

Cold Norton Parish Council  
FAO Mrs M Dyer  
Exordium  
30b Latchingdon Road  
Cold Norton  
Chelmsford  
CM3 6JG

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

Your ref: SWF Master Plan 250221.1  
My ref: 20/00002/MAS

Telephone: 01245 606826  
Date: 3 March 2021

Dear Mrs Dyer

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

The planning application will be accompanied by full transport assessment.

The Highway Authority are a statutory consultee to the Local Planning Authority and their role is to assess the detailed information submitted by the applicant as part of any planning application and determine if the mitigation proposed by the applicant is acceptable. The Highway Authority does not undertake the modelling, it is for the applicant to demonstrate to the satisfaction of the Highway Authority and Local Planning Authority that they can mitigate the impact of their development. Essex County Council (ECC) as Highway Authority are involved in dialogue with the applicant at the pre-application stage to ensure that the applicant submits all the necessary information and to ensure the applicant uses appropriate assumptions to determine the traffic impact (i.e. trip rates etc.) that the Highway Authority agree with. This will include the projected traffic from development in the Maldon District.

A detailed Transport Assessment can only be undertaken once the actual details of the proposal are known and this is determined by the description of the planning application, based on the principles of the masterplan. Once at this stage the traffic data obtained by the applicant from February 2020 will be used along with likely trip rates from the various aspects of the development (based on Census data from South Woodham Ferrers) to model the likely impact the development will have on the surrounding area and on nearby junctions. This will then determine what mitigation is needed in the form of changes to junctions etc. If the Highway Authority does not agree with the assessment they will ask for changes to be made to make the impact acceptable. Surveys were undertaken in February 2020, commissioned by Countryside Properties. The data cannot be shared by Chelmsford City Council or Essex County Council as it is not the authorities' data.

Yours sincerely

Legal and Democratic Services

Mayland Parish Council  
FAO Mrs L Whitefield  
Lawling Park Hall  
Katonian Avenue  
Mayland  
CM3 6AD

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

Your ref:  
My ref: 20/00002/MAS

Telephone: 01245 606826  
Date: 3 March 2021

Dear Mrs Whitefield

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

A detailed Transport Assessment can only be undertaken once the actual details of the proposal are known and this is determined by the description of the planning application, based on the principles of the masterplan. Once at this stage, traffic data obtained by the applicant from February 2020 will be used along with likely trip rates from the various aspects of the development (based on Census data from South Woodham Ferrers) to model the likely impact the development will have on the surrounding area and on nearby junctions. This will then determine what mitigation is needed in the form of changes to junctions etc. If the Highway Authority does not agree with the assessment they will ask for changes to be made to make the impact acceptable. The master plan sets out the developers commitment to junction improvements, although the details of this will be defined by the outcome of the transport assessment, which will accompany the planning application.

Traffic surveys were undertaken in February 2020, commissioned by Countryside Properties. The data cannot be shared by Chelmsford City Council or Essex County Council as it is not the authorities' data.

Yours sincerely

Legal and Democratic Services

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

My ref: 20/00002/MAS  
Please ask for:  
Telephone: 01245 606826  
Date: 3 March 2021

Dear Mr Brewerton

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

***Question 1. How with these extra crossings and junctions will the road be an efficient through route, with no detriment to existing users?***

It is essential that the allocation site is cohesively joined to the existing town and this will be assisted by a series of pedestrian and cycle crossings to ensure integration. This may ultimately lead to additional delay to motorists but does prioritise sustainable modes, which is in line with the Council's wider strategy for safer, greener and better connected developments. Priority should be given to walking and cycling rather than the use of the private car. ECC Highways Authority have advised that pedestrian crossings can actually help to regulate flows at junctions, when crossings are called, they briefly hold the traffic back for short periods of time creating breaks in the traffic at roundabout approaches allowing traffic on the other arms to clear.

***Question 2. How will traffic be deterred from using Ferrers Road as an alternative route ?***

There would be no advantage to traffic in an east-west direction using Ferrers Road because vehicles on the B1012 would have priority at the junctions. However, Ferrers Road is classified as PR2, a local distributor road, which is a multi-purpose through route with no frontages therefore if traffic chooses to route this way instead of along B1012 it cannot be legally restricted.

