability statement has been provided to demonstrate that the design will holistically incorporate sustainable principles into the full range of sustainability aspects covered by the Local Plan.
- 5.53 The overarching strategy for the site is to maximise the reduction of energy use on-site through efficient fabric energy efficiency measures and servicing solutions such as air tightness, insulation, ventilation, heating control systems and lighting. The scheme also proposes the use of air source heat pumps as the source of heating.
- 5.54 Incorporation of the proposed measure will result in a reduction in predicted carbon emissions for the whole development of approximately 57% when compared to a Building Regulation Part L (2021) compliant development.

6. Conclusion

- 6.1 The Application proposes the provision of three new affordable homes within the existing settlement boundary of East Hanningfield, and will specifically address an identified need for larger affordable rent homes also.
- 6.2 This statement has sought to demonstrate that the proposals support the strategic objectives of Chelmsford City Council and also comply with all relevant development managements requirements. Whilst part of the site is allocated as open space, this statement has confirmed that the development of this land is outweighed by the provision of affordable housing in location, particularly when taking into account the actual value of the land as open space in its current state and location, and extensive alternative and better provision nearby. In addition, the proposals include landscape enhancements to a comparable space to the north. It is considered therefore that this departure from policy would be substantially outweighed by the benefits to be provided as a result of the proposals.
- 6.3 The benefits of the Proposed Development are significant, including provision of housing, improvements to character and appearance of the area, and efficient utilisation of underutilised and part previously developed land. Conversely, whilst the benefits are significant, the Proposed Development do not result in demonstrable harm, as confirmed by technical assessment work provided in support of the Application.
- 6.4 Having regards to all of the above, it is respectfully requested the Application be approved.



Planning Committee
20th June 2023

Application No	:	22/01650/FUL Full Application
Location	:	Land South Of Colam Lane Little Baddow Chelmsford Essex
Proposal	:	Erection of rural workers dwelling for a temporary period of up to 3 years
Applicant	:	Mr + Mrs Steve Gunn
Agent	:	Mr Marc Willis
Date Valid	:	14th October 2022

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5. Summary of consultations	3
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7. Community Infrastructure Levy (CIL)	8

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 Rural Area to the northwest of Little Baddow. It comprises a parcel of agricultural land with alpacas, horses and poultry currently being kept on the site.
- 1.3. The proposed building is required by the applicant to provide accommodation for a rural worker in association with the alpaca breeding business at the site, for a period of 3 years.
- 1.4. The Council has commissioned an independent appraisal of the application documents and the rural business on the site to assess whether a rural worker's dwelling is required in association with the business.
- 1.5. The Council's Rural Consultant has advised that the business generates a requirement for one full-time employee and it is necessary for security and animal welfare reasons that there is an on-site presence. There is no alternative accommodation in the vicinity of the site which could accommodate the required employee.
- 1.6. The proposed timber structure would be well related to the site boundaries and animal enclosures in the northeast corner of the site.
- 1.7. The proposal for a rural worker's dwelling for a temporary period of up to three years has been justified as necessary for the rural business and would not have a detrimental impact on the intrinsic character and beauty of the surrounding countryside.
- 1.8. The application is recommended for approval.

2. Description of site

- 2.1. The site is located to the west of Little Baddow, off Colam Lane and it comprises an irregular shaped parcel of land.
- 2.2. The application building is a single storey, green timber structure located in the northeast corner of the site.
- 2.3. A vehicular access has been created from Colam Lane. The application building is located approximately 23m to the south of the access.
- 2.4. The access to the site is enclosed by a timber five bar gate. The parking and turning areas within the site have been surfaced with bark chippings. In addition to providing a surface for parking and turning, the chippings provide a surface for accessing the animal enclosures.
- 2.5. Existing, mature native species trees and hedging comprise the boundaries to the northeastern, eastern and southern site boundaries.
- 2.6. There is a Public Right of Way (Footpath 22 Little Baddow) running in a north-south orientation along the western boundary. New planting has been installed along the site boundary with the Public Right of Way.

3. Details of the proposal

- 3.1. The proposed development is for the erection of a rural worker's dwelling on the site for a temporary period of up to 3 years in association with the applicant's alpaca breeding business at the site.
- 3.2. The proposed dwelling is a timber structure painted green with dimensions of 20m long x 6m wide and a maximum ridge height of 4.1m. The building is a prefabricated structure which has been put together on the site and can also be dismantled for removal from the site.
- 3.3. This application seeks planning permission for the use of the timber cabin as rural worker's accommodation for a period of 3 years.
- 3.4. The proposed temporary accommodation has been placed on the site in advance of this application being determined. It is not currently occupied.

4. Other relevant applications

- 4.1. 22/00841/FUL - Refused 15th July 2022 Change of use of agricultural land to use as equestrian land. Construction of a barn and riding arena. Formation of access. Car park with provision for 3 vehicles.

This application was refused in relation to the impact the development would have on the intrinsic character and beauty of the rural area.

- 4.2. 22/01877/FUL - Currently under consideration
Change of use of agricultural land to use as equestrian land. Construction of a barn and riding arena. Formation of access. Associated area of hardstanding.

5. Summary of consultations

- Ramblers Association – No comments
- Little Baddow Parish Council –
 - Strongly objects to the proposal.
 - The Parish Council feels that the application does not meet the requirements of Policy DM8 as it would adversely impact the intrinsic character and beauty of the open rural landscape.
 - The proposal will be visible to walkers using the public footpath close to the site.
 - Colam Lane is narrow with poor sight lines at its junctions creating traffic issues from any increase in vehicle numbers.
 - Concern over the inclusion of chicken farming at the site – requiring enclosed buildings to house chickens – it is requested that a separate detailed application is made before chicken farming can be considered on the site.
- Public Health & Protection Services – No comments with regard to this application.
- Economic Development & Implementation – No comments received.
- Essex County Council Highways –
 - A new gated vehicular access has been constructed, however it does not benefit from hardened construction in accord with current Highway Authority standard.

