



Planning Committee
7th February 2023

Application No	:	21/01961/OUT Outline Application
Location	:	Land North West Of Hamberts Farm Burnham Road South Woodham Ferrers Chelmsford
Proposal	:	Hybrid application, (part full and part outline) for: 1. Outline application with all matters reserved for residential development of: up to 1020 homes, Up to 88 bedroom units of residential care accommodation (Class C2 or Class C3 use, including retirement living/sheltered housing, and/or extra care/housing-with-care/independent living and/or care home/nursing home use), up to 1,100 sq m (GEA) neighbourhood centre (Class E) including a multi-purpose community centre, up to 1,200 (GEA) of business floorspace (Class E), a 2fe primary school and two 56 place early years facilities, 5 serviced plots for travelling showpeople, landscaping, strategic and local open space and associated buildings and structures, all associated highway infrastructure, pedestrian, cycle and bridleway routes (including partial extinguishment of Bridleway 25), vehicular and cycle parking, drainage works, ground reprofiling, demolition of existing building and all associated ancillary works including services and utilities 2. Full application for the principal means of vehicular access to the site, the initial phase of on-site highway works and strategic surface water attenuation basins .
Applicant	:	Ms K Waldron Countryside Properties (UK) Ltd
Agent	:	Kevin Coleman
Date Valid	:	11th October 2021

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1. Executive summary

- 1.1. This application site forms part of an allocated site within the Chelmsford Local Plan. Strategic Growth Site Policy 10 has allocated the land north of South Woodham Ferrers for around 1000 homes of mixed size and use, travelling show people site for 5 serviced plots, 1,000 sqm business floor space, potential co-location of a new primary school with an early years and childcare nursery and one stand-alone early years and childcare nursery, a neighbourhood centre, flexible neighbourhood scale business (1,000sqm) and community and healthcare provision.
- 1.2. A masterplan was approved for the site by Cabinet in March 2021.
- 1.3. The application is for up to 1020 homes, including up to 88 - bedroom units of residential care, five travelling show person plots together with supporting on site facilities and open space. The proposal is submitted as a hybrid application with the majority of the site submitted in outline with all matters reserved except access. The full elements of the scheme are for highway works including a new roundabout on the B1418, three new accesses into the site and four sections of estate road. It also includes details of the proposed sustainable drainage (SuDs) basins.
- 1.4. A separate planning application, submitted by Bellway Homes(reference 22/00311/OUT) is currently pending consideration and will be heard at a future planning committee. This application for 200 homes covers the remainder of the masterplanned area.
- 1.5. The indicative layout and parameter plans submitted as part of this application are in accordance with the approved masterplan and the development meets all of the requirements of Strategic Growth Policy 10 of the Chelmsford Local Plan.
- 1.6. One of the main concerns of local residents is the impact of the development on the existing local highway network. The application proposes junction improvements in the vicinity of the site and an improved bus service in addition to the provision of a comprehensive network of pedestrian and cycle routes and connections to the existing town. Essex County Council Highways Authority have thoroughly assessed the Transport Assessment submitted as part of the application and are content that, subject to the provision of a package of mitigation, the development would not result in harm to highway safety or have a severe impact on the existing network.
- 1.7. The development would deliver 35% affordable homes, of which 22% would be for affordable rent. The affordable rent units would be delivered in accordance with the Council's Strategic Housing Market Assessment Update (December 2015) (SHMA) mix and in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022), whereby a revised mix applies to the additional units over the allocated number of 1000 homes in the Local Plan. The revised mix seeks to address the shortfall in supply of new four-bedroom affordable homes for rent by reducing the proportion of one-bedroom dwellings, in favour of an increase in the proportion of four-bedroom homes. The revised mix would be split proportionately between Countryside and Bellway over the 1000 units.
- 1.8. The application would also deliver First Homes, Shared Ownership homes and Custom Build/Self Build units. The scheme also provides serviced land for five travelling show person plots. All housing matters are compliant with Local Plan policies and would be secured by a Section 106 agreement (s106).

- 1.9. The development reserves land and provides contributions towards the provision of a new primary school and two early years/childcare nurseries. Financial contributions will be made towards secondary school provision and post 16 education.
- 1.10. Contributions will be made towards re-modelling and refurbishing the Crouch Vale Medical Centre in order to increase healthcare capacity for the new residents. This is in accordance with advice from the NHS.
- 1.11. The site would provide in excess of policy compliant open space, providing strategic sports pitches and a pavilion, local open space, play space, natural and semi natural green space, community woodland and allotments. Biodiversity net gain of at least 10% would be secured.
- 1.12. All relevant local plan policies have been met. A package of highway mitigation measures, which includes junction improvements and the provision of improved sustainable transport connections are to be secured as part of the s.106 agreement. It is therefore recommended that the application should be approved by the Director of Sustainable Communities subject to the completion of the S106 agreement.
- 1.13. The application is accompanied by an Environmental Statement.

2. Description of site

- 2.1. The application site consists of 112.2 ha of land located to the north of South Woodham Ferrers. The majority of the land is currently in agricultural use. The application also includes some sections of existing highway, mainly parts of the B1418 and the B1012 and a slither of land (part of a former railway line) that runs from the B1012 through the existing residential area in a south westerly direction to King Edwards Road.
- 2.2. The site includes two parcels of land to the east of the B1418 and then, moving from east to west, it abuts the rear gardens of properties in Willow Grove and wraps around the existing Sainsbury's supermarket and health centre site. Edwins Hall Road is to the north, with agricultural land outside of the application site sitting between the site and this lane. The site then wraps around the bottom of Bushy Hill and stretches east to the edge of Chelmsford City Council's administrative boundary. There is also a small parcel of land included to the south of Woodham Road, adjacent to the existing Garden of Remembrance.
- 2.3. The site has an existing public footpath No.24 running through it. This runs along the eastern side of Hamberts Farm in a northerly direction and then routes North-East up towards Edwins Hall. There is also a public bridleway No.25 which runs around the South Eastern side of Bushy Hill and terminates on the south side of the B1012. Hamberts Farm is outside of the application site.
- 2.4. The site has field boundaries marked by mature hedgerows, mature trees and a stream running through it from east to west.

3. Details of the proposal

- 3.1. The proposal is a hybrid planning application – part outline and part full. The outline application seeks permission for up to 1020 homes, Up to 88 bedroom units of residential care accommodation (Class C2 or Class C3 use, including retirement living/sheltered housing, and/or extra care/housing-with-care/independent living and/or care home/nursing home use), up to 1,100 sqm (GEA) neighbourhood

centre (Class E) including a multi-purpose community centre, up to 1,200 (GEA) of business floorspace (Class E), a 2fe primary school and two 56 place early years facilities and five serviced plots for travelling show people. The scheme also includes associated local and strategic open space, highway infrastructure, pedestrian, cycle and bridleway routes. The outline part of the application is for access only, with all other matters reserved.

3.2. The full part of the planning application seeks permission for highways works and SuDs attenuation basins. The highway works include the construction of a new roundabout on the B1418 to allow access into both the eastern and western parcels either side of the road, including the first sections of these access roads into the site. The works also include two new accesses from the B1012 east of Hamberts Farm and a new access and estate road from the B1418 just north of the existing roundabout.

3.3. As part of the proposed highway works, the development would create three new signalised crossings over the B1012 and three new signalised crossings over the B1418.

4. Other relevant applications

- 4.1. 20/00335/SCOPE - Environmental impact assessment scoping opinion of up to 1,250 dwellings. Scoping Opinion report agreed 17th April 2020
- 4.2. A separate planning application has been submitted by Bellway Homes for the remainder of Strategic Growth site 10. Application 22/00311/OUT is an Outline application with all matters reserved (except for access) for up to 200 residential dwellings; open space (including allotments, children's play facilities and sustainable drainage features) pedestrian, cycle and bridleway routes; vehicle accesses; internal roads; and associated infrastructure. This application is currently being considered by the City Council

5. Summary of consultations

- 5.1. Below is a short summary of the responses from consultees. Further information is contained within Appendix 1.
 - ECC Major Development & New Communities – Health issue to be covered by ECC, Education - Planning contributions needed, Waste Treatment Site, Post 16 learning and Libraries. Homes should be flexible and adaptable and provide digital connectivity. The Site Waste Management Strategy is acceptable, Conditions recommended in relation to Green Infrastructure.
 - Essex County Council Local Lead Flood Authority – No objections
 - Essex County Council Highways - From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to securing a package of highway mitigation measures through conditions and s.106 obligations
 - ECC Historic Environment Branch - There is potential that significant archaeological features may be within the development area. Archaeological evaluation is required by condition
 - Public Health & Protection Services – No objections subject to conditions relating to air quality and noise mitigation
 - Environment Agency – No objections
 - Natural England – No objections subject to appropriate mitigation being secured
 - Police - Designing Out Crime - Recommends consideration of 'designing out crime concepts' throughout all aspects of the design and during the planning process

- NHS Mid & South Essex Integrated Care System – Contributions required to increase healthcare capacity of existing medical centre
- Sport England Eastern Region – The outdoor sport facilities and pavilion need to be secured through a S106, consideration should be given to off-site sports facilities at Saltcoats Park, advice should be taken from the National Grid regarding the power lines, financial contributions should be secured for off-site indoor sport facilities and a community use agreement put in place for the primary school. The development should follow Active Design principles.
- Essex and Suffolk Water – No reply
- Essex County Fire & Rescue Service – Access for Fire Service Appliances is satisfactory but will be considered at the stage of building regulations
- Essex Wildlife Trust Ltd – No reply
- Anglian Water Services Ltd – Foul water strategy acceptable in principle but recommend a condition to agree final details
- Public Health Impact Assessment – No objections
- Parks & Open Spaces – No objections
- Basildon District Council – No reply
- Maldon District Council – Concerns regarding the cumulative impact of Bradwell B, highway congestion on the B1012 and the impact of the development on the character and beauty of the countryside. Comments also raised about the location of the travelling showpeople site. Any impacts on the European Designated Sites should be offset by the RAMS mitigation and the development should also have a project level HRA.
- South Woodham Ferrers Town Council – Raises concerns with the application in relation to highway mitigation, highway safety, ecology, flooding, foul drainage, amenity of existing residents, healthcare provision and air quality.
- Rettendon Parish Council – Objects to the application due to highway concerns and adequate infrastructure provision, including doctors surgeries.
- Runwell Parish Council – There should be an improvement in public transport and SWF railway station.
- East Hanningfield Parish Council – Concerns about highway implications
- Stow Maries Parish Council – Object on highway concerns
- Purleigh Parish Council – Object to the application due to highway concerns
- Woodham Ferrers & Bicknacre Parish Council – Concerns regarding the inadequacy of the traffic assessment and the overload on the provision of primary healthcare services
- Althorne Parish Council – Recommends the application should be refused due to the road infrastructure, loss of countryside and inadequate railway network
- Cold Norton Parish Council – Objects to the application on highway grounds, the transport assessment is flawed. Concerned also about impact on primary healthcare and education
- North Fambridge Parish Council – Object to the application due to the impacts on the highway and healthcare services. The revised TA is flawed.
- The United Dengie Councils – Object to the application due to highway congestion concerns. There should be a northern bypass.
- Historic England – No comments – refer to own specialist and conservation archaeological advisers.
- National Grid Gas (Steve Carter) – No reply
- Network Rail – Request the developer contact the Local Level Crossing Manager
- Cadent Gas – No objections
- Fisher German – No reply
- UK Power Networks (Network Planner) – No reply
- National Grid – No reply

- Ramblers Association – No reply
- Department for Levelling up – No comments
- Local residents – The main concerns raised relate to the following:
 - o The impact of the development on the local highway network
 - o Public transport
 - o Utilities and drainage
 - o Living environment of neighbouring occupiers
 - o Visual impacts
 - o Local services
 - o Wildlife

A full summary of the neighbour representations can be found at Appendix 2

6. Planning considerations

- 6.1. The City Council has been contacted by the Department for Levelling up as they have received a request from a member of parliament to call this application in. The Secretary of State does not act on third party requests to call in planning applications until the relevant Planning Committee has resolved to approve the application. At that point the application will be considered by the Secretary of State as to whether call in is appropriate or not. The Secretary of State has the power to take over ('call in') planning applications rather than letting the local authority decide. The Secretary of State will normally only do this if the application conflicts with national policy in important ways, or is nationally significant. The Secretary of State will, in general, only consider the use of his call-in powers if planning issues of more than local importance are involved. This report will therefore be forwarded to the Secretary of State following its consideration by the Planning Committee should there be a resolution to approve the application.

Principle of Development

Strategic Priorities: 1 (sustainable development patterns) 2 (new homes), 3 (fostering growth and investment and providing new jobs) 5 (strategic infrastructure), 6 (local infrastructure),
Local Plan Strategic Policies: S1, S6, S7. Site Policies: Growth Site Policy 10

- 6.2. Strategic Priority 2 of the Chelmsford Local Plan is Meeting the needs for new homes. The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet objectively assessed housing needs. Strategic Priority 3 relates to the economic vitality of Chelmsford. The Local Plan needs to ensure that Chelmsford's businesses thrive, continue to innovate and can be even more productive. This will be through the provision of flexible local employment space to meet the employment and economic needs of Chelmsford.
- 6.3. Strategic Policy S7 sets out the spatial strategy (i.e., the scale and distribution) for new development over the period of the Local Plan. The Spatial Strategy applies the Spatial Principles to focus new housing and employment growth to the most sustainable locations, which includes sustainable urban extensions around Chelmsford and South Woodham Ferrers.
- 6.4. In allocating sites for strategic growth this policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.
- 6.5. The application site relates to Strategic Growth Site Policy 10 – North of South Woodham Ferrers. This site policy requires the following amount and type of development:

- Around 1,000 new homes of mixed size and type to include affordable housing
 - Travelling showpeople site for 5 serviced plots
 - 1,000sqm of business floorspace
 - 1,900 of convenience retail floorspace (This has already been provided by the Sainsbury's supermarket)
 - Potential co-location of a new primary school with an early years and childcare nursery and one stand-alone early years and childcare nursery or two new stand-alone early years and childcare nurseries
 - Neighbourhood centre
 - Local and strategic open space
- 6.6. This application follows the approval of a masterplan for the site allocation. The development of the masterplan began in late 2018 and was initially led by Countryside Properties, with Bellway Homes later becoming a partner in the document. Community and Technical Stakeholder Workshops were held in January 2020 and an extended public consultation was carried out during June-July 2020. The masterplan was considered by the Essex Quality Design Review Panel on 20th July 2020 and considered by Chelmsford Policy Board on 21 January 2021. The masterplan was then approved by Cabinet on 2 March 2021. The masterplan document showed a density of housing that was capable of accommodating 1200 homes.
- 6.7. The application does not relate to the whole of the masterplanned area. In terms of residential use it proposes 1020 dwellings along with a supporting residential care use. There is a small parcel of land, which includes the existing Hamberts Farm and farm buildings that does not form part of this application. The remainder of the masterplanned site, to the west of the B1418, is under option with Bellway Homes. A planning application 22/00311/OUT has been submitted by Bellway Homes for this western parcel for up to 200 residential dwellings (amongst other supporting land uses). The combined (Use Class C3) housing numbers on the site would therefore be 1220 homes. Although the site is allocated for around 1,000 new homes, 1,000 homes is not a 'ceiling'. Development of the site is required to meet the Council's identified growth needs. The proposed land use, movement and landscaping are consistent with the approved masterplan.
- 6.8. In terms of land use, the proposed application meets all of the requirements of Strategic Growth Policy 10. Although the application is submitted mainly in outline, an illustrative layout plan has been provided to show how the development might be laid out. This clearly shows all of the land uses required by the Policy and is consistent with the approved masterplan, which required a landscape led approach.
- 6.9. In accordance with the adopted masterplan, the main hub of the development, which would include the local centre and co-located primary school and early years would be located roughly to the centre of the site. The strategic open space is shown to the northwest of the site, on the western side of the B1418 and the business floorspace and travelling show persons site would be to the south east. The layout includes extensive areas of local open space between the development parcels and includes two formal children's play spaces and two allotments.
- 6.10. South Woodham Ferrers has a Neighbourhood Plan, which is a material planning consideration. The plan was made (adopted) by Full Council at its meeting on 8 December 2021. Chapter 8 of the Neighbourhood Plan relates to the Northern growth area. It sets out principles for "good growth" which includes recognising the importance of green space, the sensitive nature of the Garden of Remembrance, local flood risk and patterns and the need to structure the development such that new facilities are accessible to all and well-integrated with the existing community. The

importance of connecting across Burnham Road to Hullbridge Road and balancing traffic movements along Burnham Road with the ability to cross Burnham Road by foot or by bicycle are highlighted. The document expresses the importance of a Transport Assessment to accompany the planning application and that the Highways Authority will need to be satisfied with the Assessment and package of transport solutions and mitigations put in place. Policy SWF NGA1: Placemaking principles states that “Proposals for development of the Northern Growth Area which conform to the adopted “Land North of South Woodham Ferrers Masterplan” and which mitigate the cumulative transport impact through all phases of development following acceptable assessment by the Highways Authority will be supported”.

- 6.11. The principle of the development is acceptable. The land was allocated in the Chelmsford Local Plan as a strategic growth site with the intention that the development would be a sustainable extension of the existing town. The site has been the subject of a detailed masterplan and the application submission is in accordance with that masterplan. The development therefore contributes to fulfilling the Council’s strategic priorities for housing and employment growth and is in accordance with the Spatial Strategy
- 6.12. Following the written statement by the Secretary of State of for Levelling Up and Local Government made on 6 December 2022, the Government are consulting on reforms to national planning policy which includes proposed changes to the National Planning Policy Framework (NPPF). The consultation closes on 2 March 2023. With regards to housing numbers, the consultation makes clear that the national standard method for deriving local housing need should remain the starting point for local authorities. However, the consultation seeks to clarify that where this means that national housing targets can be met only by building at densities significantly out of character with the existing areas; or requires the review of Green Belt boundaries; or where there has been a history of over-delivery of housing, then it could be possible for new Local Plans not to meet all of its identified housing need. The housing requirement in the adopted Local Plan, which this site is allocated within, was considered at an independent examination and found sound. The Council will consider the Government consultation in the context of the review of the adopted Local Plan and new Strategic Housing Needs Assessment (SHNA) has been commissioned which will determine a new housing number for the period to 2041.

Housing

Strategic Priority 2 (new homes)

Local Plan Strategic Policy: S6, Local Policies: DM1, DM2

Affordable Housing

- 6.13. The application as submitted is in outline only therefore the final number of homes and the proposed mix is not yet known. The application is for “up to” 1020 dwellings. Thirty five percent of the new homes are to be provided as affordable housing units. This would equate to a maximum of 357 affordable homes. This is compliant with Policy DM2.
- 6.14. The City Council’s Planning Obligations SPD sets out the required mix for affordable housing. To ensure new affordable provision is weighted to make a proportionate contribution to the assessed need, 22% of the total number of dwellings within the development will be required to be provided as social or affordable rented accommodation. The Applicant has agreed that the Affordable Rented units would be delivered in accordance with the Council’s Strategic Housing Market Assessment Update (December 2015) (SHMA) mix and in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022) whereby a revised

mix applies to the additional units over the allocated number of 1000 homes in the Local Plan. The revised mix seeks to address the shortfall in supply of new four-bedroom affordable homes for rent by reducing the proportion of one-bedroom dwellings, in favour of an increase in the proportion of four-bedroom homes. Households in need requiring one bedroom accommodation are most likely to have their need met from the current supply.

- 6.15. This application has been submitted by Countryside Properties and is for 1020 homes. There is a separate concurrent application for 200 homes that has been submitted by Bellway Homes for the remainder of the allocation site. In terms of the affordable housing provision, the two applications are being considered together, which means that there would be 220 units over the allocation number in the Local Plan. The Housing Additionality revised mix is therefore applied to 220 units and split proportionately between the two developments. The calculations are based on 83.6% for Countryside and 16.4% for Bellway to represent their proportions of the overall development. Table 1 below sets out the affordable rent mix on the additional 220 units.

Table 1. Affordable Rent – additionality units only

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

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

Table 2. Affordable Rent – whole allocation

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

- 6.16. First Homes was introduced by the government following the adoption of the Local Plan in May 2020. They are a specific kind of discounted market sale housing. The Council's approach to First Homes has been set out in a Planning Advice Note. The units will be required to have a 30% discount against the market value and will have a cap of £250,000 in line with the national price cap.

- 6.17. The applicant has confirmed that the scheme will be compliant with the Planning Advice note, which requires 9% of the total units to be delivered as First Homes. Based on the maximum number of units to be constructed on this site (1020), this would equate to 92 First Home units.
- 6.18. The Local Plan Viability Study assumed a larger discount would apply to shared ownership housing – 35% from the market value rather than 30%. Therefore, to maintain the same overall value for the affordable home ownership contribution in addition to the provision of 9% of the total number of residential units being provided as First Homes; a financial contribution in lieu of the 5% difference in the discount applied to shared ownership will be applied to the 9% First Homes to meet the priorities identified in the Housing Strategy if the First Homes are discounted at 30% from the market value. Should the developer wish to apply a larger discount of 40% or 50% then the contribution would not be required. Either option will be available to the developer, secured through the S106 agreement.
- 6.19. Policy DM1 of the Local Plan requires 5% of the affordable units to be delivered as Wheelchair units in compliance with Building Regulation M4(3)(2)(b). The Wheelchair User dwellings will be delivered as Affordable Rent. For a scheme of 1020 units this would equate to 18 Wheelchair units. The planning advice note sets out the profile of need for wheelchair user dwellings. This uses information based on the number of households on the Council's Housing Register that require wheelchair accessible housing that are in the greatest priority and considered to be urgent need of rehousing as of April 2022. This requires the following mix based on 18 units.

Table 3: Wheelchair user dwellings proposed mix

Table 2: M4(3)(2)(b) Wheelchair User Homes for AR	Total Units	1 Bed (33%)	2 Bed (22%)	3 Bed (22%)	4 Bed (17%)	5 Bed (6%)
M4(3)(2)(b) Wheelchair	18	6	4	4	3	1

- 6.20. The applicant has agreed to comply with the above table and this is secured by condition.
- 6.21. Policy DM1 also requires 50% of the total units to be delivered as Accessible or Adaptable dwellings in compliance with Building Regulation M4(2). The Applicant has also agreed to this, which on a scheme of 1020 units would result in 510 M4(2) Accessible or Adaptable units.
- 6.22. The reasoned justification to Policy DM1 includes an indicative size guide for market homes and states that this will be used to inform negotiations between the Council and developers to determine the appropriate mix of housing. As the application is currently in outline with all matters reserved except access, this is a matter that will be considered at the stage of reserved matters when more details are known.