A detailed Transport Assessment will accompany the planning application, based on the principles of the masterplan. This will model the likely impact the development will have on the surrounding area, roads and on nearby junctions. This will then determine what mitigation is needed, including any further measures to avoid use of alternative routes such as traffic calming on local roads

In addition, many journeys within South Woodham Ferrers could be undertaken on foot, by cycle or by passenger transport and the masterplan for the allocation site seeks to identify sustainable travel routes to and from and through the site.

***Question 3 Can this road [the road through the development site] be upgraded to a road suitable for all through traffic and its eastern access roundabout moved closer to the existing roundabouts at East Ferrers Road B1012 & Ind Estate.***

This route is not designed to be a ring road to avoid the B1012. It is likely to be slow speed, indirect and will serve the local primary school and local neighbourhood centre. The alignment of this road as shown allows the bus route to serve the majority of the development. The B1012 will remain the most suitable and direct route for through traffic.

**Question 4 CAN WE MAKE THIS THE THROUGH ROUTE – THE NEW B1012, thus allowing the existing B1012 to be the feeder with its crossings and vehicle access points?**

As above.

***Given the close geographical proximity and the use of existing drainage streams for the Development, how will the developers flood management plans take this into consideration and ensure that the situation is not worsened and ensure that Anglia Water is on board at the pre planning stage – can the developers fund a joint study and be held to account to act upon its findings?***

The proposed development will not be increasing the amount of water flowing into Fenn Brook and will be reducing the flow rate. At present, the water drains straight from the fields into the Brook whereas the SUDs scheme will hold the water back in attenuation ponds and swales and regulate the flow from the site and slow it down.

The Local Plan was accompanied by a Water Cycle Study which was produced in consultation with Anglian Water and the Environment Agency and informed the allocation of site at South Woodham Ferrers. The developers know that there are constraints in the sewage network and are in discussions with Anglian Water about this. Anglian Water will be a consultee on the planning application and will need to identify if any further mitigation is needed to be provided by the developer to improve the network and allow for the increased capacity required.

Yours sincerely

Legal and Democratic Services

Mr A Brunning  
27 Redshank Crescent  
South Woodham Ferrers  
Chelmsford  
CM3 5SF

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

My ref: 20/00002/MAS  
Please ask for:  
Telephone: 01245 606826  
Date: 3 March 2021

Dear Mr Brunning

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

**1. What changes have been made to the Masterplan by the Sustainable Development committee as directed by the policy board**

The Policy Board recommended to Cabinet that the masterplan, with any changes arising from the further recommendations be approved, and that consideration be given to the concerns highlighted by the Policy Board, namely that the outcomes of detailed assessments related to traffic generation, education provision, air quality, flood risk, and other relevant impact assessments that may be required as part of the future planning application process. No changes have therefore been made as the detailed assessments will be available at planning application stage.

**2. Why is traffic data collected for Essex Highways by Ringway Jacobs 18/19 October 2016 and modelling by Vectos in 2019 not suitable to assess the feasibility of this plan.**

It is for the applicant to submit a Transport Assessment as part of their planning application, and this should include as up to date survey information as possible. Countryside has undertaken more recent traffic surveys to use in their Transport Assessment and these will be verified by ECC, when checking the TA, to ensure that they are consistent with other flow data for the routes in question. The TA will assess the feasibility of the proposal and determine what mitigation is required. The Local Planning Authority will consult the Highway Authority to ensure the proposal and mitigation is acceptable.

**3. Why hasn't the growth in commuter traffic from the towns to the east of SWF been considered in this plan**

Any traffic growth occurring as a result of developments which are consented but were not on the network at the time of the traffic counts will be included in background growth factors applied within the Transport Assessment, so this growth will be taken into account.

**4. On what basis can Essex Highways declare that the extra crossings will improve traffic flow on the B1012 at peak times?**

It is essential that the allocation site is cohesively joined to the existing town and this will be assisted by a series of pedestrian and cycle crossings on the B1012 to ensure integration. This prioritises sustainable modes, which is in line with the Council's wider strategy for safer, greener and better connected developments. Priority should be given to walking and cycling rather than the use of the private car to encourage people to travel by sustainable modes. ECC Highways Authority have advised that pedestrian crossings can actually help to regulate flows at junctions, when crossings are called, they briefly hold the traffic back for short periods of time creating breaks in the traffic at roundabout approaches allowing traffic on other arms to clear.