- Manual for Streets visibility standard is therefore required for the 85th percentile vehicle speeds above. This is 2.4 metres by 35 metres. The visibility splays measured at X or minor distance 2.4 metres were well in excess of this distance in both directions. Appropriate visibility is therefore provided to the vehicular access, in both directions.
- The vehicular access has not been authorised or constructed lawfully. The applicant is therefore vulnerable to enforcement action by the Highway Authority to remedy the situation. This must be addressed by the applicant by making an application to the Highway Authority, for construction of the vehicular access.
- Failure to resolve this issue may result in enforcement action by the Highway Authority which could result in prosecution.
- From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the imposition of appropriate conditions.
- Local residents –
 - It is not clearly stated that the building would be removed if the business should fail in the first three years.
 - Further structures for chickens would be an intrusion in an area which the village considers to be a visually important open space.
 - The access to the site does not have planning permission.
 - Query whether three-bedroom accommodation is excessive for an agricultural worker on minimum wage.
 - The proposal will generate more mixed traffic using single track Colam Lane.
 - The site has been well kept and used for sheep grazing/ alternative hay silage until recently purchased, as agricultural land and has been subjected to a complete change in character
 - Numerous fences/shelters have been erected.
 - The proposed 'workers building' would be unsightly and intrusive from both FP 22 and Colam Lane.
 - The proposed development of this land would undoubtedly give precedence for other similar locations along both Colam Lane and Holybred lane, which currently enjoy a mostly uninhibited natural environment.

6. Planning considerations

Main Issues

- 6.1. The main consideration is whether the construction of a temporary rural worker's dwelling is necessary and justified for the rural business on this site.
- 6.2. It is also necessary to consider the potential impact of the proposal on the intrinsic character and appearance of this rural area in this part of Little Baddow.
- 6.3. Consideration is also given as to whether the proposal would be detrimental to highway safety.

Need for a temporary rural worker's dwelling

- 6.4. Para 174 b) of the National Planning Policy Framework (NPPF) states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside.

- 6.5. Para 80 of the NPPF states that “Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:
a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;”
- 6.6. Chelmsford Local Plan Policy S1 sets out the spatial principles within the Local Plan and identifies that the Council will require all new development to accord with the stated spatial principles. This includes a requirement to “respect the character and appearance of landscapes and the built environment and preserve or enhance the historic environment and biodiversity”.
- 6.7. Policy S11 states that when determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet identified development needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst ensuring that development does not have an adverse impact on the different roles and character of the countryside.
- 6.8. Part C of this policy specifically relates to the Rural Area:
“The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as the Green Wedge, will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.”
- 6.9. Policy DM8 relates to new buildings and structures in the rural area; planning permission will be granted for new buildings and structures where the development will not adversely impact on the identified intrinsic character and beauty of the countryside and where the development is for one of a specified type of development set out in the policy. One of the exceptions is point v. of the policy which allows for “a rural worker’s dwelling in accordance with Policy DM12”.
- 6.10. Policy DM12 states that “Planning permission will be granted for a new dwelling or caravan in the Green Wedge or Rural Area where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.”
- 6.11. Part A of Policy DM12 relates to temporary accommodation and applications must meet the following criteria:
- i. it can be demonstrated that the business can sustain the full-time worker directly employed by the business at minimum wage; and
 - ii. it can be demonstrated that there is a functional need for the proposed accommodation which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and
 - iii. the need cannot be met by re-using, extending or adapting an existing building on the holding; and
 - iv. the proposed accommodation is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding; and
 - v. the size of the accommodation relates to the needs of the rural worker to be employed under his or her current situation.
- 6.12. The application is supported by a range of information including an appraisal of the agricultural business on the site and whether there is a need for a full-time employee to be accommodated at the site.

- 6.13. The Council has appointed an independent Rural Consultant to appraise the proposed development and the agricultural business. As part of this appraisal, the consultant conducted a site visit with Council Officers and spoke to the applicant.
- 6.14. In respect of criteria i. and ii. set out in Part A of Policy DM12, the Council's Rural Consultant has advised the following:
- i. The lack of a rural worker's dwelling on the site is considered to be restricting the growth of the operation. Although the unit is in a build-up phase, it has been demonstrated that it should provide work for a full-time employee and there is sufficient financial opportunity to fund a worker.
 - ii. The rural location and type and number of animals would benefit from an on-site presence. The planned scale of this operation with larger numbers of alpacas makes a presence necessary, with security and welfare issues relevant to this rural location, during the build-up phase of the enterprise.
- 6.15. There are no suitable or available dwellings in the vicinity of the site and an on-site presence is therefore necessary.
- 6.16. In relation to the remaining criteria and the proposed development:
- iii. There are no existing buildings on the site and therefore none are available for the re-use or adaptation of an existing building as an alternative to the use of a temporary building.
 - iv. The proposed accommodation would be well related to the agricultural and rural activities on the site. It would be positioned approximately 24m from the entrance to the site. This would provide natural surveillance with any visitors to the site being observed from the dwelling. Any associated parking would be adjacent to the dwelling and the development would be well positioned for access to the animal enclosures close to the eastern part of the site.
 - v. The applicant intends to live on the site with his family. Although this application relates to the use of a timber structure which can be dismantled and reconstructed, it is not uncommon for temporary accommodation for rural workers to initially be in the form of a mobile home on a site.
- The building which forms this application is of a similar size and proportions to mobile homes which could be permitted for temporary rural worker's accommodation. In light of the need to accommodate the applicant and his family in the structure, the size of the accommodation proposed is commensurate to the needs of the rural worker to be employed by the business.
- 6.17. The proposed dwelling has been purchased by the Applicant from a site elsewhere in the country. It can be taken apart and put back together and is therefore considered to be a temporary structure which could be removed from the site if the associated business does not achieve the required viability to justify a permanent dwelling on the site at a later date.
- 6.18. The proposal complies with the five criteria set out in Policy DM12 in respect of the provision of temporary rural worker's accommodation.

