

Planning Committee Agenda

9 August 2022 at 7pm

Council Chamber, Civic Centre, Chelmsford

Membership

Councillor J A Sosin (Chair)

and Councillors

L Ashley, S Dobson, P Hughes, R J Hyland, J Lardge,
R Lee, G H J Pooley, R J Poulter, T E Roper,
E Sampson, C Shaw and I Wright

Local people are welcome to attend this meeting remotely, where your elected Councillors take decisions affecting YOU and your City.

There is also an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please telephone Brian Mayfield in the Democracy Team on Chelmsford (01245) 606923 email brian.mayfield@chelmsford.gov.uk

PLANNING COMMITTEE

9 August 2022

AGENDA

1. CHAIR'S ANNOUNCEMENTS

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

All Members are reminded that they must disclose any interests they know they have in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they become aware of the interest. If the interest is a Disclosable Pecuniary Interest they are also obliged to notify the Monitoring Officer within 28 days of the meeting.

4. MINUTES

To consider the minutes of the meeting on 5 July 2022

5. PUBLIC QUESTION TIME

Any member of the public may ask a question or make a statement at this point in the meeting, provided that they have submitted their question or statement in writing in advance. Each person has two minutes and a maximum of 20 minutes is allotted to public questions/statements, which must be about matters for which the Committee is responsible. The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

Where an application is returning to the Committee that has been deferred for a site visit, for further information or to consider detailed reasons for refusal, no further public questions or statements may be submitted.

Any member of the public who wishes to submit a question or statement to this meeting should email it to committees@chelmsford.gov.uk 24 hours before the start time of the meeting. All valid questions and statements will be published with the agenda on the website at least six hours before the start time and will be responded to at the meeting. Those who have submitted a valid question or statement will be entitled to put it in person at the meeting.

6. STRATEGIC GROWTH SITE NORTH OF WOODHOUSE LANE, BROOMFIELD, CHELMSFORD – 20/02064/OUT

7. BROOMFIELD HOSPITAL, HOSPITAL APPROACH, BROOMFIELD, CHELMSFORD – 21/00881/FUL

8. PLANNING APPEALS

MINUTES
of the
PLANNING COMMITTEE
held on 5 July 2022 at 7:00pm

Present:

Councillor J A Sosin (Chair)

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

1. Chair's Announcements

For the benefit of the public, the Chair explained the arrangements for the meeting.

2. Apologies for Absence

Apologies for absence were received from Councillor S Dobson.

3. Declarations of Interest

All Members were reminded that they must disclose any interests they knew they had in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

4. Minutes

The minutes of the meeting on 20 June 2022 were confirmed as a correct record.

5. Public Question Time

A number of statements were made on the application at Item 6. Details are given under minute number 6 below.

6. Land West of Hill Farm, Pan Lane, East Hanningfield, Chelmsford – 21/00555/FUL

Councillor Poulter declared a non-pecuniary interest in this item. He spoke as a ward councillor on the application but withdrew from the meeting during its consideration and took no part in the decision on it.

The Committee considered an application for the development of a site to the west of Hill Farm, Pan Lane, East Hanningfield into a solar farm with associated plant, access tracks, mitigation and landscaping. A list of amendments to the report, including amendments to condition 17, had been circulated before the meeting.

A member of the public had submitted a statement to the meeting opposing the application and representatives of East and West Hanningfield Parish Councils attended the meeting to speak against it. A ward councillor also spoke against it, whilst a representative of the applicant spoke in support of it.

Those who opposed the application recognised the need for renewable energy but felt that the application in respect of this site was inappropriate for a number of reasons. They argued that there would be a loss of agricultural land at a time when there was a growing demand for food production; the proposal would be a visual intrusion on the landscape and would harm the rural setting and character of East and West Hanningfield; there was a lack of key technical information about the proposal; the cumulative impact of this and other solar farm applications was detrimental to the area and should be taken into account; there was potential for the development to attract anti-social behaviour; there was a lack of local demand for electricity generated in this way; offshore wind power was a better means by which to provide renewable energy; there were more suitable sites elsewhere in Chelmsford; and the application was contrary to national and local planning policies.

The ward councillor who spoke on the application emphasised in particular that the cumulative impact of similar applications in the area should be a significant consideration; that the site was on a slope and could therefore be seen from a distance; that a well-used historic footpath crossed the site and the solar farm would not be adequately screened for at least 25 years; that the security fencing would be detrimental to the visual amenity and character of the area; and that although the land was classified as grade 3b and therefore not protected for agricultural use, it was productive and produced a significant amount of grain annually. Its loss would therefore be detrimental to food security and have an adverse effect on the climate as a result of the need to transport food greater distances.

The representative of the applicant present at the meeting emphasised the environmental benefits of renewable energy schemes such as this. He said that the location was outside of the Green Belt, was close to a suitable grid connection, was not an ecologically sensitive site, and comprised poor quality agricultural land. It was ideally located for the development, would not threaten food security and accorded with local and national policies.

In response to questions raised by the objectors and by members during the discussion of the application officers said that:

- The St Peter's Way footpath was 66km long in total and only a short length of it was affected by the application. None of the security fencing would be adjacent to the footpath
- It was the normal practice that permission for a solar farm's connection to the grid was sought after the application for the solar farm itself had been determined
- There had been previous applications for solar farms at Sandon Brook and Canons Barn. The application for the former site had been refused on the grounds that it was a large scale development in the Green Belt and the proposed landscaping had been inadequate to protect the rural character and visual amenity of the area. An appeal was pending against that decision but it would not be reasonable to defer this application until that appeal had been decided. The latter site was also in the Green

Belt but permission had been granted on the grounds that it was a smaller scale development that would specifically provide energy for the nearby waterworks

- There was nothing in national and local policies to protect grade 3b agricultural land against development for purposes other than agriculture. The classification as grade 3b was based on an assessment by a qualified consultant
- There would be ecological benefits associated with the proposed development

The Committee was divided in its views on the application. Members recognised the need for renewable energy and some were of the view that, on balance, that should be the prime consideration if measures were taken to mitigate the impact of the development on the area. Planning policy leaned towards granting such applications, the site was not in the Green Belt and the proposed mitigation measures were adequate. Others were concerned about the cumulative impact of such developments, the effect of this application on visual and residential amenity and the loss of productive agricultural land.

It was suggested that this type of application could not be determined without a site visit to assess at first hand its effect on an area. However, a motion for a site visit in this case was lost on being put to a vote.

The Committee was of the view that, on the balance of the arguments and by a narrow majority, the application should be granted.

RESOLVED that planning application 21/00555/FUL in respect of land to the west of Hill Farm, Pan Lane, East Hanningfield be approved subject to the conditions detailed in the report to the meeting, as amended by the list of additions and alterations circulated before the meeting.

(7.02pm to 8.35pm)

7. 17 The Street, Little Waltham, Chelmsford – 22/00273/FUL and 22/00634/LBC

This application had been withdrawn from the agenda as it no longer needed to be determined by the Committee.

8. Planning Appeals

RESOLVED that the information on appeal decisions between 20 April and 17 June 2022 be noted.

The meeting closed at 8.36pm

Chair

PLANNING POLICY BACKGROUND INFORMATION

The Chelmsford Local Plan 2013 – 2016 was adopted by Chelmsford City Council on 27th May 2020. The Local Plan guides growth and development across Chelmsford City Council's area as well as containing policies for determining planning applications. The policies are prefixed by 'S' for a Strategic Policy or 'DM' for a Development Management policy and are applied across the whole of the Chelmsford City Council Area where they are relevant. The Chelmsford Local Plan 2013-3036 carries full weight in the consideration of planning applications.

SUMMARY OF POLICIES REFERRED TO IN THIS AGENDA

- MPSPD** The Making Places Supplementary Planning Document was adopted in January 2021 and sets out detailed guidance for the implementation of the policy requirements set out in the Local Plan. It seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes.
- DM1** Policy DM1 - Size & Type of Housing - The Council will protect existing housing from redevelopment to other uses and will require an appropriate mix of dwelling types that contribute to current and future housing needs and create mixed communities. For developments of 10 or more dwellings, 50% of the new dwelling shall be constructed to meet requirement M4 (2) of the Building Regulations. On sites of 30 or more dwellings 5% off the affordable units shall also be provided as wheelchair user dwellings. Sites of 100 dwellings or more will need to comply with Ai), A ii) and Bi) and provide 5 % self-build homes which can include custom housebuilding; and provision of Specialist Residential Accommodation taking account of local housing needs.
- DM13** Policy DM13 - Designated Heritage Assets - The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. The Council will preserve Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments.
- DM14** Policy DM14 - Non-Designated Heritage Assets - Proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting. Any harm or loss will be judged against the significance of the asset.
- DM15** Policy DM15 - Archeology - Planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings.
- DM16** Policy DM16 - Ecology & Biodiversity - The impact of a development on Internationally Designated Sites, Nationally Designated Sites and Locally Designated Sites will be considered in line with the importance of the site. With National and Local Sites, this will be balanced against the benefits of the development. All development proposals should conserve and enhance the network of habitats, species and sites.
- DM17** Policy DM17 - Trees, Woodland & Landscape Features - Planning permission will only be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands. Development proposals must not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area.