**5. How can CCC planning state that the B1012 will become 'more akin to a street' if traffic flow will be increased?**

The function of B1012 will remain a distributor road but the environment will change as a consequence of the development. It will become more urbanised with crossings, some active frontages and the speed limit will reduce.

**6. Please can Essex Highways reconcile the incompatibility of Q 4 and 5 above.**

The introduction of crossings on the B1012 are necessary to link the new development with the rest of South Woodham Ferrers. The environment of Burnham Road will therefore change as a consequence of the development and this has to be recognised and planned for. Consideration is therefore being given to the reduction in speed limit to 30mph which would be in keeping with a more urbanised environment. This may lead to slightly longer journey times for vehicles, but will provide the connectivity and safer environment which is required to ensure a cohesive development. The Transport Assessment will consider the impacts.

**7. Why increase capacity at Hamberts' and Old Wickford Road roundabouts when the capacity of the Burnham / Hullbridge road junction between the two cannot be increased?**

The developer will be required to mitigate the impact of development traffic on the highway network and therefore improvements will be needed at several junctions along the A132/B1012. The roundabout at Hullbridge Road is land locked and has been constructed to provide the optimum design in terms of capacity and safety. There is therefore little that can be done to this roundabout other than ensuring that local trips from the proposed development can be undertaken by sustainable modes including cycling, walking and public transport to reduce the impact on this and other junctions.

The modelling in the Transport Assessment will assess this and identify suitable mitigation (junction improvements, public transport and walking and cycling infrastructure). By providing good alternatives to travel by car, such as new and enhanced public transport services and infrastructure it is expected that there should be a transfer of trips to the more sustainable modes not only from the new development but also from the local area which should allow some capacity to be freed up to accommodate those trips on the network which have to be made by car.

**8. Why does the Plan declare flow can be increased at the Hullbridge road junction (3), what is the truth?**

It is not clear where in the Masterplan it is stated "flow can be increased at the Hullbridge Road junction". What it does state on P.90 Infrastructure to be delivered is that the upgrade of the pedestrian signalised crossing to a toucan crossing, which cyclists can also use, will provide additional capacity (for cycle movements).

**9. How can a traffic pollution baseline be established before the detail transport assessment is presented?**

The traffic pollution baseline can be established using historic traffic data. An air quality assessment will be provided as part of the planning application.

**10. Who will check and verify the traffic survey results and detail modelling when available from the developer?**

ECC as Highway Authority will undertake an independent check of the Transport Assessment and provide a response to CCC.

**11. Where will the through traffic go when the B1012 becomes 'a street'.**

The function of B1012 will remain a distributor road but the environment will change as a consequence of the development. It will become more urbanised with crossings, some active frontages and the speed limit will reduce.

**12. Can Planning and Highways confirm there is no plan to re-route through traffic via Ferrers Road?**

There is no plan to re-route traffic along Ferrers Road by a change to signage, and there would be no advantage to traffic in an east-west direction because vehicles on the main road would have priority at the junctions. However Ferrers Road is classified as PR2, a local distributor road, which is a multi-purpose through route with no frontages therefore if traffic chooses to route this way instead of along B1012 it cannot be legally restricted.

**13. Why do Officers expect SWF and Dengie residents commute and shop by bike to make this plan feasible? This directly contradicts core planning policy DC4.**

Not all residents will commute and shop by bike. The development seeks to facilitate sustainable routes and connections as part of the City Councils plan for a safer, greener, healthier and better connected Chelmsford. The provision of improved sustainable transport options is part of a package of mitigation measures for this development.

**14. How do Highways expect the SWF and Dengie residents to get to work without using their cars?**

It is recognised that some residents will still need to use their cars to get to work, but not all. The development will provide better connections for sustainable transport options.

The Transport Assessment will use existing journey to work census data (which shows a high percentage of residents within SWF currently travel outside of the town to work, as would be expected with a commuter town) to determine likely new journeys in connection with the development. The new development will encourage longer journeys to be carried out by bus and train where possible, reducing car journeys, and more local journeys to be undertaken by walking and cycling and passenger transport by providing the necessary infrastructure.

**15. How can the plan deliver the required 3m wide footways for cycling route Corridor A when there is no scope or land to widen the existing footways or roads.**

It is acknowledged that there is no available land to provide a cycleway along Hullbridge Road and cycling will need to be on carriageway. The detail listed under Corridor A on P.71 of the Masterplan does not propose a 3m cycleway.

