



Planning Committee
7th July 2026

Application No	:	25/01003/FUL Full Application
Location	:	Car Park Meteor Way Chelmsford Essex
Proposal	:	Erection of 18 temporary residential units with associated parking and landscaping, and off site highway improvements
Applicant	:	Mr Steve Harper MMC Homebuilding (in Partnership with Chelmsford City Council)
Agent	:	Mr Tony Smith
Date Valid	:	8th August 2025

Appendices:

Appendix 1 Consultations
 Appendix 2 Drawings

1. Executive summary

- 1.1. The site is located in the City Centre, in a sustainable location within an approximate 15 minute walk from Chelmsford train and bus stations. The site consists of two adjacent parcels of land; a surface car park and the site of a former air training corps community use building. Both are within the ownership of the City Council.
- 1.2. The proposal is to provide 18 modular units of temporary housing to provide homes for homeless families. The City Council is currently in a housing crisis, with an urgent need for temporary housing solutions.
- 1.3. The development of the site would result in the loss of a community building and the Meteor Way public car park. The air training corps have already moved to a new premises in Chelmsford, therefore the community use itself has not been lost. The premises may have been used for an alternative community use, however, the City Council's priority is to make best use of land available to provide sustainable and cost effective temporary housing.
- 1.4. The loss of the Meteor Way car park would mainly impact the adjacent community users, who utilise the car park during evenings and at weekends. The application includes a new footpath link to provide a safe pedestrian route from Meteor Way up to Waterhouse Lane/Rainsford Lane which provides a pavement connection to the Coval Lane car park, which is an approximate five minute walk away. Whilst it is acknowledged that the loss of the car park would have an impact on the users of the adjacent community buildings, this impact is not considered to be severe
- 1.5. Overall, the critical need for the development and the very beneficial accommodation that would be provided to house homeless families in urgent need is considered to outweigh the negative effects of the proposal, which are the loss of the Meteor Way car park and adjacent community building. The application is therefore recommended for approval.

2. Description of site

- 2.1. The site is located within the Urban Area of Chelmsford and consists of two adjoining parcels of land. The western part of the site is currently an 86-space surface level pay and display car park. To the east of the car park is a single storey I-shaped building which was formerly used by an air training corps community use (ATC building) but has now been demolished.
- 2.2. The site backs onto the Chelmsford Miniature Railway community use and commercial buildings associated with Teledyne E2V. To the west of the site are residential properties. To the east there are a range of buildings occupied by community uses; the Chelmsford Rifle Club, the Chelmsford Young Generation Amateur Society and the 1st Chelmsford Scout Group. There is an existing vehicular access to the Chelmsford Miniature Railway through the car park, to the southeastern corner.
- 2.3. The land is mainly hard surfaced, although there are some mature trees and vegetation to the western boundary and some vegetation along the northern and southern boundaries.

- 2.4. The site is located within Flood Zone 2.

3. Details of the proposal

- 3.1. The proposal is to redevelop the site to provide 18 temporary modular homes. The homes would all be social affordable and would provide accommodation for households in the most need. The layout consists of 9, two storey blocks, which contain a ground floor unit, with a first floor unit above. The units would provide the following accommodation for homeless families:
- 6 x 3-bedroom (5-person) homes
 - 12 x 2-bedroom (4-person) homes
- 3.2. The scheme includes 15 parking spaces and 58 bicycle parking spaces. Enclosed refuse stores are provided close to each group of buildings.
- 3.3. Off-site highway improvement works are shown to include an off-road pedestrian route from Meteor Way linking up to the existing pavement on Waterhouse Lane/Rainsford Lane.
- 3.4. Access to the miniature railway community use would remain

4. Other relevant applications

- 4.1. 25/01004/DEM – Demolition of the existing single-storey timber-clad structure known as the former ATC building. Approved 11th September 2025

5. Summary of consultations

- Public Health & Protection Services - The Phase II investigation shows contamination to be present on site and remediation (soil capping layer) is required on any green spaces. A validation report (including photographic evidence) must be submitted to show the remediation has been undertaken in line with the recommendations
- Essex County Council Highways – The impact of the proposal is acceptable, subject to conditions
- Parks & Open Spaces – Supports three trees to be planted for each new dwelling. Suggest removing the wildflower area as this may limit the use of the space for amenity use. Encourage the provision of a hedge along Meteor Way.
- Anglian Water Services Ltd – There are assets owned by Anglian Water within or close to the development boundary – informative requested.
Chelmsford Water Recycling Centre has sufficient capacity for this development.
Preferred method of surface water disposal is to a sustainable drainage system with connection to a sewer seen as the last option.
- Essex County Council (SUDS) – The scheme provides insufficient quality treatment to water discharges. However, it is acknowledged that there are concerns over requiring operatives to work in contaminated ground. Therefore, on the basis of the temporary nature of the development, the large reduction in run-off volumes and the small size of the site, ECC consider it is a judgement for the LPA to make on how the application is determined.
Conditions are recommended should the LPA recommend the application for approval.

- Essex and Suffolk Water – Investment in the treated water distribution network serving this area is required.
Request a phasing plan and details of the expected duration that the temporary dwellings would remain in place.
Essex and Suffolk Water welcome engagement to understand the anticipated build programme, phasing and timescales.
- Housing Standards Team – No reply
- Recycling & Waste Collection Services – No reply
- ECC Community Infrastructure Planning – The number of homes proposed falls below the threshold for education contributions.
Request a planning contribution for libraries
Requests planning contributions towards improving the operational capacity of the Chelmsford Waste Transfer Station.
ECC supports Chelmsford Council in requiring developers to prepare an Employment and Skills Plan
- Police - Designing Out Crime – No reply
- South Essex Parking Partnership – Any new properties are not eligible to join any resident permit parking schemes
- Environment Agency - Refer to National Flood Risk Standing advice
- Essex County Fire & Rescue Service – Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13 and appears to be acceptable subject to satisfactory compliance with Building Regulations B5. Encourage the use of sprinkler systems.
- Local residents – 181 letters received. The main comments raised are summarised as follows:

Loss of the car park

- The car park is used heavily by the adjacent community uses outside of the current charging periods – in evenings and at weekends
- The adjacent community uses attract numerous children and have no allocated parking
- The car park is heavily used at weekends for Park Run
- The loss of the car park will make the miniature railway less attractive to visitors
- Without the car park there will be a serious and dangerous conflict between manoeuvring vehicles and pedestrians.
- Adjacent community groups state that loss of nearby parking would threaten their viability, reduce participation or force relocation.
- Dispute that the car park is under-utilised
- housing delivery should not come at the expense of child safety or the continued operation of established community facilities.

Alternative parking provision/drop off provision

- Meteor Way is narrow, unlit and has no pavement.
- Suggestion that the adjacent field could be developed into a car park
- Concerns regarding the safety and wellbeing of lone women and children being forced to walk along a busy main road, often after dark, as late as 10pm to Coval Lane car park
- The proposed hammerhead is not a safe alternative option to the car park - a turning circle is preferred

- The Coval Lane car park has parking charges which may be unaffordable for some families
- Users of the adjacent community buildings often have to carry lots of items such as costumes, props and equipment – the Coval Lane car park is impractical for this purpose.
- Concerns regarding pollution from queuing vehicles

Design and Layout

- The back to back separation distances are only 15m between buildings which does not comply with Appendix B of the Local Plan
- The proposal does not comply with the amenity standards of Appendix B of the Local Plan
- The proposed bin stores are not in unobtrusive locations
- The proposed parking spaces are insufficient in size
- This is a visually unattractive proposal

6. Planning considerations

Main Issues

- 6.1. The main issues in this case are the need for the development, the loss of the Meteor Way car park for use by the adjacent community uses, and the acceptability of the living accommodation to be provided.

Principle of the Development

- 6.2. The site is located in the Urban Area of Chelmsford, where the principle of residential development is acceptable, subject to compliance with the relevant policies of the Chelmsford Local Plan.
- 6.3. Meteor Way is located close to the City Centre's bus and train stations, approximately a 15 minute walk away. It is also within walking distance of the main shopping area, services and facilities of the City Centre. The site is therefore in a highly sustainable location and is an appropriate site for temporary housing accommodation.

Need for the development

- 1.1. Policy DM2 of the Chelmsford Local Plan secures affordable housing on developments that comprise 11 or more residential units. The provision of affordable housing to meet identified need is an important objective of the Local Plan.
- 1.2. Chelmsford City Council is currently facing a severe housing crisis with a significant backlog of urgent housing needs due to homelessness and overcrowding. Despite the supply of new-build homes coming forward, the overall affordable housing supply is not keeping up with the demand, leading to a chronic undersupply of the larger (2-4 bedroom) affordable homes for rent.
- 1.3. As the Local Housing Authority, Chelmsford City Council is currently responsible for 586 households in temporary accommodation (data as of February 2026), the majority of which are housed in expensive 'nightly lets' arrangements. This is not ideal accommodation for the homeless families and it is also not cost effective for the City Council. There is therefore an urgent need to provide additional more suitable temporary affordable housing solutions.

- 1.4. Homeless households with a three bedroom need currently wait on average 26 months in temporary accommodation before an offer of suitable settled accommodation can be made.
- 1.5. Currently households with a band 2 priority need on the Housing Register (Band 1 being the highest priority and Band 4 the lowest) requiring three bedroom affordable housing wait the longest average time to be housed - over 32 months.
- 1.6. The proposed development of 18 modular units would contribute towards addressing the lack of suitable temporary housing accommodation available in Chelmsford. Half of the units are 3-bedroom properties, which as larger homes, are the most in demand.
- 1.7. The benefits of the development are to be weighed in the overall planning balance.

Loss of community use

- 1.8. The proposed redevelopment of the site includes the loss of the ATC building, which provided a community facility. Policy DM21 of the Chelmsford Local Plan seeks to protect existing community facilities. The change of use of premises that provide valued community facilities or services will only be permitted where the site cannot readily be used for any other community facility and where the facility that will be lost will be adequately supplied within the locality or settlement concerned.
- 1.9. The ATC vacated the building in 2023 when their lease with the City Council expired. They have now re-located to alternative premises in Springfield Road. The community use therefore remains in existence within Chelmsford.
- 1.10. The intention of Policy DM21 is to protect the longevity of buildings that provide accommodation for community uses. Once a privately owned community building is lost or converted to an alternative use, the community provision is unlikely to be re-instated. In this case the site is owned by the City Council and therefore the future of the site can be controlled in the public interest. The City Council did not facilitate the lease of this building with an alternative community use because a strategic decision had instead been taken to prioritise land within the Council's control that can be used for temporary housing accommodation due to the overwhelming need to address the current housing crisis. The use of the site for modular units is temporary only (approximately 15 years) and does not, in the longer term, prevent the site in the future returning back to a community facility, as this is within the Council's control.
- 1.11. Notwithstanding the aspirations of the Council, in planning terms the loss of the ATC building as a community facility must be weighed in the planning balance as the proposal is not fully compliant with Policy DM21.

Highway Impacts

- 1.12. The primary concern raised by local residents is the loss of the Meteor Way car park. The representations received objecting to this proposal are mainly from users of the adjacent community uses, who use the car park in the evenings and at weekends, when there are no parking charges. It is understood that during the evenings, the adjacent Chelmsford Young Generation Amateur Society can generate up to 70 children attending at any one time. The car park is used primarily for drop off and collections, which may be after dark and as late as 10pm. It is understood

that there is also often a need for users of the adjacent community groups to drop off props, costumes or equipment.