- DM18** Policy DM18 - Flooding/Suds - Planning permission for all types of development will only be granted where it can be demonstrated that the site is safe from all types of flooding. All major developments will be required to incorporate water management measures to reduce surface water run off and ensure that it does not increase flood risk elsewhere.
- DM20** Policy DM20 - Delivering Community Facilities - Planning permission will be granted for new, or extensions to existing facilities and services which support the local community where there is sufficient access, including for the disabled and sufficient vehicle parking. The development must also be visually compatible with its surroundings.
- DM24** Policy DM24 - Design & Place Shaping Principles in Major Developments - The Council will require all new major development to be of high quality built form and urban design. Development should, amongst other matters, respect the historic and natural environment, be well-connected, respond positively to local character and context and create attractive, multi-functional, inclusive, overlooked and well maintained public realm. The Council will require the use of masterplans by developers and will implement design codes where appropriate for strategic scale developments.
- DM25** Policy DM25 - Sustainable Buildings - All new dwellings and non-residential buildings shall incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions and the use of natural resources. New dwellings and non-residential buildings shall provide convenient access to electric vehicle charging point infrastructure.
- DM26** Policy DM26 - Design Specification for Dwellings - All new dwellings (including flats) shall have sufficient privacy, amenity space, open space, refuse and recycling storage and shall adhere to the Nationally Described Space Standards. These must be in accordance with Appendix B. All houses in multiple occupation shall also provide sufficient communal garden space, cycle storage, parking and refuse and waste storage.
- DM27** Policy DM27 - Parking Standards - The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009) or as subsequently amended when determining planning applications.
- DM29** Policy DM29 - Protecting Living & Working Environments - Development proposals must safeguard the amenities of the occupiers of any nearby residential property by ensuring that development is not overbearing and does not result in unacceptable overlooking or overshadowing. Development must also avoid unacceptable levels of polluting emissions, unless appropriate mitigation measures can be put in place and permanently maintained.
- DM30** Policy DM30 - Contamination & Pollution - Permission will only be granted for developments on or near to hazardous land where the Council is satisfied there will be no threat to the health or safety of future users and there will be no adverse impact on the quality of local groundwater or surface water. Developments must also not have an unacceptable impact on air quality and the health and wellbeing of people.
- SPS1** Strategic Policy S1 Spatial Principles - The Spatial Principles will guide how the Strategic Priorities and Vision will be achieved. They will underpin spatial planning decisions and ensure that the Local Plan focuses growth in the most sustainable locations.
- SPS2** Strategic Policy S2 Addressing Climate Change & Flood Risk - The Council, through its planning policies and proposals that shape future development will seek to mitigate and adapt to climate change. The Council will require that all development is safe, taking into account its expected life span, from all types of flooding.

- SPS3** Strategic Policy S3 Conserving & Enhancing the Historic Environment - The Council will conserve and where appropriate enhance the historic environment. When assessing applications for development, the Council will place great weight on the preservation and enhancement of designated heritage assets and their setting. The Council will also seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings.
- SPS4** Strategic Policy S4 Conserving & Enhancing the Natural Environment - The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution. The Council will plan for a multifunctional network of green infrastructure. A precautionary approach will be taken where insufficient information is provided about avoidance, management, mitigation and compensation measures. Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS)
- SPS6** Strategic Policy S6 Housing & Employment Requirements - In order to meet the full objectively assessed housing need in the period 2013-2036 provision is made for a minimum of 18,515 net new homes at an average annual rate of 805 net new homes per year. A minimum of 55,000sqm of business employment floorspace (Use Classes B1-B8) will also be allocated in the Local Plan for the period up to 2036.
- SPS7** Strategic Policy S7 The Spatial Strategy - New housing and employment growth will be focussed to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area; sustainable urban extensions around Chelmsford and South Woodham Ferrers and development around Key Service Settlements outside of the Green Belt in accordance with the Settlement Hierarchy. New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford. Where there are large and established mainly institutional uses within the countryside, Special Policy Area will be used to support their necessary functional and operational requirements.
- SPS9** Strategic Policy S9 Infrastructure Requirements - New development must be supported by the provision of infrastructure, services and facilities that are identified as necessary to serve its needs. New development must be supported by sustainable means of transport, safe from all types of flooding, provide a range of community infrastructure, provide green infrastructure and utilities. Necessary infrastructure must seek to preserve or enhance the historic environment.
- SPS10** Strategic Policy S10 Securing Infrastructure & Impact Mitigation - Infrastructure must be provided in a timely, and where appropriate, phased manner to serve the occupants and users of the development. Infrastructure will be secured through planning conditions and/or obligations or through the Community Infrastructure Levy or its successor.

VILLAGE DESIGN STATEMENTS

VDS: Sets out the local community's view on the character and design of the local area. New development should respect its setting and contribute to its environment.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) was published in February 2019. It replaces the first NPPF published in March 2012 and almost all previous national Planning Policy Statements and Planning Policy Guidance, as well as other documents.

Paragraph 1 of the NPPF sets out the Government's planning policies for England and how these should be applied. Paragraph 2 confirms that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions and should be read as a whole.

Paragraph 7 says that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development meant that the planning system has three overarching objectives; an economic objective; a social objective; and an environmental objective. A presumption in favour of sustainable development is at the heart of the Framework.

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.



Planning Committee
9th August 2022

Application No	:	20/02064/OUT Outline Application
Location	:	Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex
Proposal	:	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.
Applicant	:	Mr Robert Eburne Bloor Homes Limited
Agent	:	Mr Andrew Fisher
Date Valid	:	15th December 2020

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. The application is made in outline with all matters reserved except for the primary roundabout access from Blasford Hill. This means that the layout, scale, appearance, landscaping and access within the site are all reserved for future determination should outline planning permission be granted. The application has been revised during its lifetime (December 2021). The Application originally proposed up to 550 homes, however this has been reduced to up to 512 homes.
- 1.2. The Land North of Broomfield is allocated in the Local Plan for development (Strategic Growth Site Policy 8). Strategic Growth Site Policy 8 allocates the site for a high-quality landscape-led development that maximises opportunities for sustainable travel.
- 1.3. A masterplan for the site was approved by Chelmsford Cabinet in September 2020. The masterplan was developed by Bloor Homes, the current applicant. The current application is consistent with the indicative masterplan.
- 1.4. A separate full planning application for a new link road connecting the development to Broomfield Hospital has been submitted and is pending determination – see next item on this agenda (21/00881/FUL). This application proposes a new link road through part of Pudding's Wood across land owned by the Hospital Trust, and closure of Woodhouse Lane to through traffic. The outline application is intrinsically linked to the full application. The applications combined would result in a connecting vehicular route from the new roundabout junction on Blasford Hill into Broomfield Hospital grounds to link with the hospital's internal access roads, a new rear access to Farleigh Hospice and closure of Woodhouse Lane to through traffic.
- 1.5. The application proposes a maximum of 512 new homes. Thirty five percent of the new homes would be provided as affordable housing units. Of the total number of new homes, 22% would be for Affordable Rent. The Applicant has agreed that 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 450 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.
- 1.6. The application would also deliver First Homes, Shared Ownership homes and Custom Build units. All housing matters are compliant with Local Plan policies and would be secured by a Section 106 agreement (s106).
- 1.7. The development would provide the land for a new healthcare facility, community space and Early Years and Childcare facility. Financial contributions towards these, as well as primary and secondary education, would also be secured through the S106 agreement.
- 1.8. The site would provide policy compliant local open space and natural and semi-natural open space. A children's play area is also proposed. A financial contribution towards strategic sport and recreation grounds would be made.
- 1.9. The boundaries of the site would consist of landscaped buffers including a buffer of 50m on the western boundary of the site. These buffers, as well as the 'green spine' through the centre of

the site and other open spaces, would provide a biodiversity net gain of over 10%. All protected and other species, and their habitats, would be safeguarded.

- 1.10. The proposal has been considered in detail by the Local Highway Authority (Essex County Council). A new hospital link road connecting the new development to Broomfield Hospital is proposed and subject of a separate full planning application (details below). This road would remove some vehicle movements from Blasford Hill and the Hospital Approach roundabout junction. The new link road, together with some closures on Woodhouse Lane, would enhance sustainability as it would improve walking and cycling connections. The link road would be secured through the S106 agreement.
- 1.11. The proposed development would have a network of cycling and walking routes, including the existing Public Right of Way along the 'green spine' which would be enhanced. Subject to mitigation measures secured through the S106 agreement, the development is acceptable in transport terms and the Local Highway Authority have no objection to the scheme.
- 1.12. The development could be designed to achieve a high-quality and landscape-led development. The application parameter plans follow the approved masterplan and are an acceptable base for future reserved matter applications, should outline planning permission be approved.
- 1.13. All relevant local plan policies have been met. It is therefore recommended that the application should be approved by the Director of Sustainable Communities subject to the completion of the S106 agreement.

2. Description of site

- 2.1. The application site is to the north of Broomfield Hospital and Woodhouse Lane, and on the western side of Blasford Hill. The site falls within the parishes of Broomfield and Little Waltham.
- 2.2. The site consists of three fields. One field is adjacent to Blasford Hill which wraps around the rear of the existing scaffolding yard and allotments on Blasford Hill. This field contains an existing agricultural reservoir.
- 2.3. The second field is to the west, separated from the one above by a hedge line and Public Right of Way (PROW) which runs from north to south following the line of the hedge. This field shares its western boundary with playing fields belonging to the KEGS school.
- 2.4. A smaller field is to the southwest corner of the site. It is separated from the western field by the hedge line and PROW. There is a smaller hedge line to the north on the boundary with the field containing the reservoir.

3. Details of the proposal

- 3.1. The application is in outline with all matters reserved except for the primary access from Blasford Hill. This means that the layout, scale, appearance, landscaping and access within the site is reserved for future determination should outline planning permission be granted.