Impact of the proposal on the intrinsic character and appearance of the rural area

- 6.19. The proposed accommodation has been constructed on the site prior to the determination of this application. It is a single storey, timber structure located on the site near the entrance from

Colam Lane. While it is visible from both Colam Lane and the Public Right of Way which runs to the west of the application site, it is a low-level structure which would provide an appropriate level of accommodation for the Applicant and his family.

- 6.20. It is necessary to consider the impact of the temporary structure and any associated domestic paraphernalia separately from the visual impact of the other activity and structures associated with the keeping of animals, on the site.
- 6.21. The character and appearance of the site has already been altered through the introduction of horses, alpacas and poultry with associated fencing and temporary shelters on the site. It is not unusual for fencing to be constructed to create animal enclosures on parcels of land in the countryside.
- 6.22. The use of the land for the keeping of animals does not require planning permission and could continue if planning permission for the temporary accommodation is not granted. In addition, temporary, moveable structures and fencing below 1m when adjacent to a highway, and 2m otherwise, do not require planning permission.
- 6.23. The visual impact of the proposed temporary structure with the parking of vehicles adjacent, when viewed from the Public Right of Way is limited to some degree by the structure being seen against the backdrop of mature vegetation along the eastern site boundary. In addition to its low ridge height, the building is a green colour and it does not appear as a contrasting feature when viewed in the context of mature trees and hedges. The development associated with the accommodation would be limited to the northeastern corner of the site and it would be restricted to that part of the site.
- 6.24. The structure is visible to vehicle and pedestrian traffic using Colam Lane through the new access to the site. These views from the access on Colam Lane are fleeting and the development is seen in a corner of the site, close to the site boundaries. The majority of the application site would remain as open land.
- 6.25. As a temporary structure required for the running of the rural business, the proposed building is an appropriate form of temporary accommodation which does not unduly impact the intrinsic character and beauty of the surrounding countryside.

Highway Safety

- 6.26. Para 108 of the NPPF states that when assessing specific applications for development it should be ensured that safe and suitable access to the site can be achieved for all users and any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree. Para 109 continues that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.
- 6.27. A vehicular access has been created to access the site from Colam Lane. Planning permission is sought for this as part of an associated application – ref. 22/01877/FUL which is currently under consideration.
- 6.28. Although no planning permission currently exists for the access, the Local Highway Authority has indicated that they have no objections to the access in respect of highway safety. As such there is no conflict with the use of the access and vehicular and pedestrian traffic using Colam Lane.

The proposal would not generate a level of traffic which would be harmful to highway safety and users of Colam Lane.

Other Matters

- 6.29. The description of development states that the accommodation would be for a temporary period of up to three years. This can be controlled by a condition which would require the removal of the building on or before three years of the date of any approval and the restoration of the land to its previous condition.
- 6.30. Any additional permanent buildings which may be required for the business would require planning permission and the merits of any application would be assessed as part of the determination of an application.
- 6.31. The applicant has applied for the access as part of planning application ref. 22/01877/FUL which is currently under consideration. Notwithstanding this, the Local Highway Authority have indicated that the access has sufficient visibility splays to ensure that there is no detrimental impact on highway safety.
- 6.32. The size of the proposed building is within the limits of a mobile home which could have been applied for instead of the structure currently on the site. The level of accommodation is commensurate with the needs of the Applicant.
- 6.33. The site is being used for the keeping of animals which is an appropriate use in the rural area.
- 6.34. Each planning application is determined on its own merits and as such it is rare that a precedence is established as a result of a single planning decision. The application is supported by sufficient information which demonstrates that it is compliant with the relevant National and Local Planning Policies.

7. Community Infrastructure Levy (CIL)

- 7.1. As a temporary structure this proposal is not CIL liable.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

The residential use hereby permitted shall be for a limited period being the period of 3 years from the date of this decision. The temporary rural worker's dwelling hereby permitted shall be removed and the land where it is located shall be restored to its former condition on or before 3 years from the date of this decision.

Reason:

To safeguard the character of the area in accordance with Policy DM12 of the Chelmsford Local Plan.

Condition 2

The occupation of the temporary dwelling shall be limited to a person solely or mainly employed or last employed in the rural business occupying the plot edged red on the approved plans, or a widow or widower or surviving civil partner of such a person, and to any resident dependants.

Reason:

The temporary dwelling has only been permitted within the rural area due to the functional need of the business to have a permanent rural worker on site. The construction of a new dwelling in this location unconnected with the rural business would be contrary to Policy DM12 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.

Ramblers Association

Comments
No comments

Little Baddow Parish Council

Comments
<p>03.02.2023 - Little Baddow Parish Council re-considered this application at its meeting on February, 2023 and strongly objects to the proposal. All reasons for objection expressed before remain. Council feels that the application does not meet the requirements of Policy DM8 in the Chelmsford Local Plan in that the development will adversely impact the intrinsic character of the area as an open rural landscape; both in terms of the proposed building and of vehicles parked on site. There is a public footpath close to the development and so the proposed building will be clearly visible to walkers enjoying the rural scenery. In addition, Colam Lane is narrow and in places a single-track road with poor sight lines at its junctions creating traffic issues from any increase in vehicle numbers. There is concern over the inclusion of chicken farming on the development - this will require enclosed buildings to house the chickens to meet 'Bird Flu' restrictions. Council requests that a separate detailed application is made before Chicken farming can be considered on the site.</p> <p>04.11.2022 - Little Baddow Parish Council considered this application at its meeting on November 3, 2022 and strongly 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 development will adversely impact the intrinsic character of the area as an open rural landscape; both in terms of the proposed building and of vehicles parked on site. There is a public footpath close to the development and so the proposed building will be clearly visible to walkers enjoying the rural scenery. In addition, Colam Lane is narrow and in places a single-track road with poor sight lines at its junctions creating traffic issues from any increase in vehicle numbers. There is concern over the inclusion of chicken farming on the development - this will require enclosed buildings to house the chickens to meet 'Bird Flu' restrictions. Council requests that a separate detailed application is made before Chicken farming can be considered on the site.</p>

Public Health & Protection Services

Comments
No PH&PS comments with regard to this application

Economic Development & Implementation

Comments
No response received.