- 1.13. It is acknowledged that the loss of the car park would have an impact on the users of the adjacent community groups. The site is, however, located very close to the city centre where there are good sustainable transport options. There is also another car park in Coval Lane which is only an approximate 5- minute walk away from the community uses (source, Google maps) and the parking charge after 5pm is only £0.30. Many of the comments received advise that the Coval Lane car park would not be a suitable alternative due to the need to walk after dark and due to the lack of a suitable footpath connection. Concerns are raised about children and lone women walking to and from the Coval Lane car park.
- 1.14. It is acknowledged that the Coval Lane car park is not as convenient as the existing Meteor Way car park and that there will be a need to walk along Waterhouse Lane/Rainsford Lane. However, Waterhouse Lane/Rainsford Lane is a busy, well lit street and it is likely that there would be several parents walking to and from the car park at similar times. It is not a wholly unreasonable or impractical alternative provision. There would also still be a limited amount of on street parking available in the private part of Meteor Way. The community uses themselves also have an apron of private parking which could be used for dropping off heavy items.
- 1.15. Following amendments to the scheme, a new footpath link is now shown on land within the City Council's ownership. Meteor Way at present does not have a pavement along its entire length, which could result in conflict between pedestrians and vehicles, particularly at busy times. The proposed new footpath link would be a safe route for pedestrians away from the carriageway and would provide an improved pedestrian connection from the community uses to the Coval Lane car park. A condition is attached requiring the route to be provide prior to the closure of the Meteor Way car park.
- 1.16. The submitted Transport Assessment includes a survey of the car park usage over a 7 day period from 26th February to 4th March 2026. This shows very little use of the car park during the week, with average weekday use of less than ten cars at any one time. At weekends this shows that the car park is used more, with its peak being on a Saturday morning, of between 60-70 cars. This is likely to be associated with Park Run. Park Run is located in Central Park and is therefore easily accessible from any of the other City Centre Car parks, pedestrian and cycle links or public transport. The loss of Meteor Way car park for this use is not therefore considered to be unsceptable.
- 1.17. An indicative drawing has been provided as part of the application pack to show that a turning head could be provided at the end of Meteor Way on land within the City Council's ownership. This does not form part of the planning application but could be applied for at a later date.. Comments received about the indicative turning head proposal are generally negative, advising that a turning circle or new parking area on this area would be preferable. As the turning head drawing does not form part of the planning application proposal, it is not material to the determination of the application.
- 1.18. Overall, it is acknowledged that the loss of the Meteor Way car park would have an impact on the users of the adjacent community uses, although measures have been taken as part of the application to ameliorate this impact through the provision of a new footpath link. The impact of the loss of the car park is considered in the overall planning balance.
- 1.19. From a technical perspective, Essex County Council Highway Authority are content that the proposal provides sufficient access into the site. Access for the Chelmsford Miniature Railway

would be retained and there is sufficient room for access and turning of larger vehicles including for refuse collectors and fire tenders.

- 1.20. The adopted highway of Meteor Way is subject to parking restrictions between 8am-6pm Monday to Saturday. Given the width of Meteor Way, and the potential for displaced parking, the Highway Authority have requested that the parking restrictions are amended within the adopted highway section of Meteor Way (approximately the first 50m from A1016 Waterhouse Lane) to prevent parking at all times. This is to ensure that vehicles can safely manoeuvre at the junction with Waterhouse Lane and are able to pass an opposing vehicle. A condition is therefore attached in this respect.

Flood risk and SuDs

Flood risk

- 1.21. The site is mainly located within Flood Zone 2 with the southeastern corner of the site being Flood Zone 1. The proposal is for a “more vulnerable” use.
- 1.22. Policy DM18 of the Local Plan states that planning permission for all types of development will only be granted where it can be demonstrated that the site is safe from all types of flooding, either because of existing site conditions or through flood risk management from the development and it does not worsen flood risk elsewhere.
- 1.23. The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. A sequential risk based approach should be taken to individual applications in areas known to be at risk now or in future by any form of flooding.
- 1.24. The application is required to pass the sequential test to ensure that it is compliant with the NPPF. This means that for the development to be considered acceptable in this location, there must first have been a search for alternative reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The NPPG gives guidance on how to carry out the sequential test and states that “ the area to which the test needs to be applied will be governed by local circumstances relating to the catchment area for the type of development proposed and the needs it is proposing to address.”
- 1.25. In this case, the site is looking to address a very specific need, which is an appropriate site for temporary housing. The search criteria for “reasonably available sites” is those that are within the City Council’s ownership, available quickly and that are within a 15 minute walk of the main bus and train stations due to the unlikely car ownership of the intended tenants. The City Council has carried out a search of alternative reasonably available sites and has concluded that this site is the most suitable and that there are no other comparable sites that can be developed in the short time frame required to address the urgent need. The sequential test is therefore satisfactorily complied with.
- 1.26. Table 2 of the NPPG, paragraph 078 sets out flood risk vulnerability and flood zone incompatibility. This shows that for “more vulnerable” developments in Flood Zone 2 the exception test is not required.
- 1.27. A site specific flood risk assessment has been submitted as part of the planning application. This satisfactorily demonstrates that the units can be constructed so that the finished floor levels

are set a minimum of 300mm above the estimated flood level for the site, which is in accordance with the Environment Agency's standing advice.

- 1.28. Overall, the proposal is considered to be safe and acceptable in accordance with the NPPF guidance on flood risk and Policy DM18.

Surface Water

- 1.29. The application is accompanied by a drainage strategy which, following consultation with the local lead flood authority, has been updated during the lifetime of the planning application.
- 1.30. The existing site currently drains from extensive impermeable surfaces with no SuDs treatment measures in place. Surface water runoff is currently unmanaged and discharges from the site without water attenuation or water quality treatment.
- 1.31. The proposed development would result in a substantial reduction of 90.3% in post development runoff rates and runoff volumes compared with the existing situation. The drainage strategy is, however, constrained by the contamination present across the site and a fundamental objective of the development proposal has therefore been to minimise disturbance of contaminated ground and reduce the extent of intrusive construction activities wherever practicable.

The local lead flood authority has acknowledged the constraints of the site and the need to avoid intrusive works within contaminated land. Therefore, whilst the quality treatment to water discharges could be higher, the whole scheme is a significant betterment over the existing situation and conditions are attached to secure the implementation of the drainage scheme proposed.

Design, Layout and Parking

- 1.32. Policy DM23 states that planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to matters including scale, siting, form and architecture.
- 1.33. The character of the surrounding area is mixed; utilitarian commercial and community use buildings lie to the east and south and two storey residential properties to the east.
- 1.34. The application proposes nine, two storey blocks of modular units. The units are flat roofed and simple in design as they are a pre-fabricated build, which can be stacked one on top of the other. The two storey scale of the development is appropriate to the context. Whilst it is acknowledged that the units are not architecturally detailed, they are simple and unobtrusive in the context of this mixed City Centre setting. A detailed landscaping scheme is included as part of the submission, which would help to soften the appearance of the development. Compliance is required by condition.
- 1.35. Amendments have been made during the life of the application to improve the design and layout of the scheme. The proposal now provides active frontages to Meteor Way and the refuse and cycle storage provision has been amended to ensure that the storage areas are more convenient for the users and would provide practical and secure solutions. Whilst the refuse and cycle storage provision would be visible from the street, they are proposed to be well-designed enclosed structures, which include a roof. Especially given the temporary nature of the development, the overall visual impact is considered to be acceptable.

- 1.36. Policy DM26 requires all new dwellings to comply with criteria in respect of achieving suitable privacy and living environment for residential occupiers, achieving sufficient private amenity space, meeting appropriate internal space and providing appropriate and well-designed recycling and waste storage.
- 1.37. Comments have been received relating to the compliance of the scheme with the Essex Planning Officers Association (EPOA) Parking Standards and Appendix B of the Local Plan.
- 1.38. Policy DM27 of the Local Plan states that the Council will have regard to the vehicle parking standards when determining planning applications. Proposals that provide below these standards should be supported by evidence detailing the local circumstances that justify the deviation from the standard. In this case the proposal is for 18 units with 15 parking bays. The EPOA standards would require 18 parking bays for residents and 5 bays for visitors. The size of the bays are also 30cm short of the width bay size recommended by the EPOA. Whilst the scheme is not fully compliant with the standards, it would be likely to sufficiently meet the needs of the intended occupiers. Given the nature of the use, homeless people in need of temporary accommodation, car ownership is likely to be low. The spaces are more likely to be used by visitors and support services for the families living there. The specific and temporary nature of the use is considered to be sufficient justification for the level and form of parking provision proposed, a view shared by the Highway Authority. The development is therefore acceptable and in compliance with Policy DM27.
- 1.39. The scheme provides two areas of good quality communal amenity space set between the blocks of units. This spaces combined measure 690sqm, which is 240sqm above the requirements of Appendix B. The ground floor units also all each have a small 3.5sqm designated sitting out area. The upper floor properties do not have any designated private outdoor space. Given the size of the site and its very close proximity to Central and Admirals Park, it is considered more appropriate for the scheme to provide a planning contribution towards local open space rather than for this to be provided on site. A contribution in accordance with the Planning Obligations SPD is therefore secured.
- 1.40. A comment has received that the proposed new blocks are located too close together and that they should have a separation distance of 20 metres between blocks. The 20 metre requirement in Appendix B relates to back to back distances between dwellings with rear private gardens. In this case the relationship between facing blocks is a front to front relationship, or a front to back relationship across an area of communal space. This is not dissimilar to properties facing each other across a street or courtyard. In this context, the layout is acceptable. In addition, given the fact that the proposal is for temporary and not permanent dwellings, some flexibility in the standards of Appendix B can be accepted.
- 1.41. Overall, taken as a whole and given the temporary nature of the use the standard of living accommodation to be provided is considered to be acceptable.

Neighbour amenity

- 1.42. Policy DM29 requires development proposals to safeguard the living environment of occupiers of nearby residential properties.
- 1.43. The closest residential property is to the west of the site. The area of the site adjacent to this neighbour is proposed to remain as car parking, therefore the immediate relationship would not alter. The nearest residential block is approximately 20 metres away from the side boundary of 11-12 Meteor Way. This exceeds the recommended 15 metre back to the side separation distance of Appendix B of the Local Plan.

- 1.44. The neighbouring sites to the south and east are not residential. Overall the proposal would result in no harm to the amenities of the neighbouring properties.

Biodiversity Net Gain (BNG)

- 1.45. A BNG report and matrix have been submitted as part of the application. This shows that the development would only be able to achieve a 4.95% net gain on site. Off-site units will therefore need to be purchased to achieve the required 10% net gain. Conditions are attached to ensure that the proposal achieves the required BNG.

Planning Contributions

- 1.46. The following contributions are required to mitigate the impact of the development.
- Purchase of 0.07 off site habitat units to achieve a 10% net gain in biodiversity
 - Contribution of £3,159.90 towards the Essex Coast Recreational disturbance Avoidance & Mitigation Strategy (RAMS) (175.55 x 18 units)
 - Contribution of £5,400 towards off site planting of 3 trees per dwelling
 - Contribution of £19,134 for off site local open space improvements. The specific projects are cycle rack provision in both Central/Bellmeadow/Skyblue parks and improvements to upgrade and improve accessibility on paths in Central park
- 1.47. As the City Council is the landowner, it is not possible to secure a S106 with itself. The contributions will therefore be paid through internal transfers.
- 1.48. Essex County Council have requested contributions towards libraries and improvements to the Chelmsford Waste Transfer Station. This is because ECC have updated their Guide to Developer Contributions (Feb 2026). The Guide does not cover the infrastructure or service requirements applied by CCC or other agencies as set out in the Planning Obligations Supplementary Planning Document. ECC's revised requirements/contribution rates have not been considered in CCC's Infrastructure Delivery Plan or the viability assessments for the Local Plan. Consequently, the impact on delivery has not been considered. The additional contribution requests are not therefore being sought.