Self-Build and Custom Build and Specialist Residential Housing

- 6.23. Policy DM1 C) states that within all developments of more than 100 dwellings the Council will require 5% self-build homes which can include custom housebuilding. The submitted planning statement, at paragraph 2.31 states that the development would be in accordance with Policy DM1 and would provide 5% of the new homes as self-build/custom build housing plots. The land use parameter plan has an annotation to the northeast of the eastern-most parcel to show where the self-build units would be located. The provision of these units would be secured through the

S106 agreement. A condition is also attached to secure a design code for these units which would inform the design and appearance of the units.

- 6.24. Policy DM1 C) also requires the provision of specialist residential accommodation, taking account of local housing needs. The Planning Obligations SPD states that at the time a formal application is submitted the Council will consider the specialist residential accommodation needs identified in the Council's Housing Strategy as well as the latest assessments of need.
- 6.25. The Council has produced a planning advice note, which states that the latest assessment of housing need is contained within the Housing Strategy. This identifies that the greatest need is for (i) young persons leaving care or otherwise vulnerable, (ii) homeless persons with mental health issues requiring support, and (iii) persons experiencing domestic abuse. The planning advice note explains that obtaining a commuted sum in lieu of on-site specialist residential accommodation provision would enable flexibility in the location of these units but also the ability to align revenue funds to match this capital contribution towards the identified housing needs. The applicant wishes to retain flexibility in the way that the specialist residential accommodation is provided. This may be through a commuted sum, or it may be on site provision, based on the latest assessment of need at the time of reserved matters. Both of these options are to be secured through the S106 agreement.

Travelling Show people

- 6.26. The Local Plan Strategic Growth Site Policy 10 requires the development to provide 5 serviced plots for Travelling Showpeople. The Land Use parameter plan makes provision for a site for 5 serviced plots on the eastern side of the application site. This is in accordance with the masterplan for the site, which considered a range of different locations. The masterplan determined that the eastern location was the most suitable due to its ease of access onto the road network and relationship with the proposed business uses. The development therefore satisfactorily meets the requirements of the strategic growth policy. The details for the implementation of the travelling show persons plots will be secured through the S106 application.

Education

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

- 6.27. The Local Plan Strategic Growth Site Policy 10 requires the development to provide "Potential co-location of a new primary school with an early years and childcare nursery, and one stand-alone early years and childcare nursery; or two new stand-alone early years and childcare nurseries". The approved masterplan showed the location of a co-located primary school and early years close to the centre of the site, near to the proposed local centre. A second stand alone early years and childcare nursery was shown within the easternmost parcel.
- 6.28. The application as submitted is in compliance with the approved masterplan and shows these education facilities in the same locations. The school site allocates 2.1ha of land, which would be large enough for a 2fe primary school. Financial contributions towards early years, primary and secondary school places will be secured through the S106 agreement. The contributions will be based on the child yield of the development and therefore the likely school places required. The development will also provide a financial contribution toward Post 16 Education in accordance with the ECC Developers' Guide to Infrastructure Contributions.

Health

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

- 6.29. Strategic Growth Site Policy 10 states that financial contributions will be required for healthcare provision as required by the NHS/CCG. There are many representations on this application highlighting concerns about the impact of this development on the healthcare system.
- 6.30. The NHS Mid Essex Clinical Commissioning Group (CCG) and the Mid and South Essex Health and Care Partnership (HCP) were consulted on this planning application and have advised that the proposed development is likely to have an impact on the services of the surgeries that operate within the vicinity of the application site and that the GP practices do not have capacity for the additional growth resulting from this development.
- 6.31. The existing three surgeries within SWF are all located within the relatively newly built Crouch Vale Medical Centre. The CCG and HCP consultation response has advised that in order to create capacity for the development the Crouch Vale Medical Centre will need to be reconfigured and reorganised to provide for primary healthcare, community and out of hospital services. The cost of the reconfiguration is calculated to be £524,300. This planning contribution is to be secured through the S106 agreement.
- 6.32. The site layout of the development is not yet to be determined but the applicant has advised within the Health Impact Statement that they will be using Sport England's Active Design principles to create the right environment to help people get more active. They are also looking to achieve Livewell accreditation. The comprehensive network of walking and cycling routes connect a network of multifunctional spaces throughout the site and connect to the existing town. These routes will enhance the opportunities for healthy, sustainable travel. Sport England suggested as part of their consultation response that one of the northern pedestrian routes into Sainsbury's could be upgraded to a cycle route. This amendment was subsequently made to the plans.

Transport

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

- 6.33. The strategic growth site policy 10 sets out site masterplanning principles for movement and access. This includes:
- Development that maximises opportunities for sustainable travel
 - Main vehicular access to the western and central parcels from the B1418 with potential for additional access from Burnham Road subject to traffic management measures being agreed by the Local Highways Authority
 - Vehicular access to the eastern parcel will be from Burnham Road and/or Woodham Road
 - Provide a well-connected internal road layout which allows good accessibility for bus services and bus priority measures
 - Provide new public transport routes/services
 - Provide an effective movement strategy within the site
 - Provide additional and/or pedestrian and cycle connections to the Town Centre and railway station
 - Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers

- Improvements to the local and strategic road network as required by the Local Highways Authority.

Routes and Access

- 6.34. The proposed vehicular accesses into the site follow the requirements of the strategic growth policy. The main access into the western and central parcels would be from a new roundabout on the B1418. This would connect internally with a second new roundabout on the B1012, creating a spine route through the site. Access to the easternmost parcel would be from the existing roundabout at Hamberts Road/Ferrers Road/Woodham Road by adding a new fifth arm and also a new left in, left out access on the B1012. A new left in, left out access is also proposed on the B1418 to the south of the new roundabout.
- 6.35. The development shows significant improvements to the existing cycle and pedestrian network. A new segregated 3 metre cycle way and 2 metre footway is proposed either side of the B1418 from the proposed new roundabout down to the B1012. This then runs east until just before Crouch Vale Medical centre, where the route becomes a shared surface across the front of this site into Sainsburys and then further east into the application site. A toucan crossing is proposed to the north of the new B1418 roundabout, two toucan crossings to the south of the new roundabout and a further toucan to the east of the B1418/B1012/Old Wickford Road roundabout.
- 6.36. The existing zebra crossing at the entrance to Sainsburys is proposed to be upgraded to a parallel crossing (pedestrians and cyclists) and the existing pelican crossing to the east of Sainsburys on the B1012 is to be upgraded to a toucan crossing. A short section of shared cycle/footway is also proposed on the south side of the road around the corner from the B1012 into Hullbridge Road.
- 6.37. A segregated cycle and footway is proposed on the north side of the B1012 from the new roundabout eastwards to the existing Hamberts Road/Ferrers Road/Woodham Road roundabout. At the bridleway crossing over the B1012 it is proposed to extinguish the bridleway and to construct a toucan crossing (if the bridleway is not extinguished then a pegasus crossing would be constructed instead). The pavement on the southern side of Burnham road is also proposed to be widened to 2m from the junction with Hullbridge Road up to the Hamberts Road/Ferrers Road/Woodham Road roundabout.
- 6.38. Two further toucan crossings are proposed at the Hamberts Road/Ferrers Road/Woodham Road roundabout; one on the Woodham Road arm and one on the Ferrers Road arm. Short sections of shared cycle/footway are proposed on either side of the Ferrers Road arm of this roundabout.
- 6.39. The full elements of the application provide four short sections of internal road into the site. These are either side of the new roundabout on the B1418, the new left in/left out on the B1418 and the new left in/left out on the B1012. These sections of internal road show fully segregated cycle and pedestrian routes either side of the main spine roads into the site other than for the left/in left out from the B1418, which has a short section of cycle route on the western side of the road heading north.
- 6.40. The proposals also include the provision of a new cycle route which would follow the line of the old railway, running between the back of Glendale and Drapers Road to link the application site with the King Edwards Road cycle route. The Transport Assessment also includes Appendix H, which sets out a range of off-site sustainable transport improvements. These consist mainly of new way-finding signs but also include improved bus stop facilities, hedge maintenance and cycle parking. Within the application site itself, the details of the cycle routes are not yet known, but the access and movement parameter plan fully complies with the cycle routes shown on the

approved masterplan. Similarly, the pedestrian routes shown on the masterplan are all shown on the access and movement parameter plan, with additional routes added. The masterplan showed connections into the existing Sainsbury's site. Three connections into Sainsbury's are shown on the parameter plan; a cycle connection to the west and both a cycle and a pedestrian route from the east as well as the connection from the Burnham Road.

- 6.41. The master plan showed a new bridleway connection running around the southwest of Bushy Hill. This is shown on the access and movement parameter plan. The new bridleway would extend the existing bridleway 25 and would create a new connection around the west of Bushy Hill up to Edwins Hall Road. The provision of this route would connect the existing bridleway networks to the east and west of the site.

Traffic Impact and Mitigation proposals

- 6.42. The main concern from local residents regarding this proposal is the impact of the development on the existing traffic congestion around South Woodham Ferrers. The primary concern is about congestion on the Burnham Road, particularly with the addition of new signalised crossings on this road and the potential for rat running as a result of the congestion. Many residents have requested a new northern bypass around South Woodham Ferrers as part of the mitigation proposals.
- 6.43. The traffic impact of the development was a primary point of discussion during the Local Plan Examination hearings in November-December 2018 when the site was proposed to be allocated. The report on the examination of the Chelmsford Draft Local Plan set out the Inspector's views on the highway impact of the development. The Inspector stated that *"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."*
- 6.44. The National Planning Policy Framework states at paragraph 110 that "In assessing specific applications for development, it should be ensured that
- a) appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location
 - b) safe and suitable access to the site can be achieved for all users
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree

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

- 6.45. In accordance with the requirements of the strategic site policy, the recommendations of the Local Plan Inspector and the requirements of the NPPF, the application proposes the following mitigation:

Highways Mitigation

- 6.46. The proposed highways mitigation consists of alterations to the existing junctions close to the application site as follows:

Rettendon Turnpike/Hawk Hill/A132

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

A132 Burnham Road

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

Willow Grove/Ferrers Road/B1012 Burnham Road roundabout

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

B1012 Burnham Road/Old Wickford Road/B1418 Junction

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

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

- Enlarged roundabout

- 6.47. The transport assessment also states that annual monitoring surveys will be undertaken, and a report provided to ECC and CCC. This report will contain the findings of the traffic surveys and how the actual traffic flows compare with forecasts in the TA. If in any one year the forecast is exceeded then there will be a requirement to introduce additional measures, primarily to encourage more trips by means other than the private car, but also this could include for traffic calming measures. It is anticipated that the monitoring surveys will be undertaken until the development is complete and a further year after.

Bus Strategy

- 6.48. The existing bus services from South Woodham Ferrers consist of the 336 to Chelmsford/Maldon and the 94 to Wickford and Basildon. These run approximately every hour. The proposal is to

divert the 336 bus service (or equivalent) through the application site providing a clockwise and anticlockwise route to serve the development and town centre. Prior to occupation the proposal is to provide a bus service between South Woodham Ferrers and Chelmsford (currently service 336) with a frequency of every 30 minutes in peak hours 06.30 – 09.30 and 16.00 – 19.00 Monday to Saturday. The proposal later includes a Peak Period Shuttle service to Wickford Station with a service frequency of every 30 minutes in peak hours 06.30 – 09.30 and 16.00 – 19.00 Monday to Friday. Once the bus service is routed through the site the service frequency will be increased to every 20 minutes in peak hours (06:30-09:30 and 16-00-19:00 Monday to Saturday and a 30 minute frequency on Sundays and off peak

- 6.49. The bus strategy will provide up to one year's free bus travel on local and proposed bus services for up to four people in each household. It is also proposed to extend the town centre fare zone to include the proposed development.

Better Points Scheme and Smarter Choices Campaign

- 6.50. The Better Points Scheme is an app-based reward scheme which seeks to incentivise behaviour changes. Residents would record their movement activities for specific activities such as car club hire, bike hire or using the bus services. Each green activity is rewarded with points that could then be spent at a local facility such as a local coffee shop or car club facility.
- 6.51. The Smarter Choices Campaign would involve a leaflet drop to all residents of South Woodham Ferrers to contain local travel information, which would be updated regularly. The campaign would promote car sharing and participation in national and local campaigns such as bike week/lift share week. This would also include provision of discounts with local bike shops and subsidized public transport promotions.

Car Club

- 6.52. It is proposed to provide a car club on site, for use by residents and employees. This would provide car club spaces on the eastern and western sides of the development, with the first car being provided in the first phase of the development. As an incentive, residents of the development site would be provided with initial discounts and follow up offers. The car club would also be available for existing local residents with a 50% discount for those people who sign up to the Better Points Scheme.

Transport Modelling

- 6.53. The application is accompanied by a transport assessment, which was updated in October 2022. The transport assessment uses three sets of traffic data to base the modelling on. The data is from Mayer Brown in February 2020 (i.e. before Covid restrictions), Mayer Brown in October 2016 and Essex County Council in July 2017. Essex County Council Highways Authority have confirmed that they are satisfied with the base line data that has been used.
- 6.54. The transport assessment uses VISSIM modelling, which models all of the junctions together as well as the signalised pedestrian/cycle crossings in use. The VISSIM modelling includes the proposed mitigation proposals as set out above.
- 6.55. The VISSIM modelling has been subject to audit by ECC Highways authority, who are content with both the validation of the base model and the findings. Overall, the model results show that in

the AM peak there would be a beneficial effect in terms of the operation of the network with a reduction in delay per vehicle, as a consequence of the mitigation proposed. In the PM peak the results show that there would be an increase in vehicle delay of less than a minute for eastbound journeys and just over a minute for westbound journeys, which is not considered to be significant

- 6.56. Whilst it is acknowledged that there would be an increase in journey times in the PM peak, the impact on the network would not be “severe”, which is the test cited in the NPPF for determining whether or not applications should be refused on the basis of the residual cumulative impacts on the road network.

Bellway Contribution

- 6.57. The highway mitigation proposals relate to the entire allocation. Bellway Homes who are the other main developer in the development of the strategic growth site has indicated in writing to the City Council that they will bear a proportion of the costs of the highway works. This proportionate contribution will be secured through a separate s.106 agreement with Bellway as part of the Bellway application.

Natural Environment

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

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

Ecology – Designated Sites

- 6.58. The application site is located within the zone of influence of four designated sites with statutory protection; Essex Estuaries Special Area of Conservation (SAC), Crouch & Roach Estuaries Special Protection Area (SPA), Crouch & Roach Estuaries Ramsar, Blackwater, Crouch & Roach Estuaries Site of Special Scientific Interest (SSSI). These sites have national, European and international importance. The site is also adjacent to Bushy Hill Wildlife Site (Local Wildlife Site, Ch150).
- 6.59. In accordance with EIA regulations, the application is accompanied by an environmental statement, which considers the impact of the development on the designated sites as well as the on-site species and habitats. Appendix 9.4 of the environmental statement is a Habitats Regulations Assessment (HRA) which considers the impact of the development on the European designated sites. This identifies that there is potential for the sites to be impacted by recreational pressure, urbanisation, water resource and flow regulation, water quality, flooding and water level management, and effects on functional habitats. The HRA considers the condition of the existing habitats, their reasons for protection and their sensitivities to the potential impacts.
- 6.60. In order to mitigate against in-combination recreational pressure, a region wide strategy is already being adopted by local authorities through the Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). This requires developments to financially contribute towards the implementation of mitigation measures to protect the Crouch and Roach Estuaries SPA, Ramsar, SSSI and Essex Estuaries SAC. The development will contribute to RAMs through the S106 agreement.
- 6.61. When considered alone, the provision and maintenance of well-designed green infrastructure and access to the wider countryside are known to be successful in reducing the number of visitors to European and international sites. The HRA advises that recreational areas must be designed to be

of a sufficient size and quality to provide an alternative to visiting the Crouch and Roach Estuaries. Walking routes are provided as part of the development proposal, which includes looped routes out of the site and into the wider countryside. Natural England have confirmed that they are content with the provision and phasing of the open spaces and routes and that they are satisfied that the mitigation measures proposed would be effective in safeguarding the protected sites from recreational pressure.

Ecology – On site

- 6.62. Several ecological surveys have been carried out on the site. These include an extended phase 1 habitat survey, which was updated this year, surveys for amphibians, badgers, bats, breeding bird, reptile, priority habitats, dormouse and white clawed crayfish and a preliminary ecological appraisal for the proposed cycle path. All surveys were carried out during suitable weather conditions and in accordance with published best practice guidelines.
- 6.63. The surveys carried out conclude that dormouse and white clawed crayfish are not using the site. The site is, however, being used by badgers, bats, breeding birds, amphibians and reptiles. Priority habitats are present within or adjacent to the application site which include: ponds, hedgerows, acid grassland and woodland. All of these areas will be retained as part of the development proposals and a Construction Environmental Management Plan (CEMP) will protect them during the periods of construction.
- 6.64. As part of a phased construction, the majority of construction works on site will not be within the influencing zone of great crested newt habitat. A Natural England District Level Licence has been applied for and the Impact Assessment & Conservation Payment Certificate, counter-signed by Natural England has been received to confirm this.
- 6.65. There are no badger setts on site although there are some setts offsite, which means that the existing habitat is potentially being used for foraging, commuting and forms part of a badger territory. A Landscape and Ecology Management Plan (LEMP) can be required by condition to ensure that habitat connectivity is maintained between off site setts and the overall territory, including foraging habitat. Connectivity can be maintained through, for example, the stream corridor and existing hedgerows to be maintained.
- 6.66. Foraging habitat for bats should be retained as much as possible at the stage of reserved matters. This will include the stream corridor and retained trees and hedgerows, which provide connectivity across the landscape. At detailed design stage any tree that is suitable as a bat roost and that is likely to be impacted by the development will need to be individually surveyed. Conditions can be added to ensure that lighting both during and after construction are sensitive to bats.
- 6.67. The majority of bird habitat on the site (hedgerows and trees) are to be retained. Existing hedgerows on the site can be restored and enhanced and a suitable buffer of 10 metres retained to the stream hedgerow, which is an important habitat for birds. The retained grassland areas can be managed so that they are suitable for ground nesting birds, hunting owls and raptors and areas of meadow and scattered scrub can be created to mitigate the loss of field margins.
- 6.68. The bird surveys carried out show that the majority of the species using the site are not listed as birds of conservation concern. There were, however, some species using the site such as skylarks, cuckoo, yellowhammers and starling that are birds in decline. For each of the birds of conservation concern mitigation proposals are provided. For skylarks, the S106 agreement will require skylark

plots to be provided off site to compensate for the loss of habitat. There will also be grassland habitat created by the public open space, which can be used as skylark plots. A LEMP will also be required by condition to ensure that the potential of all retained and managed features continue to support the species currently using the site.

- 6.69. Reptiles were found to be using the site. Surveys were carried out in 2018 and repeated in 2021. The main concentration of reptiles was located in the acid grassland and field margins. Cultivated arable fields are unsuitable for reptiles. The majority of these habitats that the reptiles are using are to be retained, including the grassland field. Mitigation proposals include enhancing the grassland area for reptiles by including hibernacula, log piles and scrapes. Site clearance will need to be undertaken under the supervision of a qualified ecologist. Conditions are attached in this respect.

Ecology – Biodiversity Net Gain

- 6.70. Appendix 9.19 of the Environmental Statement is a Biodiversity Enhancement Plan. Policy DM16 requires proposals to deliver a net gain in biodiversity by creating, restoring and enhancing species. The Environment Act 2021 will require a biodiversity net gain of 10% by Autumn 2023 on all applications. The proposals include the creation and enhancement of grassland, scrub, woodland, hedgerows, swales and basins, residential gardens and urban landscaping, ponds, and the stream corridor. Additional features within the site will provide additional habitat enhancement for protected species, with the inclusion of log piles, vegetation piles, bird boxes, and bat boxes.
- 6.71. The proposed development would result in a 29.37% net gain for area-based habitats and a 23.18% net gain for hedgerows. A condition is attached requiring a Biodiversity Enhancement Strategy (BES) to be produced to ensure that the proposed enhancements are carried out correctly and effectively.
- 6.72. Overall, with the provision of suitable conditions to secure the proposed mitigation and enhancements, the development would not result in harmful effects on designated sites or local biodiversity.

Trees

- 6.73. Edwins Wood, which is located offsite to the northeast, is protected by tree preservation order TPO/2009/048. This woodland would not be affected by the development.
- 6.74. The application is accompanied by an arboricultural survey dated September 2021. The site contains 162 trees and 46 groups of which 20 trees and 5 groups are categorised as A, 59 trees and 12 groups as B, 78 trees and 29 groups as C and 5 trees as U. Most of the trees comprise of field boundary hedgerows that dissect the arable fields and border the Burnham Road and contain a mixture of early, semi and mature specimens. They are important features of the landscape.
- 6.75. The development will retain the best quality trees on the site and will also seek to retain existing hedgerows as these are important for biodiversity. As the application is in outline form only at this stage, the exact details of which trees are to be retained or removed is not yet known. Where part removal of hedgerows are required for access, for example, these should be focussed where there are existing gaps or poorer quality specimens. Replacement planting will also be required as compensation. Further information will be required at the stage of reserved matters and conditions are attached in this respect.

- 6.76. A comprehensive tree retention and removals plan must be designed once the layout of the proposed development has been finalised. There must also be an arboricultural impact assessment, method statement and tree protection plan to include details of locations of trees to be retained, final locations of protective barrier and construction exclusion zones. A detailed soft landscaping strategy will also be required to mitigate the loss of any tree/hedge removal and planting three new trees for every dwelling. All of this information is required by condition.