Essex County Council Highways

Comments

A new gated vehicular access has been constructed, however:

It does not benefit from hardened construction in accord with current Highway Authority standard. The Highway 'Confirm' System Record System has been examined and it is confirmed that there has been no application made to the Highway Authority for permission to construct the access. It has therefore been constructed without the necessary permissions from the Highway Authority. It has therefore not been legally constructed.

Colam Lane is subject to a de-restricted or 60mph speed limit. However, the measured 85th percentile vehicle speeds by ATC (Automatic Traffic Counter) were:

- North-bound 33.3mph
- South-bound 33.4mph

Manual for Streets visibility standard is therefore required for the 85th percentile vehicle speeds above. This is 2.4 metres by 35 metres. The visibility splays measured at X or minor distance 2.4 metres were well in excess of this distance in both directions:

- To the north; 49 metres (beyond the Rectory Wood Cottage access).
- To the south; in excess of 49 metres.
- Appropriate visibility is therefore provided to the vehicular access, in both directions.

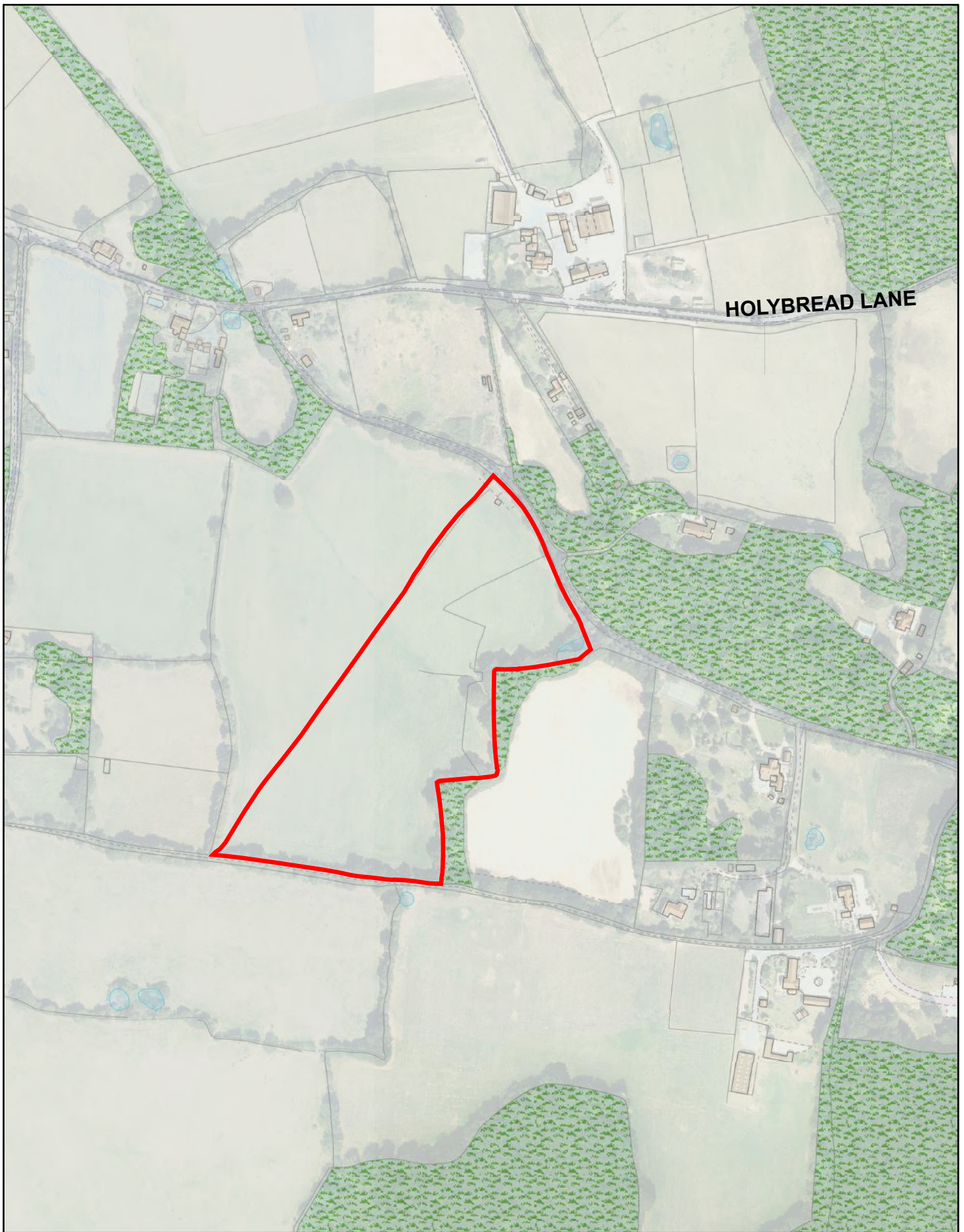
The vehicular access has not been authorised or constructed lawfully. The applicant is therefore vulnerable to enforcement action by the Highway Authority to remedy the situation. This must be addressed by the applicant by making an application to the Highway Authority, for construction of the vehicular access. Failure to resolve this issue may result in enforcement action by the Highway Authority which could result in prosecution.

It is strongly suggested that the applicant resolve the issue of the unauthorised vehicular access as above.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority.

Local Residents

Comments
Three representations received and these are included in the main body of the report.



HOLYBREAD LANE

0 40 80 160 Metres

1:3,991



**Planning Committee
22/01650/FUL**

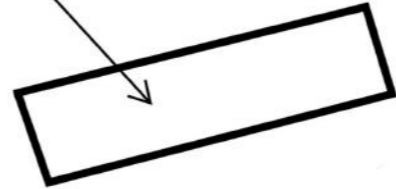
**Planning & Development Management
Directorate for Sustainable Communities**

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

Telephone: 01245 606826



PROPOSED TIMBER CABIN



EXISTING ACCESS



AREA OF
HARDSTANDING

POND



Willis & Co.