Other Matters

- 1.49. The consultation response from Essex and Suffolk Water has required engagement with them on the likely timing and phasing of the development to ensure that a connection to water supply can be made available. MMC homebuilding have carried out this engagement. Essex and Suffolk Water has a duty to provide a water connection.

Planning Balance

- 1.50. In considering the overall planning balance it is necessary to weigh the impacts and benefits of the development accordingly.
- 1.51. The need for temporary housing accommodation in Chelmsford is critical. The application proposes 18 units of accommodation that would be available quickly and would provide a good

quality living environment for 18 homeless families. This is a very significant benefit of the development that attracts substantial weight.

- 1.52. The proposal would result in the loss of the Meteor Way car park, which is primarily used by the adjacent community uses. The car park is very under-utilised in the day-time and whilst it is acknowledged that it is used more during the evenings and weekends, the information provided as part of the transport statement suggests that it is not heavily used. The application includes a new footpath link to provide a safe pedestrian route from Meteor Way up to Waterhouse Lane/Rainsford Lane which then provides a pavement connection to the Coval Lane car park, which is an approximate five minute walk away. Whilst it is acknowledged that the loss of the car park would have an impact on the functioning of the adjacent community building users, this impact is not considered to be severe.
- 1.53. The proposal also results in the loss of a community building, which Policy DM21 seeks to protect. However, the use of the site for modular housing units is temporary only (approximately 15 years) and does not, in the longer term, prevent the site returning back to a community facility, as this is within the Council's control. This reduces the adverse impact of the loss.
- 1.54. Overall, the critical need for the development and the very beneficial accommodation that would be provided to house homeless families in urgent need is considered to outweigh the impact of the proposal, which is the loss of the Meteor Way car park and adjacent community building. The application is therefore recommended for approval.

2. Community Infrastructure Levy (CIL)

- 2.1. The proposal is CIL liable but exempt because it is a form of affordable housing

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

Prior to the closure of the Meteor Way car park, the 1.5m hoggin footpath link shown within the blue line on drawing A10-010 Rev P06 shall be provided and made available for use.

Reason:

To ensure that a safe alternative footpath connection is available to an alternative car park or sustainable transport connections.

Condition 4

Prior to the first occupation of the units hereby permitted, two electric vehicle charging points shall be installed and retained in locations as shown on approved drawing A10-010 Rev P06.

Reason:

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

Condition 5

In relation to tree protection, tree surgery and construction methods, the development shall only be carried out in accordance with the submitted arboricultural report by Kirsten Bowden dated March 2026.

Reason:

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

Condition 6

The soft landscaping proposals as shown on drawing no. JBA 25/026-01 Rev B shall be planted on the site as shown on the approved drawing prior to the first occupation of any part of the development or in the first available planting season following such occupation. In the event that the plants become diseased, damaged,

die or are removed within the first five years after planting they shall be replaced with a species and size as shown on the approved 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 7

The development shall not be occupied until the facilities for the storage of refuse and recyclable materials have been provided in accordance with the details shown on approved drawing A10-010 Rev P06 and the Design and Access Statement.

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 8

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

- Limiting discharge rates to 2.7l/s for all storm events up to and including the 1 in 100 year rate plus 45% allowance for climate change subject to agreement with the relevant third party.
- 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, *OR if impracticable:-*
- Demonstrate that features are able to accommodate a 1 in 10 year storm events within 24 hours of a 1 in 30 year event plus climate change
- Any SuDS features located within made ground shall be lined with an impermeable membrane
- Final modelling and calculations for all areas of the drainage system.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason:

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

Condition 9

Prior to first occupation of the development hereby permitted:

- a) remediation of the site shall be carried out in accordance with the submitted Phase II Contaminated Land Investigation by Wesson Environmental, and
- b) a validation report of the remediation works, including photographic evidence, shall be submitted to and approved in writing by the local planning authority.

Reason:

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 10

No development shall take place until a final written Biodiversity Net Gain Plan (The BNG Plan) in the form of the national BNG Plan template, for the provision of a minimum 10% biodiversity net gain, has been submitted to and approved in writing by the local planning authority. The BNG Plan shall relate to the development for which planning permission is granted, and include:

- (i) completed metric calculation tool;
- (ii) pre-development and post-development plans (showing the location of on-site habitat, the direction of north and drawn to an identified scale);
- (iii) biodiversity net gain register reference numbers (if purchasing off-site units); and
- (iv) proof of purchase if purchasing statutory biodiversity credits.

The development shall not be begun until such time that The Biodiversity Net Gain Plan (BNG Plan) has been approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with The BNG Plan.

Reason:

To ensure the statutory biodiversity gain condition of the Environment Act 2021 is met and to ensure the development accords with Policy DM16 of the Chelmsford Local Plan.

Condition 11

No development shall take place on any part of the site until a written Habitat Management and Monitoring Plan (HMMP), in the form of the national Natural England and DEFRA template, for a minimum period of 30 years for the site has been submitted to and approved in writing by the Local Planning Authority. The approved HMMP shall be strictly adhered to and implemented in full for its duration and shall contain the following:

- o details setting out how the onsite or off-site gains will be managed;
- o Details of the persons responsible for the implementation, management and monitoring;
- o details of how habitats will be monitored (including specific details for each type of habitat);
- o details, including a schedule, of monitoring reports to be submitted to the local planning authority over at least a 30 year period;
- o details of how management will be reviewed;

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o details of adaptive management to account for habitat restoration if the management plan is not working.

Reason:

To ensure the statutory biodiversity gain condition of the Environment Act 2021 is met and to ensure the development accords with Policy DM16 of the Chelmsford Local Plan.

Condition 12

Prior to occupation of the development the applicant shall have made an application to Essex County Council for a Traffic Regulation Order ("the TRO") with the objective of preventing parking on the carriageway on the adopted highway of Meteor Way to allow for "No Waiting at Any Time restrictions (double yellow lines), with the cost of making the TRO met by the applicant in full. IN THE EVENT THAT the application for the TRO is not approved and no alternative scheme has been identified and permitted, the applicant shall provide to the local planning authority a written statement explaining the reasons why it is not possible to introduce parking restrictions in this area.

Reason:

To ensure the applicant makes all reasonable efforts to prevent on-street parking occurring as a consequence of development to ensure that vehicles can pass and manoeuvre along Meteor Way, in the interest of highway safety

Condition 13

No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;

- i. vehicle routing,
- ii. the parking of vehicles of site operatives and visitors,
- iii. loading and unloading of plant and materials,
- iv. storage of plant and materials used in constructing the development,
- v. wheel and underbody washing facilities.

Reason: In the interests of highway safety.

Condition 14

The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans has been hard surfaced and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times.

Reason:

To ensure that adequate parking is provided.

Condition 15

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

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

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Reason:

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

Condition 16

The development hereby permitted shall not be commenced until the existing pipes within the extent of the site, which will be used to convey surface water, are cleared of any blockage and are restored to a fully working condition.

Reason:

To ensure that drainage system implemented at the site will adequately function and dispose of surface water from the site. Failure to carry out the required maintenance 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.

Notes to Applicant

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

Noisy work

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

Light work

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

In some circumstance further restrictions may be necessary.

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

Positive and Proactive Statement

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

Background Papers

Case File

Plans to be listed on any Decision Notice:

Phase IIA Contaminated Land Investigation
 FLOOD RISK ASSESSMENT
 FLOOD RISK ASSESSMENT TECHNICAL NOTE/28 May 2025
 PHASE 1 SITE INVESTIGATION/April 2025
 A10-520/Rev P02
 EX100/Rev P02
 A10-522/Rev P02
 A10-521/Rev P02
 A10-511/Rev P03
 A10-510/Rev P03
 A10-202/Rev P02
 A10-201/Rev P02
 A10-200/Rev P02
 A10-121/Rev P02
 A10-120/Rev P02
 A10-111/Rev P03
 A10-110/Rev P03
 A10-101/Rev P04
 A10-100/Rev P04
 A10-020/Rev P02
 A10-010/Rev P06
 February 2026
 Accommodation Schedule/28/1/26
 Drainage Strategy Report/Rev 01
 001
 EX-001/Rev P02
 JBA 25/026-01/Rev B
 ARBORICULTURAL IMPACT ASSESSMENT/Rev C March 2026
 BNG Assessment
 Biodiversity Assessment/Rev 10.3.26
 Transport Assessment/Rev A

Appendix 2 – Consultations**Public Health & Protection Services**

Comments
15.08.2025 - Please add ENV07 contaminated land condition. Potential for onsite soil contamination from adjacent industrial processes.
29.10.2025 - The Phase II investigation shows contamination to be present on site and remediation (soil

capping layer) is required on any green spaces. A validation report (including photographic evidence) must be submitted to show the remediation has been undertaken in line with the recommendations.

23.02.2026 - No further PH&PS comments with regard to this application.

The previous comments still stand.

Essex County Council Highways

Comments

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.

The assessment of the application was undertaken with reference to the National Planning Policy Framework 2024. The following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures. The Highway Authority has assessed the application and submitted information, visited the site, and has concluded that in highway terms, the application is not contrary to national and local highways and transportation policy and current safety criteria.

This site is located within walking distance of the bus and railway station. No changes are proposed to the existing junction of Meteor Way onto A1016 Waterhouse Lane.

The initial section of Meteor Way (from A1016 to approximately the east of the existing dwellings) is public highway. The remainder of Meteor Way is a private road understood to be the jurisdiction of Chelmsford City Council. 2

Meteor Way is subject to parking restrictions between 8am-6pm Monday to Saturday. Given the width of Meteor Way, and the potential for displaced parking, the Highway Authority therefore request that the parking restrictions are amended within the adopted highway section of Meteor Way (approximately the first 50m from A1016 Waterhouse Lane) to prevent parking at all times, to ensure vehicles can safely manoeuvre at the junction with Waterhouse Lane and are able to pass an opposing vehicle.

A turning head has been provided that allows a refuse vehicle to collect the waste and recycling from the proposed dwellings. It is recommended that the existing parking restrictions on the private road are revised as part of the proposal, to allow for manoeuvring and to prevent inappropriate.

To conclude, the Highway Authority is satisfied that the proposal will not result in a detrimental impact to highway safety and therefore;

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

1. Prior to first occupation of the development, the developer to pay for and secure the necessary Traffic Regulation Orders (TRO) together with provision of any the associated signing and lining, to alter the existing TROs on the adopted highway of Meteor Way to allow for "No Waiting at Any Time restrictions" (double yellow lines) to be implemented. The TROs to be provided at no cost to the Highway Authority. Reason: To prevent inappropriate parking to ensure that vehicles can pass and manoeuvre along Meteor Way, in the interest of highway safety.

1 No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;

2 vehicle routing,

3 the parking of vehicles of site operatives and visitors,

4 loading and unloading of plant and materials,

5 storage of plant and materials used in constructing the development,

6 wheel and underbody washing facilities.

Reason: To ensure that on-street unloading, loading and parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway, in the interests of highway safety.