Historic Environment

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

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

- 6.77. The application is accompanied by a detailed heritage desk-based assessment. Heritage constraints were also taken into account in the development of the masterplan.
- 6.78. The proposals have been formulated to concentrate development on the low lying land, to reduce its prominence on the wider landscape, including the setting of nearby heritage assets. The parameter plans for landscape, density and building heights provide a landscape setting, landscape corridors and limit scale on the periphery of the site.
- 6.79. The former Woodham Ferrers to Maldon railway passes through part of the site. Little remains of the railway, but it would be reflected in a green corridor through the site and its history interpreted. An interpretation board is required by condition. The parameters for movement give pedestrian links via Mill Hill, connections with Edwins Hall footpath, railway corridor, adjacent to Hamberts Farm and Ilgars Manor and provide an opportunity to appreciate the heritage setting.
- 6.80. At the summit of Mill Hill there is a redundant Nuclear Royal Observatory Corps Monitoring Post. The site was chosen for its elevated position and whilst the setting would change through the development, its significance would not be adversely affected. There is an opportunity to repair, maintain and interpret the structure and this is to be required by condition.
- 6.81. There are a number of designated and non-designated heritage assets adjacent to the application site and within the wider area. This includes Woodham Ferrers village (6 x grade II listed buildings, 1 x grade I), Stow Maries Airfield (grade II* listed buildings and Conservation Area), Edwins Hall (grade II* listed), Ilgrams, Shaws, Champions Hall, Tabrums, Wellinditch and Hogwells (each grade II listed). Hamberts Farm, the Whale Bone Inn, Fenn Farm, Railway PH, Bushy Hill Radar Station, Meadow Mews are non-designated heritage assets. The Environment Statement sets out predicted construction phase and permanent impacts, which are broadly accepted.
- 6.82. The closest non-designated heritage asset to the site is Hamberts Farm. This consists of a late eighteenth century farmhouse and a collection of modern and traditional frame buildings. The application site wraps around the northern side of the site. The rural context contributes to the significance of the farmstead, albeit there have been changes to the setting through the development of SWF, loss of field boundaries and power lines close by. The proposals retain an element of green space to the north and east of the building group, together with a reduction in scale immediately adjacent to it. Details at the stage of reserved matters can ensure that adverse impacts to the setting are minimised.

- 6.83. Edwins Hall (Grade II*) is located to the north of the site and due to its elevated position has extensive views to the south over the Crouch Valley. The new development would impact on long views out of the site, but the restriction of development to the lower ground, limitations on height and scale, and landscaping would help to minimise its impact.
- 6.84. Champions Hall (Grade II) is set within the existing modern part of SWF and there would only be a negligible impact on its setting. There are views of the building to the north, however, therefore the layout at design stage would need to seek to retain these views.
- 6.85. The proposed development site lies within an area containing significant archaeological remains. In particular, the Historic Environment Record indicates the presence of a number of medieval or potential medieval sites, suggesting that the medieval landscape survives well in this area. A Geophysical survey undertaken in advance of and attached to this planning application has identified possible rectangular enclosures, earthworks, field boundaries and a circular anomaly within, or in close proximity to, the proposed development site. LiDAR and aerial photographs of the site have depicted similar features. There is therefore the potential that significant archaeological features and deposits may survive within the proposed development area. Essex County Council Historic Environment Branch have advised that an archaeological programme of trial trenching followed by open area excavation of deposits identified is required. This is secured by condition.
- 6.86. Overall, the development would not result in any significant harmful impacts on heritage assets that cannot be satisfactorily mitigated. Conditions will require protection, repair and interpretation of the nuclear monitoring post, interpretation of the railway line, sensitive landscaping of the site and full archaeological investigations

Noise

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

Local Policy DM29

- 6.87. A noise and vibration assessment has been submitted as part of the Environmental Statement. This assesses direct impacts, for example as a result of the construction of the proposed development and indirect impacts, for example as a result of changes in traffic patterns on existing roads. The assessment also considers the significance of noise and vibration levels affecting future receptors. Sensitive receptors were identified as being existing dwellings surrounding the application site, existing commercial uses to the north of the application site and future dwellings, school and employment uses within the proposed development. The sensitivities of residential uses is high and commercial uses medium.
- 6.88. Existing baseline noise conditions were established using a combination of automated and manned noise surveys. The noises characterising the application site are predominated by traffic movements on the B1012 and B1418.
- 6.89. The primary route for construction traffic will be from the A130/A132 to the west of the proposed development. The transport assessment indicates that the increase in traffic from construction will represent a change of less than 1%, which in terms of noise magnitude would give a sound level increase of less than 1sB (A). This would equate to a neutral magnitude of noise change when assessed against Design Manual for Roads and Bridges (DMRB) guidance.
- 6.90. Traffic noise levels in the vicinity of the Proposed Development are likely to increase in the future as a result of the natural growth of vehicular traffic, including any growth associated with other

committed planning developments in the locality. The assessment concludes that the long-term change in traffic noise level for existing noise sensitive receptors in the vicinity of the Proposed Development is neutral (less than a 3dB(A) change in daytime road traffic noise levels).

- 6.91. Construction noise and vibration has the potential to result in direct temporary negligible to moderate adverse effects on sensitive receptors and without mitigation this could be significant in EIA terms. Mitigation is therefore required in the form of a Construction Environmental Management Plan. This could include control measures such as provision of noise and vibration monitoring during activities likely to affect sensitive receptors, the use of silenced plant and equipment to be used and controlling the opening hours of the application site. Whilst construction traffic is not considered to be likely to result in any significant effects in EIA terms, the noise impact of construction related traffic can also be controlled by the CEMP. This could include controls such as facilities for loading and unloading, routes and times when vehicle movements and deliveries will be allowed.
- 6.92. The City Council's Public Health and Protection Officers have reviewed the noise impact surveys submitted and are content that the methodologies and findings are sound. The implementation of a CEMP will be secured by condition in order to protect the amenities of the existing and future residents from noise and vibration.

Air Quality

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

Local Policy DM30

- 6.93. An air quality impact assessment has been submitted as part of the application. This assesses the existing air quality situation and any likely significant impacts upon the existing air quality as a result of the proposed development, both during the construction and operational phases
- 6.94. The site is not located within an existing air quality management area (AQMA). The nearest AQMA is in Danbury.
- 6.95. A vehicular traffic assessment model was carried out. Development traffic air quality impacts have been quantitatively assessed by modelling the effect of the development traffic flows along the local highway network using three study scenarios; the baseline, year 2026 without the proposed development and year 2026 with the proposed development included. The resultant predicted changes in air quality have then been considered using The Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) Guidance Document "Planning for Air Quality" assessment criteria in order to establish the significance of the impact. The assessment also uses the London Council's Air Quality and Planning Guidance to determine the air pollution exposure criteria.
- 6.96. The likely significant impacts of traffic from the development on potentially sensitive receptors (dwellings around the site) has been assessed and modelled. For all of the receptor sites the Nitrogen Dioxide (NO₂) levels would be under the national annual mean objective in the 2026 scenario with the development. In all of the cases the percentage changes were less than 5%. The NO₂ impacts of the development are therefore considered to be of imperceptible to small magnitude and of negligible significance.
- 6.97. The same modelling was carried out for particulates (PM₁₀ and PM_{2.5}) using the same receptor sites around the development site. This demonstrates a 0-1% increase relative to the annual

mean objective and all modelled results are still considerably below the national mean objective levels. The impact of the development in relation to particulates is therefore also considered to be of imperceptible to small magnitude and negligible significance.

- 6.98. The modelling shows that NO₂, PM₁₀ and PM_{2.5} concentration for all of the receptor sites are more than 5% below the national objectives with the planned development.
- 6.99. The air quality impact assessment suggests mitigation measures to ensure that the development has as little impact on receptors as possible. A Construction Environmental Management Plan (CEMP) is proposed, which would include measures to control construction dust, dust monitoring and good practices for construction vehicles and stationary plant. The CEMP can be required by condition.
- 6.100. The City Council's Public Health and Protection Officers have reviewed the air quality impact assessment and have advised that it has been undertaken in a familiar format using standard methodology. They confirm that they accept the findings of assessment and recommended mitigation.
- 6.101. With the provision of a CEMP it is concluded that the development would result in no harm to the air quality of the area.

Flood risk and Drainage

Surface Water

- 6.102. Policy DM18 of the Chelmsford Local Plan states that all major development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS).
- 6.103. A flood risk assessment has been submitted as part of the application. The flood risk assessment confirms that no part of the area proposed for development is affected by fluvial or tidal flood zones.
- 6.104. A SuDS drainage strategy is included as part of the application. This includes the location and details for sustainable drainage basins; these form part of the full application. The drainage strategy calculates the impact that the new development will have in terms of increasing the flow of water from the site and proposes appropriately sized attenuation basins to be provided to ensure that the rate of discharge of surface water from the site into the wider network is no greater than the existing situation. There have been several comments from local residents regarding problems of surface water flooding in the local area during high rainfall events. It is not the purpose of a planning application to resolve existing issues, simply to maintain a status quo, in that the proposed development must not worsen the possibilities of surface water flooding. This must also take into account the impacts of climate change.
- 6.105. The Town Council raised a particular issue regarding the condition of the ditch between the Garden of Remembrance and the southern parcel as this will be the main drainage for surface water for the eastern part of the development. The applicant has assessed the condition of this ditch and has advised that minor repairs to the pipe network are needed as well as clearing of ditches. These works can be conditioned as part of the application.

- 6.106. The submitted SuDs scheme has been considered by the Local Lead Flood Authority at Essex County Council. They do not object to the granting of planning permission for this development and recommend conditions to secure the SuDs scheme, together with its management and maintenance.

Foul Water

- 6.107. The applicants have provided a parameter plan to show the proposed drainage strategy for foul water. This is based on a pumped connection to the southeast of the site.
- 6.108. The applicant's consultants have worked closely with Anglian Water to find suitable locations for discharge of foul water from the site. The Town Council raised concerns about the suitability of an existing sewer that runs through Redhills Industrial Estate, the back gardens of properties in Glendale who back on the Old SWF/Maldon railway line and Eastbridge Road. They advise that this sewer has collapsed within the last 4 years. The applicants have advised that this sewer is upstream of the proposed connection point. The connection point has been agreed downstream of this sewer where the sewer capacity increases. Anglian Water are content with the proposed foul water scheme in principle and have requested a condition to approve the final details. The recommended condition is attached.
- 6.109. Concerns have been raised by local residents that some existing houses would be switched over to the eastern foul sewer. Residents have queried whether or not they would have to pay for this and who would manage this. The management of foul water would remain with Anglian Water and existing residents would not be charged for any alterations to the foul water network.

Design and Layout

- 6.110. The application is submitted in outline with all matters reserved except access. The matter of layout is reserved for subsequent approval, but an indicative layout has been provided as part of the application as well as parameter plans.
- 6.111. The indicative layout follows the foundations of the approved masterplan and shows a landscape led scheme. The pedestrian and cycle links between the application site and the existing town follows the movement strategy of the masterplan, including the crossings over the Burnham Road. The land uses and various facilities are also in accordance with the approved masterplan.
- 6.112. The application is a hybrid and includes four sections of internal road layout as full details. These relate to four of the accesses to the site; from the western arm of the new roundabout on the B1418, the eastern arm and beginning of the spine road from the new roundabout on the B1418, the first part of the estate road from the left in, left out access on the B1418 and the first section of the estate road to the eastern most parcel. All of these drawings, other than the plan for the easternmost parcel, show access points off the estate road to fix where roads would lead into the parcels. The access points are located in acceptable positions, such that the block layouts of the parcels would not be unduly compromised. The detailed plans show LTN120 compliant pedestrian and footpath links which comply with the overall masterplan and parameter plans.
- 6.113. The indicative layout proposes extensive areas of open space. The strategic open space would be located to the northwest and local open spaces are shown throughout the development, including a large parcel directly to the south of Bushy Hill. The development standards contained within Appendix B of the Local Plan state that accessible local open space is required on site at 19sqm per dwelling plus strategic open space required on site at 40sqm per dwelling. For a scheme of

1020 dwellings this equates to 1.9 ha of local open space and 4ha of strategic open space. The City Council has also produced a planning advice note which quantifies the requirements for natural/semi natural open space as being 24sqm per dwelling, which would equate to 2.4ha. The application significantly exceeds these requirements and would provide approximately 8.2ha of strategic open space, 19.4ha of local open space and 35.5ha of natural/semi natural open space (including Mill Hill).

- 6.114. The parameter plan for housing density shows that the eastern most parcel, which sits adjacent to open countryside to the east, would be low density (15-20 dwellings per ha (dph)) as would the northern fringes, which are on higher ground and also more sensitive due to the proximity to Edwins Hall. The highest density parts of the development would be located to the centre of the scheme, close to the primary school and local centre and east and west of the existing Sainsbury's supermarket. The areas of higher density are located adjacent to the main spine roads through the scheme.
- 6.115. Similar to the parameter plan for density, the parameter plan for height shows the tallest buildings located only to the centre of the scheme, around the local centre and Sainsburys supermarket. As with the density plans, the outer edges of the development, which are closest to the open countryside would be the buildings with the lowest height of up to two storeys (9 metres). The lower height and lower density development adjacent to the countryside edge is considered to be appropriate. The height plans also take into account the topography of the site, whereby the lowest height houses would be located on the areas of highest ground.
- 6.116. The character and appearance of the site would inevitably change as the land is currently open countryside. The site was allocated in the Local Plan in 2020 and the evidence base for that local plan included character assessments. The site was considered to be suitable for residential development. The proposed scheme is landscape led and has been designed to respect the most sensitive areas of the site. Concerns have been raised in particular about the eastern edge of the development and its impact on the countryside. A landscape buffer is shown to this edge and conditions can ensure that the impact of the development is softened by appropriate native landscaping.
- 6.117. Overall, the design and layout of the development and its impact on the character and appearance of the area is considered to be acceptable

Legal Obligations

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

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

Affordable Housing

- 35% of total units to be affordable with 22% of total units affordable rent, 9% First Homes and the balance (4%) Shared Ownership. The size of the Affordable Rented units will reflect the requirements of Table 3 in the POSPD except in the circumstances where the number of residential units built at the wider site exceeds the 1000 allocation identified in the Local Plan. In these circumstances a different housing size table will be applied but only to the Affordable Rented proportion above the 1000-allocation number. This application has been submitted by Countryside Properties and is for 1020 homes. There is a separate concurrent application for 200 homes that has been submitted by Bellway Homes for the remainder of the allocation site. In terms of the affordable housing provision, the two applications are being considered together, which means that there would be 220 units over

the allocation number in the Local Plan. The Housing Additionality revised mix as set out in Table 3 of the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022) is therefore applied to 220 units and split proportionately between the two developments.

- Wheelchair User M4(3)(2)(b) units to be secured at 5% of the total number of affordable homes.
- First Homes financial contribution to make up the 5% difference in the discount applied to Shared Ownership will be £247 per sq. m for each First Home flat and £202 per sq m for each First Home House. As an alternative to paying the First Homes Financial contribution the s.106 will provide scope for the developer to either discount First Homes at 40% or 50% from market value
- Affordable housing scheme to be submitted to address phasing, delivery and mix for each phase

Specialist Residential Accommodation (SRA)

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

Travelling Showpersons

- Fully serviced TSP site to include 5 pitches of 0.2ha for accommodation by one family unit and associated landscaping of land set aside for the storage and maintenance of equipment, to be completed before 10% occupation within phase 3

Self/Custom Build

- Self/Custom Build housing to be provided at 5% of the total number of units. Units to be provided prior to 70% occupation of the site

Non- Residential uses

- 1000sqm commercial workspace to be provided as a serviced site. Countryside to undertake commercial site marketing. Serviced site to be provided prior to 25% occupations within the relevant phase
- Local Centre to include a community centre to be provided as a serviced site. Countryside to undertake commercial site marketing before either by the 500th occupation or 25% of units within the relevant phase, whichever is the earlier. Requirement to submit a community centre scheme and Management Plan for management of the community building.

Highways and transportation

- New Bridleway provision prior to the completion of Phase 2a
- PROW Bridleway 46 South Woodham Ferrers between Hamberts Road and B1012 to be legally upgraded to a cycletrack and removed from the PROW network Prior to the occupation/use of any dwelling/unit within phase 2b
- The implementation of the Bus Strategy for the development prior to occupation

- Submission of a residential travel plan prior to occupation
- An annual Travel Plan mitigation contribution of £50,000 (index linked) per year to contribute towards additional sustainable measures
- The provision of a bond of £400,000 (index linked) to be used by the developer for local highways improvements at Shaw Farm or on the Burnham Road and the adjacent roads, should the results of the annual Travel Plan/Smarter Choices monitoring surveys identify the agreed mode share targets in the TA are not being achieved for 3 years in succession.
- An annual Travel Plan monitoring fee of £4000 (index linked from April 2022) to Essex County Council until a year after full occupation.
- Prior to first occupation of the proposed development, the Developer to submit details relating to a Smarter Choices Campaign including an Incentive Travel Package for residents living within South Woodham Ferrers. Such approved package shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation and annual monitoring reports submitted demonstrating the level of modal shift to sustainable means achieved
- An annual Smarter Choices monitoring fee of £5000 (index linked from April 2022) to Essex County Council.
- Prior to first occupation of the commercial element of the development, the Developer shall submit a workplace travel plan to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall be actively implemented for a minimum period of 5 years.
- A workplace travel plan monitoring fee of £6,383 (plus the relevant sustainable travel indexation) to be paid before occupation to cover the 5-year period.

Education

- Land to be reserved for a primary school and early years facility of no less than 2.1ha. Land to be transferred to ECC or other agreed body for a nominal sum at the formal request of the education authority. Contributions for the construction of the school based on the child yield of the development in accordance with “ECC developers guide to infrastructure contributions”
- Land to be reserved for one stand alone early years facility of no less than 0.13 ha. Countryside to market the site to a nursery provider. Contributions for the construction of the early years based on the child yield of the development in accordance with “ECC developers guide to infrastructure contributions”
- Contributions in accordance with ECC formula (Index linked to November 2021) for Secondary school education places
- Contributions in accordance with “ECC developers guide to infrastructure contributions” to deliver Post 16 learner places
- Bespoke employment and skills plan to be submitted for approval

Open space

- Four adult sized rugby pitches to be transferred to and adopted by the City Council with a commuted maintenance sum (SPD Planning Obligations – Table 10 - £1,013.84 per dwelling)
- On site provision of a sports pavilion including sports club rooms, toilets and 4 dual changing rooms (suitable for two sides)
- Open Space Phasing and Delivery Plan to be submitted relating to the timing and delivery of strategic open space, playing fields, play areas, biodiversity net gain and allotments.
- Landscape and open space management and maintenance (including SuDs) scheme to be submitted setting out proposals for open space management.
- Six skylark plots to be provided either on site or through a suitable off site scheme. Plots to be delivered pursuant to details to be submitted.
- 3060 trees to be planted on site or financial contributions in lieu of on site provision in accordance with the City Council's tree planting planning advice note.

Healthcare

- Financial contribution towards reconfiguration and re-organisation of the Crouch Vale Medical Centre to increase capacity for the benefit of patients of the surgeries. On the basis of 1020 dwellings this would be £524,300. This would be adjusted accordingly depending on the final number of units.

Monitoring Fee

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

7. Conclusion

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

Economic

7.2. The proposal would generate jobs through the construction process and in the longer term through the onsite commercial uses, local centre and education and sports facilities. The construction of up to 1020 dwellings on the site would also increase spending in the existing Town Centre which would add to the local economy. These benefits carry weight in favour of the proposed development.

Social

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

adaptable homes. It would also provide plots for travelling showpeople and units or contributions towards specialist residential accommodation.

7.4. The scheme includes facilities that would encourage social interactions and the growth of the community. The facilities include sports pitches, community woodland, allotments, community centre and play spaces. The development would also be providing education facilities through the provision of a new primary school and two early years/childcare nurseries.

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

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

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

Environmental

7.8. The development is a landscape led scheme providing 63.1ha of open space, which will include 35ha of natural and semi-natural green space. Whilst the scheme is landscape led, it is acknowledged that the development would result in a loss of open countryside. The proposal would result in a biodiversity net gain of 29.37% for area-based habitats and a 23.18% net gain for hedgerows. The existing important habitats on the site, which includes the stream corridor, would be retained and conditions are attached to ensure that these are protected. Sufficient measures are proposed to ensure that the development would result in no harm to nearby protected sites.

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

7.10. Conditions are recommended to ensure the development is built sustainably by requiring the installation of electric vehicle charging infrastructure, by requiring water efficiency building regulations to be met and also for non-residential buildings to be built to BREEAM 'Very Good' level.

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

7.12. Overall, with the provision of appropriate conditions and S106 obligations, the proposal is considered to comply with the three strands of sustainable development. The proposal is in accordance with the approved masterplan and would satisfactorily meet the requirements of Strategic Growth Site Policy 10 of the Chelmsford Local Plan.

8. Community Infrastructure Levy (CIL)

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

RECOMMENDATION

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

Procedure

Condition 1 – Reserved Matters

With the exception of the highway works and strategic surface water attenuation works specified in the approved plans under Condition 4, no development shall commence within any phase until plans and particulars showing precise details of the appearance, landscaping, layout and scale (hereinafter called the “Reserved Matters”) within that phase have been submitted to and approved in writing by the Local Planning Authority. All development shall be carried out in accordance with the Reserved Matters details approved.

Reason:

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

Condition 2 – Time Limits

- (i) Application for the first Reserved Matters application shall be made no later than the expiration of 3 years beginning with the date of this planning permission.
- (ii) Application for the approval of the remainder of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 12 years from the date of this planning permission.
- (iii) Implementation of a Reserved Matters Approval shall commence no later than 2 years from the date of the approval of the Reserved Matters for the relevant phase.

Reason:

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

Condition 3 – Parameter plans

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

- 321 Rev E Parameter Plan Land use
- 322 Rev E Parameter Plan Residential Density
- 323 Rev E Parameter Plan Building Heights
- 324 Rev E Parameter Plan Access and Movement
- 325 Rev E Parameter Plan Landscape and Open Space

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Compliance with approved plans

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

Site Location Plan 32461_101revC

Extent of detailed element 32461_103revC

Land use Parameter Plan 32461_321revE
 Residential Density Parameter Plan 32461_322revE
 Building Heights Parameter Plan 32461_323revE
 Access and Movement Parameter Plan 32461_324revE
 Landscape and Open Space Parameter Plan 32461_325revE
 Phasing plan 32461_331rev F
 Burnham Rd/B1012 R/bt GA1 Rev P8 and P&C-1 Rev P7
 Burnham Road left in/left out GA2 Rev P9 and P&C-2 Rev P8
 Burnham Road R/bt access GA3 Rev P8 and P&C-3 Rev P7
 Hullbridge Rd/Burnham Rd R/bt GA4 Rev P8 and P&C-4 Rev P8
 Burnham Rd/B1418 Signals GA5 Rev P14 and P&C-5 Rev P13
 B1418 R/bt access GA6 Rev P9 and P&C-6 Rev P9
 Internal highways arrangements L00005-AEC-NA-NA-DR-C-1000 P07
 Internal highways arrangements L00005-AEC-NA-NA-DR-C-1003 P04
 Internal highways long sections L00005-AEC-NA-PH1-DR-C-7000 P05
 Internal highways cross sections L00005-AEC-NA-PH1-DR-C-7001 P06
 Pumping Station Access L00005-AEC-NA-PH1-DR-C-7002 P02
 Detention Basins 1 L00005-AEC-NA-NA-DR-C-5100 P02
 Detention Basins 2 L00005-AEC-NA-NA-DR-C-5101 P02
 Detention Basins 3 L00005-AEC-NA-NA-DR-C-5102 P02

Reason:

In order to achieve satisfactory development of the site

Condition 5 – Phasing

With the exception of the requirements of condition 39 and 71, the development hereby permitted shall be carried out in accordance with the phasing plan drawing reference 32461_331revF, unless an alternative phasing plan is submitted to and approved in writing by the Local Planning Authority, following an application made pursuant to this condition. The development shall then be carried out in accordance with that phasing plan.