- 3.2. The application has been revised during its lifetime (December 2021). The application originally proposed up to 550 homes, however this has been reduced to up to 512 homes. This would include affordable homes, custom build homes, areas of open space and a local neighbourhood centre consisting of a health facility, community space and early years and childcare facility.
- 3.3. Primary access to the site would be taken from Blasford Hill in the form of a new roundabout. A new toucan crossing is proposed to the north of the new roundabout.
- 3.4. The development is EIA (Environmental Impact Assessment) development. An Environmental Statement has been submitted with the application. This has been subject to consultation and has been taken into account in the consideration of this application.

4. Other relevant applications

20/00001/MAS - Approved 14th September 2020

Masterplan for around 450 new homes, neighbourhood centre, early years and childcare facility, local open space and associated access and highway infrastructure including a new access into Broomfield Hospital

21/00881/FUL – Pending Consideration

Formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, closure of sections of woodhouse lane, and ancillary infrastructure.

5. Summary of consultations

- Little Waltham Parish Council – Objection based on the number of dwellings, infrastructure, local facilities, traffic and landscaping maintenance.
- Broomfield Parish Council – Objection based on the number of dwellings, insufficient traffic mitigation, link road proposals to the Hospital and pressure on local infrastructure and facilities.
- Great Waltham Parish Council – Objection based on the number of dwellings and pressure on local facilities, traffic and car parking.
- Boreham Parish Council – No objection.
- Essex County Council Highways - Subject to a package of appropriate mitigation, traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures.
- NHS Mid & South Essex Sustainability & Transformation Partner – Request land is safeguarded for a new healthcare facility. Financial contribution towards local healthcare is required.
- ECC Community Infrastructure Planning (Education) – Financial contributions required towards local education provision.
- ECC Historic Environment Branch – Archaeological features present which require further information; condition requested.
- Natural England - Without mitigation, new residential development in this location is 'likely to have a significant effect' on one or more European designated sites, through increased recreational pressure.
- ECC Minerals & Waste Planning – No comment, all minerals and waste issues were addressed at Local Plan examination stage

- Essex County Fire & Rescue Service – Additional fire hydrants may be required. Roads and parking areas must be built to withstand an 18tonne fire appliance. Further observations will be considered at Building Regulation Stage.
- Police - Designing Out Crime – No apparent concerns but comments could be made when further detail is available.
- Anglian Water Services Ltd – No objection.
- Public Health & Protection Services – No objection, subject to conditions.
- Essex County Council (SUDS) – No objection subject to conditions.
- Environment Agency – Acceptable subject to conditions.
- Historic England – No comments.
- Housing Standards Team – No response.
- Recycling & Waste Collection Services - No response.
- Ramblers Association – No response.
- Essex and Suffolk Water – No response.
- Economic Development & Implementation – No response.
- Parks & Open Spaces – No response.
- Leisure & Heritage Services – No response.
- Local residents – 33 individual responses received; 29 Objections; 3 Comments; 1 Support.

Points raised include:

- Support for affordable housing and additional infrastructure
- Objection to the number of houses
- Concern about pressure and provision of infrastructure and facilities
- Concern about traffic, highway safety, foot and cycle path provision and parking
- Concern about adverse impact on environment, countryside, flooding and ecology

6. Planning considerations

- 6.1. The application is for outline planning permission with all matters reserved except for the main access point on Blasford Hill. Detailed consideration of the spine road, the layout of the development, the design on individual houses and landscaping are reserved for future determination should outline planning permission be granted.
- 6.2. The main issues are as follows:
 - Principle of Development
 - Housing (including affordable housing)
 - Supporting On-Site Development
 - Transport
 - Education
 - Historic and Natural Environment
 - Design and Layout (outline considerations)
 - Legal Obligations (Section 106 agreement)

Principle of Development

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

Local Plan Strategic Policies: S1, S6, S7. Site Policies: Growth Site Policy 8.

- 6.3. In order to meet identified development needs, the Spatial Strategy within the Local Plan (Policy S7) sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2036. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development. Policy S7 states that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.
- 6.4. The Land North of Broomfield is allocated in the Local Plan for development (Strategic Growth Site Policy 8). Through the site allocation, the loss of agricultural land has been accepted. In accordance with Policy S7, a masterplan for the site was agreed by Chelmsford Policy Board and then approved by Chelmsford Cabinet in September 2020. The masterplan was developed by the applicant Bloor Homes and included various rounds of community, technical and public consultation. The approved masterplan covers matters such as: land uses, movement and connections, green/blue infrastructure, character of place, an early understanding of main infrastructure requirements and delivery and phasing.
- 6.5. The current application seeks outline planning permission for the development of the allocated site. Strategic Growth Site Policy 8 allocates the site for a high-quality landscape-led development that maximises opportunities for sustainable travel. The land is allocated for around 450 new homes of mixed size and type, to include affordable housing. The Policy requires supporting on-site infrastructure to include a neighbourhood centre and a stand-alone early years and childcare nursery. The Policy also requires the main vehicular access to be from Blasford Hill (B1008) and that a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice is provided.
- 6.6. The planning application is for the residential development for up to 512 dwellings (including affordable housing and custom build housing) with a new local centre. A separate full planning application for a new link road connecting the development to Broomfield Hospital has been submitted and is pending determination – see next item on this agenda (21/00881/FUL).
- 6.7. The site of the current application is allocated for development within the Chelmsford Local Plan and is the subject of an approved masterplan. The principle of development is therefore acceptable, having regard to all relevant considerations. Although the site is allocated for around 450 new homes, 450 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. It should be noted that planning permission has already been granted for two smaller sites which form part of the land allocated for development. These are:
- Land South of Runnymede Cottage Blasford Hill - 10 dwellings
 - Land Northwest of Montpelier Villa Blasford Hill - 10 dwellings

- 6.9. The current application is made in outline, with all matters reserved except for the main access from Blasford Hill. Considerations are limited to matters of principle and matters relating to the main access point. Detailed considerations of layout, architecture and landscaping would be dealt with as part of a future Reserved Matters application should outline planning permission be granted.
- 6.10. The Broomfield Neighbourhood plan is in preparation. Formal consultation on the Neighbourhood Plan is anticipated to start later this year. The Neighbourhood Plan does not carry any weight as a material planning consideration until the Neighbourhood Plan has been examined by an Inspector and is at the local referendum stage. The Broomfield Neighbourhood Plan has not reached this stage and is not a material planning consideration.

Housing

Key Strategic Priorities: 2 (new homes)

Local Plan Strategic Policies: S6. Site Policies: Growth Site Policy 8. Local Policies: DM1, DM2

Affordable Housing

- 6.11. The application proposes a maximum of 512 new homes. Thirty five percent of the new homes are to be provided as affordable housing units. This would equate to a maximum of 180 new affordable homes. This is compliant with Policy DM2.
- 6.12. Of the total number of new homes, twenty two percent would be for Affordable Rent. 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 450 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.
- 6.13. The mix of Affordable Rented (AR) units is set out in Table 1 below. The mix of these homes is to be agreed at this Outline stage.

TABLE 1: AR mix based upon a total scheme of 512 units	22%	1 Bed (1B2P)	2 Bed (2B4P)	3 Bed (3B5P)	4 Bed (4B6P)
Affordable Rent: SHMA Mix on 450 Dwellings	99	22.5% (22)	53.6% (53)	14.2% (14)	9.7% (10)
Affordable Rent: Revised Mix on 62 Dwellings	14	0% (0)	53.6% (7)	14.2% (2)	32.2% (5)
Total No. of Affordable Rent	113	22	60	16	15

- 6.14. First Homes have been introduced by the government following the adoption of the Local Plan in May 2020. The Council has consequently published (January 2022) a First Homes Planning Advice Note (PAN). This clarifies the Council's approach to First Homes and sets out its position on the new policy.

- 6.15. The proposal includes the provision for 9% of the total units to be delivered as First Homes. Based on 512 units being delivered, this would equate to 47 units. This would comply with the Council's First Homes PAN. First Homes are required at the 30% discount against the market value and after the discount has been applied, the first sale must be a price no higher £250,000, therefore the unit mix of First Homes will be driven by market values (i.e., likely to be only one-bedroom dwellings). For this reason, a specific mix of unit sizes is not required.
- 6.16. 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 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. As an alternative to paying the aforementioned contribution it has been agreed that the developer can either discount First Homes at 40% or 50% above from market value or, provide an enhanced affordable housing rented offer. This would maintain the value of the planning contribution for affordable housing but rather than pay a commuted sum in lieu of the 5% difference the developer would use the equivalent sum to increase the proportion of larger affordable rented homes at the expense the larger Shared Ownership dwellings. The percentage of affordable housing overall would remain unchanged as would the proportion of Firsts Homes. The developer wishes to keep their options open in this regard but has agreed in principle to one of the three choices described above. This is acceptable and will be addressed within the s106 agreement.
- 6.17. The balance of the affordable housing units (i.e., 4% of the total units if the commuted payment is made) would be delivered as Shared Ownership properties. A specific mix of unit sizes is not required as this would be driven by demand and affordability. The mix is proposed as 11 x 1-bedroom 5 x 2-bedroom and 4 x 3-bedroom dwellings.
- 6.18. 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 512 units this would equate to 9 Wheelchair units. Officers have sought to provide a range of different sized units, including 3 and 4 bedroom units to accommodate families with children in accordance with the Wheelchair Accessible Planning Advice Note (April 2021). The mix proposed is set out below in Table 2.

Table 2: M4(3)(2)(b) Wheelchair User Homes for AR	Total Units	1 Bed (32%)	2 Bed (19%)	3 Bed (33%)	4 Bed (16%)
M4(3)(2)(b) Wheelchair	9	3	2	3	1

- 6.19. The three bedroom Wheelchair User dwellings will each house six people and the four bedroom Wheelchair User dwellings will each house seven people.

