



Planning Committee

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

Contents

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

Appendices:

Appendix 1	Consultation responses
Appendix 2	Neighbour representations
Appendix 3	Drawings

1. Executive summary

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

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

2. Description of site

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

3. Details of the proposal

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

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

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

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

4. Other relevant applications

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

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

5. Summary of consultations

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

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

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

6. Planning considerations

Principle of Development

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

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

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

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

6.3. In allocating sites for strategic growth this policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.

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

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

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

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

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

Housing

Affordable Housing

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

Table 1. Affordable Rent – additionality units only

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

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

Table 2. Affordable Rent – whole allocation

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

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

Table 3: Wheelchair user dwellings proposed mix

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

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

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

Self-Build and Custom Build and Specialist Residential Housing

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

Education

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

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

Health

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

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

Transport

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

Routes and Access

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

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

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

Transport Modelling, Traffic Impact and Mitigation proposals

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

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

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

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

Rettendon Turnpike/Hawk Hill/A132

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

A132 Burnham Road

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

Willow Grove/Ferrers Road/B1012 Burnham Road roundabout

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

B1012 Burnham Road/Old Wickford Road/B1418 Junction

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

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

- Enlarged roundabout

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

Natural Environment

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

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

Ecology – Designated Sites

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

Ecology – On site

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

Ecology – Biodiversity Net Gain

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

Trees

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

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

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

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

Historic Environment

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

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

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

Noise

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

Local Policy DM29

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

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

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

Air Quality

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

Local Policy DM30

- 6.62. An air quality impact assessment has been submitted as part of the Environmental Statement. The assessment takes into account both the construction period and the generated road traffic impacts during the operational phase of the development.
- 6.63. Annual mean concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted at a range of locations representing existing and proposed sensitive properties in the local area, including worst-case locations. The receptors include existing properties and also the closest proposed new dwellings on the adjacent Countryside development to the east.
- 6.64. To mitigate the impact of the proposal during the construction phase, the report recommends the submission of a dust management plan prior to works commencing on site. The report also recommends monitoring, site preparation, good practise methods for the operation of vehicles and machinery, waste management and management of earthworks during the construction period. All these measures can be controlled by condition.
- 6.65. The impact of the operational phase on air quality at any of the current or proposed receptors has been deemed as negligible and will not result in any exceedances of the air quality objectives. The methodology and conclusions of the report have been reviewed by the City Council's Public Health and Protection Team and they are content that the findings are sound.
- 6.66. Overall, with the provision of appropriate conditions, the development will not give rise to problems of air quality.

Flood risk and Drainage

Surface Water

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

Foul Water

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

Design and Layout

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

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

Legal Obligations

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

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

Affordable Housing

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

Specialist residential accommodation

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

Self/Custom Build

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

Education

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

Early Years

- Financial contribution of £369,144

Primary Education

- Financial contribution of £1,230,480

Secondary Education

- Financial contribution of £951,000

Post 16 Education

- Financial contribution of £191,696

Employment and Skills

- Employment & Skills Plan

Transport/Infrastructure

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

Rettendon Turnpike/Hawk Hill/A132

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

A132 Burnham Road

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

Willow Grove/Ferrers Road/B1012 Burnham Road roundabout

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

B1012 Burnham Road/Old Wickford Road/B1418 Junction

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

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

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

Car Club

- Marketing Scheme
- Smarter choices campaign

Open Space / Recreation

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

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

Health Care

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

Biodiversity / RAMS

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

Monitoring Fee

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

7. Conclusion

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

Economic

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

Social

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

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

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

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

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

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

Environmental

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

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

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

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

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

8. Community Infrastructure Levy (CIL)

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

RECOMMENDATION

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

Condition 1 – Reserved Matters

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

Reason:



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

Condition 2 – Time Limits

- (i) Application for the first Reserved Matters application shall be made no later than the expiration of 3 years beginning with the date of this planning permission.
- (ii) Application for the approval of the remainder of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 8 years from the date of this planning permission.
- (iii) Implementation of a Reserved Matters Approval shall commence no later than 2 years from the date of the approval of the Reserved Matters for the relevant phase.

Reason:

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

Condition 3 – Parameter plans

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

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

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Access plans

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

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

Reason:

In order to achieve satisfactory development of the site

Pre-commencement

Condition 5 – Access roundabout

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

Reason:

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

Condition 6 – Phasing Plan

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

Reason:

In order to achieve satisfactory development of the site.

Condition 7 - Archaeology

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

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

Reason:

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

Condition 8 - SUDS

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

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

The scheme shall subsequently be implemented prior to occupation.

Reason:

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

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

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

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

Condition 9 – Offsite flooding

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

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

Reason:

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

Condition 10 – Contamination

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

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

Reason:

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

Condition 11 - Levels

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

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

Reason:



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

Condition 12 - Landscape and Ecology Management Plan

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

Reason:

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

Condition 13 – Hard landscape details and materials

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

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

Reason:

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

Condition 14 – Construction method statement

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

- i. construction vehicle access and routing,

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

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

Reason:

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

Condition 15 - Construction Environmental Management Plan

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

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

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

Reason:

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

Condition 16 – Waste Management Plan

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

Reason:

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

Condition 17 – Soft Landscaping

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

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

Reason:

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

Condition 18 – Arboriculture and soft landscaping

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

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

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

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

Reason:

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

Condition 19 – Self build and custom build housing

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

Reason:

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

Condition 20 – Biodiversity enhancement strategy

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

Reason:

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

During Construction

Condition 21 – Vehicle parking

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

Reason:

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

Condition 22 – Part M4 (2)

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

Reason:

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

Condition 23 – Pedestrian and cycle surfacing and lighting

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

Reason:

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

Condition 24 – Noise

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

Reason:

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

Condition 25 – Cycle parking

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

Reason:

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

Condition 26 – Refuse and recycling

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

Reason:

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

Condition 27 - Lighting

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

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

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

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

Reason:

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

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

Condition 28 – Ancillary infrastructure

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

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

Condition 29 – Street signage

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

Reason:

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

Condition 30 – Samples of building materials

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

Reason:

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

Prior to First Occupation

Condition 31 – Highway improvement works

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

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

Reason:

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

Condition 32 – Willow Grove access

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

Reason:

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

Condition 33 - Broadband

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

Reason:

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

Condition 34 – SuDs maintenance

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

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

Reason:

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

Condition 35 – Boundary treatments

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

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

Reason:

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

Condition 36 – EV Charging

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

Reason:

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

Condition 37 – Final surfacing of roads and paths

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

Reason:

In the interests of highway safety.

Condition 38 – Tree retention

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

Reason:

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

Condition 39 – Tree and hedge planting report

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

Reason:

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

Condition 40 – Public Art

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

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

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

Reason:

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

Ongoing

Condition 41 – SuDs maintenance logs

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

Reason:

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

Condition 42 – Water efficiency

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

Reason:

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

Condition 43– PD rights boundary treatments

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

Reason:

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

Condition 44 – Unbound material

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

Reason:

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

Notes to Applicant

- 1 Hours of work during construction

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

Noisy work:

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

Light work:

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

In some circumstance further restrictions may be necessary.

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

Party Wall Act

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

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

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

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

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org.

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

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

APCs

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

Committed Maintenance Payments

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

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

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

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

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

3. More information about BREEAM is available on the BRE website: www.breeam.org .
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. Details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority. These details should conform to the Essex Design Guide or equivalent guidance.
8. Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available
9. In relation to conditions 5 and 31 as set out above, these requirements will be secured either through conditions or the s.106 agreement.

Background Papers

Case File

Essex County Council Highways Authority

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

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

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

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

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

The developer to provide the following S106 contributions:

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

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

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

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

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

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

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

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

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

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

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

Sustainable Travel

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

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

Reason: To promote sustainable travel to/from the site

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

Reason: To promote sustainable travel to/from the site

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

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

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

Reason: To monitor compliance with the Travel Plan targets

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

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

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

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

No development to occur

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

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

No occupation to occur

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

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

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

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

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

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

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

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

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

Conditions

Highway works:

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

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

Construction Management Plan

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

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

Reason: In the interests of highway safety.

Pedestrian and Cycle Routes

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

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

Notes

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

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

Natural England

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

Essex Police

Wish to be involved at REM stage re designing out crime

Cadent Gas

No objections

ECC SuDs

No objections subject to conditions

Sport England

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

Recommend the use of Sport England's Active Design guidance

Anglian Water

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

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

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

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

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

East Hanningfield Parish Council

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

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

Health and Safety Executive (HSE)

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

The National Grid

No objections

Essex Fire and Rescue

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

Dimensions given for fire service appliance requirements

Additional water supplies for firefighting may be necessary

Recommend the installation of automatic water suppression systems

Environment Agency

No objections

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

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

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

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

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

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

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

Public Health and Protection

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

Contaminated land condition required

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

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

Public Health Impact Assessment

No objections

Listed Buildings and Conservation

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

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

ECC Historic Environment Branch

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

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

Historic England

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

Runwell Parish Council

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

Request that the mature trees on site are protected.