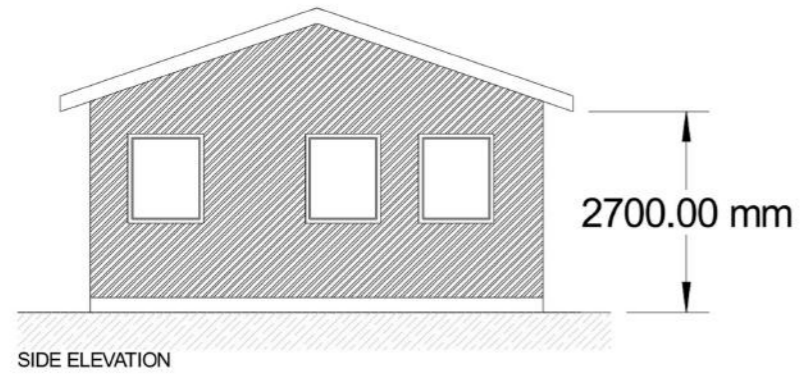
Chartered Town Planners
30 The Causeway, Chippenham, Wiltshire, SN15 3DB.
Telephone: 01249 444975 Facsimile: 01249 655556
Email: Willisplan@wcd.com

Client: Mr S. Gunn.
Title: Land at Colam Lane, Little Baddow, Chelmsford, Essex.

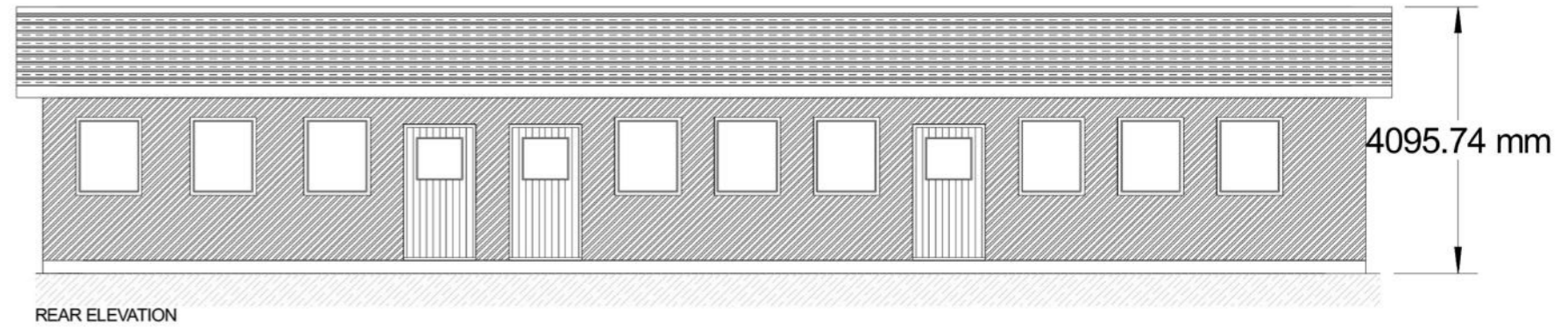
Site Plan.

Scale: 1:500 @ A3 Date: February 2022 Drawing no: SG-JH-02

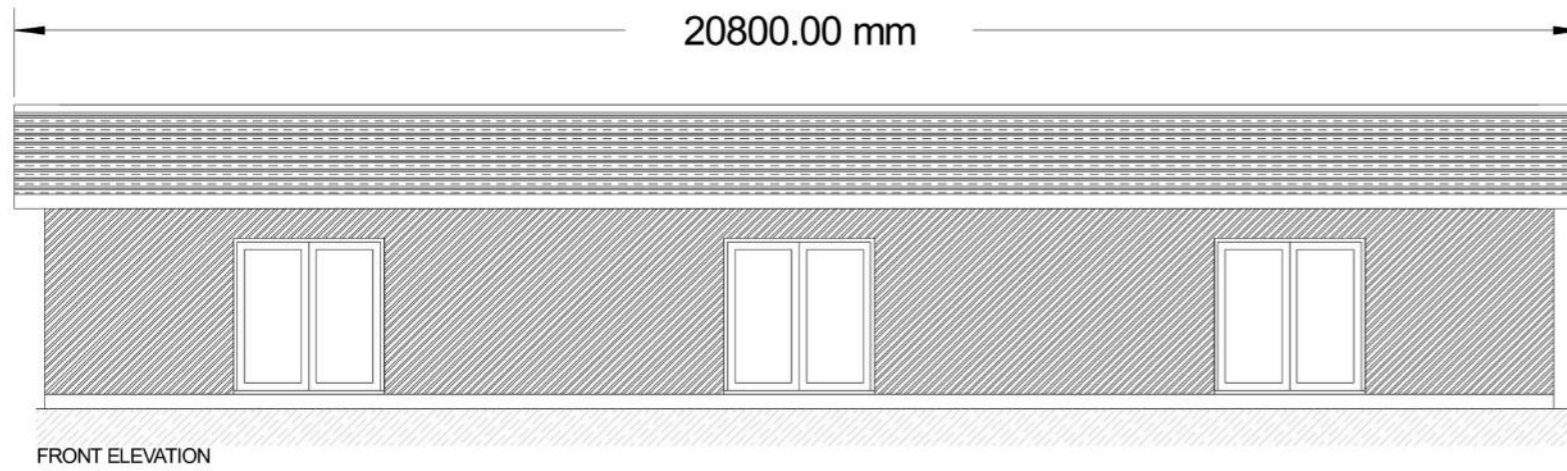
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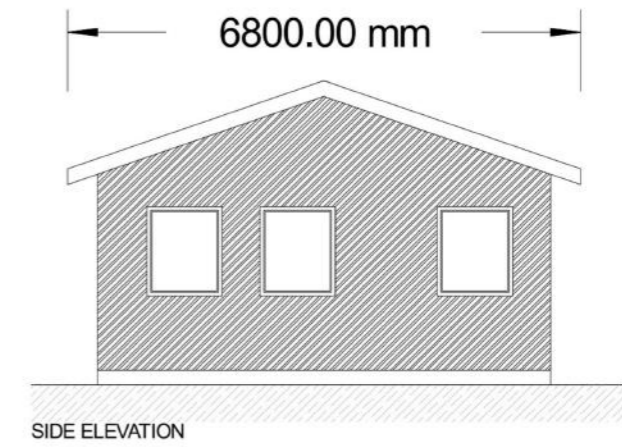
SIDE ELEVATION