Market Housing

- 6.20. Policy DM1 requires an appropriate mix of market dwelling types and sizes to contribute towards meeting the current and future needs and create a mixed community. Policy DM1 sets out an indicative size guide for market homes to be subject to negotiation with the applicant. This includes 6.2% of units as one bedroom, 28% as two bedroom, 46.3% as three bedroom and 19.5% as 4 bedrooms or more. Paragraph 8.3 of reasoned justification of Policy DM1 confirms

that this is indicative and that it will be used to inform negotiations. The application proposes to agree the mix of market dwellings at this Outline stage as set out below in Table 3.

Table 3: Market Mix	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Custom Build
% of market units	0 -3%	14-16%	35-39%	30-40%	2-6%	7-8%

- 6.21. Officers have considered the proposed market house mix as well as a Market Analysis Report provided by the Applicant. The proposed market mix, when considered in the light of the mix of affordable units being policy compliant and providing additional 4 bedroom affordable rent units, in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022), is considered to be acceptable in this instance.
- 6.22. Policy DM1 requires 50% of the total units to be delivered as Accessible or Adaptable dwellings in compliance with Building Regulation M4(2). The Applicant has agreed to this, which would provide, based on the total number of units being 512, 256 M4(2) Accessible or Adaptable units.

Self-Build and Custom Build, and Specialist Residential Housing

- 6.23. The application proposes that 5% of the total number of dwellings would be custom build units. These are shown indicatively to be located in the south-west part of the site. This accords with Policy DM1. Delivery will be secured through the s106 agreement. A condition is attached to secure a design code for the custom build units which would inform the design and appearance details of the units.
- 6.24. Policy DM1 requires the provision of Specialist Residential Accommodation. The Applicant has agreed to either provide this on site or make a financial contribution of £437.50 per new residential dwelling towards Specialist Residential Accommodation in accordance with the Council's Specialist Residential Accommodation Planning Advice Note (April 2021). The application would therefore comply with Policy DM1 in respect of making provision for Specialist Residential Accommodation. This would be secured through the s106 agreement.

Supporting On-Site Development

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

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8, Special Policy Area 1. Local Policies: DM20, DM24, DM26.

- 6.25. Strategic Growth Site Policy 8 (North of Broomfield) requires the development to provide a neighbourhood centre and the provision of a new stand-alone early years and childcare nursery.
- 6.26. There is insufficient early years and childcare provision within the area to meet the demand created from this development. A new facility is therefore required. The Applicant has agreed to providing an early years and childcare nursery. Obligations to provide the land required for this (0.13 hectares) and a financial contribution towards the facility, to be delivered by the Local Education Authority, are included within the agreed S106 Heads of Terms.
- 6.27. Similarly, there is not the healthcare capacity within the local area to meet the needs of the proposed development. The closest GP surgery is located in Little Waltham. Whilst this surgery

is accepting new patients, it does not have the capacity to accommodate the additional growth resulting from the proposed development.

- 6.28. The Mid Essex Clinical Commissioning Group (the CCG) have requested that the development provides the land for a new healthcare facility and a financial contribution towards healthcare.
- 6.29. The Applicant has agreed to provide land for a healthcare facility, of at least 750 square metres. The land would be decontaminated, secured and ownership transferred when the CCG requires it, for a nominal fee (via the City Council) to a developer working in partnership with them. The development partner would then construct the building, retain ownership and lease it back to the CCG. The Applicant has also agreed to the financial contribution needed to accommodate the health needs of the development.
- 6.30. The indicative plans submitted with the application show the neighbourhood centre to be located within the centre of the site. This is the most appropriate and accessible location. The neighbourhood centre area would include the healthcare facility, a community space and the early years and childcare nursery along with ancillary car parking. The detailed layout and overall size of the neighbourhood centre would be considered in more detail as part of Reserved Matters applications.
- 6.31. A play area (local open space) is proposed to be located to the south of the neighbourhood centre area. This would also be an appropriate location within the site. The S106 agreement would secure the provision of the play equipment.
- 6.32. The development would provide a network of green and open spaces. The indicative drawings show that the perimeter of the development would be landscaped and would include a perimeter track for recreation (natural/semi-natural open space). The existing hedgerow that runs from north to south through the centre of the site would be retained as a 'Green Spine' (natural/semi-natural open space), providing pedestrian and cycle routes. The area to the south around the lake would be retained as natural/semi-natural open space. The play area discussed above would be connected to this. To the south of the development would be an area of parkland (local open space).
- 6.33. Based on the indicative plans, the areas proposed as Open Space compared to the Local Plan requirements are set out in table 4 below.

TABLE 4: Open Space	Local Plan Requirement based on 512 dwellings	Proposal (approximately)
Local Open Space	9,728 sqm (19sqm per dwelling)	30,040sqm
Natural/Semi-Natural Open Space	12,288sqm (24sqm per dwelling)	67,000sqm

- 6.34. Appendix B of the Local Plan requires the provision of 40sqm per dwelling of Strategic Open Space. Strategic Open Space would typically contain a large neighbourhood play area and a multifunctional youth space (such as half a basketball court/hoop for informal use or kickabout space with a goal or combinations of the two), as well areas of seating and horticultural areas akin to a "local" park. Strategic Open Space may also provide more formal outdoor sport's facilities.

- 6.35. Due to the size of the site, and its connections to the wider community, it is not possible to deliver meaningful Strategic Open Space on site. As such, the Applicant has agreed to pay a financial contribution towards improving the nearest strategic sports ground to the site which is Melbourne Park. The contribution would be used to improve those facilities to accommodate more intensive use. This could take the form of a replacement sports pavilion and changing rooms, grass pitch improvements to accommodate more intensive use and improvements including addition of floodlighting to existing hard courts to accommodate further evening use slots. The contribution has been agreed as £1,052 per dwelling for parks, sport and recreation grounds in accordance with Table 8 of the Planning Obligations Supplementary Planning Document.
- 6.36. It is the preference of local Parish Councils for the open spaces within the development to be adopted, managed and maintained by Chelmsford City Council, rather than retained by the developer. The agreed Heads of Terms for the S106 agreement include the option of either adoption by the City Council or retention and maintenance by the developer. This would then be the subject of future discussions.

Transport

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

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8, Special Policy Area 1. Local Policies: DM24, DM27.

- 6.37. The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation, together with a large quantity of additional information supplied during the lifetime of the application. The Highway Authority has concluded that, subject to a package of appropriate measures, the traffic impact resulting from the proposals would be suitably mitigated through both the provision of capacity enhancements and package of sustainable transport measures as set out in the recommendation.
- 6.38. Mitigation measures secured by the s106 would include:
- improvements and contributions to the Chelmsford/Great Waltham Cycle route;
 - provision of a cycle route north from the proposed new roundabout towards Little Waltham;
 - contributions towards a cycle route between the site access and Croxton's Lane;
 - a residential travel plan;
 - commitment to a Smarter Choices Campaign – to encourage modal shift to sustainable means; and
 - the applicant has also agreed to fully fund a bus service to the site to the specification of the highway authority.
- 6.39. In addition, significant contributions are agreed. These include £2.5m towards Phase 1 of the Chelmsford Northeast Bypass, £1m towards off site road junction improvements and £0.4m towards a pedestrian cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.
- 6.40. Main access to the development site would be taken from a new roundabout junction on Blasford Hill along with a new Toucan Crossing. This roundabout is the only part of this outline application that is in detail and not reserved for subsequent approval. The location of the roundabout has already been agreed in principle through the masterplan process. The principal access to the site is acceptable.

- 6.41. A spine road is proposed to connect the new roundabout junction towards Woodhouse Lane. This would route through the centre of the development and follows the approved masterplan. Detailed drawings of the spine road have been submitted as part of the application, but these details require further consideration and amendment, and consequently the spine road detail is reserved for subsequent approval.
- 6.42. A link to Broomfield Hospital is a requirement of Local Plan Growth Site Policy 8 and Strategic Policy S9. The hospital link road forms part of the adopted masterplan for the application site. This would connect the spine road with the Broomfield Hospital internal estate road. Provision of this link would also enable the spine road through the outline application site to connect with Woodhouse Lane where it would provide a connection with the west part of lane and provide access to the rear service entrance to Farleigh Hospice. Woodhouse Lane to the east of the service access to the Hospice would be closed to through traffic. All these elements form part of the separate application for the hospital link road (reference 21/00881/FUL).
- 6.43. The Highway Authority has concluded that the hospital link road is required in accordance with the allocation and on traffic and sustainability grounds. The agreed heads of terms for the s106 agreement associated with this housing development application include a requirement for the construction of the hospital link road to be completed prior to occupation of the 200th dwelling. The applicant has stated their intention to construct the link road as part of the construction programme for the outline development and has agreed heads of terms in principle for a licence agreement with the Hospital Trust to enter onto the Trust's land to construct the road. The licence agreement is progressing and could be signed by both parties before or concurrently with the signing of the main S106 agreement. This would give certainty that Bloor could construct the road, in accordance with the S106 obligations, on the Trust's Land. The s106 agreement would also secure a financial contribution towards the maintenance of the road. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.
- 6.44. In addition to the Hospital Link Road, the residential development of the site requires the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route would enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the Blasford Hill.
- 6.45. A movement parameter plan has been submitted with the application which follows the principles of the masterplan. This shows the primary movement corridor as the central spine road. This would have a cycle route on its southern side with connections and crossing points across the spine road and Blasford Hill (including the new toucan crossing).
- 6.46. The movement plan shows a network of cycle routes through the development. These include connections from Woodhouse Lane to the neighbourhood centre. The connections to Woodhouse Lane would, as set out above, enable connection to the Chelmsford to Gt Waltham cycle route, away from Blasford Hill.
- 6.47. The footway routes include connections through the site to the neighbourhood centre and Woodhouse Lane, as well as a perimeter route around the landscaped edge of the development.

