

MINUTES
of the
PLANNING COMMITTEE
held on 20 June 2022 at 7:00pm

Present:

Councillor J A Sosin (Chair)

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

Also present: Councillor D Clark

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 P Hughes and C Shaw. The latter had appointed Councillor S Rajesh as her substitute.

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 31 May 2022 were confirmed as a correct record.

5. Public Question Time

A statement was made on the application at Item 6. Details are given under minute number 6 below.

6. Land North-West of Boreham Interchange, Chelmer Road, Boreham, Chelmsford – 22/00473/REM

The Committee considered an application for the approval of reserved matters for the development of a new railway station and associated development on land to the north-west of Boreham Interchange, Chelmer Road, Boreham, pursuant to Condition 7 of the outline planning permission 10/00021/EIA for the station granted in May 2013. Approval was also sought for the discharge of conditions associated with the outline planning permission relating to the treatment of the public realm, the distribution and size of commercial space, a tree report, an Ecological Management Plan, archaeological evaluation, completion of archaeological fieldwork and post-excavation assessment.

A representative of Network Rail, the applicant, attended the meeting to make a statement in support of the application.

Whilst supportive of the application, the Committee sought clarification on a number of aspects of the proposed development:

- Whether the concerns expressed by the Minerals Authority during the consultation on the application that traffic associated with the railway station could come into conflict with vehicles accessing the Bulls Lodge Quarry had been addressed.
The officers advised that the concerns raised by the Mineral Authority had been addressed by the imposition of a Grampian style condition, which meant that the secondary surface level car park could not be brought into use until such time as the future estate road serving the car park, the future Business Park and the quarry had been completed as it would not be acceptable for the car park to be accessed from the current quarry haul road. The Mineral Planning Authority had removed their objection in light of the proposed condition.
- How the number of parking spaces at the station had been determined; if the proposed provision of spaces proved to be insufficient, whether this could lead to commuters parking on residential streets in Springfield and Beaulieu; why the secondary car park was some distance from the station; and whether a drop-off/pick-up point would be provided within the station..
Officers said that the number of car parking spaces had been determined at the outline application stage in agreement with the County Highway Authority. The secondary car park was proposed to the east of the station site as at that stage it was proposed to be multi-storey and so it was necessary to ensure that on account of its height it did not intrude upon the existing views of Danbury Ridge. Network Rail had concluded that a surface car park would be preferable for cost reasons but also having regard to changes in working patterns. The size of the existing station site meant that it was not possible to provide all car parking in one location without adversely impacting upon the bus interchange, the taxi provision and the level of cycle storage. A drop-off and pick-up point was planned to be provided within the premium car park. Parking enforcement measures were already being introduced in residential roads within the Beaulieu development and there were already restrictions upon the length of time people could park at the neighbourhood centre to prevent commuter parking. All estate roads accommodated double yellow lines to prevent any form of parking.
- The provision of lighting and CCTV along the pedestrian and cycle paths to the station.

It was confirmed that this would be bollard lighting, designed to have a minimum impact on the local ecology and landscape. A condition would ensure that CCTV would cover the pedestrian and cycle routes and the cycle storage area.

- Where waiting rooms would be provided; whether there was potential for a Park and Ride site associated with the station; and what the name of the station would be. The Committee was informed that waiting areas would be provided on the station concourse and platforms, two-thirds of which would be covered. A bus link would be provided to the station but there were no plans at this stage for an associated Park and Ride facility. The name of the station was not a planning consideration and the matter should be raised outside of the meeting.
- To what extent the station would be screened by the proposed planting during its first few years and whether any preserved trees would be affected by the development. It was demonstrated to the Committee how the proposed tree planting and other landscaping would, over time, ensure that the visual impact of the station on the surrounding landscape was minimal. There was only one tree the subject of a preservation order in or near the development site and it would be preserved.
- Whether there had been an assessment of the number of people who would use the station and what effect its provision would have on the use of other nearby stations. Officers said that the estimates of usage had accompanied the outline planning application and were not referred to in the supporting information for this application; there had also been an assessment of the likely impact on neighbouring stations on the main line and branch line. It was clear, however, that one of the main benefits of the new station would be to alleviate pressure on the current station in the city centre and reduce the number of car journeys to and from it.

The Committee was of the view that the application was of a high quality, with a focus on excellent design, the protection of the landscape and the provision of sustainable transport, and concluded unanimously that the application should be granted.

RESOLVED that planning application 22/00473/REM in respect of land to the north-west of Boreham Interchange, Chelmer Road, Boreham, Chelmsford be approved subject to the conditions detailed in the report to the meeting.

(7.02pm to 8.00pm)

The meeting closed at 8.00pm

Chair