**16. If this masterplan is passed what scope is there for the Planning committee to recommend major changes in the routing of the B1012 when the Feb survey shows it highly congested.**

The planning committee determine planning applications. They do not recommend amendments to development schemes. It will be for the developer to demonstrate to the satisfaction of the local highways authority that the development is able to mitigate its own impacts.

**17. What is the long term plan to handle the projected traffic for the construction of Bradwell B?**

The details of the Bradwell scheme are not yet fully known and are currently on pause following an announcement from the promoter BRB. It is not for the Local Plan allocation site to have to mitigate any future use at Bradwell. Any future Bradwell proposals will need to mitigate their own impact.

Yours sincerely

Legal and Democratic Services



Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

My ref: 20/00002/MAS

Telephone: 01245 606826

Date: 3 March 2021

Dear Mr Hall

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

***1. Will there be a contribution from the SuDS financing to maintain and excavate silt in Fenn Brook between Burnham and Ferrers Rd since this section is fundamental to efficient drainage of the northside of Burnham Rd?***

Maintenance of Fenn Brook is the responsibility of the land owner as a riparian owner. The local lead flood authority at Essex County Council are responsible for overseeing the management of flooding from surface water and watercourses and they have been involved in the development of the SUDs scheme for this site.

The proposed development will not be increasing the amount of water flowing into Fenn Brook and will be reducing the flow rate. At present, the water drains straight from the fields into the Brook whereas the SUDs scheme will hold the water back in attenuation ponds and swales and regulate the flow from the site and slow it down.

***2. Has any Modelling for additional waste water in Fenn Brook been carried out, and if so, what are the results?***

The SuDS scheme is still in progress but modelling has taken place to determine the flow rates from the site. The proposal will not result in additional waste water running into Fenn Brook

***3. Will Fenn Farm Bridge be enlarged to allow greater flow capacity?***

There are no proposals to enlarge Fenn Farm Bridge, the development should slow the rate of water flowing from the site through the SUDs scheme.

***4. What is the Environment Agency response to these increased risks?***

Management of surface water flooding from ordinary watercourses is the responsibility of the local lead flood authority at Essex County Council. The local lead flood authority are working closely with the

developer's flood risk consultants to ensure that the SUDs scheme satisfactorily controls the drainage of water from the site. The Environment Agency was fully consulted as part of the Local Plan process and will be consulted further on the detail contained within the planning application when submitted.

***5. What guarantees can be given that 1200 homes waste water will not exacerbate sewage flooding and W.C back-up and existing problems will be resolved?***

The Local Plan was accompanied by a Water Cycle Study which was produced in consultation with Anglian Water and the Environment Agency and informed the allocation of site at South Woodham Ferrers. The developers know that there are constraints in the sewage network and are in discussions with Anglian Water about this. Anglian Water will be a consultee on the planning application and will need to identify if any further mitigation is needed to be provided by the developer to improve the network and allow for the increased capacity required.

***6. Who decided 08.45 was peak time flow for Burnham Rd, was it an error or deliberate?***

This question relates to the Chelmsford-wide strategic modelling that was carried out for the local plan examination. More detailed junction modelling for Burnham Road was prepared based on an am peak hour of 07:15-08:15. The traffic modelling and counts for the local plan examination were commissioned by the Highways Authority, using accurate data and validated against historic counts. The position is that the site is allocated and forms part of the Chelmsford Local Plan. The evidence base used for the local plan was found to be sound and the Planning Inspector was content with the allocation

It is unclear where the 8:45 referenced has been extracted from but the Developer's Transport Assessment will be based on actual peak hours data which will be verified by the Highway Authority to ensure the actual peaks are used.

***7. What solution is proposed to avoid Ferrers Rd Rat Running?***

A detailed Transport Assessment will accompany the planning application, based on the principles of the masterplan. Once at this stage the traffic data obtained by the applicant from February 2020 will be used along with likely trip rates from the various aspects of the development (based on Census data from South Woodham Ferrers) to model the likely impact the development will have on the surrounding area, roads and on nearby junctions. This will then determine what mitigation is needed, including any further measures to avoid rat running.