- 6.48. On the basis that the hospital link road is secured, and a package of appropriate mitigation is provided (as set out in the S106 agreement heads of terms), the traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures. The cycle and footway routes shown on the movement parameter plan are appropriate. The Local Highway Authority have no objection to the proposed development.
- 6.49. The development would be required to meet the parking standards the Essex Parking Standards - Design and Good Practice (2009) as required by Policy DM27 of the Chelmsford Local Plan. Detailed consideration of parking provision would take place as part of reserved matters applications should outline planning permission be granted.
- 6.50. Due to the site's proximity to Broomfield Hospital, it is recommended that on street parking restrictions are put in place to prevent kerb side parking. This is a separate process to the planning process. An informative is recommended to suggest that the developer contacts the South Essex Parking Partnership with a view to investigating on street parking restrictions.

Education

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

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8.

- 6.51. As set out earlier in this report, the development would provide the land required for, and a financial contribution towards, early years and childcare.
- 6.52. In order to mitigate the impact of the development on local primary school provision a financial contribution is required by Essex County Council. This would be based on the final number and size of dwellings to be provided. A formula for the contribution has been agreed as part of the S106 agreement Heads of Terms. For a development of 512 units this would equate to around £2,585,000.
- 6.53. The Priority Admission Area secondary school for the proposed development would be Chelmer Valley High. Figures suggest the school will continue to be at capacity. The school sits on a generous site which could facilitate expansion.
- 6.54. As with primary education, a financial contribution is required to mitigate the impact of the development on local secondary school provision. A formula for the contribution has been agreed as part of the S106 agreement Heads of Terms. For a development of 512 units this would equate to around £2,094,036.
- 6.55. Considering the site's location and proximity to the nearest schools a contribution towards school transport is not required.

Historic & Natural Environment

Key Strategic Priorities: 7 (Natural and Historic Environment)

Local Plan Strategic Policies: S2, S3, S4. Site Policies: Growth Site Policy 8. Local Policies: DM13, DM14, DM15, DM16, DM17, DM18.

- 6.56. The proposed development area has already been subject of geophysical survey and archaeological evaluation which has revealed prehistoric, Roman and medieval features. There are areas of significant archaeological features which need further investigation. The Historic Environment Branch at Essex County Council have recommended a planning condition for excavation to ensure appropriate excavation, recording and mitigation takes place. Subject to a condition, the proposal would be acceptable in respect of archaeology.
- 6.57. There a number of heritage assets (Listed Buildings) on Blasford Hill and Woodhouse Lane. The scheme is supported by a heritage statement. The parcel of land to the southeast would be largely free of development and would reinstate a parkland setting. This would protect the setting of the listed buildings on Blasford Hill and the non-designated heritage assets associated with Woodhouse.
- 6.58. The site is within Flood Zone 1 which has the lowest probability of flooding. The site is therefore appropriate for residential development and is acceptable in flood risk terms. The Environment Agency has no objection to the development on flood risk grounds.
- 6.59. The application is supported by a drainage strategy. This would ensure that appropriate sustainable drainage systems are used to deal with surface water. The application originally proposed two drainage basins at the entrance to the site on Blasford Hill however a revised drainage strategy has been submitted which shows that these are no longer required. The Essex County Council Sustainable Urban Drainage team have no objection to the proposed development subject to appropriate planning conditions.
- 6.60. The site includes a number of landscape features which are considered to be important within the wider area. This includes the existing hedgerow which runs alongside the Public Right of Way from the north of the site to the southern boundary, cutting the site in half. This would be retained and enhanced as part of the proposal. This is referred to as the 'Green Spine'. In addition, there is an existing reservoir within the eastern part of the site which would be retained and enhanced.
- 6.61. The application drawings also indicate a planting buffer on the western boundary of the site. The plans show the buffer to measure approximately 50m (when measured from the western boundary to the indicative position of the houses facing this boundary). This complies with the requirements of the adopted masterplan (condition 3). This would also enhance the movement of species from Puddings Wood to the south to Sparrowhawk Wood to the north.
- 6.62. The site is primarily arable land with hedgerows, trees, semi-improved neutral grassland, ponds, grassland and scrub mosaic, dry ditches and scrub. Of these, the priority habitats recorded include hedgerows which are to be retained and enhanced. The closest off-site priority habitats include lowland mixed deciduous woodland relating to Puddings Wood (south) and Sparrowhawk Wood (north-west).

- 6.63. The application is supported by extensive surveys from 2017 to 2020 to determine the baseline ecological conditions, inclusive of habitats and species. The extended phase 1 habitats surveys were conducted in 2017 and thereafter updated in 2019 with resultant, detailed surveys carried out between 2017-2019 and as such are sufficient and up to date. The species recorded using the site or adjacent habitats are reptiles, breeding and wintering birds, badgers and bats.
- 6.64. The habitat recorded as supporting the highest densities of activity for both breeding and wintering birds was the existing body of water within the site, scrub and hedgerows. Disturbance to birds can be minimised and mitigated by retaining buffers to hedgerows. This would be ensured through the submission of reserved matters applications.
- 6.65. The badger monitoring report details activity around the site. The indicative layout shows landscaped buffers as appropriate to assist with the protection of Badgers which have been recorded using the site.
- 6.66. The bat survey report has recorded nearby emergences within the offsite woodland (Puddings Wood) and the north and south boundaries of the southern grassland field, in addition to sporadic ones along the central and northern hedgerow.
- 6.67. The hedgerows, reservoir and grassland field provide suitable foraging and commuting routes and there is an important link to Puddings Wood. The proposed removal of the northern hedge line serving the grassland field is not likely to result in residual impacts as a new hedge line is shown on the indicative plan just to the south of the existing hedgerow. The landscape buffers around the development site will also support and enhance the corridors.
- 6.68. Grass snake was recorded using the hedgerows along the northern part of the site. Suitable habitat exists which can be retained and protected as part of the development and there would be corridors to aid species movement.
- 6.69. The proposal would not result in harm to protected and other species and their habitats. The proposal would conserve and enhance the existing network of habitats and would avoid negative impacts on biodiversity. As such, the proposal would comply with Policies S4 and DM16.
- 6.70. Policy DM16 also requires proposals to deliver a net gain in biodiversity by creating, restoring and enhancing species. The Environment Act 2021 requires a biodiversity net gain of 10%. The Biodiversity Net Gain report and data submitted with the application indicate that the proposed development would result in a 10.42% net gain in biodiversity units and 36.63% net gain in linear habitats. This is acceptable and complies with Policy DM16.
- 6.71. Policies S4 and DM16 require where appropriate, that contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS).
- 6.72. The proposal site falls within a 'zone of influence' identified by Natural England for likely significant effects to occur to a European designated site. Those likely significant effects will occur through increased recreational pressure when considered either alone or in combination with other residential development. A financial contribution towards mitigation in line with the RAMS strategy will be secured through the s106 agreement.

Design and Layout

Site Policies: Growth Site Policy 8. Local Policies: DM17, DM23, DM24, DM26, DM29

- 6.73. Strategic Growth Site Policy 8 in the Local Plan requires the development to be high-quality and landscape led. A series of parameter plans have been submitted with the application. These include land use, building heights, access and movement, tree and building removal, and public open space.
- 6.74. The land use parameter plan shows the areas for residential and other built development and infrastructure (including community uses). The plan also shows the boundaries of the site to be open space. The open spaces are described earlier in this report and include a perimeter natural/semi-natural area around the boundaries of the development, a landscaped area around the retained reservoir and an area of parkland to the south of the site. The 'green spine' would also run from north to south through the centre of the development. Based on the land use and public open space plans, the development, subject to reserved matter details, would be landscape led.
- 6.75. Although the Local Plan does not set out density requirements, it is useful to be aware of what the density could be for the proposed development. Based on the whole site (approximately 28ha), a development of 512 dwellings would represent a density of around 18 dwellings per hectare. When looking at the areas shown to be built development on the land use parameter plan, this equates to approximately 30 dwellings per hectare.
- 6.76. The Design and Access Statement and Design and Access Statement Addendum set out that the proposed development would have five-character areas which would be reflected in the reserved matters applications. These would be:
- Blasford Local Centre (Blasford Point)
 - Blasford Rise
 - Blasford Core
 - Blasford Lake
 - Green View
- 6.77. Blasford Point would be the highest density area within the centre of the development. This would be predominantly apartments and commercial buildings within the neighbourhood centre. The apartment buildings would provide a sense of enclosure to the space. The height parameter plan shows this area to be up to three storeys. This character and height would be appropriate for the central area of the development, subject to detailed design.
- 6.78. The Blasford Rise character area would line the central spine road that would run through the development from Blasford Hill to Woodhouse Lane. This area would have a medium density and would consist of a more formal building alignment along the spine road with predominantly detached and semi-detached houses with garages. This area would be up to two and a half storeys in height. The indicative layout plan shows the spine road to be tree lined.
- 6.79. Blasford Core would be the more central parts of the built development area. This would also have a medium density, but the height would be up to two storeys. The area would be characterised by semi-detached and terraced houses.