1. Prior to first occupation of the development, the footway provision from A1016 to a location of the east of the development site, shown in principle on DWG no. A10-010 REV. P06 (Titled – Proposed Site Plan, 26/01/2026), shall be hard surfaced and provided with appropriate dropped kerbs to allow access to/from the development site.

Reason: In the interests of pedestrian safety and accessibility.

1. The cycle parking shall be provided in accordance with the EPOA Parking Standards. The facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate bicycle parking is provided in the interests of amenity and sustainable travel.

3

1. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans has been hard surfaced and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times.

Reason: To ensure that adequate parking is provided.

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 and NPPF 2024.

Note:

i The proposed development is served off a private road and would not be considered for adoption.

Informative

All work within, or affecting, the highway shall be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority (Essex County Council), with all details being agreed before the commencement of any highway works. Failure to secure the necessary approvals and relevant permits for works within the highway may result in enforcement action by the Highway Authority against, but not limited to, the owner of the land or the person causing, or responsible for, the damage to the Highway. To start the process to obtain the relevant permissions the applicant should contact the Essex Highways Development Management Team by email at development.management@essexhighways.org

i Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.

i The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes technical check, safety audits, site inspection, commuted sums for maintenance and any potential claims under the 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.

i Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must

ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.

i Under Building Regulations B5, access for fire tenders is required to a point not further than 45 metres from the entrance to the dwelling. Any road or private drive forming part of such a fire access must be no less than 3.7 metres wide between kerbs (this may reduced to 3.1 metres for a gateway or similar short narrowing) and should have a minimum centre line bend radius of 6.55 metres. The access way should be capable of carrying a 12.5 tonne vehicle. A cul-de-sac which is more than 20 metres long must have a turning head of a least Size 3.

Parks & Open Spaces

Comments
18.3.26 Due to the type of application, we appreciate a more practical approach may be needed. Our suggestion would be to adjust/ remove the wildflower area as they may limit the use of the space for amenity use. We would also encourage a hedge of up to 1.2 meter tall along the perimeter on Meteor Way, to support privacy where amenity and living space may be overlooked from the well walked road and nearby public open space. If spacing allows, further hedge planting along other sections of the perimeter would be encouraged, to support privacy in long term. 17.4.26 Local open space contributions would be directed towards Cycle rack provision in both central/bellmeadow/skyblue parks and improvements to upgrade and improve accessibility on paths in Central park

Leisure & Heritage Services

Comments
No response received

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Comments
26.03.2026 ASSETS Section 1 - Assets Affected There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence. WASTEWATER SERVICES Section 2 - Wastewater Treatment When assessing the receiving Water Recycling Centre's (WRC) dry weather flow (DWF) headroom, we use the latest Q90 DWF figures, as verified by the Environment Agency. We then add to this the flows from sites with existing planning consent. Our DWF data is reviewed and updated annually in consultation with the Environment Agency. This data is used to determine whether the WRC continues to comply with its environmental permit and whether it has sufficient capacity to accommodate flows from the new development without causing an unacceptable risk of breaching environmental legislation. It is also used to ensure there is no pollution or deterioration in the receiving watercourse. Based on the above assessment, Chelmsford WRC is within the acceptance parameters and can accommodate the flows from the proposed growth. Section 3 - Used Water Network This response has been based on the following submitted documents: FRA Feb 2024/ DRAINAGE STRATEGY REPORT Project No: 10661MMC2 DATE REVISION ISSUE PURPOSE ISSUED BY 06/06/2025 02 Minor Amendments RV/DRAINAGE STRATEGY REPORT TProject No: 10661MMC2 DATE REVISION 03/02/2026 01 The sewerage network at present has available capacity for the anticipated foul flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water

Industry Act 1991. We will then advise them of the most suitable point of connection.

1. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087 Option 2.

2. INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

3. INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087 Option 2.

4. INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 Option 2 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

Anglian Water continue to object to this application as the surface water hierarchy evidence has not been fully explored.

No infiltration testing has been carried out in accordance with BRE Digest 365 and there is a watercourse in

close proximity. There is no proof of an existing connection to the public sewerage network, only assumptions it connects.

Connection to a public surface water sewer must be seen as a last resort. If the applicant believes the surface water hierarchy has been fully explored, they will need to provide evidence that all other options have been exhausted and discounted in line with the Surface Water Hierarchy and with consultation with the LLFA.

Only when this evidence has been provided will we remove any objections. Our surface water policy and further guidance is available on our website: <https://www.anglianwater.co.uk/developing/drainage-services/sustainable-drainage-systems/>

09.09.2025

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

When assessing the receiving water recycling centre's (WRC) dry weather flow (DWF) headroom we take the latest Q90 DWF figures, as verified by the Environment Agency, and add to this sites with planning consent. Based on the above assessment, Chelmsford WRC is within the acceptance parameters and can accommodate the flows from the proposed growth.

Section 3 - Used Water Network

This response has been based on the following submitted documents:

FRA Feb 2024/ DRAINAGE STRATEGY REPORT Project No: 10661MMC2 DATE REVISION ISSUE PURPOSE
ISSUED BY 06/06/2025 02 Minor Amendments RV

The sewerage network at present has available capacity for the anticipated foul flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water

Industry Act 1991. We will then advise them of the most suitable point of connection.

1. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087 Option 2.

2. INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

3. INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087 Option 2.

4. INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 Option 2 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

Anglian Water object to this application as the surface water hierarchy evidence has not been fully explored.

No infiltration testing has been carried out in accordance with BRE Digest 365 and there is a watercourse in close proximity. If the applicant believes the surface water hierarchy has been fully explored, they will need to provide evidence that all other options have been exhausted and discounted in line with the Surface Water Hierarchy and with consultation with the LLFA.

Only when this evidence has been provided will we remove any objections.

Our surface water policy and further guidance is available on our website:

<https://www.anglianwater.co.uk/developing/drainage-services/sustainable-drainage-systems/>

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

Essex County Council (SUDS)

Comments

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In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:

- Non-statutory technical standards for sustainable drainage systems
- Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
- The CIRIA SuDS Manual (C753)
- BS8582 Code of practice for surface water management for development sites.

Lead Local Flood Authority position

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we wish to maintain an **objection** to the granting of planning permission on sustainable drainage grounds, as the scheme provides insufficient quality treatment to water discharges.

We note, however, the consultant's concerns over requiring operatives to work in contaminated ground to instal suitable SuDS features. Therefore, on the basis of the temporary nature of the development, the large reduction in run-off volumes and the small size of the site, we consider it a judgement for the LPA to make whether to refuse the application on drainage grounds.

Should the application be approved, we would request the following conditions:-

Condition 1

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:

- Limiting discharge rates to 2.7l/s for all storm events up to and including the 1 in 100 year rate plus 45% allowance for climate change subject to agreement with the relevant third party.
- 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, *OR if impracticable:-*
- Demonstrate that features are able to accommodate a 1 in 10 year storm events within 24 hours of a 1 in 30 year event plus climate change
- Any SuDS features located within made ground shall be lined with an impermeable membrane
- Final modelling and calculations for all areas of the drainage system.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and

location and sizing of any drainage features.

- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- 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 2

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

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

Reason

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

Condition 3

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

Condition 4

The development hereby permitted shall not be commenced until the existing pipes within the extent of the site, which will be used to convey surface water, are cleared of any blockage and are restored to a fully working condition.

Reason

To ensure that drainage system implemented at the site will adequately function and dispose of surface water from the site.

Failure to carry out the required maintenance 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.

Essex and Suffolk Water

Comments

05.03.2026

In responding to the Local Planning Authority, Northumbrian Water Limited, trading as Essex & Suffolk Water, assesses the potential impact of proposed developments on its assets and the capacity of the existing network to accommodate additional demand. We do not offer comment on aspects of planning applications that fall outside our statutory area of responsibility.

We wrote to the developer on 23 February 2026 to request the submission of a phasing plan for the site, along with clarification on the expected duration that the temporary dwellings would remain in place. To date, no response has been received, and the requested information remains outstanding.

Based on the scale and concentration of current household and non-household planning applications in Chelmsford, anticipated growth is materially higher than we forecast. In response, Essex & Suffolk Water has brought forward investment in the treated water distribution network serving this area. This programme of network reinforcement is significant and complex and includes new treated

water pipelines, treated water service reservoirs and pumping stations. Based on our current estimated programme, we do not anticipate these improvements being completed until after 2030.

The cumulative development that comes forward ahead of this investment being delivered will place constraints on the existing network and could compromise the resilience of water supply for existing household customers and businesses.

We would welcome engagement on this and other submitted applications prior to them being determined to understand the anticipated build programme, phasing and timescales. However, prior to delivery of the required network reinforcement, we are unable to confirm water supply availability for individual new development proposals in this location.

I trust this information is helpful. Should you require any further clarification or wish to discuss the above, please do not hesitate to contact us via email at demand.planning@eswater.co.uk.

09.09.2025

In responding to planning applications, Essex & Suffolk Water assesses both the potential impact of the proposed development on our existing assets and the capacity within our network to accommodate the additional demand. Please note that we do not comment on aspects of planning applications that fall outside our operational remit.

Essex and Suffolk Water has planned infrastructure upgrades in Chelmsford to ensure our network can accommodate future developments. We are already working towards these upgrades, however our plans may be affected by uncertain increases in local demand, so it is not possible to provide timeframes.

In accordance with our legal obligations, we will provide you with a connection to our network. However we have provided the above information to make clear the complexities of reinforcing the network in this area, and would welcome further discussion with you regarding build profiles and timings so that we can plan this work as efficiently as possible. Please understand that there may be other connection queries which could impact on the timing of our assessment.

Please note that the application submitted to our Networks team in February 2024 has now expired. If the

developer still wishes to proceed, a new network connection request will need to be submitted for consideration.

As Chelmsford sits in a water stressed area, we would recommend that all new development is designed to the highest water efficiency standards, preferably BREAM Very Good or Excellent. As part of our commitment to supporting sustainable growth across the region, we actively encourage developers to exceed the minimum water efficiency standards set out in Building Regulations, which currently specify a target of 110 litres per person per day.

While we acknowledge that your emerging Local Plan includes a proposed 90 per capita consumption (PCC) target, we wish to formally draw your attention to the recently established regional shared standards. These standards advocate for a more ambitious target of 85 litres per person per day, aimed at driving meaningful progress in water efficiency. Achieving this enhanced level of performance not only contributes to environmental sustainability but also strengthens the resilience of future developments in the face of growing pressures on water resources, driven by climate change and population growth.

We trust this information is helpful. Should you require any further details or wish to discuss water infrastructure or efficiency measures in more depth, please do not hesitate to contact us.

Housing Standards Team

Comments
No response received

Recycling & Waste Collection Services

Comments
No response received

ECC Community Infrastructure Planning (Education)

Comments
04.09.2025
When estimating the number of children that a new housing development will generate, and that will require a school place (yield), ECC takes account of the number of houses

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and flats that are suitable to accommodate children. One-bedroom units and some dwellings, such as student and elderly accommodation, are excluded from the education calculation.

With reference to the details above, a development of this size can be expected to generate the need for up to 0.99 Early Years and Childcare (EY&C) places; 3.30 Primary School places, and 2.20 Secondary School places.

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

Early Years and Childcare

Essex County Council has a statutory duty under the Childcare Act 2006 to ensure that there is sufficient and accessible high-quality early years and childcare provision to meet local demand and parental choice. This includes provision of childcare places for children aged between 0-5 years as well as wrap around provision for school aged children (5-11 or up to 19 with additional needs).

As there are sufficient places available in the area, a developers' contribution towards new childcare places will not be required for this application.