***8. What are the proposals for extra Pedestrian crossings for Ferrers Rd***

There are currently no proposals for additional pedestrian crossings for Ferrers Road

***9. Ferrers Rd is subject to sinkage, additional HGV's will exacerbate this, has this been taken into account?***

***10. Are the bridges in a condition to cope with increased numbers of HGV's***

In answer to both of the above questions: The construction route for traffic has not yet been determined but this will form part of the transport assessment and the suitability of the route will be assessed by Essex County Council Highways Authority.

***11. Ferrers residents demand appropriate solutions to noise and air pollution, will this be considered?***

The planning application will include an air quality impact assessment. This will take baseline data and, using the modelling from the transport assessment, will predict air quality levels, taking into account the proposed alterations to the junctions and new pedestrian crossings. This report will be reviewed by the City Council's Public Health and Protection Officers at the application stage.

***12. Automatic 7 Day Traffic Survey has recorded many speeding vehicles in excess of 60-80 mph on the crown of West Railway Bridge. What calming measures are proposed for Ferrers Rd?***

A detailed Transport Assessment will accompany the planning application, based on the principles of the masterplan. Once at this stage the traffic data obtained by the applicant from February 2020 will be used along with likely trip rates from the various aspects of the development (based on Census data from South Woodham Ferrers) to model the likely impact the development will have on the surrounding area and roads. This will then determine what mitigation is needed, including any traffic calming measures on local roads.

Yours sincerely

Legal and Democratic Services

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

My ref: 20/00002/MAS

Telephone: 01245 606826

Date: 3 March 2021

Dear Mr Thorpe Apps

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

The site is allocated in the adopted Chelmsford Local Plan. The adoption of the local plan followed independent examination by an independent Planning Inspector. The Inspector, in finding the plan sound considered the highway impacts of the South Woodham Ferrers allocation. Her report states that local highway junction improvements to improve capacity and any other detailed mitigation, which would be confirmed through the production of a transport assessment at the planning application stage would be sufficient. She considered that there was no substantive evidence to demonstrate that any further significant highway improvements, including the suggested dualling of the A132 and the provision of a new road to the north of the site would be necessary to mitigate any traffic impacts from the development.

The details of the Bradwell scheme are not yet fully known and are currently on pause following an announcement from the promoter BRB. It is not for the Local Plan allocation site to have to mitigate any future use at Bradwell. Any future Bradwell proposals will need to mitigate their own impact.

Yours sincerely

Legal and Democratic Services

Purleigh Parish Council  
FAO Mrs Jane Potter  
Lower Barn Farm  
Roundbush Road  
Purleigh Nr. Mundon  
Maldon  
CM9 6NN

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

Your ref:  
My ref: 20/00002/MAS

Telephone: 01245 606826  
Date: 3 March 2021

Dear Mrs Potter

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

The development to the north of the town was allocated in the adopted Chelmsford Local Plan following detailed examination by the Planning Inspectorate. The Inspector considered the highway impacts of the allocation including whether or not the development should provide a new northern by pass. She concluded that this was not necessary and that local highway mitigation, to include highway junction improvements will be confirmed through the production of a transport assessment at the planning application stage.

The development at South Woodham Ferrers will come before Bradwell B and therefore Bradwell B will need to mitigate its own impacts. The Bradwell B transport assessment will need to include the cumulative impact of this development.

Yours sincerely

Legal and Democratic Services

Rettendon Parish Council  
FAO Katherine Kane  
10 Squirrels Field  
Colchester  
CO4 5YA

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

Your ref:  
My ref: 20/00002/MAS  
Please ask for:  
Telephone: 01245 606826  
Date: 9 March 2021

Dear Ms Kane,

I am writing further to the meeting of Cabinet on 2<sup>nd</sup> March. As advised by Councillor Mackrory, please find a written response to your representation set out below.

Your concerns relating to traffic congestion along the B1012 are acknowledged. The site is allocated in the Chelmsford Local Plan and at the time that the plan was examined, highway matters such as those mentioned by yourselves, were brought to the Planning Inspectorate's attention.

The Inspector issued her report on the Examination of the Chelmsford Draft Local Plan on the 25<sup>th</sup> February 2020 and the plan was subsequently adopted on 27<sup>th</sup> May 2020. In relation to the highway impacts of the allocation, the Inspector considered this in her report and stated:

"In relation to impacts of the allocation on this network, I am satisfied that these have been appropriately considered and can be suitably addressed through the requirements set out in the Plan. This includes relevant local highway junction improvements to improve capacity. This and other detailed mitigation will be confirmed through the production of a transport assessment at the planning application stage, as required by the policy. This approach is justified.