- 6.80. Blasford Lake would be the area around the reservoir. The area would have a medium density but would be characterised by detached and semi-detached dwellings. The height of this character area would be greater than Blasford Core, with mainly two and a half storey dwellings with some areas of three storey buildings. The use of three storey dwellings around the Lake is appropriate in order to frame the space around the lake.
- 6.81. The remaining spaces within the built development, on the outside edges of the residential areas, would be characterised as Green View. These areas would be the lowest density and up to two storey in height. The houses would be predominantly detached with garages and would have a more organic alignment. This would be appropriate in order to achieve an 'edge of village' character. The Green View area would include a village green in the western part of the development.
- 6.82. Overall, the character areas described in the Design and Access Statement (including the Addendum) are appropriate to the sites location and the requirement for a landscape led development. Similarly, the building heights shown on the building heights parameter plan are acceptable, subject to detailed design.
- 6.83. An illustrative layout has been submitted with the application. This is illustrative only and has not been submitted as a drawing for approval. This shows how the site could be laid out. This is useful in considering how open spaces, building parcels and movement would work across the site, as well as showing indicative landscaping proposals. It must be noted that this is not the intended overall layout of the development and, should outline planning permission be granted, negotiations over layout, appearance, scale, landscaping and access would take place as part of future reserved matters applications.
- 6.84. There are several concerns about the layout as shown on the illustrative layout. These include dominant parking bays, enclosure and framing concerns, and lack of corner turning units. It is expected that these could be resolved at reserved matters stage. The illustrative layout is only indicative.
- 6.85. The development site shares its eastern boundary with existing properties on Blasford Hill. The majority of existing residential houses on Blasford Hill are towards the southern part of the site where the parkland open space would be. The proposed development closest to these dwellings is shown to be two storeys in height. The area shown to be three storeys in height would be adjacent to the existing allotments and scaffolding yard. Subject to detailed design and layout considerations as part of any future reserved matters application, the proposed development could be designed in a way to safeguard the amenity of the properties on Blasford Hill.
- 6.86. The southern boundary of the site is shared with Woodhouse Lane. Most of the properties on Woodhouse Lane are on the southern side of the lane, meaning they would be separated from the development site by the road. There are some properties on the northern side of Woodhouse Lane, however these are located close to the proposed area of parkland open space, the southern end of the 'green spine' and the landscape buffer around the perimeter of the site. As above, subject to detailed reserved matters consideration the development could safeguard the amenity of the properties on Woodhouse Lane.

- 6.87. Overall, it is considered that the development could be designed to achieve a high-quality and landscape-led development. The application parameter plans follow the approved masterplan and are an acceptable base for future reserved matter applications, should outline planning permission be approved. Reserved matters considerations, including layout, scale, appearance and landscaping, would ensure the detail of the proposed development accords with relevant local planning policy and guidance as well as and national design guidance.

Other Matters

Site Policies: Growth Site Policy 8. Local Policies: DM25, DM30.

- 6.88. The developer has advised that the development would be 'gas free', meaning that the houses are expected to be heated by air source heat pumps and solar energy. Policy DM25 requires all new dwellings to meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day. In addition, Policy DM25 requires residential development to provide charging infrastructure for electric vehicles at a rate of 1 charging point per unit. All new non-residential building with a floor area in excess of 500sqm are required to achieve a minimum BREEAM rating of 'Very Good'. All three requirements of Policy DM25 can be secured by planning conditions. These are recommended.
- 6.89. This site is located above a Secondary A Aquifer (Sand & Gravel) and also a Secondary (undifferentiated) aquifer of the Lowestoft Formation. The application site overlies a Water Framework Directive (WFD) groundwater body and is also in a WFD drinking water protected area. The site is considered to be of moderate environmental sensitivity. The historic and future use could present potential pollutant linkages to controlled waters. Conditions are recommended to ensure that water pollution does not occur.
- 6.90. The site could contain contaminated land. A phase 2 assessment has been submitted with the application and this indicates that further gas monitoring is required. A condition is recommended to ensure that any contaminated land is appropriately remediated.
- 6.91. An assessment of air quality has been submitted and reviewed by the Council's Public Health and Protection Service. The findings of the assessment are that there will be a negligible impact on individual receptors. This is subject to charging infrastructure for electric vehicles being provided. A condition is recommended to this effect.
- 6.92. All minerals and waste issues were addressed as part of the Examination in Public of the then emerging Chelmsford Local Plan. The conclusion of those discussion was that the Minerals Planning Authority (Essex County Council; ECC) would not seek to apply its mineral safeguarding policy in relation to the site. Therefore, ECC in its capacity as the Minerals and Waste Planning Authority have no comment to make with respect to this application.

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

- 6.93. Paragraph 57 of the NPPF advises that obligations must only be sought where they are:
- (a) Necessary to make the development acceptable in planning terms
 - (b) Directly related to the development, and
 - (c) Fairly and reasonably related in scale and kind to the development

- 6.94. Further advice on the use of planning obligations is provided is given within national planning guidance: Planning Obligations – Use of planning obligations and process for changing applications.
- 6.95. The Chelmsford Infrastructure Delivery Plan (IDP) informs the Chelmsford Local Plan. It shows what infrastructure is required, who will provide it and when.
- 6.96. Section 3 of the Local Plan sets out the Council’s strategic priorities that will be addressed through the Local Plan. Policy S9 indicates the infrastructure requirement priorities of the council and S10 how these will be secured. Policy S6 addresses housing and employment requirements.
- 6.97. Policy DM1 concerns securing the right type of homes and DM2 securing affordable housing. DM16 and DM20 address ecology and biodiversity and delivering community facilities respectively.
- 6.98. Growth site policy 8 (North of Broomfield) highlights, amongst other things, infrastructure and mitigation requirements for the site.
- 6.99. The Planning Obligations Supplementary Planning Document (POSPD) sets out how the Council will seek planning obligations when considering planning obligations. It is supplemented by a series of planning advice notes covering: First Homes, Housing Additionality, Open Space, Self and Custom Build housing, Specialist Residential Accommodation and Wheelchair Accessible Homes.
- 6.100. The planning obligation requirements for this development are set out under the headings below:

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 site exceeds the 450-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 450-allocation number. In this case the affordable rent units above the 450 number will reflect Table 3 in the Housing Additionality Affordable Housing for Rent Planning Advice Note (January 2022) i.e., a greater proportion of four-bedroom homes.
- 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 or, provide an enhanced affordable housing rented offer of similar value. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).
- 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 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).

Self/Custom Build

- Self/Custom Build housing to be provided at 5% of the total number of units.

Highways and transportation

- Northeast by-pass contribution of £2.5million (Civil Eng Index linked).
- Cycle/footbridge over Essex Regiment Way contribution of £0.4million (Civil Eng Index linked).
- Junction improvements contribution of £1m (Civil Eng Index linked).
- Great Waltham to Chelmsford cycle route improvements contribution of £175,000 towards completion of section 2 between Goulton Road and the Hospital Link Road (Civil Eng Index linked).
- Cycle route south from new access roundabout contribution of £300,000 towards a cycle route between the site access roundabout and Croxton Lane (Civil Eng Index linked).
- Developer to submit details of the link road for technical approval prior to any development above slab level taking place at the site.
- No occupation of phase 2 of the development until technical approval has been given for the link road.
- Construction and delivery of link road in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority to connect site with hospital road network and associated works to Woodhouse Lane to be provided prior to 200th occupation.
- Payment of a commuted maintenance sum for hospital link road.
- Closure/downgrading/alterations to Woodhouse Lane.
- A bus strategy to be submitted to and approved by the highway authority prior to occupation
- Developer to provide a bus service to the site to the specification of the highway authority prior to occupation of the 60th dwelling.
- Residential Travel Plan (including car club scheme) annual monitoring fee of £2660 until a year after full occupation (Government's Consumer Price Index (CPI)).
- Smarter Choices campaign annual monitoring fee of £5,000 (Government's Consumer Price Index (CPI)).
- Restriction on occupations until the new access roundabout, the spine road, works to Woodhouse Lane, cycle facilities and bus stop infrastructure have been carried out and a certificate of completion issued under s.278.

Open space

- Local open space to be provided to be laid out and secured in accordance with the planning permission.
- Local open space maintenance plan to be submitted and agreed.
- Open space commuted payment for maintenance of £234.82 per dwelling for open space (local and natural) maintenance bond to be submitted and secured, along with local authority step in powers should the developer wish to maintain the open spaces (in accordance with Tables 9 and 10 of the Planning Obligations Supplementary Planning Document). (Not index linked – POSPD para. 14.20).

- Strategic open space contribution in lieu of on-site delivery of parks sports and recreation grounds at £1,052.00 per dwelling (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Education

- Provision of a stand-alone early years and childcare nursery on land within the site of no less than 0.13ha. An area of 0.13 hectares of land to be secured and remediated to be transferred to ECC or other agreed body for a nominal sum at the formal request of the education authority.
- Contributions in accordance with ECC formula (as set out in Table 5 below) for Early Years, Primary and Secondary education to be paid in tranches as agreed with the education authority.

Table 5: Education	Factor			Cost per place
	1 bed	Flat	House (2+ bed)	
Early Years & Childcare	0	0.045	0.09	£20,508
Primary	0	0.15	0.3	£20,508
Secondary	0	0.1	0.2	£24,929
Formula = [Number of dwellings x factor] x cost per place (+ Public Sector Building Non-housing (PUBSEC Index))				

Healthcare

- Provision of land for a health facility with space for the new building appropriate access, parking and servicing arrangements to accommodate a building of around 1,000 sq. m to be secured and remediated. The site is to be subsequently transferred to Chelmsford City Council for a nominal sum on receipt of a formal request of the health authority.
- Contribution of £253,900 [£496.18 per dwelling] to support the development proposal.

Community Facility

- A community facility to be provided within the health facility building.

Biodiversity Net Gain

- Provision of biodiversity offsetting contribution relating to application for link road. The applicant has indicated their intention to purchase the required biodiversity credits.

Essex Coast RAMS

- Contribution of £137.71 per dwelling.

Monitoring

- Contribution to cover Strategic Sites and Affordable Housing Monitoring cost and ECC Monitoring cost.