Primary Education

This development would be within the Priority Admissions area of Westlands Community Primary School, which offers up to 90 places in each year group. As at the last school census in May they were full in three-year groups and close to capacity in another.

Provisional data for this September suggests the school is again full in Reception.

Looking at the wider Chelmsford City area, forecasts that are set out in Essex County Council's Education Ten Year Plan show increasing demand for places. Chelmsford's Local Plan includes land for a potential new primary school to the west of the City, which may be needed long term to accommodate growth.

The demand generated by this development would require a contribution towards the

creation of additional places. A developer contribution of £67,485 index linked to Q1-2025, is sought to mitigate its impact on local Primary School provision. This equates to £20,450 per place.

Secondary Education

As there are sufficient places available in the area, a developers' contribution towards new secondary places will not be required for this application

Post 16 education

A contribution toward Post16 education is not required at this time. However, in accordance with the Essex County Council Developers' Guide to Infrastructure Contributions (Revised 2024), an Employment and Skills Plan (ESP) should be prepared to set out how the developer will engage with and maximise local labour and skills opportunities.

School Transport

Having reviewed the proximity of the site to the nearest Primary and Secondary school, Essex County Council will not be seeking a School Transport contribution at this time. However, the developer should ensure that safe direct walking and cycling routes to local Primary and Secondary Schools are available. Where appropriate, engagement with Essex Highways is advised to ensure this is achieved. All sites will be suitably assessed in accordance with the current climate and national and local drive to provide more sustainable modes of travel and to meet the initiative towards active travel provision.

Libraries

ECC may seek contributions to support the expansion of the Library Service to meet customer needs generated by residential developments of 20+ homes.

The provision of a Library Service is a statutory duty under the 1964 Public Libraries and Museums Act and it's increasingly become a shared gateway for other services such as for accessing digital information and communications.

The suggested population increase brought about by the proposed development is

expected to create additional usage of Chelmsford City library. A developer contribution of £1,711.60 is therefore considered necessary to improve, enhance and extend the facilities and services provided and to expand the reach of the mobile library and outreach services. This equates to £77.80 per unit, index linked to April 2020.

Monitoring Fees

In order to secure the delivery of the various infrastructure improvements and to meet the needs arising from development growth, ECC needs to monitor Section 106 planning obligations to ensure they are fully complied with on all matters. ECC has a resultant obligation to ensure the money is received and spent on those projects addressing the needs for which it was sought and secured. To carry out this work, ECC employs a staff resource and charges an administration/monitoring fee towards funding this requirement. The Monitoring Fee will be charged at a rate of £700 per obligation (financial and otherwise). On large developments the Monitoring Fee will be calculated using a bespoke approach.

Employment and Skills

Both Central and Local Government have a crucial role to play in identifying opportunities to maximise employment, apprenticeships, and to invest in skills to realise personal and economic aspirations.

ECC has a role to play in supporting Local Planning Authorities and helping to ensure that the development industry has the necessary skills to build the homes and communities the county needs. ECC supports Chelmsford City Council in securing obligations which will deliver against this crucial role in supporting employment and skills in the district.

In the current economic climate and national skills shortage, ECC supports Chelmsford City Council in requiring developers to prepare an 'Employment and Skills Plan' (ESP) seeking to drive forward an increase in construction employability levels and workforce numbers. These plans will help to address negative perceptions of the sector and develop a strong future pipeline. This is referred to as the 'development phase'. ECC also

supports Chelmsford City Council in requiring landowners to produce an ESP for commercial developments, to enable wider employment opportunities for those requiring additional support to enter the job market. This is referred to as the 'end-use phase'.

Additionally, ECC encourages Chelmsford City Council to consider the inclusion of other requirements, including financial contributions, to support appropriate employment and skills outcomes as a result of this development.

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

The contributions requested have been considered in connection with the CIL Regulations 2010 (as Amended) and are CIL compliant. Our standard formula s106 agreement clauses that ensure the contribution would be necessary and fairly and reasonably related in scale and kind to the development are available from Essex Legal Services.

If your council were minded to refuse the application, ECC request that we are automatically consulted on any appeal or further application relating to the site.

Thank you for consulting this authority in respect of this application.
17.03.2026 - Car Park, Chelmsford

Without Prejudice CHL/25/1003

Thank you for providing details of the Reconsultation for the above Full application for Erection of 18 x 2+2-bedroom temporary residential flats with associated parking and landscaping, and off-site highway improvements.

When estimating the number of children that a new housing development will generate, and that will require a school place (yield), ECC takes account of the number of houses and flats that are suitable to accommodate children. One-bedroom units and some

dwellings, such as student and elderly accommodation, are excluded from the education calculation.

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

Education

Due to the fact this Reconsultation now falls below our current threshold we will no longer be asking for education contributions.

Libraries

ECC may seek contributions to support the expansion of the Library Service to meet customer needs generated by residential developments of 10+ homes.

The provision of a Library Service is a statutory duty under the 1964 Public Libraries and Museums Act, and it's increasingly become a shared gateway for other services such as for accessing digital information and communications.

The suggested population increase brought about by the proposed development is expected to create additional usage of Chelmsford City library. A developer contribution of £1,985.22 is therefore considered necessary to improve, enhance and extend the facilities and services provided and to expand the reach of the mobile library and outreach services. This equates to £110.29 per unit, index linked to November 2025 based on the BCIS All-in Tender Price Index.

Waste Management

Essex County Council (ECC) is the Waste Disposal Authority (WDA) for the development

area, and has a statutory obligation to:

- o arrange the disposal of Local Authority Collected Waste (LACW) collected by the waste collection authorities (WCA)
- o provide places where residents may deposit their household waste and to arrange for the disposal of this waste.

These obligations are met through the provision of a range of waste infrastructure including Recycling Centres for Household Waste (RCHW) and Waste Transfer Stations (WTS). The proposed development is located within a catchment area of a number of RCHW and WTS and will generate additional household waste into these facilities.

A recent assessment of Chelmsford Recycling Centre indicates they are already operating at, or above capacity during peak periods. The centres experience consistently high usage throughout the week with peak demand at weekends. While usage dips slightly in the winter and spring months, projected population growth in the catchment area to 2034 will increase use of the centre further over optimised capacity levels.

ECC will seek contributions towards improvements at this RCHW facility and/or alternative provision to deliver increased capacity, enhanced access or other identified improvements required to support increased use resulting from the proposed development.

Additional waste generated by households will increase the throughput of waste at Waste Transfer Stations. Waste generated within this locality would be bulked at the Chelmsford Waste Transfer Station prior to disposal. The Chelmsford Waste Transfer Station experiences vehicle and tonnage capacity issues impacting its ability to accept the waste

generated from within its catchment area.

ECC will seek contributions towards improving the operational capacity of the Chelmsford Waste Transfer Station.

A Recycling Centre for Household Waste Contribution of £2,710.62 index linked to BCIS All-In Tender Price Index Q1- 2025 is sought to mitigate its impact on waste infrastructure provision serving the development.

A Waste Transfer Station Contribution of £989.82 index linked to BCIS Q1- 2025 is sought to mitigate its impact on waste infrastructure provision serving the development.

This application sits in Chelmsford. Applicable rates are as follows £150.59 for the RCHW Contribution Rate per dwelling and £54.99 for WTS Contribution Rate per dwelling.

Monitoring Fees

In order to secure the delivery of the various infrastructure improvements and to meet the needs arising from development growth, ECC needs to monitor Section 106 planning obligations to ensure they are fully complied with on all matters. ECC has a resultant obligation to ensure the money is received and spent on those projects addressing the needs for which it was sought and secured. To carry out this work, ECC employs a staff resource and charges an administration/monitoring fee towards funding this requirement. The Monitoring Fee will be charged at a rate of £750 per obligation (financial and otherwise). On large developments the Monitoring Fee will be calculated using a bespoke approach.

Employment and Skills

Both Central and Local Government have a crucial role to play in identifying opportunities to maximise employment, apprenticeships, and to invest in skills to realise personal and economic aspirations.

ECC has a role to play in supporting Local Planning Authorities and helping to ensure that the development industry has the necessary skills to build the homes and communities the county needs. ECC supports Chelmsford Council in securing obligations which will deliver against this crucial role in supporting employment and skills in the district.

In the current economic climate and national skills shortage, ECC supports Chelmsford Council in requiring developers to prepare an 'Employment and Skills Plan' (ESP) seeking to drive forward an increase in construction employability levels and workforce numbers. These plans will help to address negative perceptions of the sector and develop a strong future pipeline. This is referred to as the 'development phase'. ECC also supports Chelmsford Council in requiring landowners to produce an ESP for commercial developments, to enable wider employment opportunities for those requiring additional support to enter the job market. This is referred to as the 'end-use phase'. Additionally, ECC encourages Chelmsford Council to consider the inclusion of other requirements, including financial contributions, to support appropriate employment and skills outcomes as a result of this development.

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

The contributions requested have been considered in connection with the CIL Regulations 2010 (as Amended) and are CIL compliant. Our standard formula s106

agreement clauses that ensure the contribution would be necessary and fairly and reasonably related in scale and kind to the development are available from Essex Legal Services.

If your council were minded to refuse the application, ECC request that we are automatically consulted on any appeal or further application relating to the site.

Thank you for consulting this authority in respect of this Reconsultation application.

Police - Designing Out Crime

Comments
No response received

South Essex Parking Partnership

Comments
27.02.2026 - Please note that new properties and/or conversions are not eligible to join any resident permit parking schemes. The South Essex Parking Partnership.

Environment Agency

Comments
31.10.26 I can confirm that we have no comments to make on this particular application. The application is considered a mis-consultation as it does not fall within our remit and you should consult National Flood Risk Standing advice.

Comments

17.03.2026 - Essex County Fire and Rescue Service

This document outlines Essex Fire and Rescue Service's initial response to the consultation for the proposed development.

Essex County Fire and Rescue Service has a statutory duty to provide Response, Prevention and Protection functions within the community. Therefore, we would welcome any opportunities to enable further development and enhancement of these provisions.

If further information or clarification on any of the points presented is required to support the developers, please contact the Service via future.infrastructure.risk@essex-fire.gov.uk.

National Fire and Rescue Priorities - Home Office

The priorities for fire and rescue authorities set out in the National Fire and Rescue Framework for England July 2018 are to:

o

Make appropriate provision for fire prevention and protection activities and response to fire and rescue related incidents

o

Identify and assess the full range of foreseeable fire and rescue related risks their areas face

o

Collaborate with emergency services and other local and national partners to increase the efficiency and effectiveness of the service they provide

o

Be accountable to communities for the service they provide

o

Develop and maintain a workforce that is professional, resilient, skilled, flexible and diverse

The Fire and Rescue Plan - Essex County Fire and Rescue Service

The Fire and Rescue Plan sets out the priorities for fire and rescue services in Essex and a series of strong, tangible commitments to how we will help keep our communities safe.

The plan brings together the Service, partners and the public to build safe and secure communities and other efficient and effective prevention, protection and response activity.

The activities in this plan set out a clear direction for development of the Service and how, by working closer together with other emergency services and wider partners, we can deliver a better service while being closer to the communities we serve.