Furthermore, there is no substantive evidence before me to demonstrate that any further significant highway improvements, including the suggested dualling of the A132 and the provision of a new road to the north of the site, are necessary to mitigate any traffic impacts from the development."

The allocation of the site within the adopted Chelmsford Local Plan was supported by traffic modelling. More detailed highway impact assessment of the actual proposed development will be fully covered in the Transport Assessment which will accompany the planning application.

A detailed Transport Assessment can only be undertaken once the actual details of the proposal are known and this is determined by the description of the planning application, based on the principles of the masterplan. Once at this stage the traffic data obtained by the applicant from February 2020 will be used along with likely trip rates from the various aspects of the development (based on Census data from South Woodham Ferrers) to model the likely impact the development will have on the surrounding area and on nearby junctions. This will then determine what mitigation is needed in the form of changes to junctions etc. If the Highway Authority does not agree with the assessment they will ask for changes to be made to make

the impact acceptable.

Surveys were undertaken in February 2020, commissioned by Countryside Properties. The data cannot be shared by Chelmsford City Council or Essex County Council as it is not the authorities' data.

Yours sincerely

Legal and Democratic Services

Stow Maries Parish Council  
FAO Ms Sayer  
16 Buttercup Way  
Southminster  
Essex  
CM0 7RZ

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

Your ref:  
My ref: 20/00002/MAS

Telephone: 01245 606826  
Date: 3 March 2021

Dear Ms Sayer

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

A detailed Transport Assessment can only be undertaken once the actual details of the proposal are known and this is determined by the description of the planning application, based on the principles of the masterplan. Once at this stage the traffic data obtained by the applicant from February 2020 will be used along with likely trip rates from the various aspects of the development (based on Census data from South Woodham Ferrers) to model the likely impact the development will have on the surrounding area and on nearby junctions. This will then determine what mitigation is needed in the form of changes to junctions etc. If the Highway Authority does not agree with the assessment they will ask for changes to be made to make the impact acceptable.

Surveys were undertaken in February 2020, commissioned by Countryside Properties. The data cannot be shared by Chelmsford City Council or Essex County Council as it is not the authorities' data.

The letter from Stow Maries Parish Council includes appendices, which are documents that have been prepared by Mr Brunning, (a local resident of SWF) and sent to the Dengie Parishes. These appendices suggest a number of highway related questions. The responses to some of these questions are already covered by the City Council's comments to other representations. The highway impact assessment of the development will be fully covered in the transport assessment which will accompany the planning application and will identify the specific mitigation measures that will be required.

Yours sincerely

Legal and Democratic Services



South Woodham Ferrers Town Council  
FOA Ms Hawkes

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

Your ref:

My ref: 20/00002/MAS

Telephone: 01245 606826

Date: 3 March 2021

Dear Ms Hawkes

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

- **The Town Council believes the pedestrian crossing of the Burnham Road for senior school pupils still remains unsafe and we would like to see more thought and consideration for safer crossings to be examined.**

It is unclear which crossing this refers to. Crossings 3 and 4 would provide the most direct routes to the secondary school and these are both toucan crossings. Crossing 5 would be uncontrolled but would have a left in left out with an island in the middle so that there would be a safe refuge in the middle. The final details on the crossings will be determined at planning application stage.

- **The Town Council would like to see the new primary school constructed and brought into operational use as soon as possible as this will reduce crosstown car journeys, a problem already identified by the submission from Essex Highways. Trying to juggle existing capacity and catchment areas will increase journey distances for all our primary school pupils and create considerably more car journeys.**

The City Council see the new primary school as an essential part of this development, in addition to meeting the demand for new school places, it would provide a real community focus, reduce the need to travel, promote active travel modes such as walking, scooting and cycling and create the opportunity for co-located community facilities. The City Council has written to the education authority at Essex County Council urging them to commit to the delivery of the primary school.