Community Infrastructure Levy (CIL)

- 6.101. This application may be CIL liable and there may be a CIL charge payable. CIL would be calculated based on reserved matters applications.

7. Planning Balance (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. Under the economic objective, there would be no loss of existing employment. The proposal would generate jobs through the construction process and in the longer term through the onsite healthcare facility and early years and childcare facility. The construction of up to 512 dwellings on the site would increase spending locally which would add to the local economy. These benefits carry weight in favour of the proposed development.

Social

- 7.3. The proposed development would be in a location where local schools, shops and healthcare facilities could be accessed on foot, by cycling or through public transport. The development would, subject to S106 obligations, provide safe and accessible alternative travel modes to the private car.
- 7.4. The development is required to meet the Council's identified growth needs. The development would provide a range of house types and tenures, including affordable rent homes, First Homes, Shared Ownership homes, Custom Build, Wheelchair User homes and accessible or adaptable homes.
- 7.5. Provision would also be made for specialist residential accommodation (either by financial contribution or on-site provision), a healthcare facility, community space and early years and childcare facility. Financial contributions would be made towards local education provision.
- 7.6. The development would include local open space, a children's play area and natural and semi-natural open spaces.
- 7.7. The proposal carries benefits in terms of the social objective of sustainable development which weigh in favour of the development.

Environmental

- 7.8. The environmental objective of the NPPF relates to protecting and enhancing our natural, built and historic environment; including making effective use of land and helping to improve biodiversity.
- 7.9. The application site has been allocated in the Chelmsford Local Plan. It is a sustainable extension to the existing settlement of Broomfield. The application follows and approved

masterplan and has been planned in a sustainable way. The development would maximise opportunities for walking and cycling, rather than the private car.

- 7.10. The development would not adversely affect any designated or non-designated heritage assets. It would not give rise to an increased risk of flooding and would be acceptable in air quality terms. Archaeological excavation, investigation and recording would take place.
- 7.11. The development would retain important landscape features and would not cause likely harm to protected or other species or their habitats. The development would result in a biodiversity net gain, substantial new tree planting and the creation of natural and semi-natural open spaces.
- 7.12. The developer has advised that the scheme will be 'gas free' and that houses will be heated by air source heat pumps and solar energy. 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.

Conclusion

- 7.13. Overall the proposed development accords with the Chelmsford Local Plan and would deliver a sustainable development as sought by the National Planning Policy Framework. The proposal is therefore acceptable, subject to conditions and the completion of the S106 agreement.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Procedure

Condition 1 – Reserved Matters

No development shall commence within any phase until plans and particulars showing precise details of the appearance, landscaping, layout and scale (hereinafter called the "Reserved Matters") within the 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 6 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 be submitted to and approved in writing by the Local Planning Authority, and shall accord with the following Parameter Plans (subject to such minor variation that may be subsequently agreed in writing by the local planning authority):

- 25746-RG-M-86D Public Open Space
- 25746-RG-M-82A Land Use
- 25746-RG-M-83C Building Heights
- 25746-RG-M-84C Access and Movement
- 25746-RG-M-44F Tree and Building Removal

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Compliance with approved plans

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

Reason:

In order to achieve satisfactory development of the site.

Condition 5 - Phasing

Prior to, or concurrently with, the first application for Reserved Matters a Phasing Plan shall be submitted to and agreed in writing with the Local Planning Authority. The Phasing Plan shall include details of the phasing of the development. The development shall thereafter be carried out in accordance with the agreed details of phasing.

Reason:

In order to achieve satisfactory development of the site.

Pre-commencement

Condition 6 - archaeology

- (i) Prior to the commencement of the development an archaeology mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to and approved in writing by the local planning authority following the completion of the archaeological evaluation.
- (ii) No development or preliminary groundworks shall commence on those areas containing archaeological deposits until fieldwork, as detailed in the archaeology mitigation strategy subject of part (i) of this condition, has been carried out.
- (iii) Within six months of the completion of the fieldwork, unless otherwise agreed in writing with the local planning authority, a post-excavation assessment shall be submitted to and agreed in writing with the local planning authority. This shall include a post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

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 – Contamination

No development shall commence within each phase or sub-phase of the development until a scheme to deal with the risks associated with the contamination of the land associated with that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The scheme shall incorporate the following components:-

- (i) A preliminary risk assessment which identifies:- Previous uses, Potential contaminants associated with those uses, A conceptual model of the site including sources, pathways and receptors, Potentially unacceptable risks arising from contamination at the site.
- (ii) A site investigation scheme based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (iii) The site investigation results and a detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken,
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall be implemented as approved unless any changes are otherwise agreed in writing with the local planning authority.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is identified and remediation measures appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 8 - SuDS

As part of Reserved Matters submissions for each phase or sub-phase, a detailed surface water drainage strategy shall be submitted for approval. The strategy shall broadly accord with the submitted Flood Risk Assessment and Drainage Strategy by Stantec (May 2022) and include consideration of a range of SUDs measures such as green roofs, rainwater harvesting, rain gardens, water butts and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy DM18 of the Chelmsford Local Plan.

Condition 9- Levels

Prior to any construction works within each phase or sub-phase, including the spine road, detailed drawings and sections showing the finished levels of all parts of the development 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 10- BREEAM

- a) The neighbourhood centre building, healthcare facility and early years building hereby permitted shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);

- b) Prior to the commencement of the neighbourhood centre building, healthcare facility or early years building, 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) the neighbourhood centre building, healthcare facility or early years 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 neighbourhood centre building, healthcare facility or early years 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 11– PROW safeguarding

No development shall take place within the phases or sub phases adjoining the Public Right Of Way Number 29 (PROW 225_29) until a scheme (including temporary re-routing, fencing, barriers, crossing points) to safeguard public use of the existing public right of way has been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with the approved plan.

Reason:

To ensure the existing public right of way is retained and available throughout the development period.

Condition 12– Hard Landscape

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, surfacing and means of surface water drainage,
- (ii) How the design of the streets and spaces take into account mobility and visually impaired users, and
- (iii) A panel composed of samples of all materials to be used 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 13- 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. highway safety considerations,
- vi. turning, loading and unloading of plant and materials,
- vii. hours of deliveries,
- viii. a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction, and
- ix. a scheme to prevent pollution caused by surface water run-off and groundwater during construction.

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 14– Badger Report

As part of Reserved Matters submissions for each phase or sub-phase a badger monitoring report shall be submitted for approval.

Reason:

In the interests of safeguarding badgers in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 15– Arboriculture

As part of Reserved Matters submissions for each phase or sub-phase the following documents shall be submitted for approval:

- (i) an impact assessment & arboricultural method statement. 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) A full specification for the construction of the new access and parking areas, including details of the 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.
- (ii) strategic soft landscaping design
- (iii) landscape and ecological maintenance plan
- (iv) landscape and ecological management plan

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 DM14 of the Chelmsford Local Plan.

Condition 16– Custom Build Design Code

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. 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.

During Construction

Condition 17– Public Art

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

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

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

Reason:

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

Condition 18– Boundaries

- 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) Individual dwellings shall not be occupied until boundary treatments relating to the dwelling or dwellings have been implemented in accordance with the approved details.

Reason:

To ensure 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 19– KEGS boundary

Prior to its installation, details of a fence to be installed on the western boundary of the site with the King Edward VI Grammar School playing field shall be submitted to and agreed in writing with the local planning authority. The fence shall be installed prior to the first occupation of any part of the development.

Reason:

To ensure the proposed development is visually satisfactory and to restrict access to the neighbouring private land.

Condition 20– Refuse & 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 21– Lighting

Prior to their installation details of any means of external lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall then be installed in accordance with the approved details.

Reason:

To ensure that the proposed development is visually satisfactory and does not adversely affect biodiversity in accordance with policies DM23 and DM16 of the Chelmsford Local Plan.

Condition 22– new roundabout

Within six months of commencement of the development hereby permitted a new roundabout junction on B1008 as shown indicatively on Ardent plan 184281-002F shall be provided. The junction shall include a toucan crossing on the northern arm, parallel crossing on the western arm and uncontrolled drop kerb crossing on the southern arm.

Reason:

To enable construction and residential access to the site.

Condition 23– completion of spine road

Prior to occupation of the 200th dwelling the spine road from B1008 to Woodhouse Lane shall be completed and available for use. The spine road shall include a bus turnaround area towards the south-western extent of the spine road, within phase 2, and connection to Hospital Link Road with associated works to Woodhouse Lane (east) to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented.

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 24 – details of spine road

Prior to occupation of the 200th dwelling the spine road from the B1008 to Woodhouse Lane, including a bus turnaround area towards the south-western extent of the spine road in phase 2 shall be completed and available for use.

The spine road shall comprise:

- a) A 6.75 metre single carriageway designed to 30mph design speed
- b) LTN 1/20 compliant two-way cycleway (3m) with segregated footway (2m) on southern side with no frontage access

- c) Drop kerbs on south side opposite side road junctions on the north side to allow cyclists to join the southern cycleway
- d) Uncontrolled crossing points at agreed locations along the route, to include features to enable ped/cycle permeability throughout the site A verge and 2m footpath adjacent to carriageway on northern side
- e) Traffic calming measures for a 30mph bus route
- f) A limited number of access junctions along its length
- g) Bus stops and bus turnaround facilities
- h) A through route to Hospital link road
- i) Connections to the western section of Woodhouse Lane, with associated works to Woodhouse Lane to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 25 – provision of cycleway and pedestrian improvements Chelmsford to Gt Waltham

There shall be no occupation of the site until the cycleway and pedestrian improvements to section 1 of the Chelmsford to Great Waltham cycle route from Corporation Road to Goulton Road, to include footway widening along the route, parallel crossing (Kings Road), North Avenue central reserve crossing, resurfacing and signs and lines have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 26– cycle way provision eastern side of B1008

There shall be no occupation of the site until LTN 1/20 compliant cycleway and pedestrian improvements to the eastern side of B1008 north of the access roundabout, as shown indicatively on Ardent plan 184281-013A have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 27– additional bus stops B1008

There shall be no occupation of phase 1 until new additional bus stops north and southbound on the B1008, at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure properties within phase 1 of the development are within 400m walking distance of a bus stop.