Our priorities are:

o

Prevention, protection and response

o

Improve safety on our roads

o

Help the vulnerable to stay safe

o

Promote a positive culture in the workplace

o

Develop and broaden the roles and range of activities undertaken by the Service

o

Be transparent, open and accessible

o

Collaborate with our partners

o

Make best use of our resources

Essex Design Guide

The Essex Design Guide provides high level direction for new developments which we would like to draw your attention to:

o

Continuation of road design to ensure safe and timely access and egress to and from new developments.

o

Continuation of road design to include turning circle provision plus future consideration to appliance sizes to ensure adequate space to manoeuvre on a development.

o

Consideration for installation of an approved suppression system with better safety and more design freedom. Sprinkler considerations would help to isolate fire to the source and to ensure better safety for occupants / emergency services / reduce insurance costs. This may also afford developers more design freedom and scope for capacity in respect of distance from buildings to fire appliance access points.

o

Continued consultation with Water Authorities for fire hydrant / water main provisions and consideration to ensure sufficient strategically placed resources are made available for operational firefighting and with appropriate water pressure considerations.

o

Ensure new fire hydrant installations are fully operational before permitting residents to occupy dwellings.

o

Ensuring new fire hydrants are not installed within private driveways / gardens.

o

Continuation of at least 3 forms of fire hydrant asset indication. Hydrant indicator plate / post, painted FH cover and painted adjacent kerb. In the absence of a kerb then a thermoplastic yellow road 'H' applied to the road surface.

o

WEB
03FCOM

Section 106 agreement at planning application stage to ensure that the developer will bear the costs for any new fire hydrant installations deemed necessary by the Fire Authority where the new development exceeds 10 dwellings.

o

Where applicable door sets to carry dual certification ensuring compliance with fire and security regulations. Such recommendations align with both the Independent Review of Building Regulations and Fire Safety in the wake of and the review and recommendations resulting from the Grenfell Fire tragedy of 2017.

o

Fire resistant cladding considerations that may fall outside of Building Control matters.

Initial Response to Consultation Document

Having reviewed the consultation document, at this time Essex County Fire and Rescue Service would ask that the following are considered during the continued development of Car Park, Meteor Way, Chelmsford, Essex.

o

Use of community spaces as a hub for our Prevention teams to deliver Fire Safety and Education visits, with the shared use of an electric charging point.

o

Adherence to the requirements of the Fire Safety Order (where applicable) and relevant building regulations

o

Installation of smoke alarms and/or sprinkler systems

o

Implementation of vision zero principles where there are introductions of or changes to the road network.

o

Appropriate planning and mitigations to reduce risks around outdoor water sources.

o

Suitable principles in design to avoid deliberate fire setting.

o

Consideration for road widths to be accessible whilst not impeding emergency service vehicle response through safe access routes for fire appliances including room to manoeuvre (such as turning circles).

o

Access for Fire Service purposes must be considered in accordance with the Essex Act 1987 - Section 13, with new roads or surfaces compliant with the table below to withstand the standard 18 tonne fire appliances used by Essex County Fire and Rescue Service.

o

Implementation of a transport strategy to minimise the impact of construction and prevent an increase in the number of road traffic collisions. Any development should not negatively impact on the Service's ability to respond to an incident in the local area.

o

A risk reduction strategy to cover the demolition, construction and completion phases of the project.

o

Implementation of a land management strategy to minimise the potential spread of fire either from or towards the development site.

Essex County Fire and Rescue Service welcomes the opportunity to continue these conversations as the development progresses to ensure opportunities to reduce risk and improve the emergency service provision are realised.

Future Infrastructure Risk Team: future.infrastructure.risk@essex-fire.gov.uk
12.09.2025 - Re: Town & Country Planning Act 1990

The application has been considered and I draw your attention to the following comments:

Access

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

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

Building Regulations

It is the responsibility of anyone carrying out building work to comply with the relevant requirements of the Building Regulations. Applicants can decide whether to apply to the Local Authority for Building Control or to appoint an Approved Inspector.

Local Authority Building Control will consult with the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority (hereafter called "the Authority") in accordance with "Building Regulations and Fire Safety - Procedural Guidance".

Approved Inspectors will consult with the Authority in accordance with The Building (Registered Building Control Approvers etc.) (England) Regs 2024.

Water Supplies

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact Water Section at Service Headquarters, 01376 576000.

Sprinkler Systems

There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.

If you have any further queries, then please contact the above Officer quoting our reference number.

27.02.2026 - Re: Town & Country Planning Act 1990

Planning Application No.: 25/01003/FUL

Description: Erection of 18 temporary residential units with associated parking and landscaping, and off-site highway improvements

Location: Car Park, Meteor Way, Chelmsford, Essex.

Thank you for your email dated 20/02/2026 enclosing drawings showing details of the above proposal.

The application has been considered, and I draw your attention to the following comments:

Access

Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13 and Approved Document B Section B5 and is considered satisfactory.

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

WEB
03FCOM

Building Regulations

It is the responsibility of anyone carrying out building work to comply with the relevant requirements of the Building Regulations. Applicants can decide whether to apply to the Local Authority for Building Control or to appoint a Registered Building Control Approver.

Local Authority Building Control will consult with the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority (hereafter called "the Authority") in accordance with "Building Regulations and Fire Safety - Procedural Guidance".

Registered Building Control Approvers will consult with the Authority in accordance with The Building (Registered Building Control Approvers etc.) (England) Regs 2024.

Water Supplies

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact Water Section at Service Headquarters, 01376 576000.

Sprinkler Systems

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Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.



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Key

6nr. 3B5P
6nr. 2B4P-A
6nr. 2B4P-B
15nr. PARKING BAYS
58nr. CYCLE

P06 Issued for Planning 26.01.26 IY
POS Issued for comments 04.01.26 IY

Base: Males
Drawing Status: Date: Design: Checked:

PLANNING

MMC Homebuilding Ltd

Project: Temporary Housing Proposal
Meteor Way Chelmsford CM1 2RL

P:::ed Site Plan

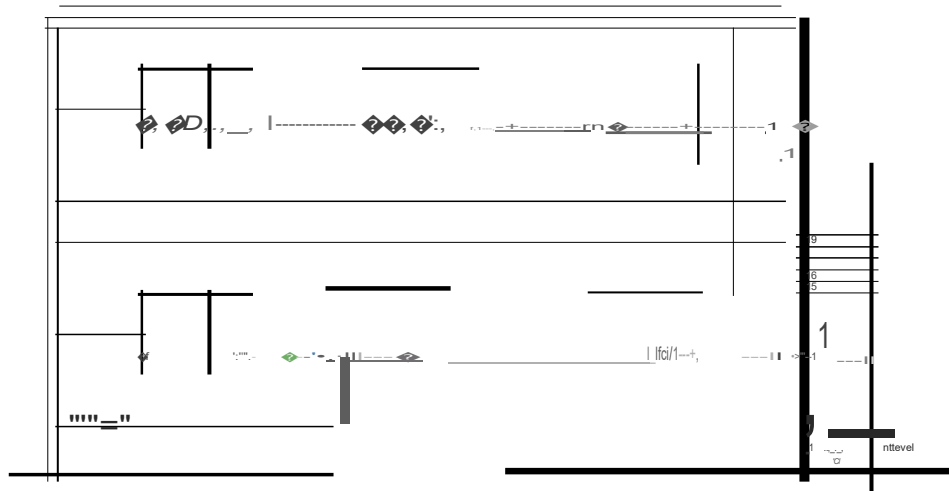
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L2411	A10-010	P06

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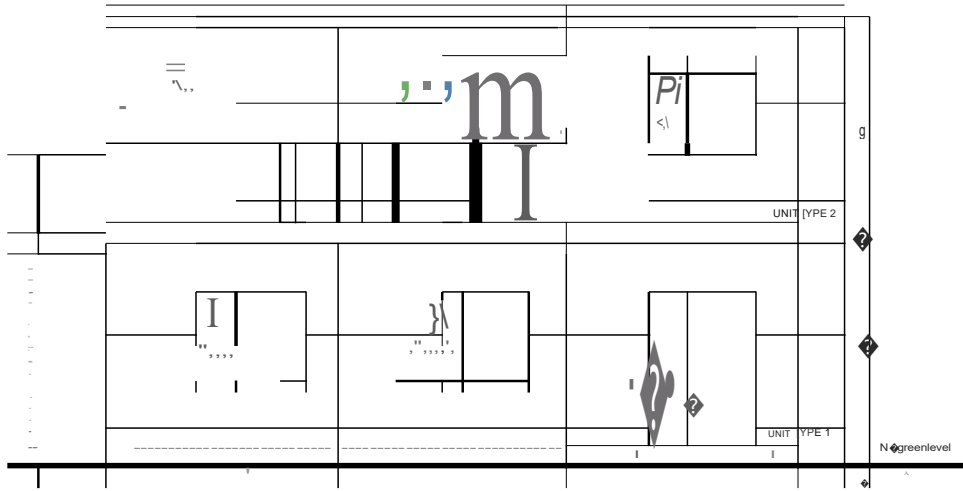
Potter Church & Holmes architects

Worlds End Studios
132-134 Lots Road
London, SW10 0RJ

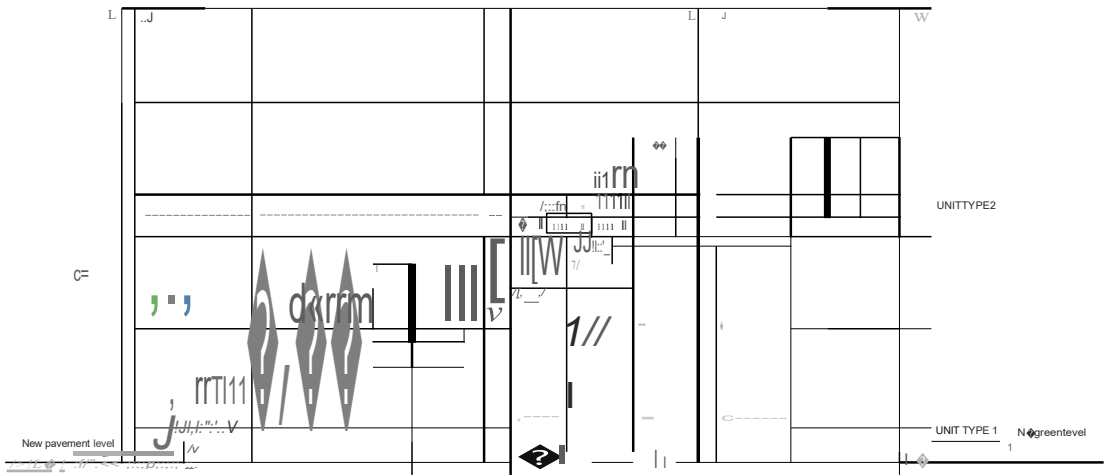
mail@pch-a.com
www.pch-a.com
T. 020 8749 3123