NHS Mid and South Essex Integrated Care System

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

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

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

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

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

Essex County Council Major Development and New Communities

Health and wellbeing

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

Early Years and Childcare

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

Primary Education

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

Secondary Education

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

Libraries

Contribution required of £77.80 per dwelling

Post 16 and Adult Community Learning

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

Adult Social Care and Independent Living

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

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

Digital Connectivity

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

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

Employment and Skills

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

Minerals and Waste Planning

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

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

Waste Management

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

Flood Risk and Drainage

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

Zero Carbon and Renewable Energy Generation

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

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

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

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

Environment and Green Infrastructure

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

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

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

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

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

Purleigh Parish Council

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

Concerns regarding air pollution and the subsequent public health issues.

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

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

Stow Maries Parish Council

Object to the application.

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

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

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

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

North Fambridge Parish Council

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

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

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

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

A new northern by-pass should be provided.

Cold Norton Parish Council

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

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

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

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

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

Public Health and Protection

Please add the standard contaminated land condition.

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

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

SWF Town Council

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

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

Highway matters

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

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

Summary of Neighbour Representations

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

Highway Matters

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

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

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

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

Residential Amenity

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

Drainage

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

Ecology

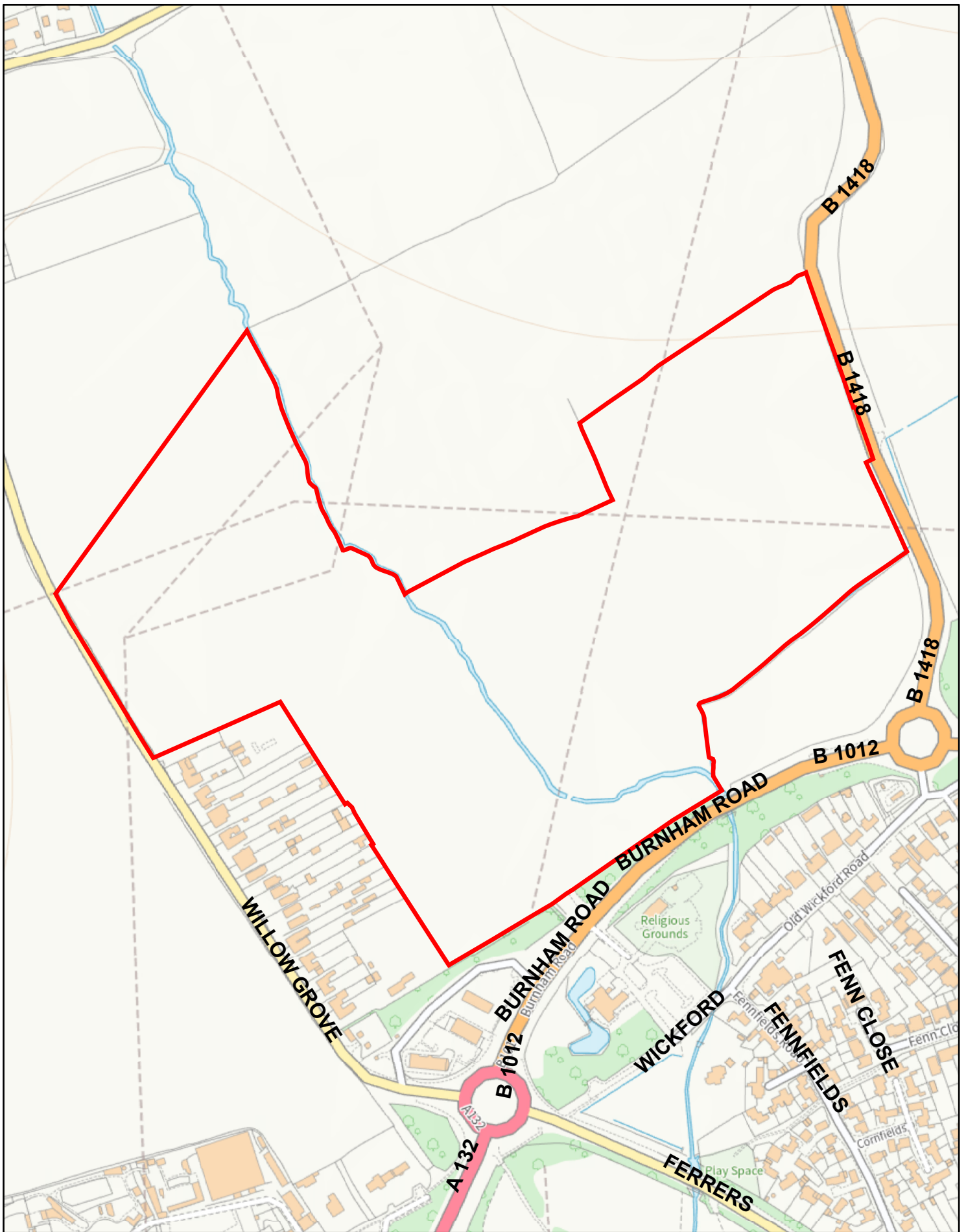
Neighbour Comment	CCC Response
There are slow worms on this site, which are a protected species.	The site was surveyed for slow worms and none were found on the site.

Principle of the Development

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

Other Matters

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



0 40 80 160 Metres

1:4,000



Planning Committee
22/00311/OUT

Planning & Development Management
Directorate for Sustainable Communities

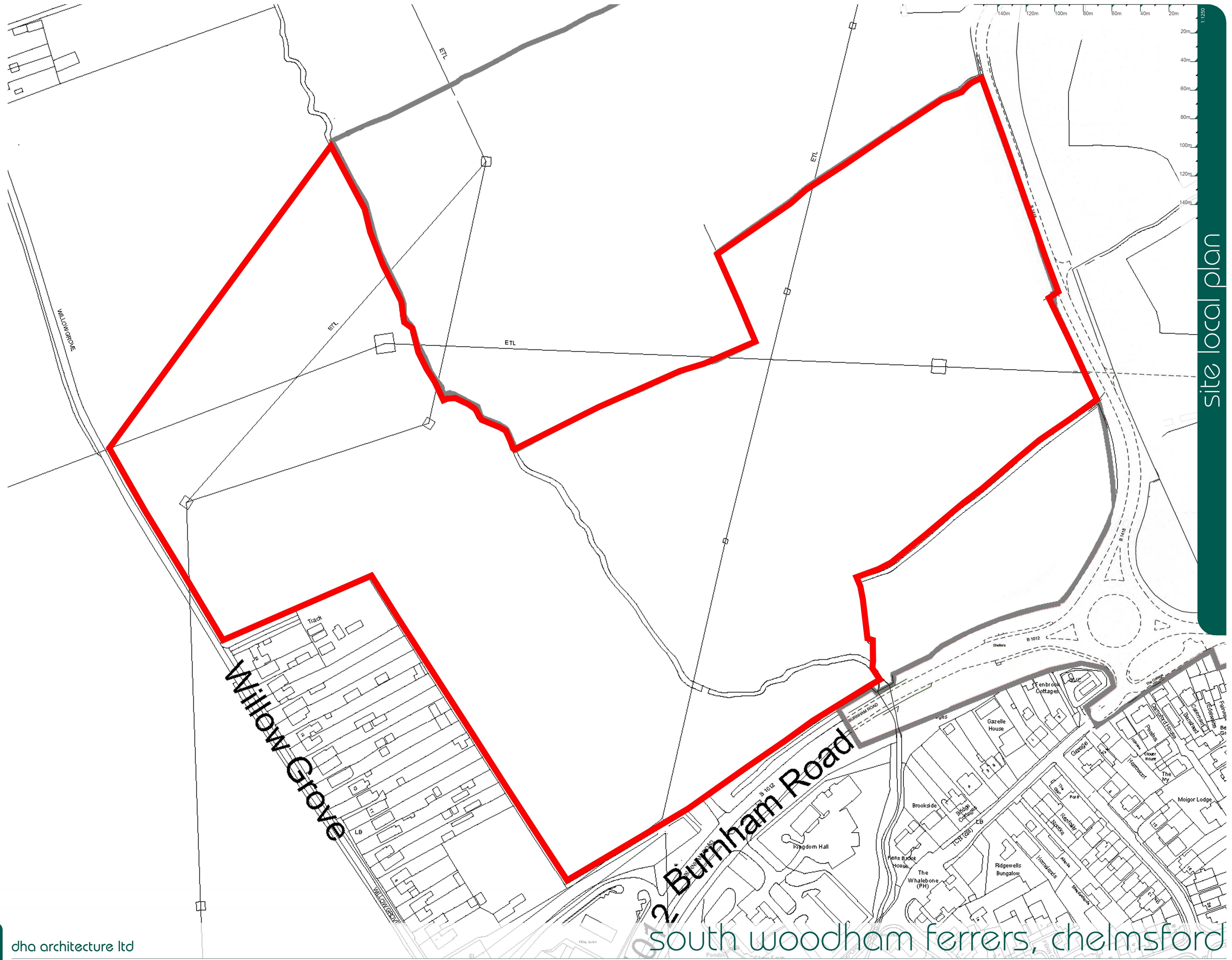
PO Box 7544 Civic Centre
Duke Street, Chelmsford, CM1 1XP