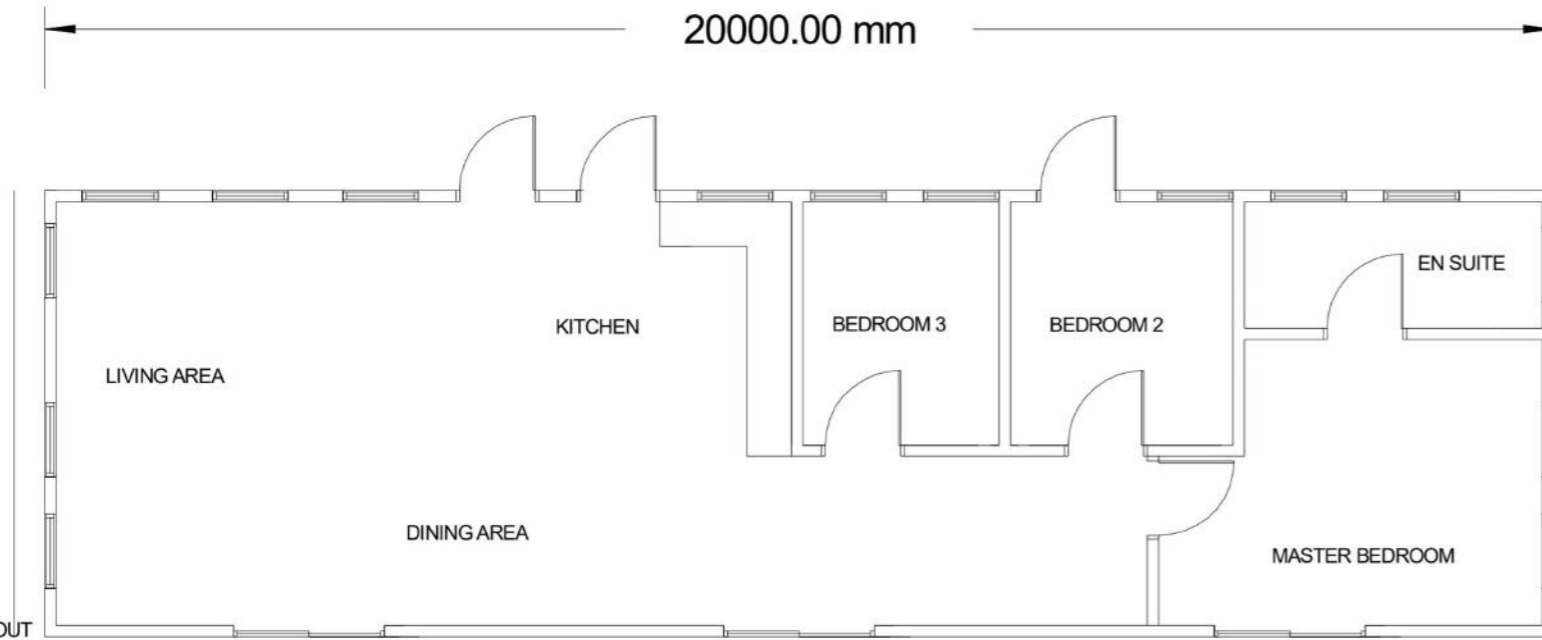
REAR ELEVATION



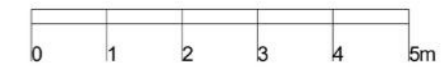
FRONT ELEVATION



SIDE ELEVATION



LAYOUT

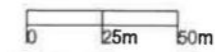


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Email: Willisplan@aol.com

Client; Mr S. Gunn.
Title; Land at Colam Lane, Little Baddow, Chelmsford, Essex.
Elevations and floor plan of proposed timber cabin.

Scale; 1:100 @ A3 **Date;** July 2022 **Drawing no;** SG-JH-10

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Client;	Mr S. Gunn.
Title;	Land at Colam Lane, Little Baddow, Chelmsford, Essex. Location Plan.
Scale;	1:2500 @ A3
Date;	February 2022
Drawing no;	SG-JH-01
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**AN APPRAISAL RELATING TO THE
CONSTRUCTION OF A NEW RURAL WORKER
DWELLING
AT
LAND ADJACENT TO COLAM LANE LITTLE BADDOW,
ESSEX CM3 4BL
PLANNING REF: 22/01650/FUL**

On Behalf of Chelmsford City Council

By Landscape Land and Property Ltd
Village farm
Thorncote Green
Sandy
Bedfordshire
SG19 1PU

April 2023

CONTENTS

- 1. Introduction and Background**
- 2. Location and Description**
- 3. The Proposal**
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- 6. Capital Investment**
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- 8. Comments on the Proposal**
- 9. Assessing the Proposal against Local and National Policies**
- 10. Conclusions**

1. INTRODUCTION AND BACKGROUND

1.1 I have been instructed by Chelmsford City Council to undertake an assessment of the holding known as Land at Colam Lane, Little Baddow following the submission of application 22/01650/FUL for the construction of a new dwelling. I made an accompanied site visit in January and an inspection of the planning history records available at Chelmsford City Council via the internet and the current documentation supplied with the application.

1.2 The Planning Application is for a temporary dwelling. Previous planning history is mainly associated with equestrian and agriculture:

Change of use of agricultural land to use as equestrian land. Construction of a barn and riding arena. Formation of access. Car park with provision for 3 vehicles. Ref. No: 22/00841/FUL

1.3 There are a few small agricultural structures and equestrian buildings associated with the recent use of the site for horses and agriculture

2. LOCATION AND DESCRIPTION

2.1 The holding known as Land at Colam Lane is a small grass based site. It is located approximately half mile from Little Baddow, via a single track road. Access to the holding is directly off the narrow lane and the site comprises approximately 4.5 hectares (11 acres) of mainly grass land with post and rail and electric fencing. The proposed dwelling site is on the side of the farm access road near to the road with a relatively new agricultural building suitable for feed and livestock storage.