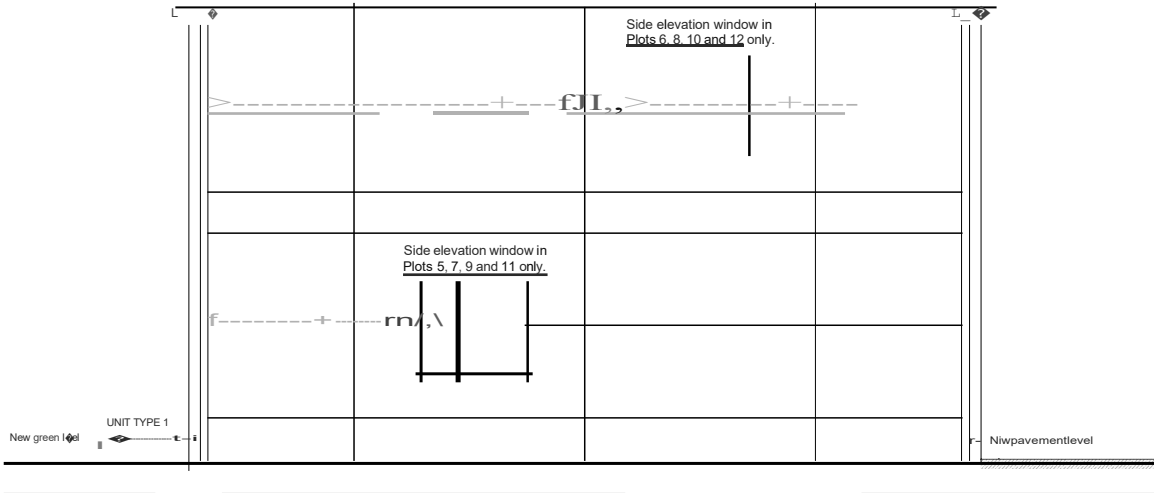
Entrance Elevation



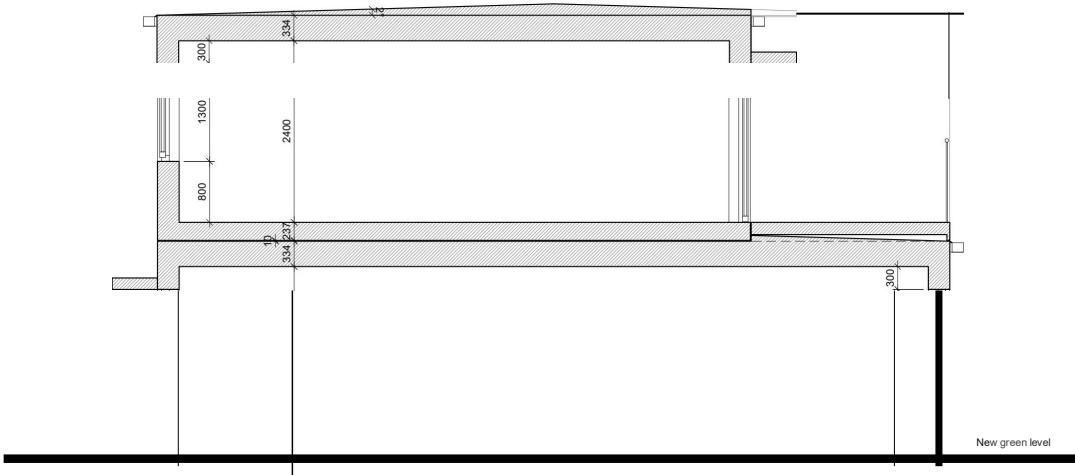
Rear Elevation



Side Elevation (with stair)



Section BB



Section AA



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P02 Issued for Planning 26.01.26 IY
P01 Issued for Planning 08.05.25 IY

Drawing Status

PLANNING

Client
MMC Homebuilding Ltd

Project
Temporary Housing Proposal
Meteor Way Chelmsford CM1 2RL

Drawing Title
Proposed Unit Types 1 & 2
Sections & Elevations

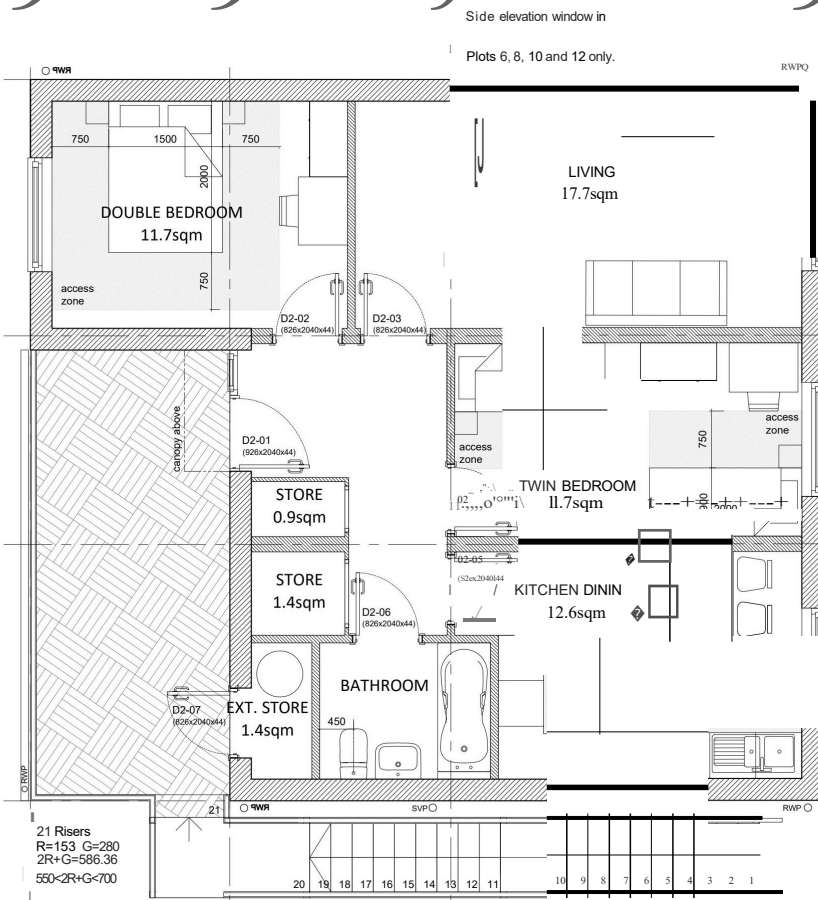
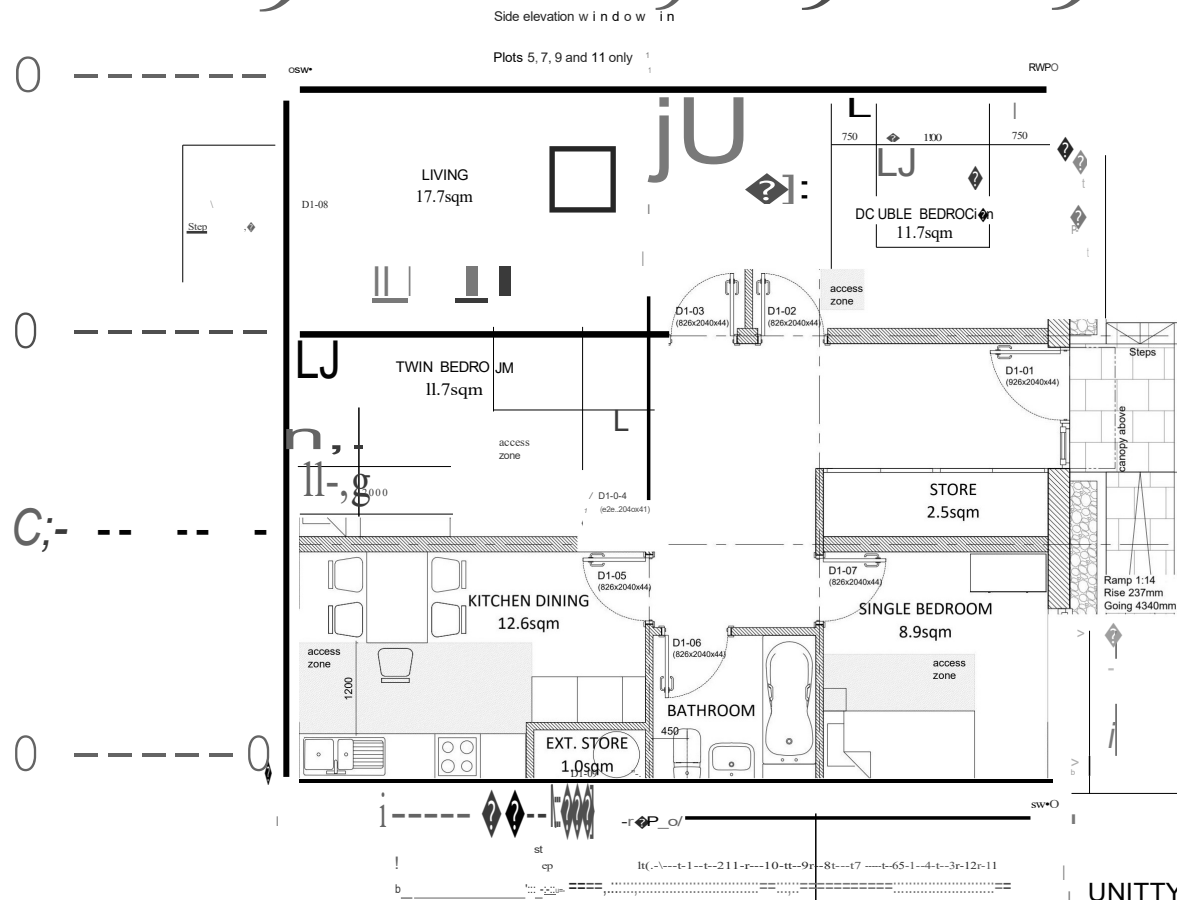
Job Number Drawing Number Revision
L2411 A10-520 P02

Scale RIBA Stage
1:100@A3 STAGE 3

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6nr. 3B5P
6nr. 2B4P-A
6nr. 2B4P-B
15nr. PARKING BAYS
58nr. CYCLE

P03 Issued for Planning 26.01.26 IY
P02 Issued for Planning 08.05.25 IY
P01 Issued for Planning in draft for comments 23.04.25 IY