Telephone: 01245 606826

Extent of application 

Total Site Area - 18.04Ha / 44.58Ac

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



site local plan



dha architecture ltd

Brooklands Farm Business Park
 Bottle Lane
 Binfield
 Berkshire
 RG42 5QX

t. 0118 934 9666
 e. surname@dhaarchitecture.co.uk
 w. www.dhaarchitecture.co.uk

south woodham ferrers, chelmsford

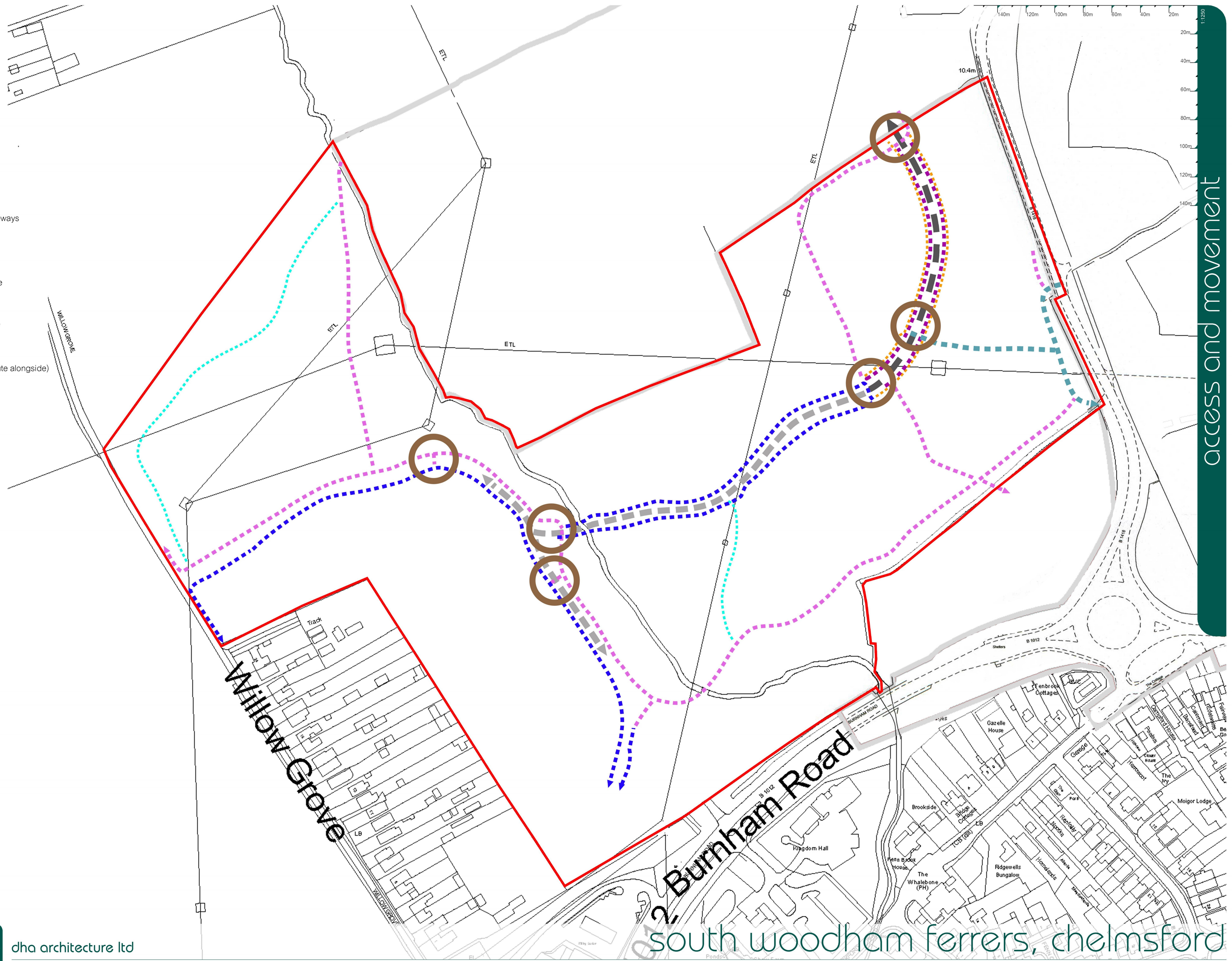
Parameters Plan
 Site Local Plan

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

rev date by details

reference 082004-BEL-ST-PP-LOC revision

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



access and movement



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south woodham ferrers, chelmsford

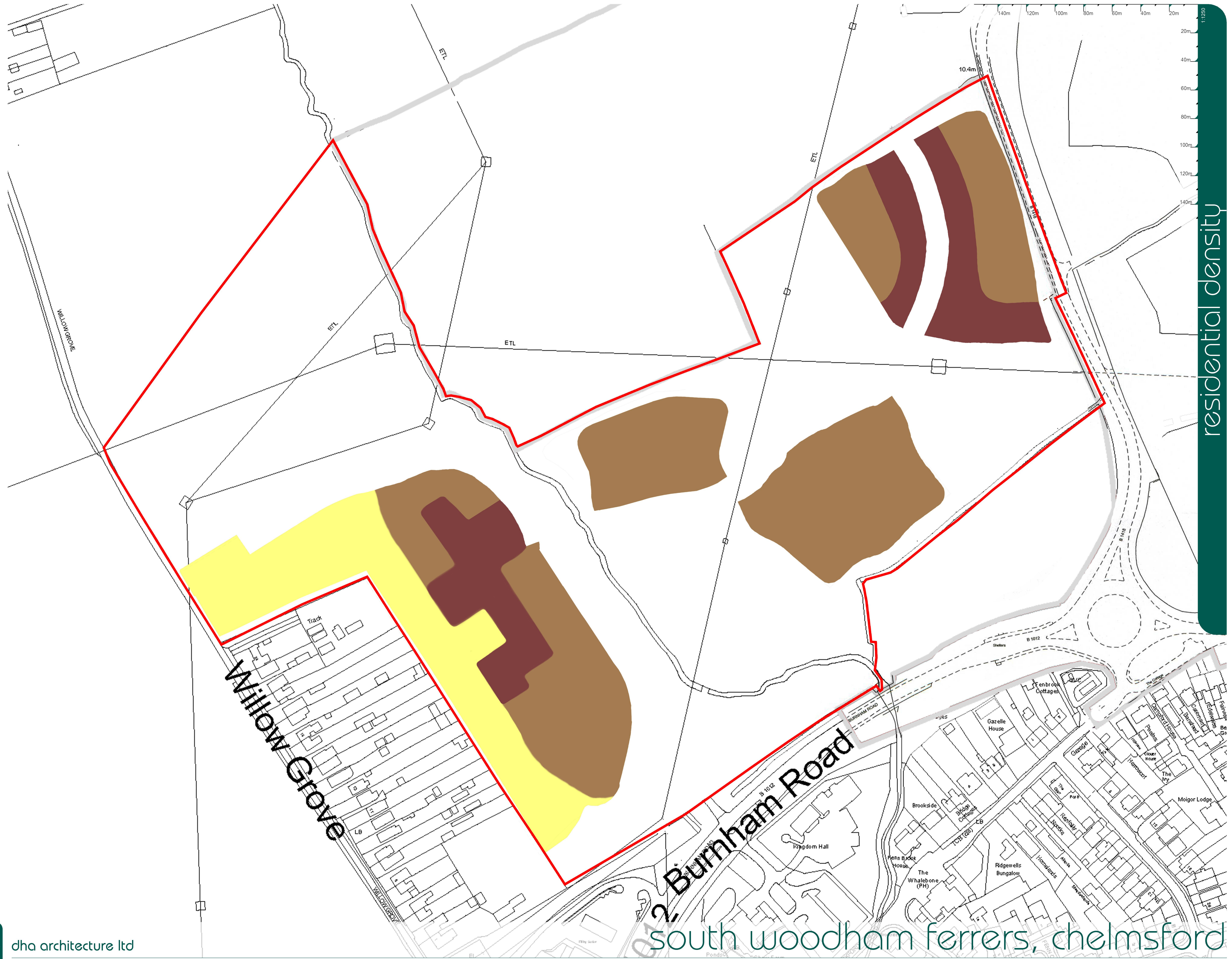
rev	date	by	details
D	19.12.22	DJ	Masterplan updated
C	25.08.22	TP	Updated footpath link
B	11.08.22	DJ	Design principles changed
A	01.06.22	HJ	Updated routes, proposed minor road added