Reason:

In order to achieve satisfactory development of the site.

Pre-commencement

Condition 6 - Archaeology

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

preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report for the relevant phase or sub-phase.

Reason:

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

Condition 7 - SuDs

No works shall take place on any phase or sub-phase of the development until a detailed surface water drainage scheme for that phase or sub-phase, 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. No development shall commence on the relevant phase or sub-phase 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:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates to 139l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy.

Reason:

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

Condition 8 – Offsite flooding

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

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

Reason:

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

Condition 9 – Contamination

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

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

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for contamination to be accurately assessed. This is to ensure the development does not give rise to problems of pollution or contamination in accordance with Policy DM30 of the Chelmsford Local Plan. This condition is also required because the Geotechnical and Geoenvironmental Desktop Study recommends a targeted site investigation but the Preliminary Ground Investigation undertook insufficient number of samples for the size of the study site. It is also unclear whether targeted ground gas monitoring has been completed.

Condition 10 – Internal road details

Prior to commencement on the approved internal roads as shown on drawings L00005-AEC-NA-NA-DR-C-1000 PO7 and L00005-AEC-NA-PH1-DR-C-7001 PO6, the following details shall be submitted to and approved in writing by the local planning authority

- a) Drop kerbs to access the cycleways opposite priority junctions
- b) Pedestrian and cycle crossing points on the spine road to be available for both pedestrians and cyclists at each location
- c) Bus stops required approximately 400m along the spine road from the new access roundabout
- d) Traffic calming through design on type D roads to accord to 20mph
- e) Widening of the cycleway on spine road 03 and 05 as shown on drawing L00005-AEC-NA-NA-DR-C-1000 PO7 to 3 metres
- f) Cycle demarcation kerbs to provide level difference between cycleway and footway and edge protection required between carriageway and swale.

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

Reason:

To provide suitable pedestrian and cycle routes to and from the site and to ensure access to passenger transport services for residents of the eastern end of phase 1 in advance of the spine road linking through to the B1012.

Condition 11 - Levels

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

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

Reason:

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

Condition 12 - Landscape and Ecology Management Plan

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

Reason:

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

Condition 13 - BREEAM

- a) Any non-residential building within a floorspace of greater than 500 sq m hereby permitted shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);
- b) Prior to the commencement of construction of any non-residential building meeting the size criterion in (a) above, a Design Stage Assessment (under BREEAM or its successor) for each building shall be carried out and a copy of the Interim Certificate or the Assessor's summary score sheet shall have been submitted to and approved in writing by the Local Planning Authority;
- c) Any such building shall not be occupied until a Post Construction Review (under BREEAM or its successor) has been carried out in respect of that building and a copy of the Final Certificate or the Assessor's final summary score sheet has been submitted to the Local Planning Authority verifying that the agreed standards have been met in respect of that building.
- d) a copy of the Final Certificate, if it is not submitted prior to the first occupation of the relevant building, shall be submitted within six months following approval of the final summary score sheet.

Reason:

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

Condition 14 – Hard landscape details and materials

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

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

Reason:

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

Condition 15 – Construction method statement

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

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

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

Reason:

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

Condition 16 – Details of internal roads

Prior to commencement on the approved internal roads as shown on drawings L00005-AEC-NA-NA-DR-C-1000 PO7 and L00005-AEC-NA-PH1-DR-C-7001 PO6, the following details shall be submitted to and approved in writing by the local planning authority

- a) Drop kerbs to access the cycleways opposite priority junctions
- b) Pedestrian and cycle crossing points on the spine road to be available for both pedestrians and cyclists at each location
- c) Bus stops required approximately 400m along the spine road from the new access roundabout
- d) Traffic calming through design on type D roads to accord to 20mph
- e) Widening of the cycleway on spine road 03 and 05 as shown on drawing L00005-AEC-NA-NA-DR-C-1000 PO7 to 3 metres
- f) Cycle demarcation kerbs to provide level difference between cycleway and footway and edge protection required between carriageway and swale.

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

Reason:

To provide suitable pedestrian and cycle routes to and from the site and to ensure access to passenger transport services for residents of the eastern end of phase 1 in advance of the spine road linking through to the B1012

Condition 17 - Construction Environmental Management Plan

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

The CEMP shall include, control measures for noise and vibration during the period of construction, construction dust, dust monitoring and good practices for construction vehicles and stationary plant.

Reason:

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

Condition 18 – Soft Landscaping

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

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

Reason:

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

Condition 19 – Arboriculture and soft landscaping

As part of Reserved Matters submissions for each phase or sub-phase which includes or adjoins existing trees, an arboricultural impact assessment and method statement shall be submitted and approved in writing by the local planning authority to include:

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

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

Reason:

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

Condition 20 – Custom build housing

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

Reason:

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

Condition 21 – Ecological supervision

In relation to mitigation measures for reptiles, badgers and slow worms no development within any phase or sub-phase shall commence until the role and responsibilities and operations to be overseen by a qualified ecologist or accredited person relating to that phase or sub-phase have been submitted to and approved in writing by the local planning authority. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details subject to such minor variations as may be agreed in writing by the Local Planning Authority.

Reason:

This information is needed prior to commencement of the development to ensure there is no harm caused to protected species and their habitats in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 22 – Biodiversity enhancement strategy

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

Reason:

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

Condition 23 – Ground stability

Prior to the commencement of the development, a scheme for the monitoring of ground stability, based on the recommendations at section 8.2 of the submitted Geotechnical and Geo-Environmental Study by AECOM dated February 2019, shall be submitted for the written approval of the Local Planning Authority. Development shall not occur in any areas identified under the approved scheme as requiring further ground monitoring, until the results of the monitoring have been submitted to the Council and any additional mitigation measures required have been approved in writing pursuant to this condition. In areas where the approved scheme identifies no requirement for ground monitoring, development shall proceed only in accordance with any mitigation measures required under the approved scheme (if any).

Reason:

To ensure that the ground conditions of the site are suitable for the proposed development.

Condition 24 – ROC nuclear monitoring post

Prior to commencement of the development hereby permitted, a report detailing the protection, conservation, maintenance and interpretation of the Former ROC Nuclear Monitoring Post on Mill Hill shall be submitted to and approved in writing by the local planning authority. The report shall include:

- i. The method for protection with temporary fencing during the period of construction
- ii. Proposed interpretation (type and content)
- iii. Hard and soft landscaping to its setting
- iv. Condition survey
- v. Schedule of repairs
- vi. Ongoing maintenance plan
- vii. Phasing/timing for the implementation of i-vi above.

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

Reason:

In the interests of protecting this local heritage asset in accordance with Policy DM14 of the Chelmsford Local Plan.

Condition 25 – Ditch Enhancement

Prior to the commencement of construction of phase 3 of the development as shown on drawing 32461_331RevF, a schedule of repair works to the ditch that runs between the Garden of Remembrance and the southern parcel shall be submitted to and approved in writing by the local planning authority. The works shall then be carried out in accordance with that schedule prior to the first occupation of the easternmost parcel of development.

Reason:

In order to assist in the prevention of surface water flooding.

During Construction

Condition 26 – Vehicle parking

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

Reason:

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

Condition 27 – Part M4 (2)

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

Reason:

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

Condition 28 – Pedestrian and cycle surfacing and lighting

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

Reason:

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

Condition 29 – Pedestrian and cycle connections to Hamberts Farm

As part of any reserved matters application pedestrian and cycle routes are to be provided from within the development site up to and abutting the boundary of the Hamberts Farm site.

Reason:

To ensure that the Hamberts Farm site has adequate sustainable travel provision to facilities within the development.

Condition 30 – Cycle parking

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

Reason:

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

Condition 31 – Foul water drainage

Prior to the construction above damp proof course of any residential, commercial, or community/leisure building, a scheme for foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of any such building, the foul water drainage works relating to that building must have been carried out in complete accordance with the approved scheme.

Reason:

To prevent environmental and amenity problems arising from flooding.

Condition 32 – Refuse and recycling

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

Reason:

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

Condition 33 - Lighting

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

- a) identify areas/features on the site that are sensitive to bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important territory routes used to access key areas of their territory, for example, foraging; and
- b) show how and where the external lighting will be installed so that it can be clearly demonstrated that areas lit will not disturb or prevent the above species using their territory or having access to their breeding sites or resting places.

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

Reason:

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

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

Condition 34 – Ancillary infrastructure

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

Reason:

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

Condition 35 – Street signage

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

Reason:

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

Condition 36 – HRA Mitigation

The development hereby permitted shall be carried out in accordance with the mitigation measures outlined in section 5.4 of the Habitat Regulations Assessment dated 22 September 2021 prepared by Geosphere Environmental Ltd and Drawing No. 32461_331 Rev F (Proposed Indicative Phasing Plan); Drawing No. 32461_332 (Proposed wider walking routes) and Drawing of SWF Eastern boundary.

Reason:

In order to mitigate the adverse effects upon the Crouch and Roach Estuaries SPA and Ramsar due to the development alone and/or in-combination, in terms of urbanisation; water quality impacts; disturbance to

wintering birds and the measures required to mitigate the impacts of recreational pressure upon the designated sites on the Essex Coast (within the relevant zones of influence of the adopted Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy).

Condition 37 – Samples of building materials

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

Reason:

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

Condition 38 – Carriageway construction

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

Reason:

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

Prior to First Occupation

Condition 39 – B1418 new junction

Notwithstanding the details shown on the approved phasing plan drawing no.331 Rev F, prior to first occupation of the development hereby permitted a new roundabout junction on the B1418 as shown in principle on Mayer Brown drawing GA6 Rev P9 and P&C-6 Rev P9 shall be provided. The roundabout shall include a carriageway (road, footway and cycle route) connection from B1418 up to and abutting the boundary of the Bellway site.

Reason:

i) Strategic Growth Site Policy 10 of the Chelmsford Local Plan requires a comprehensively planned sustainable extension to the existing town. The provision of these works prior to occupation would provide access to the residential parcels to the east and west of the B1418 at an early stage and would prevent unnecessary delay in the delivery of housing.

ii) Provision of the connection from the roundabout to the Bellway land will provide a safe and suitable construction access to this development parcel. Alternative access (including construction access) to the Bellway site from B1418 or Willow Grove would not be acceptable in highway terms.

Condition 40 – B1418 Toucan crossing

Prior to first occupation of the development hereby permitted a toucan crossing shall be provided on the B1418 north of the access roundabout, with necessary connections and infrastructure as shown in principle on Mayer Brown drawings GA6 Rev P9 and P&C-6 Rev P9.

Reason:

To provide access to the residential parcels to the east and west of the B1418 and to enable comprehensive development of the Local Plan Strategic Site 10.

Condition 41 – Shared surface pedestrian and cycle route

Prior to first occupation of the development hereby permitted a temporary 3m shared solid surfaced pedestrian and cycle facility shall be provided through phase 1, as shown on the approved phasing plan drawing no.331 Rev F, from the spine road to the B1012, west of the Sainsbury's site to be available until the permanent facility alongside B1418 is available for use. Details of the temporary route shall have first been submitted to and approved in writing by the local planning authority.

Reason:

To provide access to the residential parcels to the east of the B1418 prior to the permanent works being implemented and to enable comprehensive development of the Local Plan Strategic Site 10.

Condition 42 – Pedestrian and cycle facilities

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

Reason:

To provide access to the residential parcels to the east of the B1418 prior to the permanent works being implemented and to enable comprehensive development of the Local Plan Strategic Growth Site 10.

Condition 43 – Upgrade Sainsburys crossing

Prior to first occupation of the development hereby permitted the existing crossing on the B1012 east of Hullbridge Road roundabout shall be upgraded to provide a toucan crossing. The existing zebra crossing on the Sainsburys access spur of the Hullbridge Road roundabout shall also be upgraded to provide a parallel crossing, with necessary connections and infrastructure, as shown in principle on Mayer Brown drawings GA4 Rev P8, and P&C-4 Rev P8

Reason:

To improve sustainable transport connections between the development and the existing town and to enable comprehensive development of the Local Plan Strategic Site 10.

Condition 44 - Bus stops B1418

Prior to first occupation of the development hereby permitted bus stops shall be provided in laybys north and southbound on the B1418 to include bus cage markings, raised kerbing, shelter, seating, RTPI screen, static information display and a bus stop flag, as shown in principle on Mayer Brown drawing GA5 Rev P14, P&C-5 Rev P13, GA6 Rev P9 and P&C-6 Rev P9

Reason:

In order to provide sustainable transport connections and to enable comprehensive development of the Local Plan Strategic Site 10.

Condition 45 – Access to telephone exchange

Prior to first occupation of the development hereby permitted amendments to the access to the telephone exchange east of the Sainsburys store shall be made to provide a drop kerb crossover giving priority to pedestrians and cyclists. The details of the proposed amendments shall have first been submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with those approved details.

Reason:

In order to prioritise sustainable modes of transport and to enable comprehensive development of the Local Plan Strategic Growth Site 10.

Condition 46 - Broadband

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

Reason:

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

Condition 47 – SuDs maintenance

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

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

Reason:

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

Condition 48 – Boundary treatments

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

b) No occupation in any phase or sub-phase of the development shall occur until the boundary treatments relevant to that phase or sub-phase of the development have been provided in accordance with the approved details.

Reason:

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

Condition 49 – EV Charging

No dwelling or building shall be occupied until that dwelling or building has been provided with one electric vehicle charging point for a dwellinghouse with dedicated off-road parking or one electric vehicle charging point per 10 parking spaces for a non-residential building or where off-road parking is unallocated. Electric

vehicle charging points shall be installed and retained in accordance with details that shall have been previously submitted to and agreed in writing by the local planning authority.

Reason:

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

Condition 50 – Interpretation to railway corridor

Prior to first occupation of phase 3b as shown on the approved phasing plan 331 Rev F, an interpretation board for the former railway corridor shall be installed. Details and content of the board shall first have been submitted to and approved in writing by the local planning authority.

Reason:

In the interests of protecting this local heritage asset in accordance with Policy DM14 of the Chelmsford Local Plan.

Occupancy restrictions

Condition 51 – Junction improvements

Prior to the 100th occupation of the development hereby permitted, junction improvements shall be provided at the B1418/B1012 roundabout, as shown in principle on Mayer Brown drawing GA5 Rev P14.

Reason:

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

Condition 52 – Left in left out junction

Prior to the 100th occupation of the development hereby permitted a new left in left out junction on the B1418 shall be provided, as shown in principle on Mayer Brown drawing GA5 Rev P14.

Reason:

In order to provide a safe and suitable access to this part of the site and to enable comprehensive development of the Local Plan Strategic Site 10.

Condition 53 – Pedestrian and cycle facilities B1418 and B1012

Prior to the 100th occupation of the development hereby permitted segregated LTN1/20 compliant pedestrian and cycle facilities shall be provided adjacent to the B1418 and B1012, as shown in principle on Mayer Brown drawings GA5 Rev P14, GA6 Rev P9, P&C-5 Rev P13 and P&C-6 Rev P9.

Reason:

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

Condition 54 – Toucan crossings

Prior to the 100th occupation of the development hereby permitted two toucan crossings shall be provided on the B1418 and one on B1012 east of B1418 roundabout, with necessary connections and infrastructure, as shown in principle on Mayer Brown drawings GA5 Rev P14 and P&C-5 Rev P13.

Reason:

To provide sustainable travel routes to/from the site.

Condition 55 – Bus stopes B1012

Prior to the 100th occupation of the development hereby permitted bus stops shall be provided in laybys, east and westbound on the B1012 to include bus cage markings, raised kerbing, shelter, seating, RTPI screen, static information display and a bus stop flag, as shown in principle on Mayer Brown drawing GA5 Rev P14 and P&C-5 Rev P13

Reason:

In the interests of promoting the use of sustainable modes of transport to and from the site.

Condition 56 – Offsite pedestrian/cycle improvements

Prior to the 100th occupation of the development hereby permitted pedestrian/cycle improvements shall be provided for corridor A between Hullbridge Road roundabout and Guys Farm Road as listed in principle within TA Appendix H Pedestrian and Cycle Strategy. These shall include:

- a) Wayfinding sign to Woodville Primary School on Hullbridge Road
- b) Hedge maintenance on foot/cycle path on Hullbridge Road
- c) Proposed formal crossing point at Hullbridge Road/The Chase junction
- d) Wayfinding sign to Station on Hullbridge Road
- e) Wayfinding sign to Local Shops/Town Centre on Hullbridge Road
- f) Wayfinding sign to Elmwood Primary School on Hullbridge Road

Reason:

In the interests of promoting the use of sustainable modes of transport to and from the site.

Condition 57 - Offsite pedestrian/cycle improvements

Prior to the 100th occupation of the development hereby permitted pedestrian/cycle improvements shall be provided for corridor E between the B1418/B1012 roundabout and Haltwhistle Road as listed in principle within TA Appendix H Pedestrian and Cycle Strategy. These shall include:

- a) Wayfinding sign to Hullbridge Road/Train Station and Local Shops (via Elm Road and the Chase) and to Ferrers Road/Haltwhistle Road Industrial Estate (via existing cycle route on Old Wickford Road) on Old Wickford Road
- b) Wayfinding sign to Haltwhistle Road Industrial Estate and to Station/Town Centre on Old Wickford Road/Ferrers Road

Reason:

In the interests of promoting the use of sustainable modes of transport to and from the site.

Condition 58 – Bus stops to spine road

Prior to occupation of the 2 residential parcels in phase 1 as shown on the approved phasing plan drawing no.331 Rev F, north-east of the Sainsbury's site, east and west bound bus stops shall be provided on spine road 01, at locations to be agreed in writing with the local planning authority, to maximise the number of properties in the north-eastern parcels of phase 1 to be within 400m of a bus stop. Stops shall include bus cage markings, raised kerbing, shelter, seating, RTPI screen, static information display and a bus stop flag.

Reason:

In the interests of promoting the use of sustainable modes of transport to and from the site.

Condition 59 – Temporary turnaround facility

Prior to occupation of the 2 residential parcels in phase 1, north-east of the Sainsbury's site, a temporary turnaround facility shall be provided at the eastern end of Spine road 01, to be kept clear for bus use, to maximise the number of properties within 400m of a bus stop. The turnaround facility shall be available until such time as the spine road is fully open.

Reason:

In the interests of promoting the use of sustainable modes of transport to and from the site.

Condition 60 – Bridleway route

Prior to the completion of Phase 2a as shown on the approved phasing plan drawing no.331 Rev F a bridleway route shall be provided from approx. 90m north of the start of Bridleway 25 at B1012, through the site to join Edwin's Hall Lane, as shown in principle on Proposed Parameters plan Access and Movement (32461324 rev E). The bridleway shall be surfaced in materials which shall have previously been submitted to and approved in writing by the local planning authority, together with waymarking. The bridleway shall then be provided in accordance with the approved details.

Reason:

To provide a good quality sustainable travel route for horse-riders, cyclists and pedestrians to/from the site

Condition 61 – Access roundabout east of Hamberts Farm

Prior to the occupation/use of any dwelling/unit within phase 2b as shown on the approved phasing plan drawing no.331 Rev F, a new access roundabout shall be provided on the B1012 east of Hamberts Farm, as shown in principle on Mayer Brown drawing GA3 Rev P8.

Reason:

In order to provide a safe and suitable access to this part of the site and to enable the comprehensive development of the Local Plan Strategic Growth Site 10.

Condition 62 – Toucan crossing B1012 at existing bridleway crossing

Prior to the occupation/use of any dwelling/unit within phase 2b, as shown on the approved phasing plan drawing no.331 Rev F a toucan crossing shall be provided on the B1012 in the vicinity of bridleway 25, with necessary connections and infrastructure as shown in principle on Mayer Brown drawings GA2 Rev P9 and P&C-2 Rev P8. In the event that the extinguishment of bridleway 46 is not possible then a Pegasus crossing shall be provided in this location

Reason:

To provide good quality pedestrian and cycle routes, reflecting the change from use as a leisure to strategic route as a result of the development.

Condition 63 – Pedestrian and cycle facility north side of B1012

Prior to the occupation/use of any dwelling/unit within phase 2b as shown on the approved phasing plan drawing no.331 Rev F, a segregated LTN1/20 compliant pedestrian and cycle facility shall be provided on the northern side of the B1012, eastwards from the new roundabout to the new toucan crossing as shown in principle on Mayer Brown drawings GA2 Rev P9, P&C-2 Rev P8, GA3 Rev P8 and P&C-3 Rev P7.

Reason:

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

Condition 64 – Widen footway B1012

Prior to the occupation/use of any dwelling/unit within phase 2b as shown on the approved phasing plan drawing no.331 Rev F, the footway on the southern side of the B1012 from Hullbridge Road to the toucan crossing on B1012 shall be widened to 2m, as shown on the Mayer Brown drawings GA3 Rev P8, GA4 Rev P8, GA2 Rev P9.

Reason:

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

Condition 65 – Offsite pedestrian/cycle improvements

Prior to the occupation/use of any dwelling/unit within phase 2b as shown on the approved phasing plan drawing no.331 Rev F, pedestrian/cycle improvements shall be provided for corridor B between B1012 in the vicinity of bridleway 46 to Guys Farm Road as listed in principle within TA Appendix H Pedestrian and Cycle Strategy. This shall include:

- a) Where bridleway 46 from B1012 to Hamberts Road is upgraded to cycletrack, the route shall be hard surfaced and lit and provide a segregated LTN1/20 compliant pedestrian and cycle facility.
- b) Wayfinding sign to Saltcoates Industrial Estate at Hamberts Road/King Edwards Road junction
- c) Wayfinding sign to Station/Town Centre at King Edwards Road where off-road cycle link joins carriageway
- d) Improve/amend existing signage on King Edwards Road
- e) Wayfinding sign to Station/Local Shops on King Edwards Road
- f) Wayfinding sign to Local Shops/Town Centre on Hullbridge Road

Reason:

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

Condition 66 – Left in left out access B1012

Prior to the commencement of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, a left in left out access onto the B1012 shall be provided as shown in principle on Mayer Brown plan GA2 Rev P9.