2.2 The land has been in the applicants ownership since 2018 when they purchased it. Mr Gunn the current main worker and undertakes the day to day running of the unit. The land is of medium quality, being considered mostly Grade 3 according to the Agricultural Land Classification map.

2.3 Land at Colam is an equine and alpaca farming enterprise. The total farm consists of small areas formerly arable now planted to grass for hay and grazing, it is set out in fenced paddocks with post and rail and electric fencing.

3. THE PROPOSAL

3.1 The proposal is for an agricultural worker's dwelling on the site. The plan for the holding is to develop an agricultural business with the keeping, breeding and rearing of high-quality alpacas for sale; the selling of alpaca fibre and fibre-products; and the keeping of poultry (hens and quail) for egg sales. The dwelling will be occupied by Mr Gunn as the key worker. There are currently no vacant residential dwellings on the site. This application is seeking approval for a temporary dwelling, which was under construction at the time of the site visit.

3.2 It is accepted within national planning policy that paragraph 80 of the NPPF supports the provision of new isolated homes in the countryside where there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside.

3.3 Local Plan policy DM12 in the Chelmsford City Council Local Plan also supports the provision of permanent agricultural workers where certain criteria are met. This report is to consider the national and local policies that are relevant to this application.

4. THE HOLDING

4.1 The land extends to around 4.5 hectares or 11 acres and has been used for the grazing and hay making. It comprises of small agricultural and equestrian buildings as well as fields for grazing. Some hay and straw is purchased locally for supplementary feed and bedding. Additional land is rented locally.

4.2 There are a selection of small building structures on the site for the housing of the animals and machinery as well as for the storage of hay, straw bedding and other feed stuffs, but these seem insufficient for the existing and proposed scale of enterprise. There is a small outdoor stack of hay near the proposed site.

4.3 The enterprise includes some rented land in the locality, some of it adjoining the holding and some around 1 mile away. Firm agreements to utilise this land for the longer term will be required in order to demonstrate both sustainability and financial security going forward.

4.4 The herd is currently around 10 breeding females, plus followers some of which may be retained for additional breeding stock. At present the animals are sold as pedigree stock to other producers and the wool is also harvested for preparation of fibre. At present the unit is in a development and build-up phase and will take 2-3 years to reach an appropriate scale.

4.5 Animals are bought and sold as market conditions provide opportunity.

5. THE ENTERPRISE

5.1 The plan envisions a breeding herd of approximately 25 female alpacas, plus stud males and youngstock. The applicants will purchase up to 10 breeding females and a stud male in Year 1 and expand over the next two to three years.

5.2 Sales of alpacas will occur with additional income streams envisaging from fleeces and wool products, the sale of alpaca manure, trekking and picnics etc

5.3 A further element is up to 100 free-range chickens and 100 quail producing eggs which will be sold locally, either roadside or delivered locally.

5.4 The Enterprise has been established in its current form for about a year. According to the agent the business has the prospect of profitability in the first 3 years and thus would become financially stable. Initially there is quite a lot of investment in livestock and infrastructure proposed.

Labour

5.5 The operation is run by Mr Gunn. He works solely on the holding and does not have part time jobs elsewhere Mrs Gunn also works part time on the holding and would undertake more if resident.

5.6 A case has been made in the supporting information that there is a need for a dwelling on the site. The applicant currently lives on a neighbouring village and a night security presence has been taken up in a caravan. The application argues that there is a labour equivalent for a full-time worker role at the farm.

6. CAPITAL INVESTMENT

6.1 It is clear from the information provided in the supporting statement and previous applications that new buildings and infrastructure have been erected and investments made at the site.

6.2 The land has been improved in the time that it has been in ownership of the applicant and this, together with the livestock purchased for the livestock enterprises suggests significant capital investment over time.

6.3 A second hand log cabin style dwelling has been sourced and was under construction at the time of the site visit.

7. TURNOVER AND PROFITABILITY

7.1 I consider that the size and scale of the operation at Colam Lane demonstrates that the unit is potentially sustainable. The business projects profits in future years when livestock numbers have grown to allow sales of breeding stock, wool and other products.

7.2 The information provided with the supporting statement suggests that there is full time work for an employee, at least at minimum agricultural wages. The business needs to grow and the numbers of stock proposed would require a full-time labour equivalent, to give good cover for emergencies and out of hours activities, particularly when alpacas are birthing. However, it is only at the scale proposed in the application that justifies a presence on site and if numbers fail to materialise not only will the finances suffer, but there will not be a justification for a permanent presence on site.

8. COMMENTS ON THE PROPOSAL

8.1 The business is considered to be a modest scale and tidy operation, the livestock systems that are run are fairly complex which require Mr Gunn to work on site full time. The size of the overall land holding, is small and additional land is rented in the immediate vicinity to compensate for the small land holding.

8.2 Practice shows that the market for quality reared livestock is only profitable in either an expanding or increasing added value market. The agricultural report indicates that whilst Mr Gunn has no long term experience that he and his wife have undertaken training and work experience to gain knowledge:-

In terms of background, Steve comes from a commercial background and ran his own hairdressing business for the past 20 years. Following an accident he had to sell that business and find alternative forms of employment. The establishment of the agricultural business presented itself as a practical option and he and Chris took the opportunity to purchase the land. They have completed a series of courses in alpaca husbandry with Alpaca Evolution and pasture management with East England Alpaca.

8.3 The financial position of the business is not yet secure, but I consider it has sufficient financial opportunity to fund a worker. The unit should provide work for a full-time employee and the scale of the operation suggests that the work is likely to be ongoing.

8.4 On the basis that there is no vacant dwelling nor a suitable one in the surrounding area of Colam Lane, I consider that there would be a need for an onsite presence for one worker in order to allow the business to develop. However, it would only justify a permanent presence if the numbers of animals stated are achieved during this development phase.