Parameters Plan
 Access and Movement

reference 082004-BEL-ST-PP-ACC

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

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



residential density



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south woodham ferrers, chelmsford

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

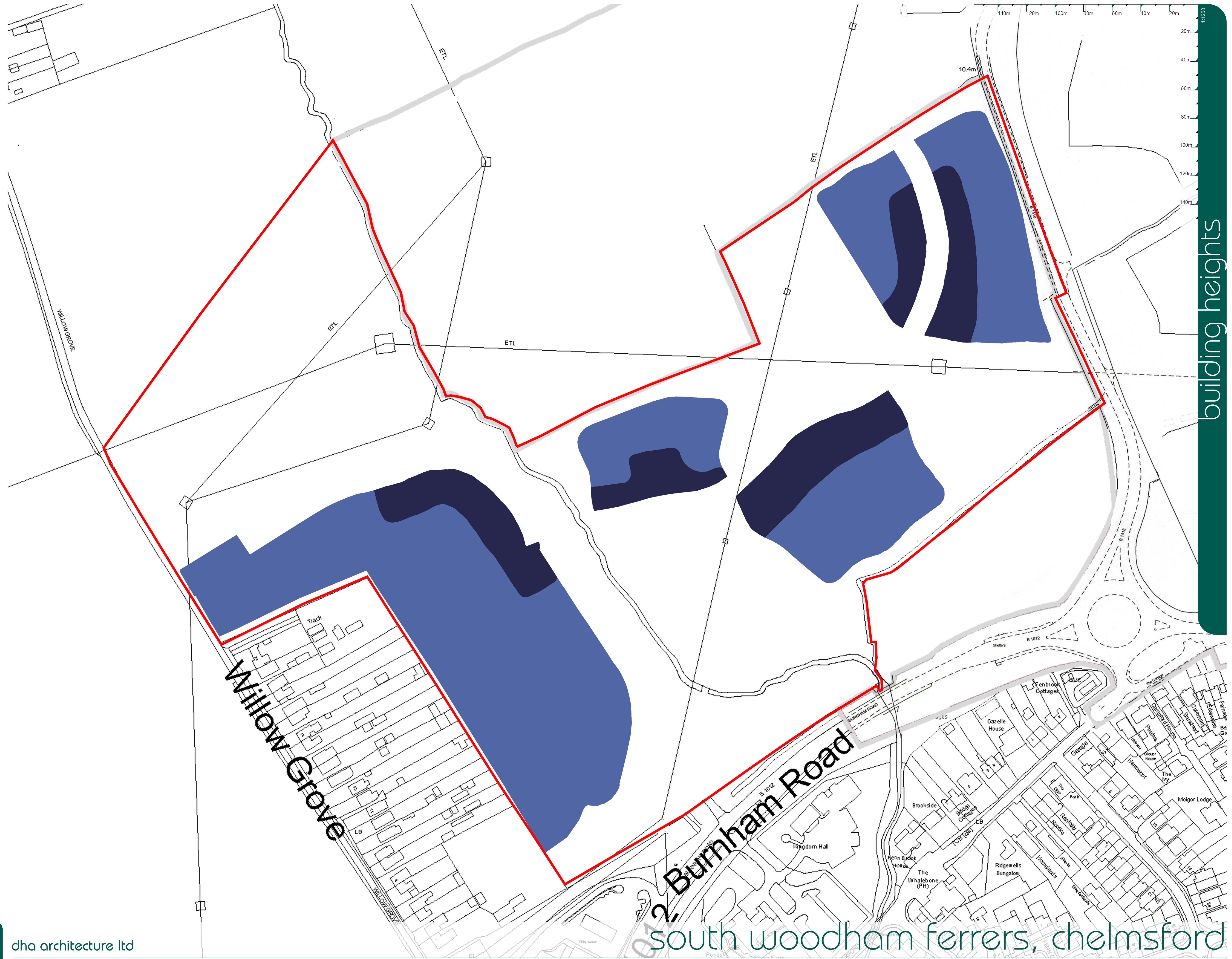
Parameters Plan
 Residential Density

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

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

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

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



building heights



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

Parameters Plan
 Building Heights

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

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

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



open space



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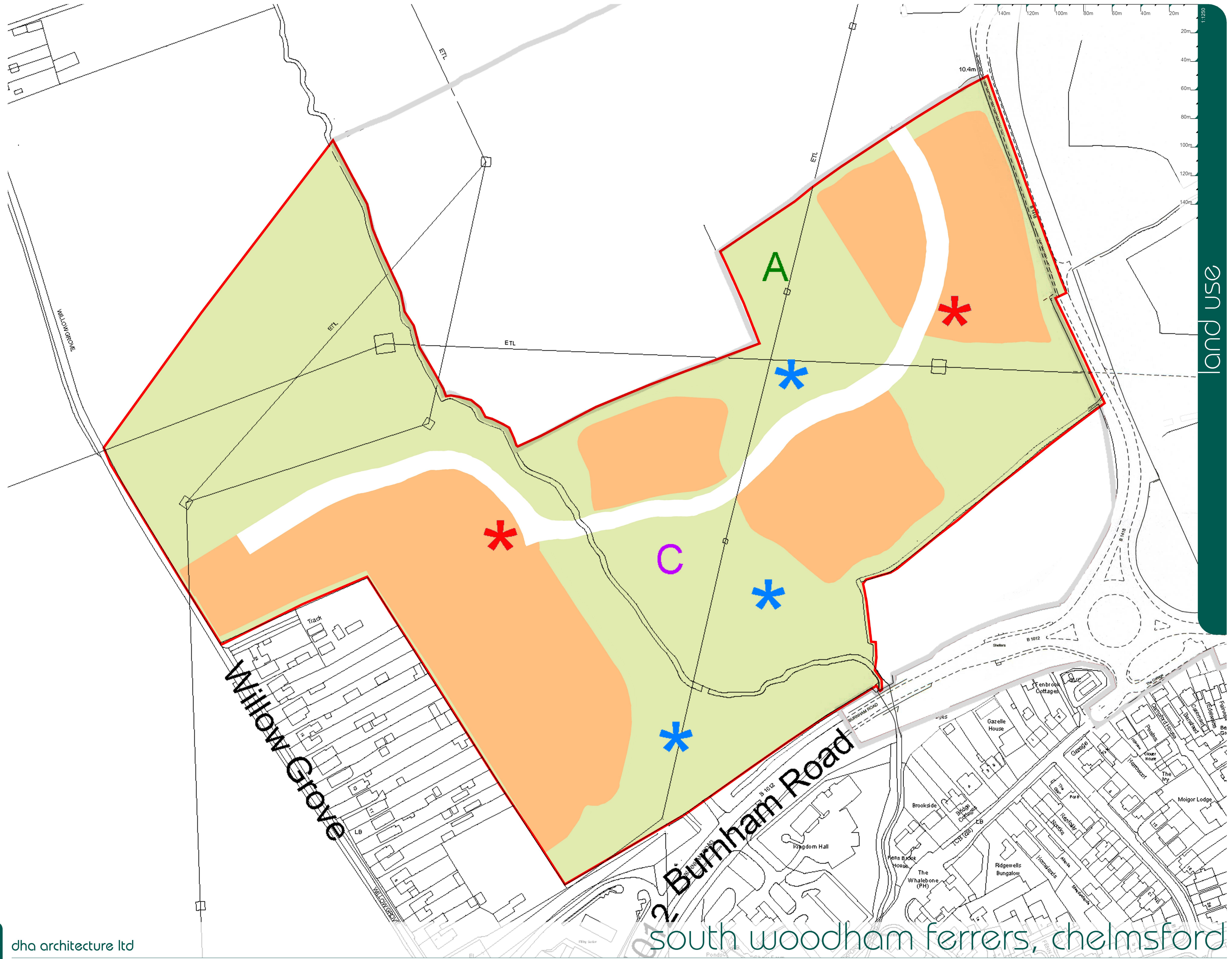
A 19.12.22 DJ Masterplan updated
 rev date by details