Reason:

To provide safe and suitable access to the development phase.

Condition 67 – Junction improvements

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, junction improvements shall be provided to the B1012/Ferrers Road/ Woodham Road/Hamberts Road roundabout as shown in principle on Mayer Brown drawings GA1 Rev P8 and P&C-1 Rev P7.

Reason:

To mitigate the impact of development traffic on the highway network.

Condition 68 – Pedestrian/cycle facility northern side of B1012

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, a segregated LTN1/20 compliant pedestrian and cycle

facility shall be provided on the northern side of the B1012, south-eastwards from the new toucan crossing on B1012 to Woodham Road, with a shared surface connecting to Ferrers Road as shown in principle on Mayer Brown drawings GA1 Rev P8, GA2 Rev P9, P&C-2 Rev P8 and P&C-1 Rev P7.

Reason:

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

Condition 69 – Bus stops B1012

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, bus stops shall be provided east and westbound on the B1012, to include bus cage markings, raised kerbing, shelter, seating, RTPi screen, static information display and a bus stop flag. Details for the precise location of the bus stops shall first have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure the majority of residents on phase 3b are within 400m of a bus stop in the interests of promoting sustainable transport.

Condition 70 – Pedestrian and cycle crossings

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, pedestrian and cycle crossing facilities, including an uncontrolled crossing point over the B1012 shall be provided at the left in left out junction and new toucan crossings shall be provided on Woodham Road and Ferrers Road, east and south of the B1012/Ferrers Road/Hamberts Road roundabout, with necessary connections and infrastructure as shown in principle on Mayer Brown drawings GA1 Rev P8, GA2 Rev P9, P&C-2 Rev P8 and P&C-1 Rev P7.

Reason:

To provide sustainable travel routes to/from the site.

Condition 71 – Pedestrian and cycle link along old railway line

Notwithstanding the details shown on the approved phasing plan drawing no.331 Rev F, prior to the commencement of phase 4 or occupation of phase 3b as, whichever occurs soonest, a segregated LTN 1/20 compliant pedestrian/cycle link from B1012 to King Edwards Road along the alignment of the old railway line shall be provided as listed in principle within TA Appendix H under corridor C. Details for the pedestrian/cycle link shall have first been submitted to and approved in writing by the local planning authority.

Reason:

To provide sustainable travel routes to/from the site.

Condition 72 – Widening of footway

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, the footway on the southern side of the B1012 from the new toucan crossing on B1012 at Bridleway 46 to Hamberts Road -shall be widened to 2m as shown in principal Mayer Brown Drawings GA1 Rev P8, GA2 Rev P9, P&C-2 Rev P8 and P&C-1 Rev P7.

Reason:

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

Condition 73 – Offsite pedestrian and cycle improvements

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, pedestrian and cycle improvements for corridor C between the B1012 at the left in left out junction to the Town Centre shall be provided as listed in principle within TA Appendix H Pedestrian and Cycle Strategy. The improvements shall include:

- a) A signed on-road route to Saltcoates Industrial Estate on Hamberts Road to be delivered within the existing highways boundary
- b) Route Maintenance to off-road cycle route between King Edwards Road and town centre
- c) Cycle Parking in the town centre within the highways boundary.

Reason:

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

Condition 74 - Offsite pedestrian and cycle improvements

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, pedestrian and cycle improvements for corridor F on Ferrers Road and Hullbridge Road as listed in principle within TA Appendix H Pedestrian and Cycle Strategy shall be provided and shall include:

- a) Wayfinding sign to Town Centre from Haltwhistle Road
- b) Wayfinding sign to Haltwhistle Road Industrial Estate and Town Centre from Hullbridge Road
- c) Wayfinding sign to Elmwood Primary School at Hullbridge road/Guys Farm Road
- d) Wayfinding sign to Town Centre on Ferrers Road

Reason:

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

Condition 75 - Offsite pedestrian and cycle improvements

Prior to the commencement of phase 4 or occupation of phase 3b as shown on the approved phasing plan drawing no.331 Rev F, whichever occurs soonest, pedestrian and cycle improvements for corridor G between B1012/Ferrers Road/ Woodham Road/Hamberts Road roundabout to the Town Centre as listed in principle within TA Appendix H Pedestrian and Cycle Strategy shall be provided and shall include:

- a) Wayfinding Sign to Station and Town Centre at B1012/Ferrers Road/ Woodham Road/Hamberts Road roundabout
- b) Potential signed off-road pedestrian/cycle way on west side of Ferrers Road
- c) Wayfinding sign to Town Centre on Ferrers Road/Creekview Road junction

Reason:

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

Condition 76 – Junction improvements Shaw Farm roundabout

Prior to the 300th occupation of the development hereby permitted junction improvements shall be provided to the B1012/Ferrers Road/A132/Willow Grove roundabout to extend the merge taper on the A132 Burnham Road southwest-bound exit from the roundabout, widening of A132 Burnham Road northeast-bound approach to 3 lanes, and widening to increase the flare lengths on the Willow Grove and Ferrers Road approaches to roundabout, as shown in principle on Mayer Brown Plan GA7 rev P5-1.

Reason:

To mitigate the impact of development traffic on the highway network

Condition 77 - Junction improvements Rettendon Turnpike

Prior to the 405th occupation of the development hereby permitted junction improvements shall be provided to Rettendon Turnpike roundabout, including widening of the A1245 approach to 3 lanes and Main Road approach to 2 lanes as shown in principle on Mayer Brown Plan MBSK230111-1 rev P2.

Reason

To mitigate the impact of development traffic on the highway network

Condition 78 - Junction improvements Hawk Hill

Prior to the 405th occupation of the development hereby permitted junction improvements shall be provided to the Hawk Hill roundabout including widening of the A130 southbound off slip approach to roundabout to 3 lanes as shown indicatively in Mayer Brown Plan MBSK230111-1 rev P2, together with widening to increase the flare length on the Hawk Hill approach.

Reason:

To mitigate the impact of development traffic on the highway network

Condition 79 - MOVA

Prior to the 405th occupation of the development hereby permitted junction improvements shall be provided to the A132/Runwell Road/A130 northbound on/off slip road junction, involving the provision of MOVA at the traffic signals.

Reason:

To mitigate the impact of development traffic on the highway network

Condition 80 – Bus stops

Prior to occupation of each phase of development, bus stops are to be provided in relation to each development phase to ensure a target maximum travel distance of 400m from bus stops located on the spine road to each dwelling. Each stop shall include raised kerbing, shelter, seating, RTPI screen, static information display and a bus stop flag.

Reason:

To enable sustainable travel to/from the site.

Condition 81 – Community use agreement

Use of the primary school shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall

apply to the indoor and outdoor sports facilities of the school and shall include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason:

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy DM20.

Condition 82 – Final surfacing of roads and paths

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

Reason:

In the interests of highway safety.

Condition 83 – Tree and hedge planting report

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

Reason:

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

Ongoing

Condition 84 – SuDs maintenance logs

The applicant or any successor in title must maintain yearly logs of maintenance to the surface water drainage system which shall be carried out in accordance with the approved Maintenance Plan subject of condition 22. These logs must be available for inspection upon a request by the Local Planning Authority.

Reason:

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

Condition 85 – Water efficiency

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

Reason:

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

Condition 86 – PD rights boundary treatments

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no wall, gate or other means of enclosure other than approved under Reserved Matters or Condition 16 shall be constructed

beyond the roadside front or side elevation of properties within the site without the written consent of the local planning authority.

Reason:

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

Condition 87 – Unbound material

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

Reason:

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

Condition 88 – Stream hedgerow

A habitat buffer of at least 10 metres shall be retained to either side of the stream hedgerow that runs through the site from east to west.

Reason:

In order to protect this important habitat for birds in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 89 – Travelling showpeople

The five travelling showpeople plots hereby permitted shall not be occupied by any persons other than travelling showpeople, as defined in Annex 1: Glossary of Planning Policy for Traveller Sites (or its equivalent in replacement national policy).

Reason:

Planning permission has only been granted on the basis that it will meet an identified need for Travelling Show People in accordance with Policy DM3 of the Chelmsford Local Plan.

Notes to Applicant

- 1 Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.
2. 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.

3. More information about BREEAM is available on the BRE website: www.breeam.org .
4. You are reminded that this permission is also subject to a legal agreement, and that the terms of this agreement must be complied with.
5. The proposed development is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended) which will be applied to any Reserved Matters application(s) submitted in connection with this outline application. Reserved Matters application(s) must be accompanied by a CIL Additional Questions Form as well as CIL Form 2 - Claiming Exemption or Relief if claiming Social Housing relief. There are further details and links to these forms on the Council's website at www.chelmsford.gov.uk/cil.
6. Please note that the Council will contact you at least annually to gain information on projected build out rates for this development. Your co-operation with this request for information is vital in ensuring that the Council maintains an up to date record in relation to Housing Land Supply.
7. All work within or affecting existing and future highways is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org.
8. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required as security in case of default. The developer will be responsible for all of the costs associated with the stopping up of existing public highway to facilitate the development and its associated highway works
9. 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.
10. Any non-standard specification materials, signal equipment or structures proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for an agreed period following construction.
Trigger(s): Prior to the adoption of the relevant sections of Public Highway
11. Any landscaping proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for an agreed period following adoption.

12. Any tree planting proposed within the highway must be agreed with the Highway Authority. Trees must be sited clear of all underground services and visibility splays and must be sympathetic to the street lighting scheme. All proposed tree planting must be supported by a commuted sum to cover the cost of future maintenance, to be agreed with the Highway Authority.
13. Details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority. These details should conform to the Essex Design Guide or equivalent guidance.
14. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath 24 South Woodham Ferrers shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
15. The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.
16. Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available

SWF Consultation Responses – Appendix 1**Essex County Council Highways Authority**

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

The highway authority has been in discussion with the developer and its highway consultant, regarding the transportation aspects of the development proposal, since the Local Plan preferred option stage, including pre-application discussions and continued discussions during the consultation period for the planning application. These discussions have resulted in the developer submitting numerous additional transport notes, culminating in submission of a revised Transport Assessment.

The highway authority has undertaken extensive investigation and analysis of the submitted supporting documentation, and the additional information supplied by the applicant. As a consequence, the highway authority is now satisfied that the development proposal is acceptable in highway and transportation terms subject to a comprehensive package of mitigation measures, for capacity enhancements and sustainable transport measures, to be secured by condition or legal obligation.

It is acknowledged that the application has raised a lot of concern, in terms of highway impact, from local residents and interested parties, and that South Woodham Ferrers Infrastructure Group commissioned their own transport assessment review. The highway authority has undertaken its own independent review of the highway and transportation aspects but has taken the third-party comments into consideration in making this recommendation.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the provision of a package of mitigation measures for capacity enhancements and sustainable transport measures set out within the recommendation.

Essex County Council Major Communities

Careful consideration needs to be given to the apportionment of planning obligations, securing infrastructure delivery and ensuring effective place-making and place-keeping across the entire allocation

Health

For this application, the Public Health response will be led by Amber Nyoni, Public Health Practitioner for CCC. ECC recommends that this response is referred to in respect of Public Health considerations.

Education

Proposed school site – Land Compliance study still some unknowns and some risks. Further information is needed

No detailed information has been provided for the standalone EYCC facility

The focal square should remain car-free – it is recommended that consideration should be given to co-locating the parking for the Community Building with that for the EYCC

There will need to be special education needs and disabilities (SEND) contributions in the S106 agreement

Education Contributions

Financial contributions are sought as per the Developers' Guide to mitigate the impact on post-16 learning provision

Following re-consultation further comments submitted as follows:

- Comments on the layout of the school, car park and community centre
- Request clarification regarding the location and impact of existing utilities
- Concerns about noise impact on the proposed school site
- Clarification required on the further work needed regarding ground stability
- ECC no longer requests financial contributions towards school transport costs of SEND provision

Libraries

A contribution is requested towards local library enhancements

Adult Social Care and Independent Living

Flexible and adaptable homes to support the needs of an aging and changing population are preferable to a care home. ECC would welcome a discussion with the applicant on the possibility of including Extra Care within the development .

encourage the applicant to give consideration to ensuring that all homes on the application site meet at least Part M4(2) standards, wherever possible. We would also encourage that a significant proportion of dwellings are wheelchair adaptable and/or accessible homes (Part M4(3) standard), wherever possible, to enable residents to live independently in their own home for longer.

Digital Connectivity

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

- Provision for gigabit-capable (normally full fibre) internet connections to each property
- Provision of mobile connectivity and sufficient capacity for the geography of the new site

Employment and Skills Plan

- Reference should be made to an Employment and Skills Plan

Minerals and Waste

The Site Waste Management Strategy is a sound framework upon which to base future, more detailed Site Waste Management Plans (SWMP) to be submitted with a future Reserved Matters application

Waste Management

ECC recommends that contributions towards improvements at Essex RCHWs or municipal waste treatment sites to deliver capacity, access or other identified improvements required to support additional usage are sought as a result of the proposed development.

Zero Carbon and Renewable Energy Generation

Further detail is needed as to how the development will meet net zero standard, recognising that any homes that do not meet that standard at build will further add to the size of the challenge to achieve net zero by 2050 at the latest. Details on how emissions can be reduced further to achieve savings closer to net zero standard should be included as well as expected CO2 reductions across the whole site, i.e. both residential and non-residential.

Environment and Green Infrastructure

In terms of on-site green infrastructure provision, ECC is broadly supportive of the proposed approach. Conditions are recommended in relation to the landscape strategy of the site, construction environmental management plan and landscape ecological management and maintenance plan

Local Lead Flood Authority

No objections subject to conditions relating to the provision of a surface water drainage scheme for the site together with its management and maintenance. Conditions also recommended in relation to the construction process

Essex County Council Historic Environment Branch

The Historic Environment Record (HER) shows that the proposed development site lies within an area containing significant archaeological remains. There is the potential that significant archaeological features and deposits may survive within the proposed development area. A programme of archaeological evaluation is required by condition.

Natural England

Without appropriate mitigation the application would:

- have an adverse effect on the integrity of the Crouch and Roach Estuaries SPA and Ramsar, part of the Essex Estuaries SAC; the Blackwater Estuary SPA and Ramsar; and the Dengie SPA and Ramsar .
- damage or destroy the interest features for which the Crouch and Roach Estuaries Site of Special Scientific Interest has been notified.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required:

- The mitigation measures outlined in section 5.4 of the Habitat Regulations Assessment dated 22 September 2021 prepared by Geosphere Environmental Ltd, and in addition the mitigation measures set out in Drawing No. 32461_331 Rev F (Proposed Indicative Phasing Plan); Drawing No. 32461_332 (Proposed wider walking routes) and Drawing of SWF Eastern boundary.

Following consultation, Natural England advised that the proposed amendment to the phasing of development is unlikely to have significantly different impacts on the natural environment than the phasing of the development as previously proposed.

Historic England

Do not wish to offer any comments. The City Council should seek the views of their specialist conservation and archaeological advisers, as relevant.

Environment Agency

No objections.

The applicant may need an environmental permit for flood risk activities if they want to do work in, under, over or within 8 metres (m) from the river and from any flood defence structure or culvert of the Fen Brook, designated a 'main river

Department for Levelling up

Acknowledge receipt of the environmental statement relating to the above proposal. Confirm that we have no comments to make on the environmental statement.

NHS Mid & South Essex Integrated Care System

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

The ICB requests the sum of £524,300 be secured through a planning obligation in the form of a S106 agreement in order to increase capacity for the benefit of patients of the Surgeries in the vicinity of the application site. The contribution is needed to create capacity through reconfiguration and reorganisation of the Crouch Vale Medical Centre for primary healthcare, community and out of hospital services. The contribution should be made prior to commencement of development

CCC Public Health and Protection

The noise assessment with this application has been reviewed and it indicates that there are no concerns regarding noise for this development. I would suggest a condition is imposed that requires submission of further noise assessments/reports, when more details are known, to demonstrate that the various noise sources can be mitigated satisfactorily

The air quality impact assessment has been undertaken in a familiar format using standard methodology. Following Essex Highways confirmation that the traffic inputs are acceptable, we accept the findings of the air quality impact assessment which identifies for the operation phase of the proposed development negligible air quality impact at the majority of receptors with a slight air quality impact at some receptors.

The measures set out in the Construction Environmental Management Plan (CEMP) should be required by planning condition to reduce any emissions from site clearance, earthworks or construction processes.

The proposed package of mitigation measures set out within the transport assessment (section 9) should be required by planning condition.

Incorporation of these mitigations will make the proposed development acceptable on air quality grounds.

Residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is not allocated).

CCC Parks and Open Spaces

The sports ground 8 [4 rugby pitches] is as agreed and the sports pavilion, changing rooms and club facilities as shown in 7 are as previously discussed. The location and relationship with the pitches is satisfactory. Road access and carparking is also good.

1. From a practical point of view a small grounds maintenance compound, store with staff welfare facility [small wet-room and toilet, as well as small messroom] needs to be added and located
2. The sports facility/pavilion needs to be agreed in detail and the expectation is that the construction will take place as part of the development building works.
3. Neighbourhood equipped play facilities and allotment appear to be located throughout the development as previously comment on and are fine. With one exception, the most western part of the development does not appear to be served by an equipped play area? Unless access can be arranged across the current Sainsbury site? A possible solution would be to collocate a play facility on or near the sports ground?
4. The allotment site east of the current Garden or Remembrance is a good location and of a size where with some supporting facilities such as allotment hut and toilets would make an excellent allotment association base.

Maldon District Council

Bradwell B - The current pylons are likely to be replaced with larger pylons, and the increased voltage may result in wider no-build zones around the power lines. As the upgrade of the electricity infrastructure is likely to occur after the site has been completed, the site layout must enable these infrastructure works to take place.

The application needs to consider the cumulative impacts of this development alongside other published development proposals (for example Bradwell B).

It is noted that along Burnham Road there are several crossing points either proposed or to be enhanced, to enable residents to access the rest of the town and the train station, without the need for a car. Non-car access between the development and the town is vital. It should be ensured that these crossing points do not exacerbate congestion on Burnham Road, and that they are compatible with the existing HGV route. Any highway improvements relating to roads affecting the Maldon District, should be secured via the necessary S106 measures.

The application is considered to have insufficient landscape buffers along the northern and eastern edge of the development where housing areas adjoin the open countryside.

It is acknowledged that the proposed employment and retail spaces could bring benefits to Maldon residents in terms of future jobs and services.

The justification for locating the Travelling Showpeople's yard adjacent to the employment area, in order to reduce the risk to residential amenity of the settled community, is inadequate. It does not take into account that the Travelling Showpeople's yard is a residential use in itself. Further, it is not clear if the Travelling

Showpeople community has been consulted on whether this location would be suitable, both in terms of road network access and residential amenity.

Any impacts on the European Designated Sites should be offset by the RAMS mitigation contribution where necessary. The development should have a project level HRA to identify any further mitigation requirements.

South Woodham Ferrers Town Council

The traffic documents supplied are inaccurate, out of date and have no bearing on the local reality of the traffic flows.

Concerns that the new junction on the B1418 will result in people using Old Wickford Road to do a U turn as this is a left in left out only junction.

Concerns about rat running through King Edwards Road or Ferrers Road because of the new road layouts, junction and pedestrian crossings.

Concerns that 40mph along the B1012 is still too fast and that this should be reduced to 30mph

The main spine road through the site could in itself become a rat run

Planned development in the Dengie and Bradwell B has not been taken into account

Members would like the existing pedestrian crossing on Ferrers Road to be upgraded to a light controlled crossing.

The Town Council do not consider that non-car modes of transport are sufficient mitigation for the development.

Concerns about the drainage strategy, particularly as there have been flooding events in the vicinity of the site.

The existing ditch between the Garden of Remembrance and the southern parcel is proposed to be the main drainage for surface water for the eastern part of the development. The condition and suitability of the ditch much be further investigated before any building works commence.

The Environmental Statement advises that there will be water sampling of Fen Brook during the construction phase. A condition requiring water sampling both during and after the construction phase would be welcomed.

Concerns regarding the Foul Water Drainage from the proposed development. Paragraph 3.6.2, makes no mention of the main sewer that runs through Redhills Industrial Estate, back gardens of residents in Glendale who back on the Old SWF/Maldon railway line and Eastbridge Road. This sewer has collapsed within the last 4 years. The Council has concerns whether the developers are aware of this sewer as it is not detailed on the Foul Water Diagram, if not then further investigation are required to ascertain where it drains to and the effect on its capacity with any proposed new development.

The Town Council welcomes the initiative for initial free bus travel for new residents and would welcome this for all residents of SWF.

The two existing pumping stations discharge into Fenn Creek and a tributary of the River Crouch. The Rivers Trust states that These are sewer storm overflows and emergency overflows that do not currently have monitoring equipment installed, without this monitoring so we do not know how frequently they are discharging untreated sewage into our rivers. How will the new development impact on these and will there be an increased risk of untreated sewerage entering the Crouch Estuary?

Concerns regarding the impact of the development on wildlife and habitat, particularly habitat loss of farmland, impact on the LoWS, the Habitat Survey is out of date, bird species of conservation concern were missing from the surveys. The data does not use the Essex Record Centre Service

Concerns regarding the potential for the development to result in poor air quality, particularly close to the primary schools

Concerns about the impact of opening up the cycle path to the north of Drapers Road on the amenities of the neighbouring properties.

The existing GP surgery has plenty of capacity but needs more medical staff. How will the applicant fulfil this need?

It is preferred that all affordable homes be offered to existing residents of SWF in the first instance for all tenure types.

Following re-consultation, further comments were received as follows:

- The building density appears to be much less than some of the existing parts of SWF, no adverse comments on materials or building heights
- Open spaces should be well maintained and lit
- Confirmation needed from Anglian Water that they have capacity
- Not convinced that the proposed improvements to bus travel is enough
- There should be improvements to the railway provision
- Remain concerned about capacity constraints at the Rettendon Turnpike
- Please with enlarged roundabout proposal
- Remain concerned that traffic could cut through the development to avoid the hullbridge road junction
- Concerns regarding the acceptability of the road safety data
- Suggests reducing the speed of the B1012 to 30mph

Rettendon Parish Council

- Objects to the application. Concerns regarding traffic congestion. Plans for Bradwell B have not been taken into account.
- More consideration should be given to infrastructure including roads and doctors surgeries.

North Farnbridge PC

Object to the application.

Concerns about the inadequacy of the transport assessment. Local bus service improvements, car share and cycle schemes are irrelevant to residents distant from SWF.