Rev. Notes Date Drawn Checked

Drawing Status

PLANNING

Client
MMC Homebuilding Ltd

Project
Temporary Housing Proposal
Meteor Way Chelmsford CM1 2RL

Proposed Unit Layouts
1 of 2

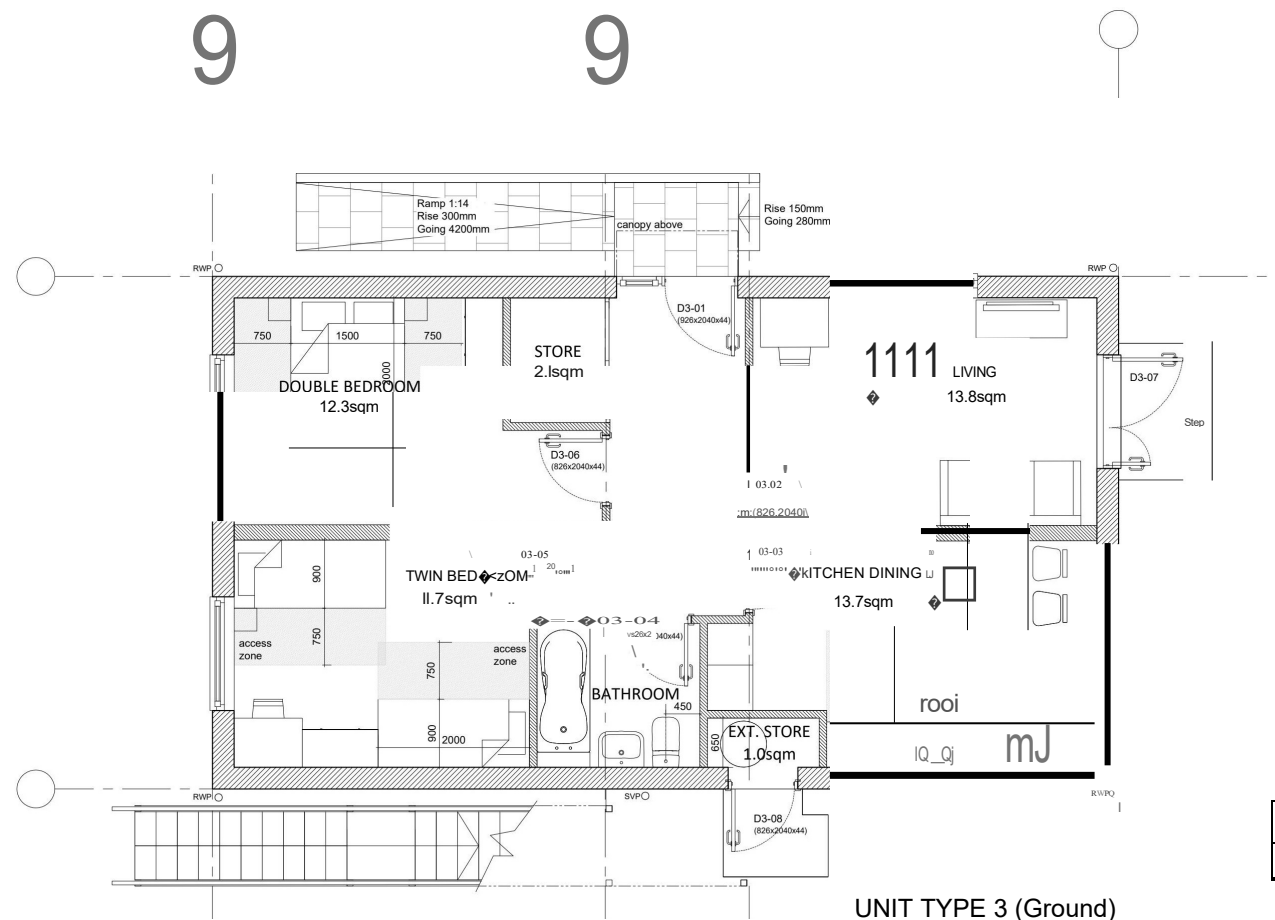
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RIBA Stage
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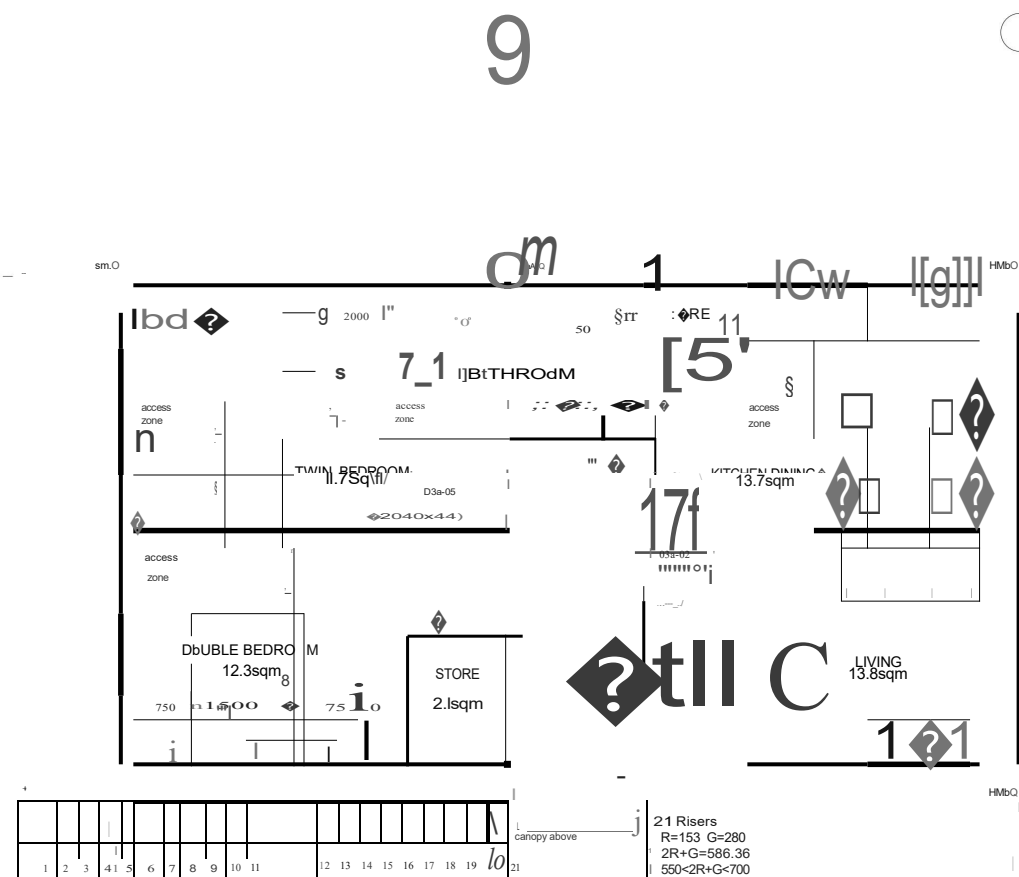
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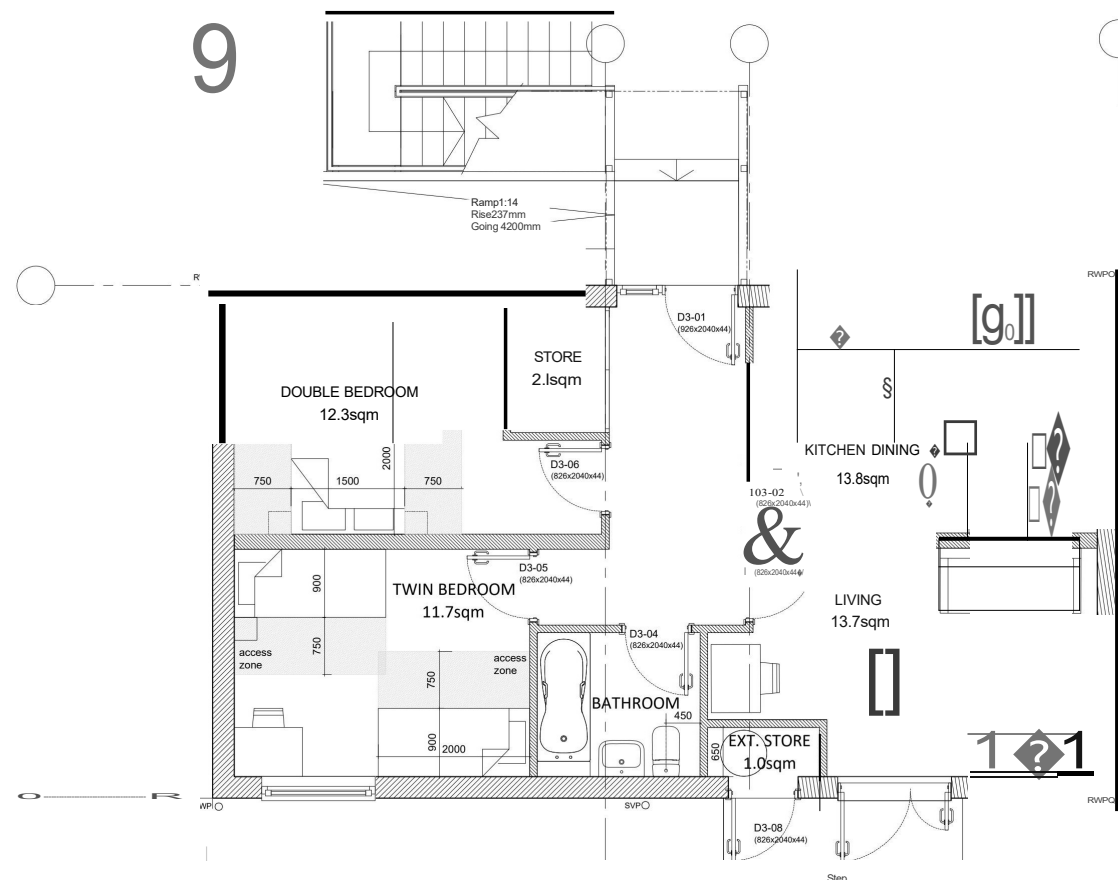
mail@pch-a.com
www.pch-a.com
T. 020 8749 3123



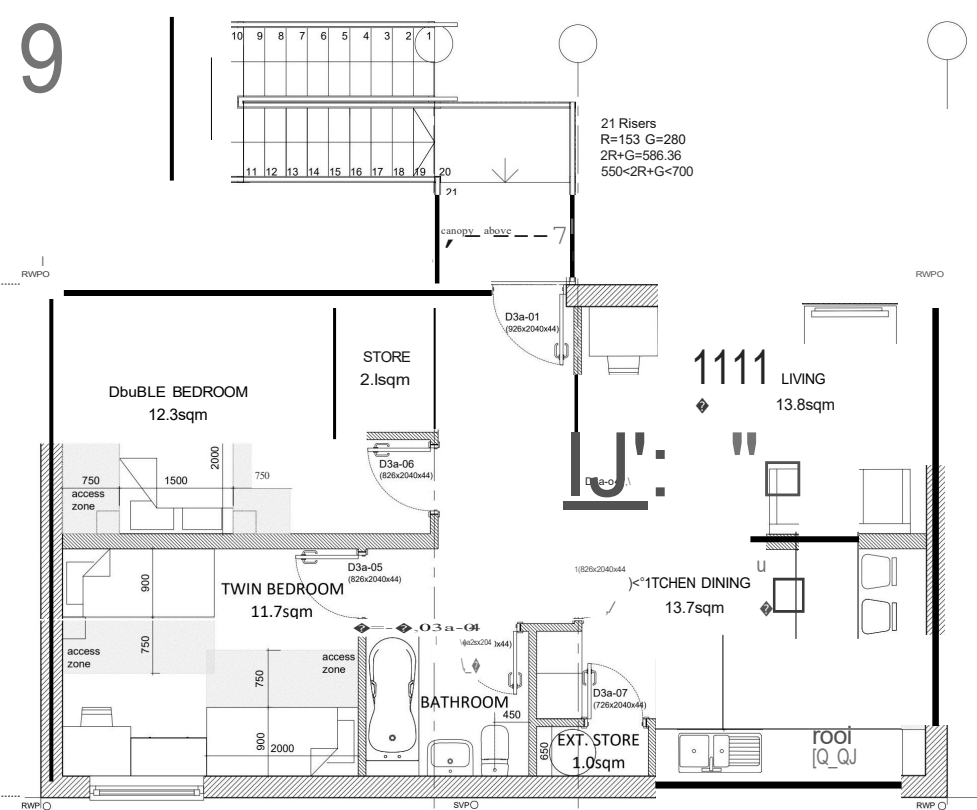
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2B4P-B
GIA min. ?0sqm
GIA actual 70.?sqm



UNIT TYPE 3A (First)
2B4P-B
GIA min. ?0sqm
GIA actual 70.?sqm



UNIT TYPE 4 (Ground)
2B4P-B
GIA min. ?0sqm
GIA actual 70.?sqm



UNIT TYPE 4A (First)
2B4P-B
GIA min. ?0sqm
GIA actual 70.?sqm

Scale 1:100
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58nr. CYCLE

P03 Issued for Planning 26.01.26 IY
P02 Issued for Planning 08.05.25 IY
P01 Issued for Planning in draft for comments 23.04.25 IY

Rev: 1/1
Drawing Status

PLANNING

Client
MMC Homebuilding Ltd

Project
Temporary Housing Proposal
Meteor Way Chelmsford CM1 2RL

Proposed Unit Layouts
2 of 2

Drawing Number
L2411 A10-511 P03

Scale
1:100@ A3 STAGE 3

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