Parameters Plan
 Open Space

reference 082004-BEL-ST-PP-OS A revision

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

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



LAND USE



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south woodham ferrers, chelmsford

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

Parameters Plan
 Land Use

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

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

BELLWAY HOMES LIMITED

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

TRANSPORT ASSESSMENT ADDENDUM

**REPORT REF.
2003831-12**

March 2023

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

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

Contents

	Page
1. Introduction.....	1
2. Response to ECC Highways Comments.....	2
3. Summary and Conclusions	8

Drawings

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

Appendices

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

Document Control Sheet

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

Distribution

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1. Introduction

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

2. Response to ECC Highways Comments

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

TA

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

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

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

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

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

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

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

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

Willow Grove

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

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

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

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

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

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

B1418 Access

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

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

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

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

Parameter Plan

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

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

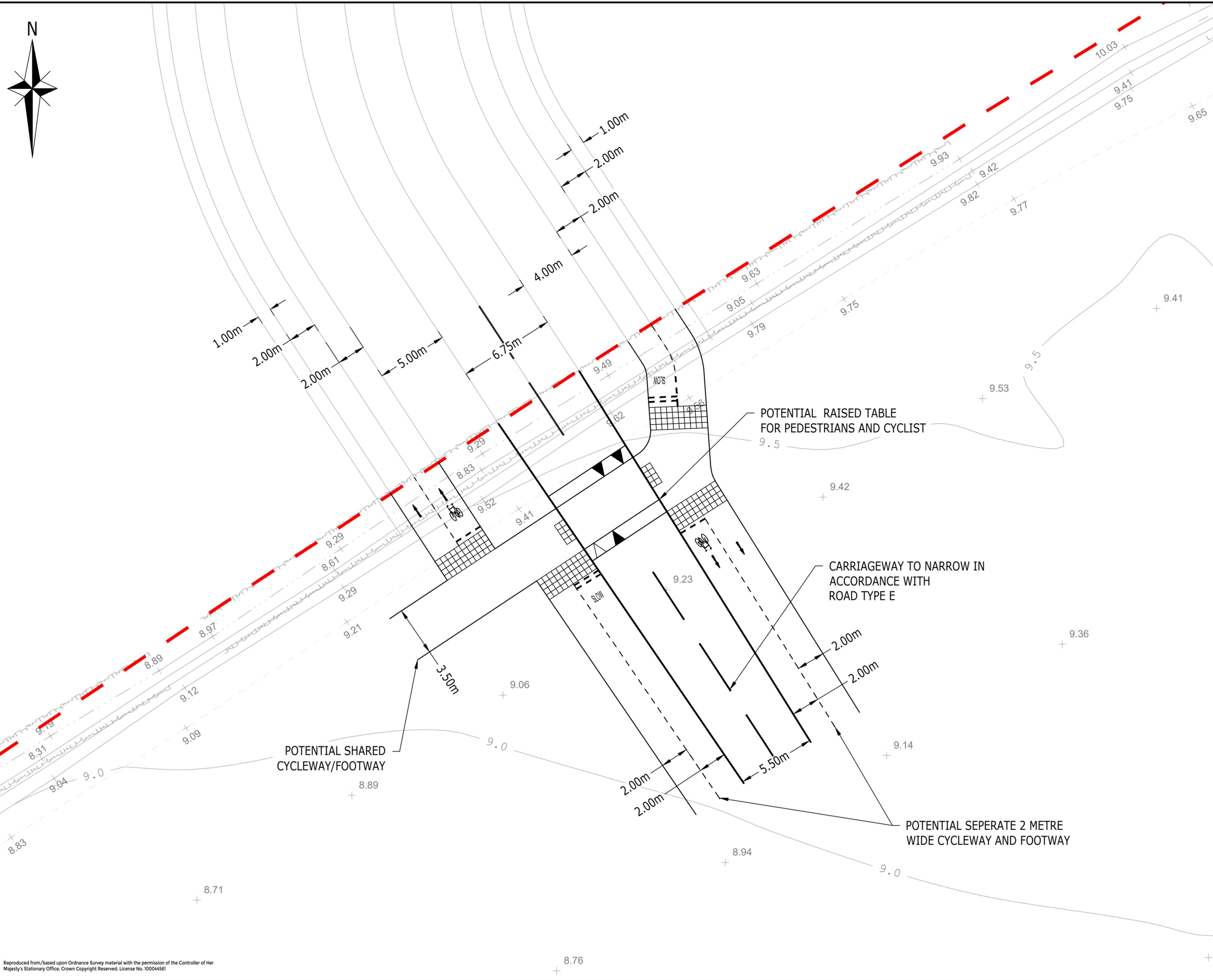
3. Summary and Conclusions

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

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

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

Drawings



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

KEY

— INDICATIVE SITE BOUNDARY

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

ARDENT CONSULTING ENGINEERS

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worksafe consultant
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SSIP
SAFETY PROCESS OF EXCELLENCE

Client

BELLWAY HOMES LIMITED

Project Title:

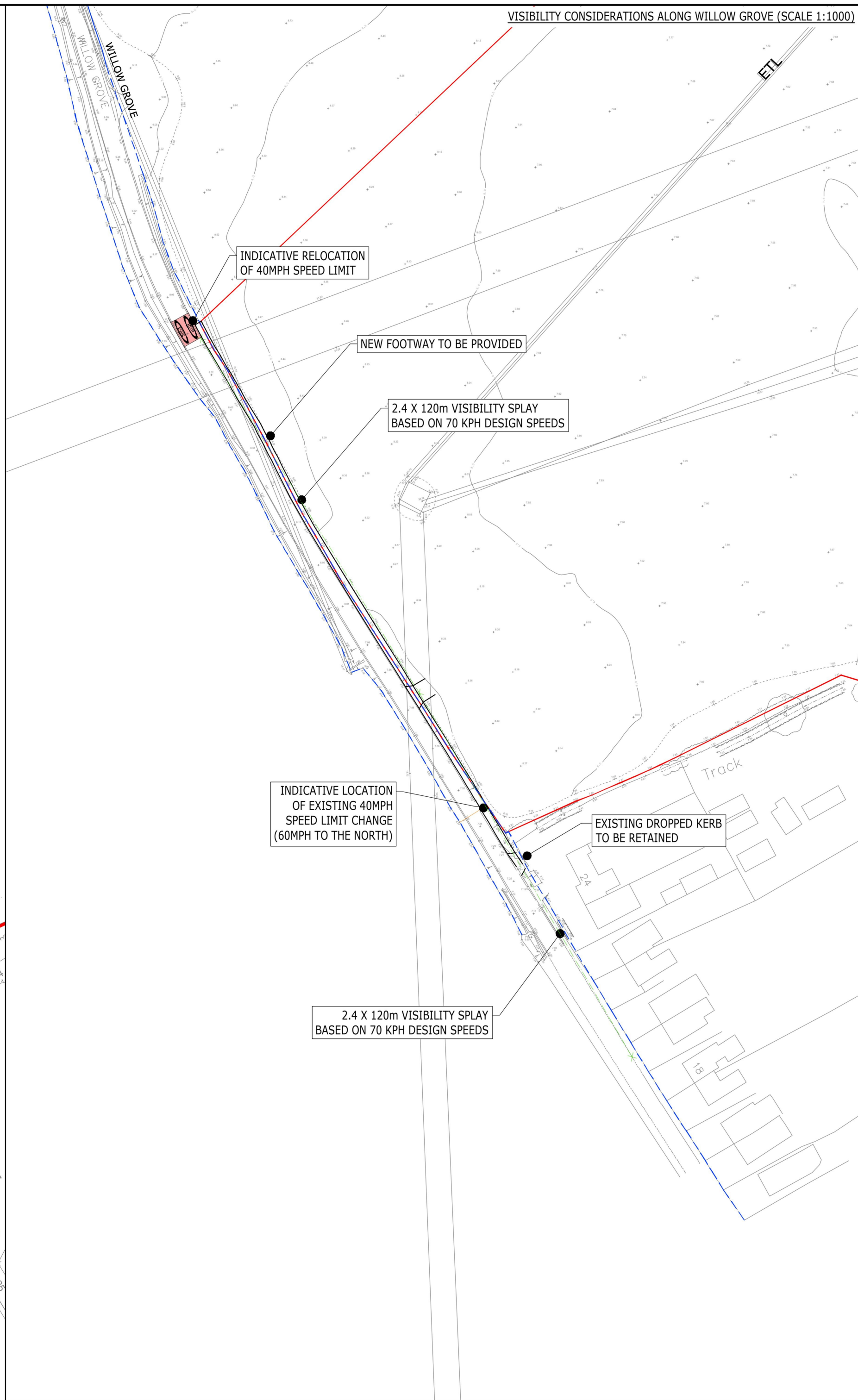
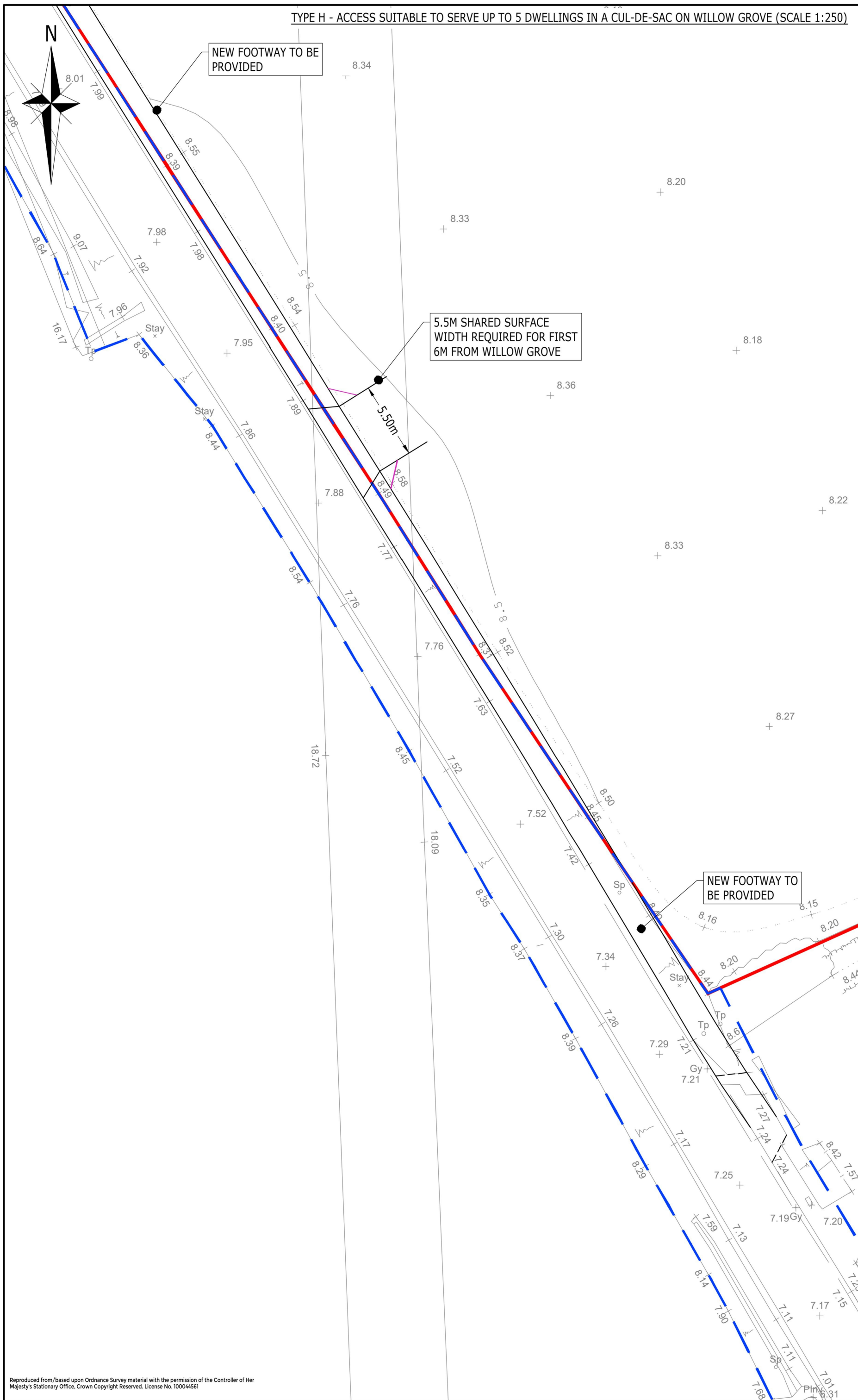
LAND AT WILLOW GROVE, SOUTH WOODHAM FERRIERS

Drawing Title:

ACCESS VIA B1418 ROUNDABOUT

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

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

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

WORK IN PROGRESS

Rev	Description	Dwn	Chk	App	Date
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-weight: bold; font-size: 1.2em;">ARDENT</div> <div>CONSULTING ENGINEERS</div> </div> <p style="font-size: 0.8em; margin-top: 5px;"> Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk </p> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 5px;"> <div style="font-size: 0.7em;"> www.smesid.com </div> <div style="font-size: 0.7em;"> SSIP </div> <div style="font-size: 0.7em;"> BSI </div> </div>					
Client					
BELLWAY HOMES LIMITED					
Project Title:					
LAND AT WILLOW GROVE, SOUTH WOODHAM FERRERS					
Drawing Title:					
SHARED PRIVATE DRIVE VIA WILLOW GROVE					
A2 Scale	Date	Designed by			
AS SHOWN	07/03/23	GL			
Drawn by	Checked by	Approved by			
CL	AG	ATB			
Drawing Number					Rev
2003831-009					-

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Appendix A
ECC Highways Comments

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

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

Hello Andrew

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

TA

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

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Willow Grove

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

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

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

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

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

B1418 access

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

Parameter Plan

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

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

Regards

Emma

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



Safer, greener, healthier

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

Please note I work part time, Monday - Thursday

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

 Please consider the environment before printing this e-mail

Appendix B
Speed Survey Results



Willow Grove, South Woodham Ferrers - Radar speed survey

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

Weather
Sunny

Wed 07 Sept 2022
10.00-13.00

Northbound								Southbound							
Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds	Speeds		
1	42	51	36	101	34	151	46	1	41	51	41	101	59	151	45
2	39	52	40	102	36	152	41	2	32	52	41	102	50	152	38
3	43	53	41	103	46	153	43	3	42	53	40	103	52	153	33
4	42	54	52	104	41	154	35	4	37	54	36	104	46	154	49
5	45	55	31	105	41	155	41	5	44	55	43	105	44	155	39
6	47	56	35	106	40	156	48	6	43	56	37	106	47	156	38
7	38	57	38	107	44	157	38	7	54	57	44	107	36	157	32
8	40	58	38	108	51	158	57	8	49	58	41	108	38	158	47
9	43	59	36	109	38	159	43	9	38	59	41	109	50	159	40
10	46	60	47	110	45	160	47	10	39	60	46	110	43	160	39
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13	39	63	37	113	36	163	53	13	48	63	37	113	35	163	35
14	47	64	36	114	40	164	46	14	55	64	29	114	41	164	42
15	41	65	41	115	38	165	42	15	30	65	41	115	45	165	45
16	49	66	44	116	35	166	50	16	40	66	35	116	49	166	40
17	38	67	35	117	36	167	44	17	46	67	37	117	22	167	41
18	35	68	38	118	41	168	39	18	27	68	36	118	26	168	54
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23	43	73	34	123	43	173	36	23	40	73	47	123	36	173	45
24	37	74	40	124	43	174	43	24	50	74	43	124	38	174	-
25	38	75	41	125	46	175	36	25	36	75	39	125	38	175	-
26	43	76	37	126	51	176	36	26	42	76	40	126	37	176	-
27	42	77	40	127	42	177	37	27	39	77	45	127	35	177	-
28	40	78	34	128	33	178	46	28	46	78	37	128	35	178	-
29	47	79	34	129	37	179	35	29	47	79	48	129	38	179	-
30	37	80	40	130	36	180	53	30	47	80	36	130	45	180	-
31	40	81	42	131	48	181	44	31	39	81	43	131	33	181	-
32	38	82	40	132	51	182	39	32	35	82	36	132	39	182	-
33	39	83	42	133	44	183	50	33	41	83	47	133	42	183	-
34	36	84	40	134	41	184	33	34	46	84	44	134	46	184	-
35	37	85	34	135	38	185	47	35	47	85	33	135	42	185	-
36	39	86	30	136	37	186	44	36	48	86	40	136	45	186	-
37	51	87	42	137	37	187	34	37	47	87	41	137	50	187	-
38	53	88	36	138	34	188	36	38	41	88	42	138	40	188	-
39	40	89	42	139	41	189	48	39	40	89	39	139	46	189	-
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43	39	93	43	143	44	193	32	43	36	93	35	143	41	193	-
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45	50	95	28	145	37	195	36	45	45	95	29	145	35	195	-
46	33	96	38	146	39	196	39	46	37	96	31	146	36	196	-
47	42	97	39	147	44	197	44	47	40	97	34	147	35	197	-
48	51	98	38	148	41	198	30	48	37	98	39	148	39	198	-
49	43	99	48	149	37	199	37	49	45	99	55	149	36	199	-
50	41	100	43	150	48	200	43	50	43	100	42	150	40	200	-