- **The question of traffic on the Burnham road and through to the Rettendon Turnpike will always be an emotional one, and the Town Council has strived to remove all the emotion from our rationale. The Town Council cannot form a reasoned opinion on any other potential traffic issues of the roadway due to the lack of comprehensive and verifiable surveys and/or accurate modelling.**

A detailed Transport Assessment will be undertaken once the actual details of the proposal are known and this is determined by the description of the planning application, based on the principles of the masterplan. Once at this stage the traffic data obtained by the applicant from February 2020 will be used along with likely trip rates from the various aspects of the development (based on Census data from South Woodham Ferrers)

to model the likely impact the development will have on the surrounding area and on nearby junctions. This will then determine what mitigation is needed in the form of changes to junctions etc. If the Highway Authority does not agree with the assessment they will ask for changes to be made to make the impact acceptable

- **The Town Council notes that there are still significant drainage capacity issues to be addressed and we acknowledge that talks are on-going with Anglian Water. The Town Council has considerable concerns that a couple of issues still require addressing, these being the current Burnham Road drainage not having the capacity to carry further run off and ensuring that the lowest point on the Masterplan site can handle the distribution of wastewater which, based on the Masterplan, will be for around 75% of the whole site. The developers know that there are constraints in the sewage network and are in discussions with Anglian Water about this. Anglian Water will be a consultee on the planning application and will need to identify if any further mitigation is needed to be provided by the developer to improve the network and allow for the increased capacity required.**

The development will include a sustainable drainage scheme which will hold water back in swales and ponds. This should actually slow down the flow of water from the site compared to the existing situation.

#### **Key Points Summary**

**The Town Council would welcome more opportunity to be engaged regarding the use of the 'recreational land' as we have many demands from a number of sports that could benefit from more local facilities. We believe this overall use should not just be weighted around the traditional commercial 'pitches for hire' models between rugby, football and cricket.**

The City Council will continue to engage with the local sports clubs in South Woodham Ferrers

**The Town Council believes that throughout this Masterplan process, the planners have not fully comprehended the uniqueness of the South Woodham Ferrers Site 10 within the whole Local Plan process. South Woodham Ferrers is not an urban or sub-urban location, it is a semi-rural location. As a consequence, the dependency on road travel and the car will always remain higher than for the other development sites located within the urban and sub-urban zones of Chelmsford. The on-going need to expand the successful Chelmsford City Park & Ride effectively demonstrates the need that semi-rural communities will require good car access to Chelmsford and give further weight to this rationale.**

The proposal includes improvements to passenger transport as well as providing a network of cycle and pedestrian routes. The impact of the development on the highway network will be contained in the transport assessment, which will accompany the planning application.

**South Woodham Ferrers both needs and supports the City of Chelmsford to be a successful, environmentally aware centre of commerce, shopping, culture and trade. We welcome this development and understand the need for new homes for our community to grow and prosper. However, the Town Council still believes the Burnham Road, the pedestrian and cycle crossings and the general road transport infrastructure solution requires more work before 'locking down' and handing over to the professional teams of the developers and planning lawyers in the pre-planning stage.**

**The Town Council would strongly support the cabinet in its decision to request more due-diligence and evidence-backed design of proof of a sustainable pedestrian, road and cycle transport policy before giving the final approval to this otherwise very competent Masterplan for South Woodham Ferrers.**

The transport assessment cannot be produced at this stage. It needs the details of the planning application to be able to model the proposed development. The masterplan is a high-level document, setting out the principles of the development. Masterplans do not contain sufficient detail for transport assessments to

accompany them. The masterplan provides the commitment from the developers to improve existing highway junctions once the preferred mitigation measures are known.

Yours sincerely

Legal and Democratic Services



Woodham Walter Parish Council  
FAO Ms Bannerman

Planning and Development Management  
P.O. Box 7544, Civic Centre,  
Duke Street, Chelmsford,  
Essex, CM1 1XP

Your ref:  
My ref: 20/00002/MAS

Telephone: 01245 606826  
Date: 3 March 2021

Dear Ms Bannerman

I am writing further to the meeting of Cabinet yesterday evening. As advised by Councillor Mackrory, please find a written response to your representation set out below.

The allocation of the site within the adopted Chelmsford Local Plan was supported by traffic modelling. More detailed highway impact assessment of the actual proposed development will be fully covered in the transport assessment which will accompany the planning application and will identify the specific mitigation measures that will be required. The masterplan provides a commitment from the developer to infrastructure improvements, but the specific details of these will not be known until planning application stage.

Yours sincerely

Legal and Democratic Services