Significant concerns relating to overloading of the primary healthcare services.

The development will lead to congestion on the B1012 which will result in displacement traffic on the more minor roads and will also affect emergency vehicle response times.

There is already a lack of GP surgeries and dental practices, this development will exacerbate the problem.

The existing Hullbridge Road Junction is already problematic in terms of congestion and safety.

Concerns about the impact of Bradwell B proposals.

An independent review of the transport assessment has shown that there are major technical flaws

There has been an incomplete consideration of cumulative development pressures on the road network

The future year modelled in the TA of 2026 is too short a timescale

The VISSIM modelling is unsound. The proposed mitigations fail to address the development traffic on the road network

Errors and overly optimistic input values found in the TA modelling and road accident datasets have not been properly updated.

The use of sustainable transport measures are overly optimistic

There are no substantive changes to the revised TA.

Concerns regarding reduced response times from emergency services

Cold Norton Parish Council

Recommends that this application is refused as it does not address the transport issues and the impact on traffic not only in SWF but also as far out as the Dengie.

Further comments received following re-consultation as follows:

- Highway implications will severely impact daily lives due to congestion
- The new transport assessment does little to mitigate against the potential disruption
- This application has not taken into account potential future development in the Dengie Hundred
- The future year basis of the TA of only 2026 is inappropriate
- The TA has technical flaws
- Concerns about primary healthcare and schools being put under more pressure
- There should be a new northern bypass

Runwell Parish Council

The development will mean a need for improved public transport. There is also a particular weakness in the rail network via the single track branch line at South Woodham Ferrers. There needs to be improvements to the SWF railway station and more regular and longer trains via Wickford to the Southend/Liverpool St main line.

Following re-consultation the Parish Council maintains its previous comments. The bus service is noted. Substantial work needed to surrounding roads (which are already sub-standard and subject to a reduced speed limit) to cope with further traffic movements from this substantial development.

East Hanningfield Parish Council

The development will increase traffic along Creephedge Lane. Traffic restriction or calming will be needed and should be included.

Following re-consultation the Parish Council; remain concerned about the traffic implication of the development which are likely to result in rat running

Stow Maries Parish Council

Object to the application. The proposal to urbanise the Burnham Road, adding a cross roads, more traffic lights and pedestrian crossings will create significant congestion.

Long Wickford bound queues are being seen at Sainsbury's and traffic is increasingly using Edwin Halls Lane and Woodham Road as "rat runs". Stow Maries residents and surrounding villages will experience the same rat run effects through Church Lane, Honeypot Lane and then Crows Lane as the traffic backs up. The proposed addition of 9 pedestrian crossings will exacerbate these problems and contribute to worsening air quality

The current proposal will also have an unacceptable impact on road safety. School children will need to cross the busy B1012 to attend school and return home

The Traffic Assessment submitted as part of the application does not allow for any future development in the Dengie as part of the Maldon Local Plan or the potential development of Bradwell B which would have a significant effect of road usage in the area

A new northern by-pass should be created to redirect east west traffic on the Burnham Road. The eastern parcel (phase 3b) creates a disjointed area of housing, is in a prominent position and would be very visible. It also builds over the old railway line. It is also precluded to the protection of important protected environmentally sensitive sites in the locality.

The locality already suffers from inadequate infrastructure with trains, roads, schools, doctors, dentist and veterinary practices all running at full capacity. The development will add to these pressures.

Purleigh Parish Council

Recommends that the application be refused for the following reasons:

- The proposal will create significant congestion especially at peak times
- The new transport assessment does little to mitigate against the potential disruption
- Concerns regarding air pollution
- The application has not taken into account potential future development in the Dengie Hundred as part of the Maldon District Plan or Bradwell B
- It is critical that a new northern bypass is created
- It is imperative that the necessary infrastructure is provided and that the planning application is infrastructure led.

Althorne Parish Council

The traffic volume on the B1010 has been increasing in the past 2/3 years as building in Maldon has grown and there are more in the pipeline

Sainsburys roundabout already causes congestion. Concerns that the further roundabouts and crossings will cause further congestion and drivers will seek to find longer routes to the south and north, increasing CO2 emissions.

The busy B1012 will cut SWF in half creating isolation and harming the integration of the new communities. This will result in a harmful loss of countryside which will affect everyone that enjoys the view of the fields at the entrance to the Dengie.

The existing railway line is a single track branch line, there are not enough trains, particularly direct trains which will place more reliance on the private car.

Woodham Ferrers and Bicknacre Parish Council

This large development will inevitably increase traffic. Members have concerns around the inadequacy of the traffic assessment. In addition, Members have significant concerns relating to the overload on the provision of primary healthcare services.

The United Dengie Councils

Making the B1012 a street is unworkable. It is a primary main route in and out of the Dengie. The proposal is a recipe for serious congestion.

The glaring omission in the approved masterplan and the SWF Neighbourhood plan is a recommendation for a northern bypass.

There are concerns that we are being excluded from the decision making process. There needs to be a workable solution that will improve the traffic flow around SWF. Implementing the current SWF Neighbourhood Plan and the current Masterplan in their present form will irrevocably disadvantage those dependent on road transport in South Woodham and The Dengie.

Essex Police

The Essex Police Designing out Crime Office would welcome consultation with the applicant regarding the project. Essex Police recommends consideration of 'designing out crime concepts' throughout all aspects of the design and during the planning process.

Further comments received following re-consultation:

- Would like to be consulted on the landscaping plans
- It is important to ensure that designs encourage connectivity whilst being consignant of potential crime implications
- The scheme needs to include secure bicycle storage
- Careful consideration needs to be given for materials for street furniture
- Advocates secured by design accreditation
- It is essential that emergency vehicles can gain rapid access to any incident occurring whtihn the whole development and surrounding neighbourhoods
- Welcomes consultation on the C2 care use in the future, the allotments and the travelling show people sites
- Consideration should be given to the security provision of EC charging facilities
- Recommends the implementation of a design code
- Wish to be consulted on the reserved matters applications
-

Sport England

An objection is made to the proposals for community sports facility provision to meet the needs of the proposed residential development. More specifically, it is requested that the following matters be addressed before the planning application is determined and/or through a planning obligation/conditions where appropriate:

- The proposed quantum of outdoor sports facility provision should be secured through a planning obligation with provision for the delivery of the facilities within a defined timescale based on an agreed phasing plan;
- Consideration be given to securing a financial contribution towards off-site sports facilities at Saltcoats Park to supplement on-site sports facility provision;
- Advice should be requested from the National Grid on the implications of siting the proposed sports ground underneath the overhead power lines;
- An appropriate financial contribution for covering the costs of constructing the pavilion should be discussed and agreed with the Council and relevant sports governing bodies;
- Submission and approval of the design and layout of outdoor sports facilities, supporting facilities and a sports pitch feasibility study;
- Securing management and maintenance arrangements for the outdoor sports facilities through a planning obligation;

- Financial contributions should be secured towards off-site indoor sports facility provision for meeting the additional demand generated for facilities such as swimming pools and sports halls;
- A community use agreement for the primary school's sports facilities should be secured.

Active Design

The overall approach to considering Sport England/Public Health England Active Design principles is commended. It is requested that the comments and suggestions made about how Active Design can be incorporated further into the proposals are considered and where applicable addressed before the application is determined. It is also requested that a condition is imposed requiring subsequent reserved matters applications to demonstrate how Active Design principles have been considered in the detailed design of the development.

Anglian Water

There are no assets owned by Anglian Water within the development site boundary.

The foul drainage from this development is in the catchment of SWF Water Recycling Centre which does not currently have capacity to treat the flows from the development site. Anglian Water are obligated to accept the foul flows from the development. We are working with the developer on the drainage strategy for domestic foul water which is acceptable in principle. However there are variations that are being explored to find the optimal strategy. A condition is required.

The preferred method for disposal of surface water is via a sustainable drainage strategy.

Cadent Gas

No objections. There is a High Pressure Major Accident Hazard Pipeline (MAHP) and/or an Intermediate Pressure Pipeline and/or an Above Ground Installation.

The minimum building proximity distance (BPD) for the pipelines and associated installations is as follows:

- Specific MAHP BPD (15 METERS MIN)
- Specific IP BPD (3 METERS MIN)
- Specific AGI BPD (based upon the hazardous area zoning) 10 METERS MIN

The building proximity distance taken from The Institution of Gas Engineers and Managers publication IGEM/TD/1 Edition 5 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission and IGEM/TD/3 Edition 5 Steel and PE pipelines for gas distribution. Informative recommended

Network Rail

Network Rail strongly recommends the developer contacts the Local Level Crossing Manager on dl-angliagelcm@networkrail.co.uk

Public Health Impact Assessment

The Health Impact Assessment (HIA) report provides a wide range of information and has used the appropriate framework and assessment tools to provide a good standing HIA report. A further review of recommendations for reserved matters design stage will be needed to assess the impacts of each criteria.

Essex Fire and Rescue

In general terms it would appear from the plans included as part of the consultation that access for Fire Service Appliances is satisfactory, but it has not been possible to accurately scale from those plans within the submission to fully confirm compliance. However, more detailed observations on access and facilities for the Fire Service will be considered on submission of hard copy plans at Building Regulation consultation stage should approval be given, this will require that access is in accordance with A. D. "B" B 5.

However, this will require that access is in accordance with A. D. "B" B 5 Section 16 with a vehicle weight loading of 15 tonne.

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

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development.

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.

Summary of Neighbour Representations

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

Highway matters

Neighbour Comment	CCC Response
The development will result in an increase in traffic on already congested roads	A range of junction improvements are proposed as part of the mitigation for the development. The proposal also includes an improved bus service and pedestrian and cycle links together with incentives for residents to use public transport. ECC Highway Authority are content that with the required package of mitigation measures the impact of the development on the local highway network will be acceptable.
A new northern bypass should be constructed around the development	This is not considered to be necessary. The highway mitigation package proposed is sufficient to mitigate the impact of the development on the local highway network. The suggestion of a northern bypass was considered at Local Plan stage by the Planning Inspectorate, who concluded that it was not necessary.
The transport assessment has not modelled the junctions correctly	ECC Highway Authority have assessed the submitted Transport Assessment and are content that the junctions have been modelled acceptably. An applicant's VISSIM model of the B1012 route has been assessed by Jacobs and is acceptable.
The junction models do not correctly model HGV traffic	HGV traffic was incorrectly modelled on early assessments, however these have been updated and the HGV modelling rectified
The transport assessment has not considered the impact of each junction on each other junction	The transport assessment VISSIM modelling looks at the B1012 corridor as a whole. This has been assessed independently by Ringway Jacobs and is considered acceptable. (VISSIM is a traffic model package which can look at a corridor of movements as opposed to the more traditional Junctions software)

No account is taken of committed developments which will add traffic to the base network	The traffic related to the housing allocations within Maldon district has been included in the SWF allocation modelling within the TEMPRO growth rates applied. (TEMPRO is the industry standard tool for estimating traffic growth which is required when assessing the traffic impact of a development on the local highway network, using DfT approved data. The model forecasts the growth in trip origin to destination up to 2051 for use in transport modelling taking into account: population, employment, housing, car ownership and trip rates.) Since the SWF Transport Assessment (TA) has been submitted, the latest TEMPRO rates have been released by DfT and these are actually lower than the ones used to assess the TA, therefore the data in the TA, relating to background growth is robust.
2026 is assessed as the future year scenario. This is unrealistic, given the need to secure Reserved Matter consent and taking account of typical house builder build rates	The full development has been assessed in future year 2026. Therefore, the mitigation for the total development traffic has been identified. Assessing a future year of 2036 would involve adding forecast growth to the base flows which in effect would reduce the proportional impact of the development traffic. Therefore, ECC is satisfied that a robust case has been assessed and that this is appropriate to identify the required mitigation package for the development's impact.
Overly optimistic assumptions are being made with regard to modal choice	Not agreed. The s.106 agreement will ensure that sustainable modes of transport are available to residents at an early stage in order to create habits from occupation. Trip rate figures used in the TA were higher than those used in the Local Plan modelling and therefore present a robust case.
The existing Sainsbury's roundabout is poor and needs to be improved	There is no highway land available to improve the Sainsburys roundabout therefore the modelling that has been carried out takes the existing situation into account.
The increased traffic on the Burnham Road will result in greater flows of traffic along other routes that are not able to support them	A range of junction improvements are proposed as part of the mitigation for the development. The proposal also includes an

	improved bus service and pedestrian and cycle links together with incentives for residents to use public transport. ECC Highway Authority are content that with the required package of mitigation measures the impact of the development on the local highway network will be acceptable, which should prevent traffic from seeking other routes. The junction improvements will also be monitored and a reserve fund secured so that additional traffic calming works can be installed in the future should this be deemed necessary.
The transport assessment does not take into the likely Bradwell B construction	There is no certainty at this stage that Bradwell B will be constructed. It will be for the developers of Bradwell B to take into account the development of the Strategic Growth Site 10 rather than the other way around.
The proposed pedestrian crossings will create further congestion on the Burnham Road	The transport assessment and junction modelling that has been carried out takes into account the impact of the proposed pedestrian crossings. The crossings are an important connection between the existing town and the new development.
The pedestrian crossings over Burnham road should be underpasses to avoid stopping the traffic	Underpasses are not attractive environments to pedestrians. The proposed toucan crossings are considered to be an acceptable solution
Bus services for Burnham residents are unlikely to increase in capacity which is one of the mitigation strategies mentioned in the Transport Assessment.	The development is only required to mitigate its own impacts and not to provide improvements to residents remote from the site. The development is considered to satisfactorily mitigate its own impacts on the highway network.
Emergency services and ambulance journey times will increase	A range of junction improvements are proposed as part of the mitigation for the development. The proposal also includes an improved bus service and pedestrian and cycle links together with incentives for residents to use public transport. ECC Highway Authority are content that with the required package of mitigation measures the impact of the development on the local highway network will be acceptable and should not therefore result in any significant delays to journey times.

Why is the 2020 survey being taken into account as the covid lockdown was in place	The survey taken in 2020 was prior to the first national lockdown in March and is therefore showing pre-covid traffic.
The B1012 could do with resurfacing and widening in places	The development has identified mitigation locations where improvements could be made to mitigate the impact of the development. Maintenance is a separate matter, for which ECC as Highway Authority has responsibility for.
The Road Safety Audit was not included in the submission until a freedom of information request alerted Essex Highways	A Stage 1 Road Safety Audit has now been submitted and reviewed by the Highway Authority.
The proposal to provide 3m a wide mixed 2 way cycle lane at the north end of Hullbridge Road represents a significant safety hazard for its users	The in principle plans submitted conform to LTN1/20 guidance. Shared footway/cycleways are appropriate in some situations.
Modelled queue length outputs underestimate real situation	The modelling has been assessed and is acceptable to the Highway Authority
The congestion in SWF shows that there is significant flow around 06:30 and peaks between 07:00 and 8:00 so modelling outside of these times will be invalid	Each junction has been modelled on its peak hour according to the traffic counts so not every junction will have the same peak. Modelling requires one hour to be tested with lead-in and lead-out periods. The worst hour within the AM and PM peak periods with highest flows has been selected Each junction has been modelled according to the traffic counts so not every junction will have the same peak hour.
Cyclists cannot access the Medical Centre as the footways are only 2m wide	The proposal includes widening of the footpath near the Medical Centre where possible to allow access for cyclists, however there is limited width available
Appointing a travel plan co-ordinator after the development is built is too late	The purpose of a travel plan co-ordinator is to monitor the real time situation therefore this can only be done once the houses are occupied
The left in left out junction on the B1418 will result in people wishing to travel north doing a U turn in Old Wickford Road	This has now been altered to an enlarged roundabout. The traffic lighted junction here is no longer proposed.
The crossing at the bridleway should be a Pegasus not a toucan crossing	The proposal is to alter this route to a pedestrian and cycle way as there is no incentive for horse riders to access the town centre. The developer will need to seek approval from Essex County Council to alter the

	status of the route. If this is declined then a Pegasus crossing will be required as a fall-back position.
The A132 is showing signs of subsidence again even after being repaired	The carriageway recently underwent a large amount of patching with a speed restriction currently in place. Essex Highways will commission a design scheme for the road for financial year 23/24. Once investigations into what is required are complete then a scheme will be designed to improve the road.
It is too far for new residents to walk to the secondary school so they will get in their cars causing more traffic	This is not agreed. Suitable walking and cycling routes are provided from the development to the secondary school. It is accepted that not all residents will use these routes but providing the routes enables choice and an increased likelihood in residents choosing sustainable modes of transport.
The proposed signalised junction at the B1012 and B1418 will be harmful through the loss of landscaping and will also create further congestion	The signalling of this junction is no longer proposed.
Ferrers Road will become the route of choice for motorists	A range of junction improvements are proposed as part of the mitigation for the development. The proposal also includes an improved bus service and pedestrian and cycle links together with incentives for residents to use public transport. ECC Highway Authority are content that with the required package of mitigation measures the impact of the development on the local highway network will be acceptable, which would prevent traffic from seeking other routes. The B1012 will remain a PR1 route and Ferrers Road is and will be a PR2 route, of lower category. Ferrers Road is a significantly longer route around SWF and does not have priority on the A132/Willow Grove/B1012/Ferrers Road roundabout in the AM peak given the flow of traffic onto A132 so is unlikely to be used instead of the B1012 for through traffic. The VISSIM model does not show increased queuing in the future am peak, so there would

	be no reason to believe Ferrers Road will see an increase in traffic
The A132 needs a filter lane built to allow direct access onto the A130 towards the A12	The proposed junction improvements including an additional lane between the Hawk Hill roundabout and the Rettendon Turnpike and the addition of MOVA on the signals, will improve the flow of traffic onto the A132 towards the A130
There are no plans for upgrading the footpath on the south side of the Burnham Road, which is in a poor state	The proposal does include a plan to widen the footpath on the south side of the Burnham Road
SWF Town Council have objected to a proposed planning application for 750 dwellings in Althorne	This is noted. The application that has been submitted in Althorne has not been planned through the Maldon Local Plan. The Althorne proposal will need to be assessed on its own merits and will need to take into account the development of Strategic Growth Site 10.
The accident data provided is not up to date	Accident data relating to incidents reported to police is the industry standard method of considering if there is an inherent safety issue at a junction. Whilst the accident data used within the application submission is not up to date due to the passage of time since the submission of the application, no accident patterns were apparent and therefore it was not necessary to interrogate more recent data
The traffic data used is not reflective of the real situation.	The primary data used in the assessments is pre-COVID data from February 2020. For the A130/A132 Intersection 2016 data has been referred to and checked against later surveys, which actually show growth to be lower than that used in the assessment. This is consistent with updated Govt growth forecasts. The COVID pandemic has meant that more recent traffic count would not provide an accurate representation of traffic flows
The VISSIM modelling is incorrect	The VISSIM model has been assessed by Jacobs, the inputs are deemed to have been acceptably modelled and the outcome is acceptable. The ECC application response is based upon the SC1 Assessment using more robust (higher) traffic figures. The SC2 assessment is the consultants view of likely impacts using vehicle trip rates, which are consistent with the Local

	Plan Evidence Base and a more localised distribution of traffic which may occur with strong and successful travel plan measures. The Highways mitigation package is based on SC1 assessments with higher traffic figures.
The proposed cycle merges are dangerous	Cycle merges are an accepted design and the proposed ones have been assessed in the Stage 1 Road Safety Audit.
There are no provisions or mitigation for electric scooters bikes or cargo bikes	Private e-scooters cannot legally be used on the public highway at present so no consideration has been given to them in design. Cargo bikes fall into the cycle category and can use cycleways.
The road safety audit is inadequate and needs to be re-assessed	The in-principal plans submitted have been subject to a Stage 1 Road Safety Audit. Should the application be approved, further stages of Road Safety Audits will form part of the S278/S38 process
Concerns raised with the technical design within drawings	The overall design proposals have been considered by ECC Development Management who will oversee the implementation of the works. They are satisfied the in-principal designs are acceptable but the designs will be subject to a detailed design process (technical approval) to allow any necessary amendments to the design to be made.
The site is too remote from local schools and it will be unsafe for children to cross the B1012	The proposal provides signalised pedestrian crossings to ensure safe connectivity to the existing town and schools.

Public Transport

Neighbour Comment	CCC Response
The train links to London are not good enough. Most people drive out to either Chelmsford or Wickford	It is acknowledged that SWF train station has limited capacity as it is a branch line only. The proposal seeks to improve bus services to Chelmsford during peak hours and also proposes a peak time bus service to Wickford Station as it is recognised that many commuters use Wickford as a more reliable connection to London

Who will fund the buses?	This will be developer funded for the duration of the development plus 1 year or until it becomes self-funded if sooner.
The business travel plan is based on National Statistics 2011 Census Data, so it is more than a decade out of date	The 2021 census data was not available at the time of drafting the Travel Plan, in any event, the 2021 Census was heavily affected by the COVID pandemic so in the absence of accurate data the 2011 census is most relevant
Who would pay for the car club?	This is to be paid for by the developer.

Utilities and Drainage

Neighbour Comment	CCC Response
There is a proposal for 140 existing houses to be switched to the eastern foul sewer. Will they be charged for this?	There will be no charge to existing residents
Concerns over who would oversee the actions of a management company taking care of the foul water network	The foul water network would continue to be managed by Anglian Water
Concerns over surface water flooding	The proposal includes a sustainable drainage (SuDs) scheme which uses swales and attenuation basins to slow the flow of water from the site in order to prevent surface water flooding. The local lead flood authority are content with the principles of the proposed scheme and have requested a condition to approve the finer details.
Concerns that Anglian Water will not be able to cope with the sewage generated	Anglian Water are content with the proposed foul water strategy in principle and a condition is attached requiring the finer details of the strategy to be approved with Anglian Water at a later stage.
Concerns regarding increased chances of flooding due to climate change and loss of green fields	The impact of climate change has been taken into account in the development of the SuDs scheme.
There have been instances in the past where Anglian Water have allowed raw sewage into the rivers	Issues with existing pumping stations and overflows is a matter for Anglian Water

Living Environment

Neighbour Comment	CCC Response
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Concerns regarding an increase in pollution due to traffic congestion	The application is accompanied by an air quality impact assessment, which concludes that the development would not result in any harmful increases in air pollution. The City Council's Public Health and Protection Service are content with the methodology and findings of the submitted report.
The proposed cycle route along the old railway line could affect the privacy of the neighbouring properties in Glendale that back onto this route	Details of this cycle route are yet to be submitted but suitable boundary treatments can be required to ensure that the privacy of the neighbours is not adversely affected
Removal of trees along the proposed cycle route of the old railway line could result in a loss of a noise buffer between Glendale and the industrial estate.	Full details of this cycle route are yet to be submitted. Whilst a certain amount of vegetation will need to be removed, there will be no unnecessary removal of trees along the boundaries.
Concerns about noise pollution from the extra traffic on Burnham Road	The application is accompanied by a noise impact assessment, which concludes that the development would not result in any harmful increases in noise pollution, subject to mitigation requirements which are secured by conditions. The City Council's Public Health and Protection Service are content with the findings of the submitted report.
The noise survey uses the wrong units of measurement – It should be using LEQ 30 minute using dB linear measurements	The City Council's Public Health and Protection officers are content that the submitted noise report uses best practice methodology and that the conclusions are sound.