8.5 Colam Lane is very narrow and difficult to access. The sight line of the dwelling and its location to the farm buildings is well placed such that if there are any problems they will be seen or heard in this location when animals are housed or kept in the paddocks.

9. LOCAL AND NATIONAL PLANNING POLICIES

9.1 Chelmsford City Council Local Plan 2013-2036 was adopted in May 2020 and includes policies regarding agriculture and rural worker dwellings:-

Policy DM12: Rural and agricultural/forestry workers dwellings

Planning permission will only be granted for a new dwelling or caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry, and very special circumstances which clearly outweigh the harm to the Green Belt and any other harm.

Planning permission will be granted for a new dwelling or caravan in the Green Wedge or Rural Area where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.

A) Temporary accommodation

For applications for temporary accommodation, the following criteria must be met:

- i. it can be demonstrated that the business can sustain the full-time worker directly employed by the business at minimum wage; and*
- ii. it can be demonstrated that there is a functional need for the proposed accommodation which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and*
- iii. the need cannot be met by re-using, extending or adapting an existing building on the holding; and*
- iv. the proposed accommodation is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding; and*
- v. the size of the accommodation relates to the needs of the rural worker to be employed under his or her current situation.*

9.2 Paragraph 80 of the NPPF supports the essential need for workers to live on site where the business is sustainable but does not detail any particular financial requirement. However the council policy requires a financial justification.

9.3 The information provided with the application shows that the business could become financially viable and secure. The financial information provided should be sufficient to justify a temporary dwelling.

9.4 As such, I do consider that the application would meet the strict criteria for a temporary dwelling, including the financial criteria set out in Policy DM12 and elsewhere. The scale of the operation suggests that it will become a full time holding in due course or has the reasonable prospect of doing so. The numbers of livestock present on the unit are small but significant and are proposed to be grown over time and there is a need for a competent operator to be living at or close by. However, for a permanent dwelling the numbers of animals would need to be achieved to justify a permanent presence.

9.5 It is unlikely that there would be any suitable and available dwellings in a nearby settlement that could meet the needs of the site, particularly due to the narrow lane, needs of the animals and the proposed scale.

10. CONCLUSIONS

10.1 The lack of an agricultural workers dwelling on Land at Colam Lane has become apparent. The farm is relatively secluded and has no vacant residential properties on it. The lack of a dwelling is considered to be restricting the growth of the operation. There are no other dwellings on the site.

10.2 The financial information presented with the application shows that a modest level of profits can be achieved within 3 years although there will be some fluctuation. The farm has made significant investments in infrastructure and livestock and I am satisfied that it is sufficiently well planned.

10.3 The rural location and type and number of animals would benefit from an on-site presence. The planned scale of this operation with larger numbers of alpacas makes a presence necessary, security and welfare issues are relevant to this rural location, during the build up phase of the enterprise.

10.4 Chelmsford City Council's local plan policy and the national guidance contained in paragraph 80 of the NPPF suggests that it is only in exceptional circumstances that agricultural workers dwellings should be approved. In particular Policy DM12 requires the holding to be viable and that the need relates to a full-time worker or someone primarily employed in agriculture. The information provided with the application confirms that the unit has a reasonable prospect of becoming viable and sustainable.

10.5 At present the unit is in a build up phase and it anticipates providing full time employment to the applicant in the role of a stockman/manager and that person has a need to reside on site or close by. There are no suitable or available dwellings in the vicinity and an on-site presence is therefore necessary. However if the full scale of the enterprise does not develop then I consider that a permanent dwelling would not become necessary.

10.6 I consider that the application would meet the broader test in Policy DM12 and NPPF 80 for a temporary dwelling in order to allow the business to develop and grow.

Landscape Land and Property
April 2023

Appeals Report

Appeal Decisions received between 01/05/2023 and 07/06/2023

PLANNING APPEALS

Total Appeal Decisions Received	3	
Dismissed	3	100%
Allowed	0	0%
Split	0	0%

Householder

16 Meadgate Avenue Great Baddow Chelmsford Essex CM2 7LG

Reference	22/01347/FUL
Proposal	First floor extension to the existing garden outbuilding
Appeal Decision	Appeal Dismissed - 05/05/2023
Key Themes	- Adverse impact on the character of the area- Poor design of the first floor of the outbuilding
Agreed with CCC on	- Adverse impact on the character of the area- Poor design of the first floor of the outbuilding
Disagreed with CCC on	- none
Costs Decision	None

2 Lily Close Springfield Chelmsford Essex CM1 6YN

Reference	22/01573/FUL
Proposal	First floor extension on top of existing single storey Ground floor extension. Alteration to fenestration.
Appeal Decision	Appeal Dismissed - 05/05/2023
Key Themes	Harmful to host and character of areaHarmful to neighbouring amenity
Agreed with CCC on	Harmful to host and character of areaHarmful to neighbouring amenity
Disagreed with CCC on	None
Costs Decision	None

7 John Eve Avenue Springfield Chelmsford CM1 6DE

Reference	22/01615/FUL
Proposal	Partial conversion of existing garage into a habitable room.
Appeal Decision	Appeal Dismissed - 05/05/2023
Key Themes	The main issue is the effect of the proposal on parking and highway safety.
Agreed with CCC on	Agreed with the Council that the proposal would result in an increase in on street parking. Agreed that this in turn would harm highway safety. Agreed that a loss of soft landscaping would be undesirable
Disagreed with CCC on	
Costs Decision	None

ENFORCEMENT APPEALS

Total Appeal Decisions Received	1	
Dismissed	1	100%
Allowed	0	0%
Split	0	0%

Written Reps

Land Opposite Abbeyfields Meadow Lane Runwell Wickford Essex

Reference	11/00094/ENFA
Proposal	Without planning permission, the construction of a building
Appeal Decision	Appeal Dismissed - 02/06/2023
Grounds of Appeal	Green Belt, Inappropriate development, openness, reasonable necessity
Agreed with CCC on	Inappropriate development, harmful to Green Belt. Compliance steps were necessary.
Disagreed with CCC on	Time for compliance extended from 3 months to 6 month.
Costs Decision	None