ROAD SURFACE - DRY

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

SPEED LIMIT

SPEED LIMIT

BELLWAY HOMES LIMITED

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

TRANSPORT ASSESSMENT ADDENDUM

**REPORT REF.
2003831-12**

March 2023

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

EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

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KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

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

Contents

	Page
1. Introduction.....	1
2. Response to ECC Highways Comments.....	2
3. Summary and Conclusions	8

Drawings

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

Appendices

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

Document Control Sheet

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

Distribution

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1. Introduction

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

2. Response to ECC Highways Comments

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

TA

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

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

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

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

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

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

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

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

Willow Grove

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

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

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

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

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

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

B1418 Access

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

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

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

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

Parameter Plan

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

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

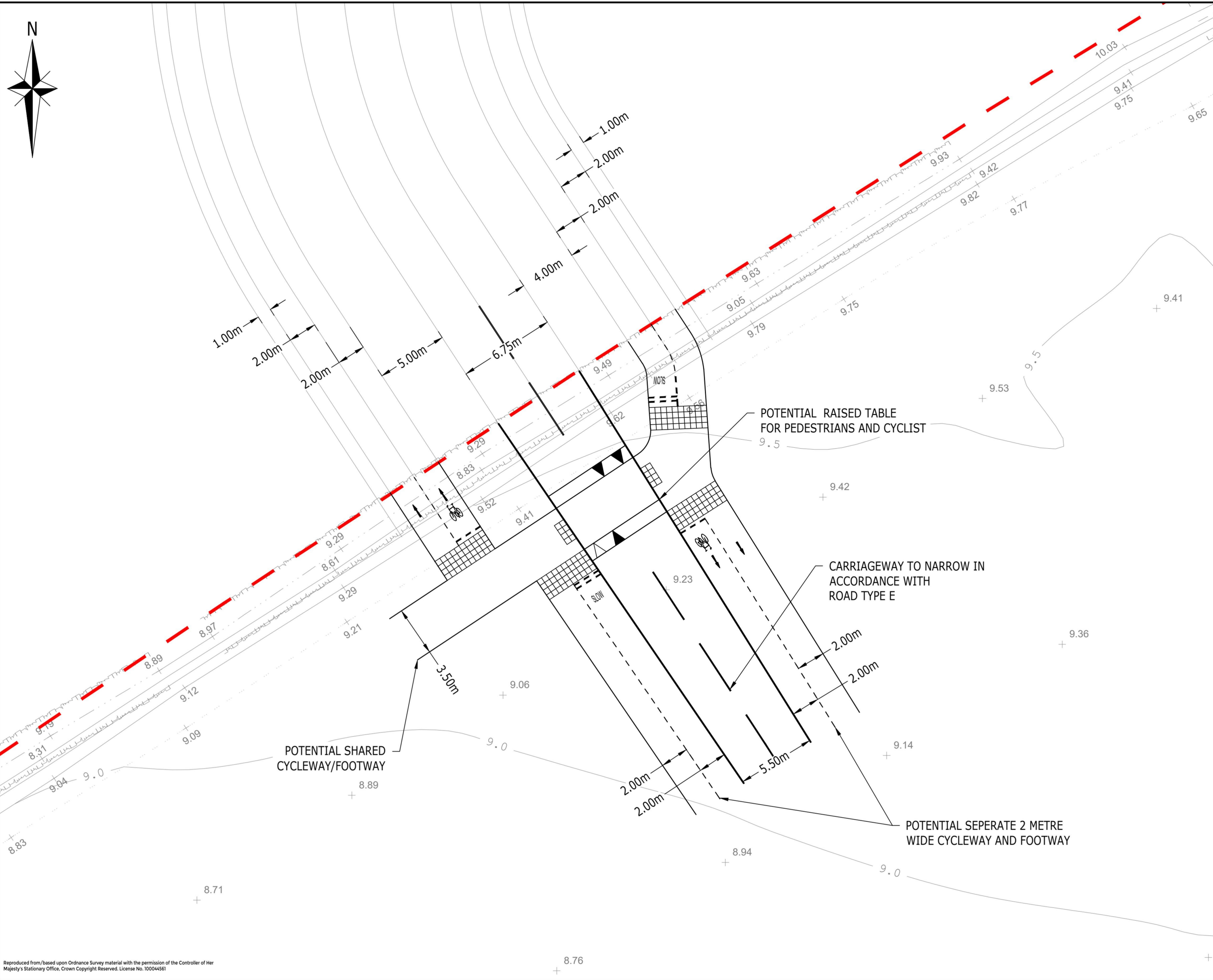
3. Summary and Conclusions

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

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

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

Drawings



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

KEY

— INDICATIVE SITE BOUNDARY

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

ARDENT CONSULTING ENGINEERS

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The Hallmark Building
52-56 Leadenhall Street
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worksafe consultant
www.smesitd.com

SSIP
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Client

BELLWAY HOMES LIMITED

Project Title:

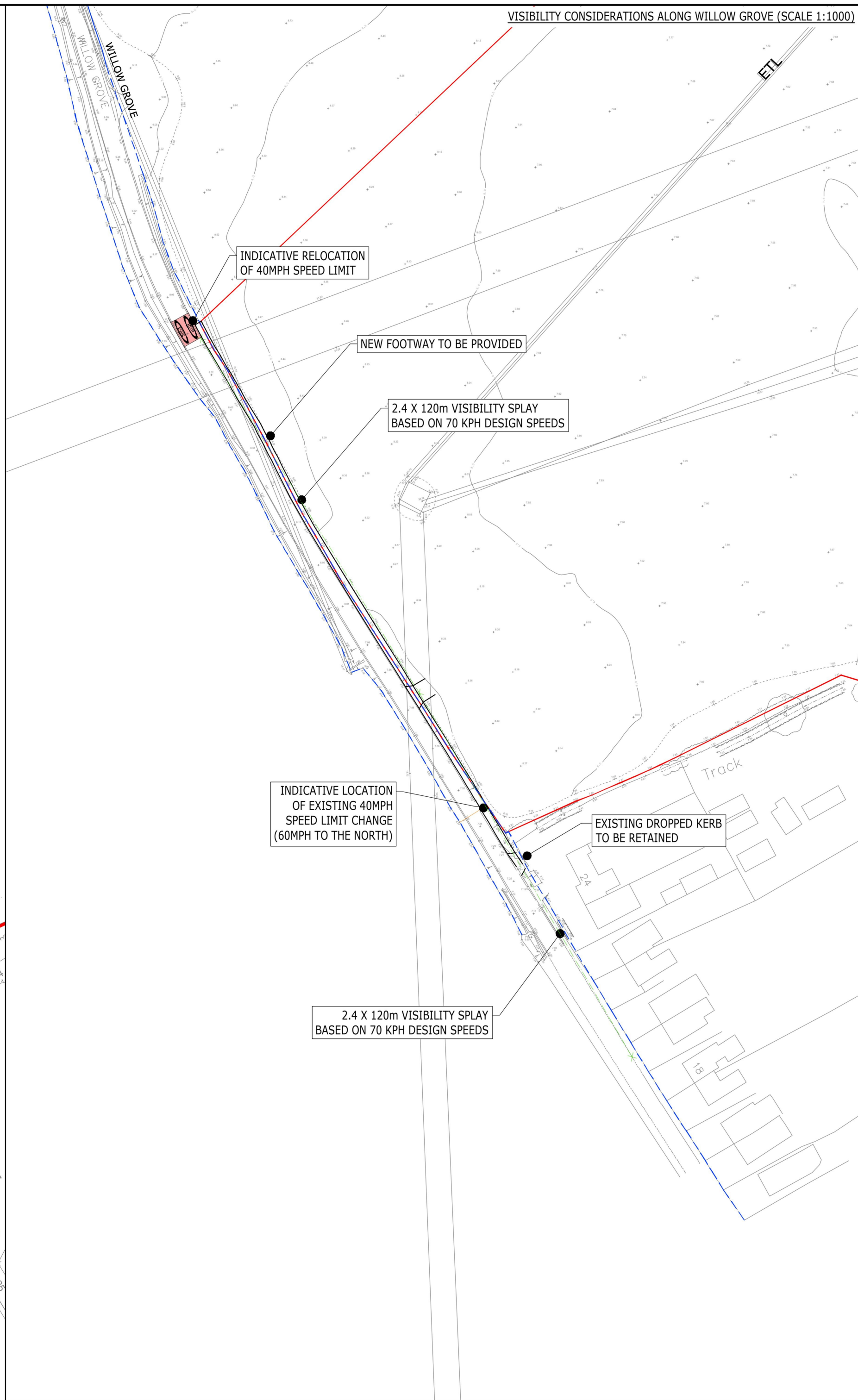
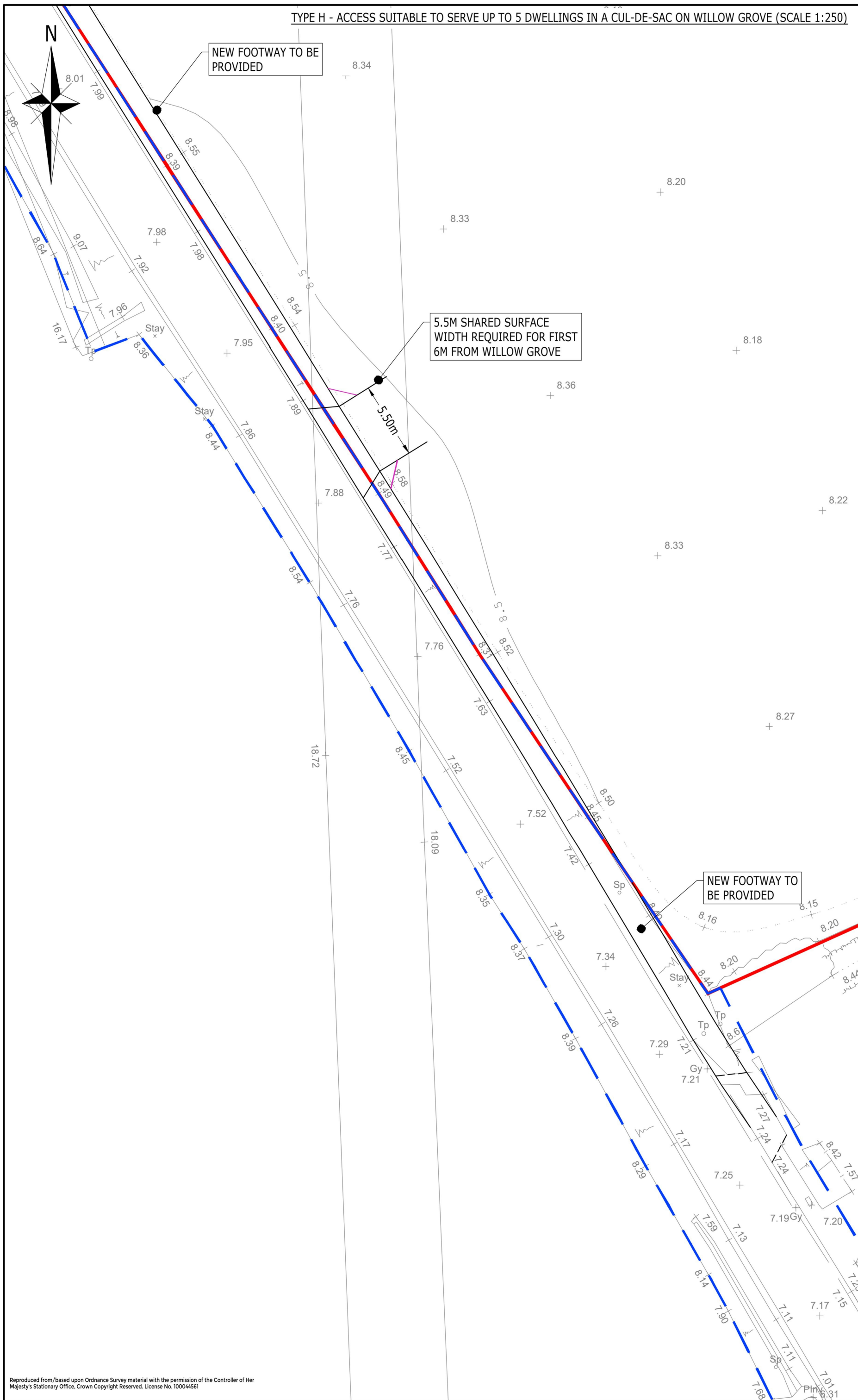
LAND AT WILLOW GROVE, SOUTH WOODHAM FERRIERS

Drawing Title:

ACCESS VIA B1418 ROUNDABOUT

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

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

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

WORK IN PROGRESS

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

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Appendix A
ECC Highways Comments

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

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

Hello Andrew

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

TA

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

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Parameter Plan

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

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

Regards

Emma

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



Safer, greener, healthier

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

Please note I work part time, Monday - Thursday

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

 Please consider the environment before printing this e-mail

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3	43	53	41	103	46	153	43	3	42	53	40	103	52	153	33
4	42	54	52	104	41	154	35	4	37	54	36	104	46	154	49
5	45	55	31	105	41	155	41	5	44	55	43	105	44	155	39
6	47	56	35	106	40	156	48	6	43	56	37	106	47	156	38
7	38	57	38	107	44	157	38	7	54	57	44	107	36	157	32
8	40	58	38	108	51	158	57	8	49	58	41	108	38	158	47
9	43	59	36	109	38	159	43	9	38	59	41	109	50	159	40
10	46	60	47	110	45	160	47	10	39	60	46	110	43	160	39
11	46	61	44	111	37	161	41	11	41	61	33	111	50	161	39
12	44	62	38	112	46	162	37	12	52	62	36	112	36	162	40
13	39	63	37	113	36	163	53	13	48	63	37	113	35	163	35
14	47	64	36	114	40	164	46	14	55	64	29	114	41	164	42
15	41	65	41	115	38	165	42	15	30	65	41	115	45	165	45
16	49	66	44	116	35	166	50	16	40	66	35	116	49	166	40
17	38	67	35	117	36	167	44	17	46	67	37	117	22	167	41
18	35	68	38	118	41	168	39	18	27	68	36	118	26	168	54
19	39	69	39	119	53	169	39	19	42	69	44	119	35	169	48
20	43	70	43	120	40	170	38	20	42	70	41	120	44	170	42
21	38	71	41	121	35	171	37	21	47	71	41	121	33	171	45
22	48	72	37	122	35	172	45	22	37	72	38	122	40	172	36
23	43	73	34	123	43	173	36	23	40	73	47	123	36	173	45
24	37	74	40	124	43	174	43	24	50	74	43	124	38	174	-
25	38	75	41	125	46	175	36	25	36	75	39	125	38	175	-
26	43	76	37	126	51	176	36	26	42	76	40	126	37	176	-
27	42	77	40	127	42	177	37	27	39	77	45	127	35	177	-
28	40	78	34	128	33	178	46	28	46	78	37	128	35	178	-
29	47	79	34	129	37	179	35	29	47	79	48	129	38	179	-
30	37	80	40	130	36	180	53	30	47	80	36	130	45	180	-
31	40	81	42	131	48	181	44	31	39	81	43	131	33	181	-
32	38	82	40	132	51	182	39	32	35	82	36	132	39	182	-
33	39	83	42	133	44	183	50	33	41	83	47	133	42	183	-
34	36	84	40	134	41	184	33	34	46	84	44	134	46	184	-
35	37	85	34	135	38	185	47	35	47	85	33	135	42	185	-
36	39	86	30	136	37	186	44	36	48	86	40	136	45	186	-
37	51	87	42	137	37	187	34	37	47	87	41	137	50	187	-
38	53	88	36	138	34	188	36	38	41	88	42	138	40	188	-
39	40	89	42	139	41	189	48	39	40	89	39	139	46	189	-
40	39	90	30	140	32	190	39	40	34	90	44	140	36	190	-
41	38	91	43	141	32	191	36	41	49	91	37	141	35	191	-
42	37	92	41	142	41	192	33	42	50	92	37	142	47	192	-
43	39	93	43	143	44	193	32	43	36	93	35	143	41	193	-
44	31	94	39	144	42	194	41	44	37	94	29	144	36	194	-
45	50	95	28	145	37	195	36	45	45	95	29	145	35	195	-
46	33	96	38	146	39	196	39	46	37	96	31	146	36	196	-
47	42	97	39	147	44	197	44	47	40	97	34	147	35	197	-
48	51	98	38	148	41	198	30	48	37	98	39	148	39	198	-
49	43	99	48	149	37	199	37	49	45	99	55	149	36	199	-
50	41	100	43	150	48	200	43	50	43	100	42	150	40	200	-

ROAD SURFACE - DRY

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

SPEED LIMIT

SPEED LIMIT