Visual impacts

Neighbour Comment	CCC Response
This will result in the loss of green space and loss of open countryside	Acknowledged. The principle of the development was approved at local plan stage. The development is proposed to be landscaped in order to mitigate its impact as far as possible.
This will have a negative impact on what is a picturesque area of South Woodham Ferrers and one that is actively used by local residents for outdoor pursuits and recreation	It is acknowledged that the development will have an impact on the views from South Woodham Ferrers and will result in a loss of open countryside. The scheme does, however include large areas of open space, which will be

	open to the public to access for recreation purposes. The proposal will also provide land for outdoor sports, outdoor play, a community woodland and allotments.
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Local Services

Neighbour Comment	CCC Response
Concerns that there is a lack of policing and fire service availability	Funding for policing is made by national Government funding and the residential contribution through payment of the separate element making up the overall Council Tax. Funding for fire is similar, with the addition of money from business rates. Houses or commercial premises will generate more money for these services with the choices of how it's spent resting with the Commissioner and the services.
The GP surgeries and dentists are already over capacity in SWF – this will add to the existing problem	The NHS have requested a financial contribution which would be used to reconfigure the existing Crouch Vale Medical Centre to accommodate the increase in patients. This will be secured as part of the s.106 agreement.
Do the local hospitals have enough beds and wards to cope with these additional people?	The NHS and its hospitals rely on Government funding, National Insurance Contributions, general taxation, a small amount from patient charges and property rent/lease.

Wildlife

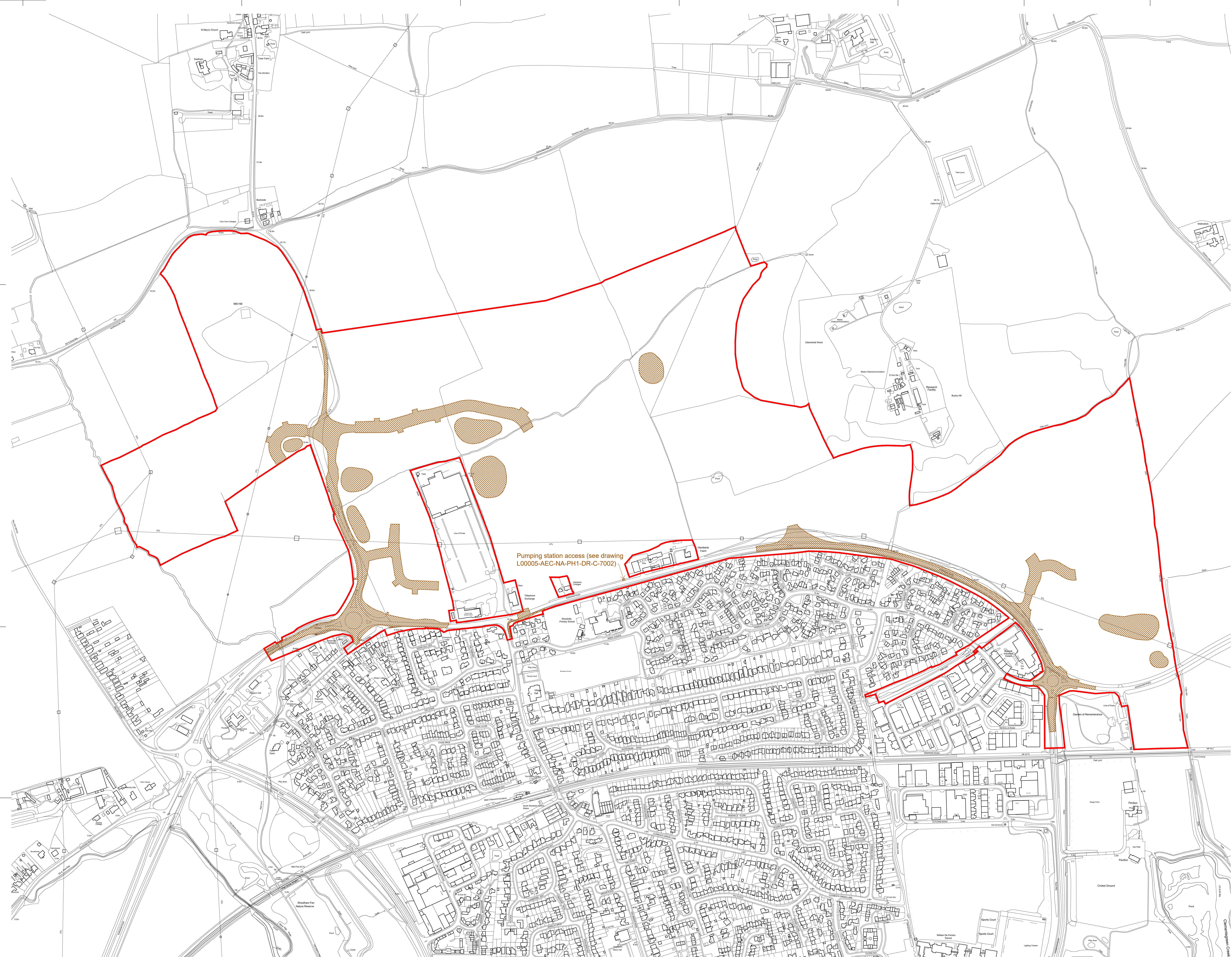
Neighbour Comment	CCC Response
The proposed cycle route along the old railway line could result in harm to an area that is currently a rich habitat for wild birds and animals	A preliminary ecological appraisal has been submitted for the railway line, which recommends mitigation measures such as ecological supervision during the works, sensitive lighting for bats and carrying out works outside of the bird nesting season. The attached conditions, which also includes the provision of a landscape and ecological management plan will ensure that the development results in no harm to biodiversity along this corridor
The housing has been sensitivity balanced with lots of green space for residents and opportunities to enhance biodiversity	No comment

This contravenes the Environment Act 2021 as it is not achieving a 10% increase in biodiversity net gain	The submitted reports currently show that the development will achieve in excess of 10%. A condition also attached which requires the development to achieve at least 10% biodiversity net gain.
Concerned about the loss of the fields and the natural landscape which is habitat to many wild animals and insects	The site has been thoroughly surveyed for protected species and other notable wildlife. Conditions are attached to ensure that existing wildlife habitats are protected and preserved.
Hedges should be preserved	Agreed and development parcels have taken into account the existing important wildlife corridors. Hedges will be preserved as much as reasonably practicable.

Other matters

Neighbour Comment	CCC Response
The Council are ignoring facts to cover developer profits	The application has been assessed on its own individual merits.
All property sales should be freehold or common hold	This is not a planning matter
Concerns about the possibility of ground creep. The environmental statement advises that there is a need for intrusive investigations	A condition is attached requiring further investigations prior to commencement on any part of the development that has been identified as having potential ground creep. Mitigation measures will then be required where needed
The government should be moving to promote domestic food self sufficiency rather than building over the countryside.	The City Council is required by government to maintain a 5 year supply of housing land. The application site forms part of a strategic growth site that was allocated in the Local Plan
This application in addition to the Bellway land could bring the housing number to 1550 which is above that agreed by the SoS and is therefore subject to a judicial review	The combined application total is 1220
There is evidence of cut and paste from other applications used in the Transport Assessment e.g. references to Bourne Airfield and Oaklands Meadows Station – this casts doubt on the accuracy of the information	Drafting errors in the applicant's submission are acknowledged but the evidence provided overall is considered to be sound

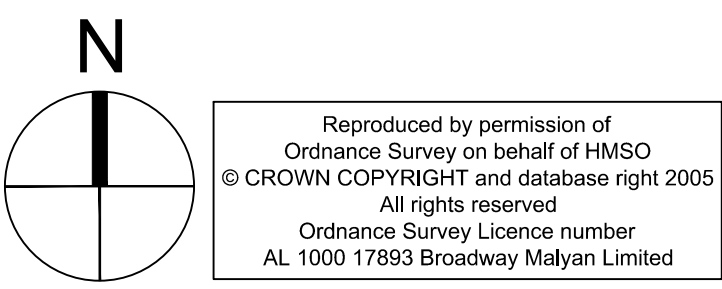
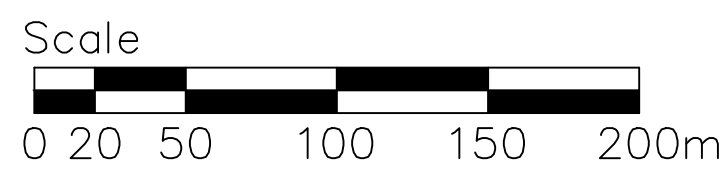
Concerns that a higher number of HGVs travelling on Ferrers Road will result in damage to the foundations of these properties	A range of junction improvements are proposed as part of the mitigation for the development. The proposal also includes an improved bus service and pedestrian and cycle links together with incentives for residents to use public transport. ECC Highway Authority are content that the impact of the development on the local highway network will be acceptable, which would prevent traffic from seeking other routes such as Ferrers Road. Ferrers road is already capable of carrying both moving and stationary vehicles of a wide variety of sizes and weights. Any increase in traffic is therefore unlikely to result in damage to the neighbouring properties
Additional road noise traffic from Ferrers Road will reduce the value of properties that back onto it	As above, it is not considered that there would be significant additional traffic on Ferrers Road. Property values is not a planning consideration
Concern that there is a conflict of interest given that ECC has a landholding interest within the development and that they are also the Highway Authority considering the application	This is not the case. The application is assessed on its own individual merits. ECC as highway authority provide an independent review, as consultee to Chelmsford City Council (CCC), the Local Planning Authority, based purely on the highway/transportation impact and do not take into consideration any commercial or contractual issues. CCC are the decision-making authority
The development will have a negative economic impact	The development will provide jobs, homes and more spending in the town centre. It is likely that the development will have a positive economic impact rather than negative.



Application Site



Extent of detailed element within application



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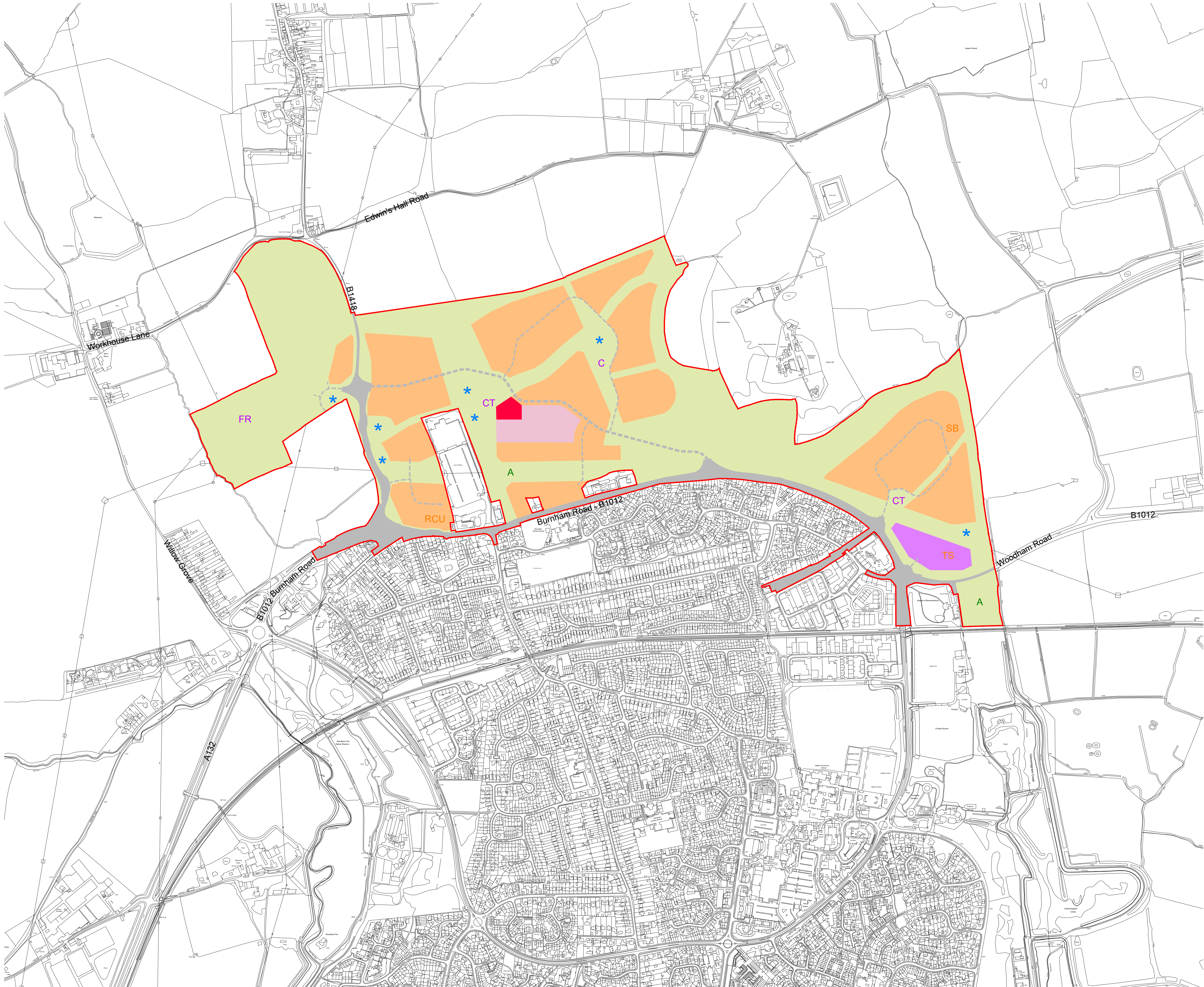
Client
Countryside / ECC Property Services

Project
Oaklands Meadows
South Woodham Ferrers

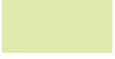
Description
Proposed
Extent of Detailed Element
Of Application

For Application			Status
Scale	Drawn By	Date	
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Job Number	Drawing Number	Revision	
32461	103	C	

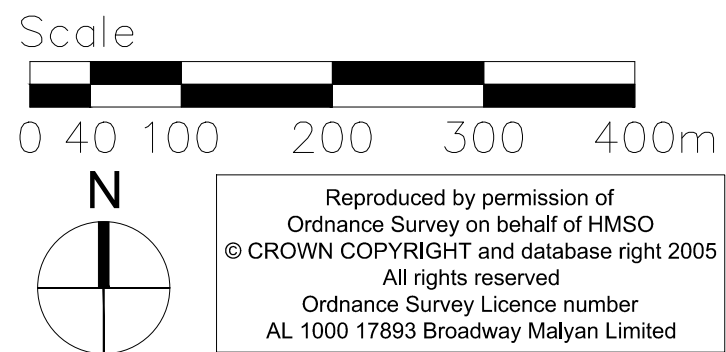
Original size 100mm @ A0 Copyright Broadway Malayan Limited



Contractors and consultants are not to scale dimensions from this drawing

- Extent of application 
- Land use - residential
Including front and back gardens, internal circulation, utilities, parking spaces, sustainable drainage and landscaped areas. 
- Land use - education 
- Land use - mixed use area 
- Land use - local centre 
- Land use - landscape
Including informal and formal open space, sports pitches, equipped play areas, parkland, woodland, buffer planting, ponds, SUDs features, footpaths, cycle routes and internal roads. 
- Land use - highways and access
Including footpaths, cycle routes and landscaping. 
- Primary spine street
- Indicative alignment 
- Secondary access street
- Indicative alignment 
- Residential Care Use
- broad location 
- Self Build Area
- broad location 
- Travelling Showpeople Area
- broad location 
- Childrens and teenagers play
- broad location 
- Childrens play
- broad location 
- Formal recreation
- broad location 
- Allotments
- broad location 
- Sustainable drainage feature
- broad location 

Note: The precise definition of developable boundaries will be determined at Reserved Matters stage. The developable area includes areas of residential, education, mixed use and local centre land uses and will not exceed 41.24 ha.



Revision	Date	Description
--	YY-MM-DD	

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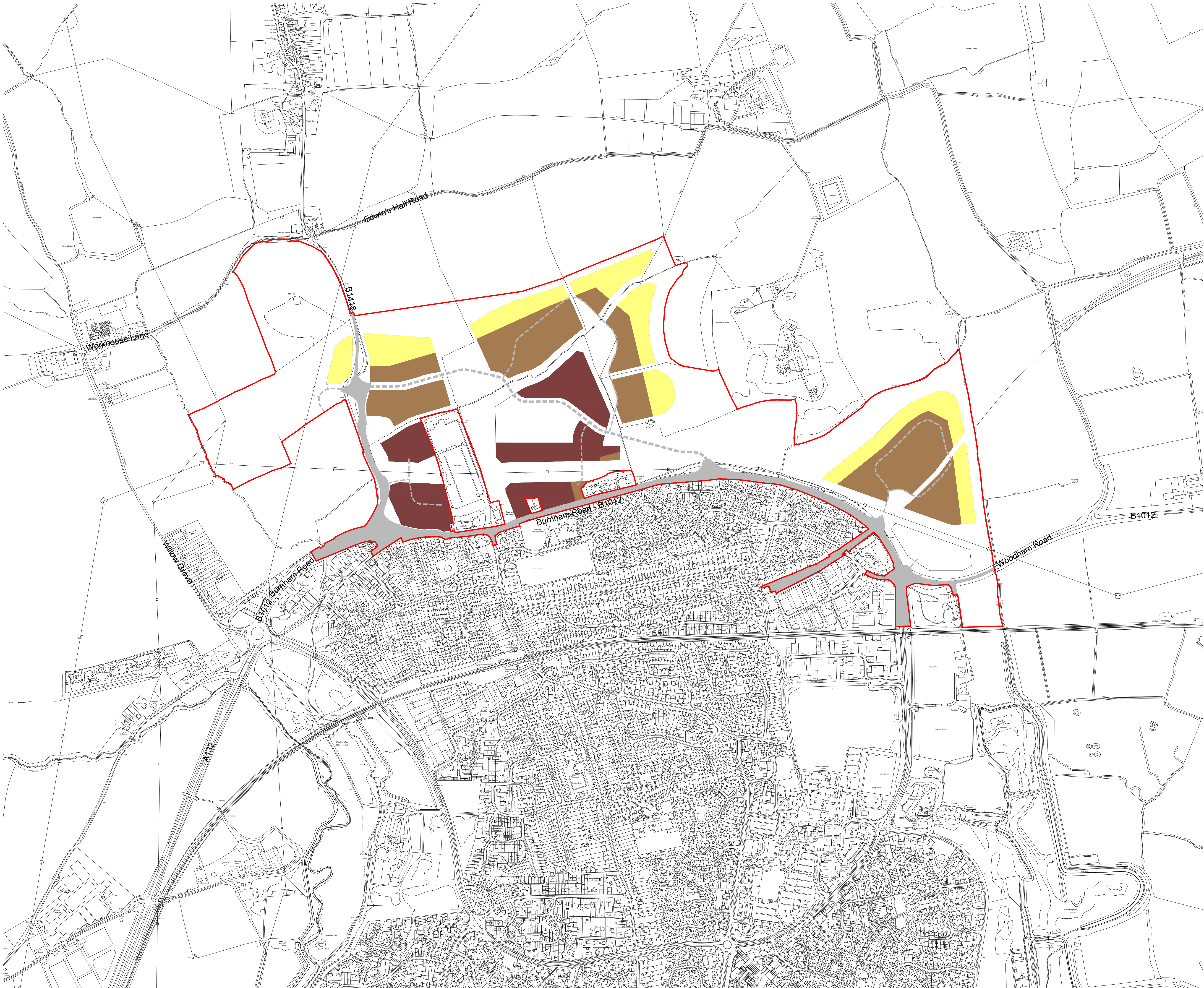
Client
Countryside / ECC Property Services

Project
**Oaklands Meadows
South Woodham Ferrers**

Description
**Proposed
Parameters Plan
Land Use**

Status
For Application

Scale 1:5000@A1	Drawn By MJ	Date Oct 22
Job Number 32461	Drawing Number 321	Revision E

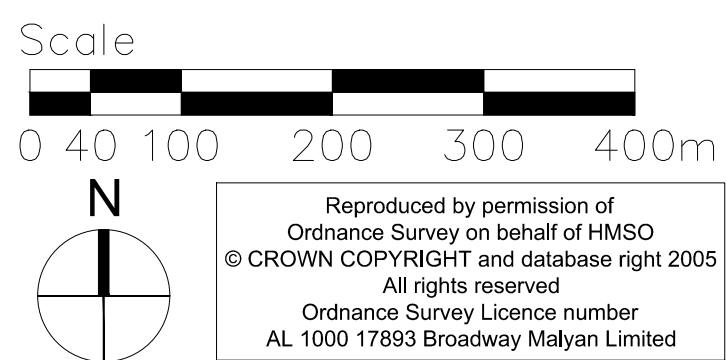


Contractors and consultants are not to scale dimensions from this drawing

- Extent of application
- *Residential density - higher (35-40 dph)
- *Residential density - medium (25-35 dph)
- *Residential density - lower (15-20 dph)
- Land use - highways and access
- Primary spine street - Indicative alignment
- Secondary access street - Indicative alignment

***Note:** Depending where the boundary line is drawn, there may be pockets of density that exceed the overall density of the parcel. This is acceptable so long as the overall average density parameter is not exceeded.

Note: The precise definition of developable boundaries will be determined at Reserved Matters stage. The developable area includes areas of residential, education, mixed use and local centre land uses and will not exceed 41.24 ha.



Revision	Date	Description
--	YY-MM-DD	

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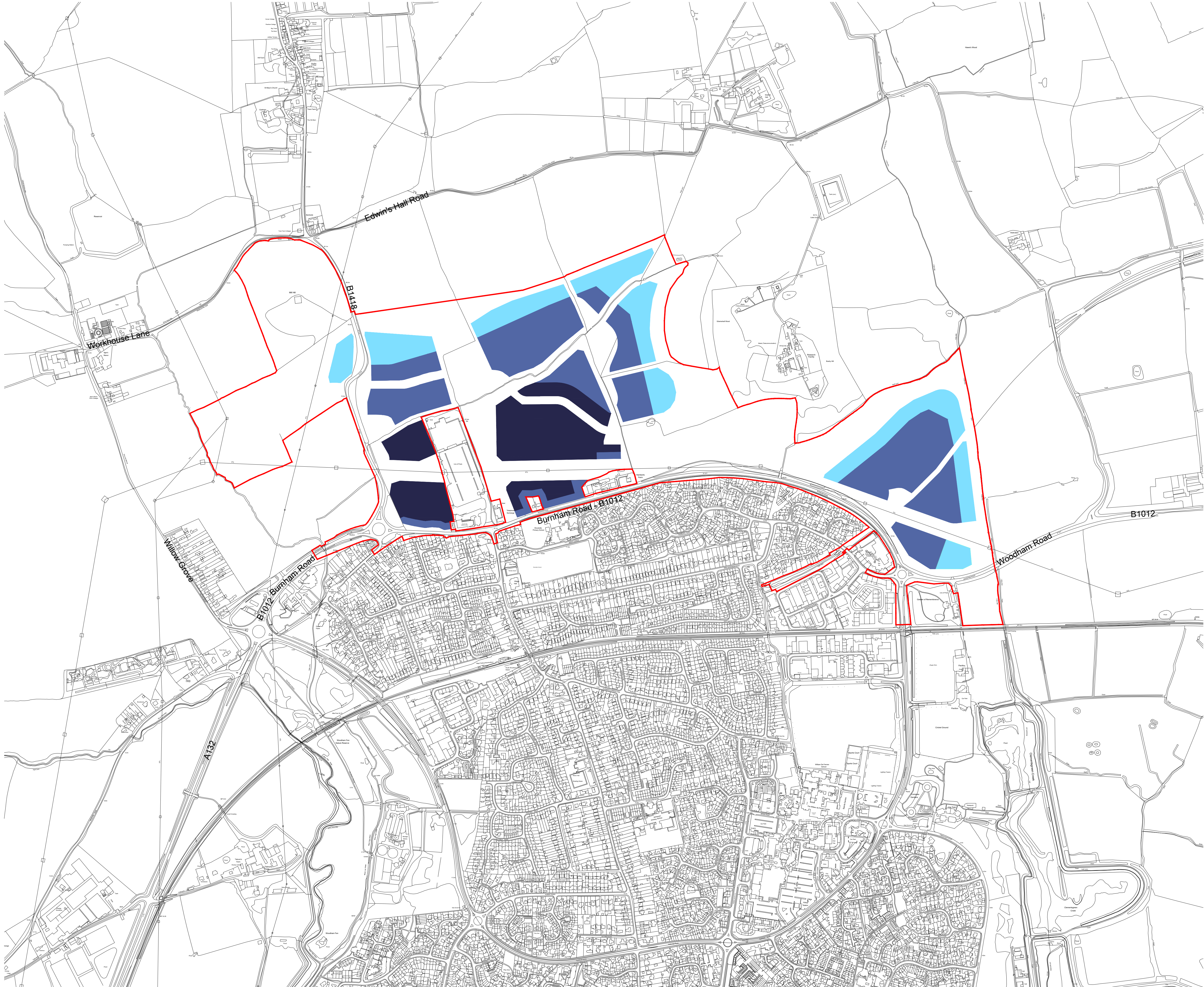
Client
Countryside / ECC Property Services

Project
**Oaklands Meadows
South Woodham Ferrers**

Description
**Proposed
Parameters Plan
Residential Density**

Status
For Application

Scale 1:5000@A1	Drawn By MJ	Date Oct 22
Job Number 32461	Drawing Number 322	Revision E



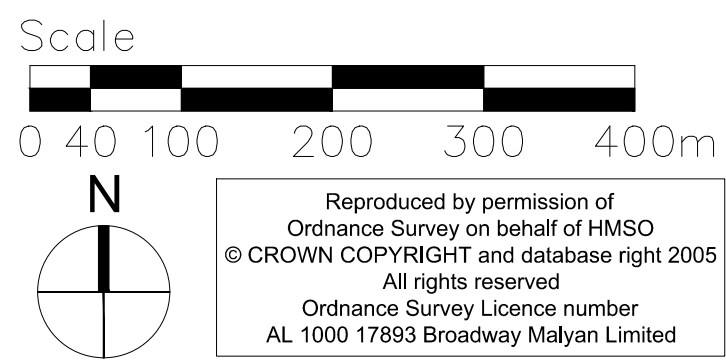
Contractors and consultants are not to scale dimensions from this drawing

Maximum building heights are as described below. All heights are to ridge level but exclude any point features. All heights are measured above proposed ground floor level.

- Extent of application
- *Building height up to +13.0 metres (up to 3 storeys) - generally 2 or 2.5 storeys with maximum of 25% of built footprint at 3 storeys
 - *Building height up to +11 metres (up to 2.5 storeys) - generally 2 storeys with maximum of 35% of built footprint at 2.5 storeys
 - *Building height up to +9.0 metres (up to 2 storeys)

***Note:** There is some flexibility for occasional taller buildings in carefully considered locations where appropriate. This would add interest to large areas which might otherwise become overly uniform in height.

Note: The precise definition of developable boundaries will be determined at Reserved Matters stage. The developable area includes areas of residential, education, mixed use and local centre land uses and will not exceed 41.24 ha.



Revision	Date	Description
--	YY-MM-DD	

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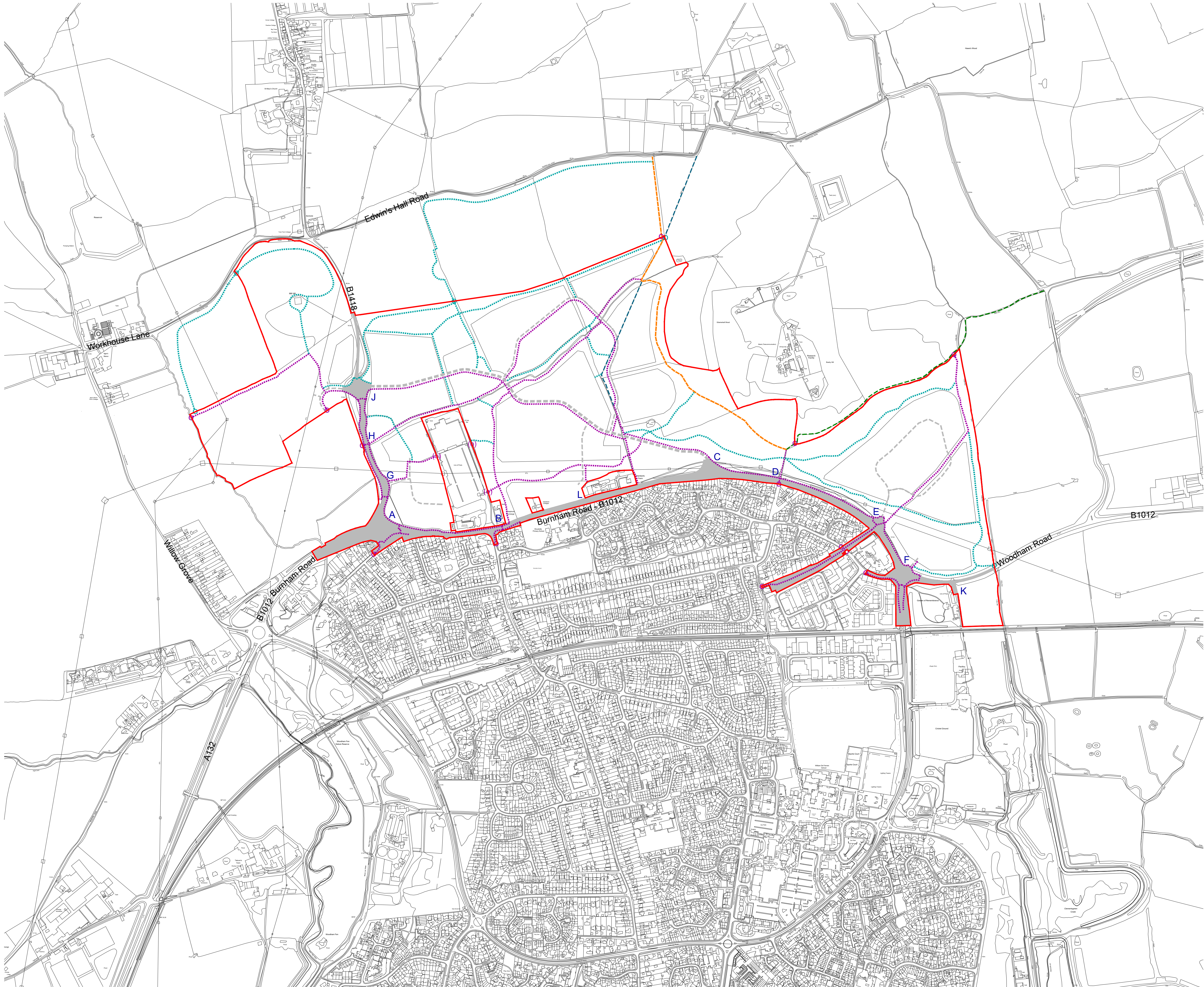
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Client
Countryside / ECC Property Services

Project
**Oaklands Meadows
South Woodham Ferrers**

Description
**Proposed
Parameters Plan
Building Heights**

Status	For Application	
Scale	Drawn By	Date
1:5000@A1	MJ	Oct 22
Job Number	Drawing Number	Revision
32461	323	E
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Contractors and consultants are not to scale dimensions from this drawing

- Extent of application
- Land use - highways and access
- Primary spine street
- indicative alignment
- Secondary access street
- indicative alignment
- Existing bridleway
- retained
- Proposed bridleway route
- indicative alignment
- Proposed pedestrian and cycle
route - indicative alignment
- Existing pedestrian route
- retained
- Proposed pedestrian route
- indicative alignment
- Proposed pedestrian and cycle
connection point
- Potential proposed pedestrian
and cycle connection point
- Proposed pedestrian connection
point

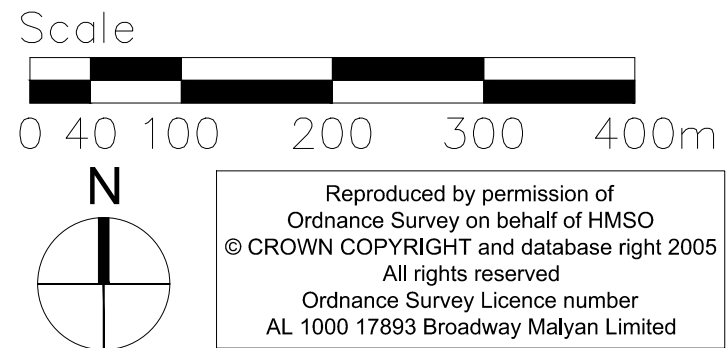
Junctions and crossing points to Burnham Road denoted by letters A to F and L.
Junctions and crossing points to B1418 denoted by letters A, G, H and J. Junction to Woodham Road denoted by letter K

Controlled crossing points provided at junctions A (Burnham Road and B1418), B (Burnham Road), D (Burnham Road), F (Woodham Road), H (B1418)

Uncontrolled crossing points provided at junctions E (Burnham Road), F (Ferrers Road), J (B1418)

Existing bridleway at crossing point D to be extinguished and replaced by pedestrian and cycle route

Note: The precise definition of developable boundaries will be determined at Reserved Matters stage. The developable area includes areas of residential, education, mixed use and local centre land uses and will not exceed 41.24 ha.



Revision	Date	Description
--	YY-MM-DD	

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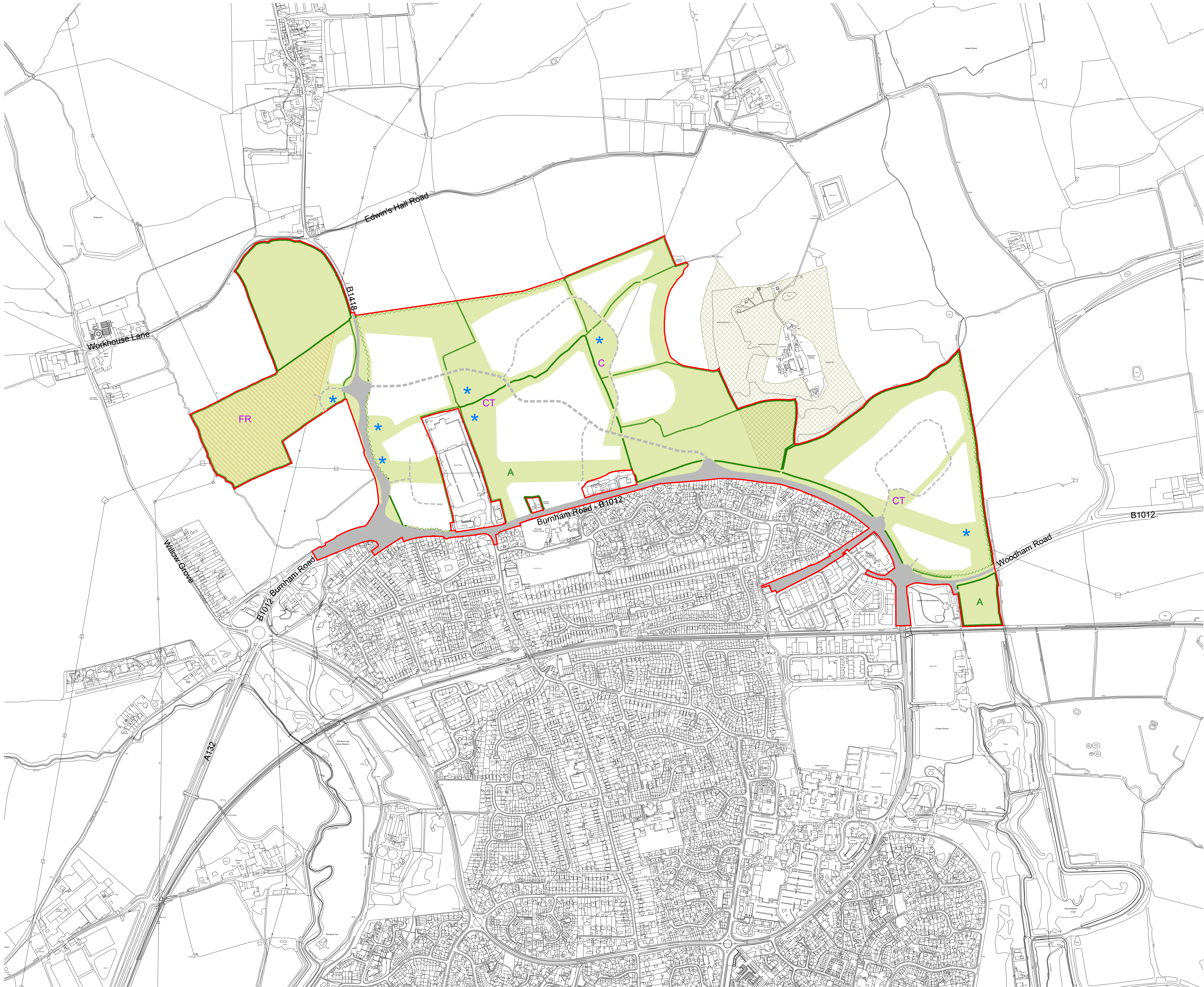
Client
Countryside / ECC Property Services

Project
**Oaklands Meadows
South Woodham Ferrers**

Description
**Proposed
Parameters Plan
Access and Movement**

Status
For Application

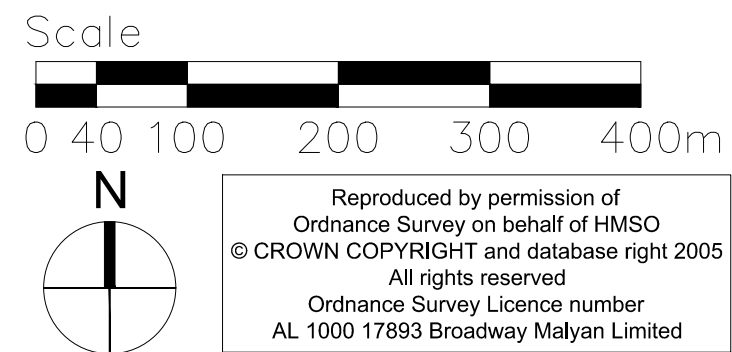
Scale	Drawn By	Date
1:5000@A1	MJ	Oct 22
Job Number	Drawing Number	Revision
32461	324	E



Contractors and consultants are not to scale dimensions from this drawing

- Extent of application
- Extent of open space
Including informal and formal open space, equipped play areas, parkland, woodland, buffer planting, ponds, SUDs features, footpaths, cycle routes and internal roads.
- Extent of land within which formal recreation provision located - not less than 8.59 ha
- Proposed formal recreation provision - broad location
- Proposed play facilities - children and teenagers - broad location
- Proposed play facilities - children - broad location
- Proposed allotments - broad location
- Proposed sustainable drainage feature - broad location
- Existing hedgerow retained (replant small gaps)
- Existing gappy hedgerow retained (replant gaps)
- New hedgerow planting
- Existing Bushy Hill Local Wildlife Site
- Land use - highways and access
- Internal street - Indicative alignment

Note: The precise definition of developable boundaries will be determined at Reserved Matters stage. The developable area includes areas of residential, education, mixed use and local centre land uses and will not exceed 41.24 ha.



Revision	Date	Description
--	YY-MM-DD	

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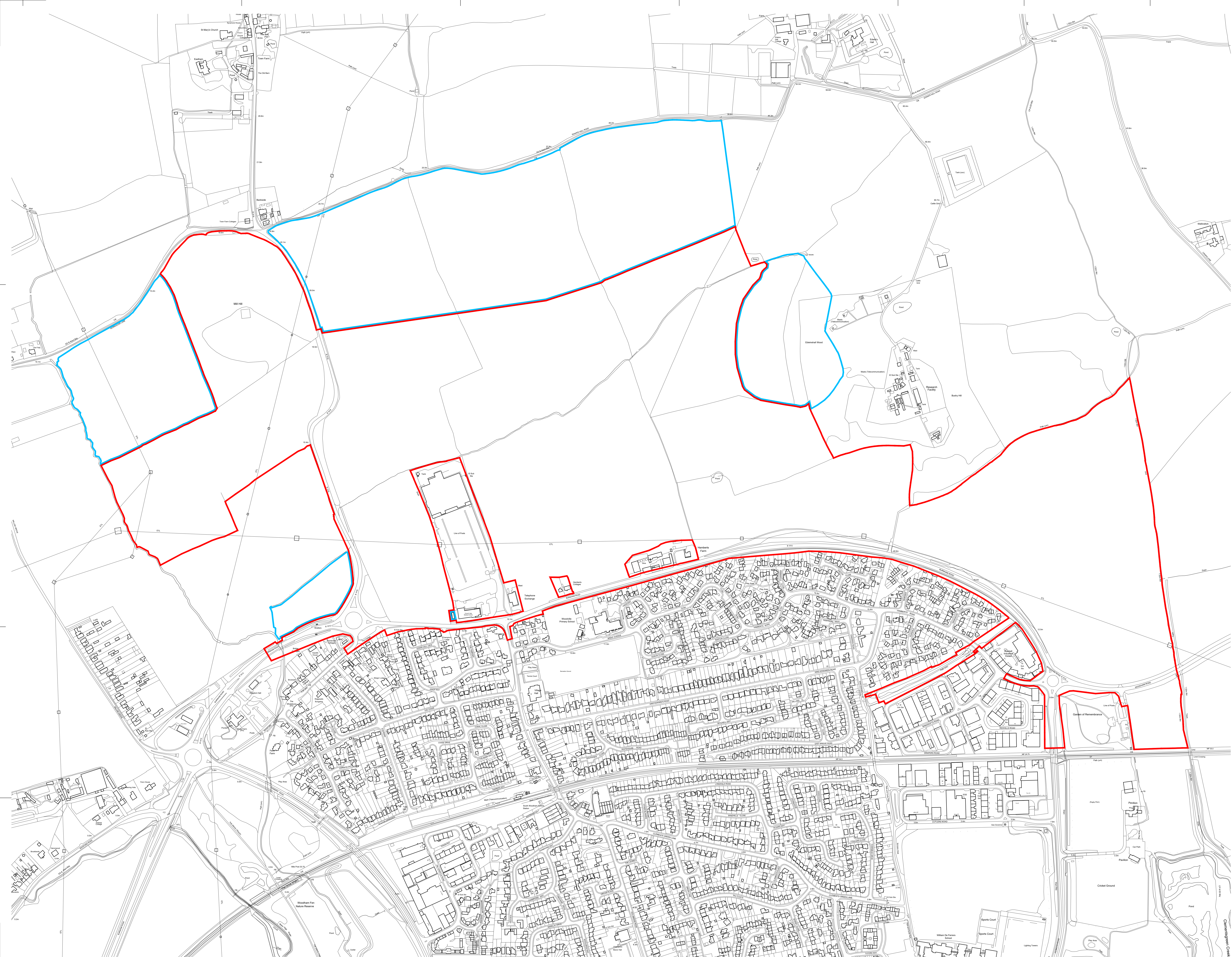
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Project
**Oaklands Meadows
South Woodham Ferrers**

Description
**Proposed
Parameters Plan
Landscape and Open Space**

Status	Date
For Application	Oct 22
Scale 1:5000@A1 MJ	Drawn By MJ
Job Number 32461	Drawing Number 325
	Revision E



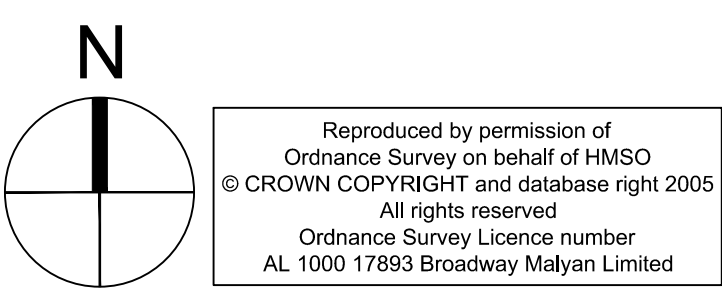
Application Site



Adjoining land under applicant's interest



Scale
0 20 50 100 150 200m



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Client
Countryside / ECC Property Services

Project
Oaklands Meadows
South Woodham Ferrers

Description
Proposed
Extent of Application

Status For Application	Date Sep 22
Scale 1:2500@A0 MJ	Drawn By Revision
Job Number 32461	Drawing Number 101
	C

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