Condition 28– additional bus stops spine road

There shall be no occupation of phase 2 until bus stops on the spine road, at locations to be agreed with Essex County Council have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure all properties are within 400m walking distance of a bus stop

Condition 29– residential travel plan

Prior to first occupation of the development hereby permitted a residential travel plan shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation, with annual monitoring reports submitted to Essex County Council.

The Travel Plan shall include:

- a) Information on bus, rail, walking, cycling routes in the vicinity of the site;
- b) Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
- c) Season tickets/vouchers to include:
 - 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - Discounted bus travel tickets in following years
 - Discounted rail travel vouchers (format and quantity TBA)
- d) Details of the car club scheme for the development which shall include:
 - Provision of 2 spaces across the development or within the neighbourhood centre?
 - Funded for 5 years after final occupation
 - One space to be provided by occupation of the 119th dwelling
 - Second space to be provided by occupation of the 319th dwelling
 - Discounted or free membership to encourage uptake

Reason:

To promote sustainable travel to/from the site

Condition 30– smarter choices campaign

Prior to first occupation of the development hereby permitted, details relating to a Smarter Choices Campaign, covering existing residences with the Parish of Broomfield and along Blasford Hill, shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved campaign 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 target achievement.

The Smarter Choices Campaign shall include measures to encourage modal shift to sustainable means and shall include:

- 1. Information on bus, rail, walking, cycling routes in the vicinity of the site;
 - 2. Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
 - 3. Season tickets/vouchers
 - a. 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - b. Discounted bus travel tickets in following years
 - c. Discounted rail travel vouchers (format and quantity TBA)
 - 4. Cycle training scheme
 - 5. App based rewards scheme offering rewards for utilising sustainable modes
- Specific financial penalties if targets are not achieved to be put towards additional sustainable measures (i.e. cycling, Passenger Transport)

Reason:

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

Condition 31– parking spaces and layout

The number of parking spaces and how these are laid out (including dimensions) shall be in accordance with the Essex Parking Standards Design and Good Practice September 2009. This applies to all vehicular parking spaces including disabled requirements together with cycle parking and facilities for powered two wheelers.

Reason:

To ensure that sufficient off street parking is provided to serve the development in accordance with Policy DM27 of Chelmsford Local Plan.

Condition 32– cycleways

The network of strategic cycleway routes shall be 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 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 33– walking routes

The network of footpath routes shall be surfaced and illuminated in accordance with details to be submitted to and approved in writing by the local planning authority. The walking 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 34– Public Right of Way

(i) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) Footpath 29 Little Waltham between Woodhouse Lane and the proposed spine road shall be upgraded to cycletrack and removed from the PROW network.

(ii) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) 29 Little Waltham between proposed Spine Road and northern site boundary shall be upgraded to footway and removed from PROW network.

Reason:

To provide fit for purpose routes reflecting the change of circumstances and the expectation of occupiers of the new development.

Condition 35– Ancillary infrastructure

No ancillary infrastructure including pipes, flues, vents, meter boxes, external letterboxes, fibre wires and cables required by statutory undertakers and to be incorporated as part of the building design 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 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 36– Street lighting and signage

No street lighting, street name plates and 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, to maximise the placing of lights and signs on building faces and to ensure lasting environmental quality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 37– Materials

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

Reason:

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

Prior to first occupation

Condition 38– SuDS maintenance plan

Prior to the first occupation of the development a maintenance plan detailing the maintenance arrangements for SuDS features including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be submitted to and agreed in writing by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements 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 39– SuDS maintenance

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 40. 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 40– Contamination verification

Prior to the first occupation or first use of each phase or sub-phase, any remediation of the site found necessary shall be carried out. A validation report to that effect and a long term monitoring and maintenance plan in respect of groundwater shall be submitted to the local planning authority for written approval prior

to the first occupation of the relevant phase or sub-phase and the development shall be carried out in accordance with that scheme.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is remediated appropriately to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 41– Carriageway Construction

The carriageways of the proposed estate roads 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 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.

Condition 42– 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 43– 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 44– 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 45– 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 46– 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 or one electric vehicle charging point per 10 parking spaces for a non-residential building. 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.

Ongoing

Condition 47– Water Efficiency

All new dwelling units as hereby approved shall be constructed to achieve increased water efficiency to a standard of no more than 110 litres of water per person per day in accordance with Building Regulations Approved Document Part G (2015 - as amended).

Reason:

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

Condition 48– M4(2)

A minimum of 50% of the dwelling units as approved shall be constructed to comply with Building Regulations Approved Document Part M4(2) Category 2 (2010 - as amended).

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 49– 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 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 50– 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

Post Occupation

Condition 51– 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 DM14 of the Chelmsford Local Plan.

Notes To Applicant

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

Noisy work:

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

Light work:

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

In some circumstance further restrictions may be necessary.

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

2. The proposed demolition in the scheme should not be carried out until you have given notice to the Chelmsford City Council (Building Control Manager) of your intention to do so pursuant to Section 80 of the Building Act 1984.

Notice should be in writing and accompanied by a block plan (e.g. 1/500) clearly identifying the building(s) to be demolished.

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. The Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting existing and future highways. Please contact the Development Management Team by email at development.management@essexhighways.org.
8. The new street and its junction and/ or connection with the existing highway should be formed to the requirements and satisfaction of the Highway Authority (Essex County Council). Attention in this respect is drawn to Section 184 of the Highways Act 1980. Contact details are: Development Management Team, Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU. Telephone via Contact Essex: 0845 603 7631. Email: development.management@essexhighways.org.
9. 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 prior to their construction. The roads and footways shall be constructed in accordance with the approved details.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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.

15. 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.
16. 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.
17. 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 29 Little Waltham shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
18. 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.

Boreham Parish Council

Comments
10.01.2022 - Members of the committee had no objections to the application.

Economic Development & Implementation

Comments
No response received

Parks & Open Spaces

Comments
No response received

Leisure & Heritage Services

Comments
No response received

Anglian Water Services Ltd

Comments
<p>02.02.2021</p> <p>Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.</p> <p>The foul drainage from this development is in the catchment of Chelmsford Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.</p> <p>The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.</p> <p>The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal</p>

for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

Essex County Council (SUDS)

Comments

26.01.2021 - holding objection based on the absence of plans.

15.04.2021, 19.01.2022 & 25.05.2022

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission subject to conditions, including a detailed surface water drainage strategy to be submitted as part of reserved matters submissions for each phase or sub-phase.

Essex and Suffolk Water

Comments

No response received

Essex County Fire & Rescue Service

Comments

02.02.2021

Due to what would be considered an excessive distance to the nearest existing statutory fire hydrants, shown on the enclosed plan, it is considered necessary that additional fire hydrants are installed within the curtilage of the proposed site.

Once we receive the new water main design scheme for this development from the local Water Authority, we will liaise with them directly to ensure that all necessary fire hydrants are provided.

If a fire appliance is unable to gain access to within 45 metres of all parts of a new dwelling, as required by the Building Regulations 2010 Approved Document B, an alternative solution may be required such as an Automatic Water Suppression System (AWSS) incorporated into the building design.

04.02.2021

Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13

and appears to be acceptable subject to satisfactory compliance with Building Regulations B5.

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

12.01.2022

It is not currently confirmed whether the newly built road or parking areas can withstand the standard 18 tonne fire appliances used by Essex County Fire and Rescue Service.

Police - Designing Out Crime

Comments

04.01.2022

Whilst there are no apparent concerns with the layout to comment further we would require the finer detail such as the proposed lighting, boundary treatments and physical security measures.

Within the Design and Access Statement we note reference to Secured by Design guides, and we would welcome the opportunity to consult on this development to assist the developer demonstrate their compliance with these policies by achieving a Secured by Design Homes awards.

NHS Mid & South Essex Sustainability & Transformation Partner

Comments

28.01.2022

The proposed development will be likely to have an impact on the NHS funding programme for the delivery of healthcare provision within this area and specifically within the health catchment of the development. The GP practice within the vicinity of this proposed development does not have capacity for the additional growth resulting from this development and cumulative impact of development in the area. The CCG would therefore expect these impacts to be fully assessed and mitigated.

There are no obvious opportunities to increase capacity at existing sites to create sufficient capacity for the residents arising from this and other proposed developments in and around the city. It is therefore likely that a new built facility will be needed within this application site to mitigate the impact of the development.

This proposal should therefore safeguard a site within the development for the construction of a new healthcare facility. This should be of sufficient size to mitigate the impact of the development proposed on this site and be sustainable as a practice.

The development would have an impact on healthcare provision in the area where there is already a deficit of primary care facilities. The CCG therefore requests that the sum of £253,900 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.

ECC Community Infrastructure Planning (Education)

Comments
<p>17.02.2021</p> <p>Assuming that all of these units are homes with two or more bedrooms, a development of this size can be expected to generate the need for up to 49.50 Early Years and Childcare (EY&C) places; 165.00 primary school, and 110.00 secondary school places.</p> <p>Please note that any developer contribution figures referred to in this letter are calculations only, and that final payments will be based on the actual dwelling unit mix and the inclusion of indexation.</p> <p>The proposed development is located within the Broomfield and The Waltham's ward and will create the need for an additional 49.50 places. According to Essex County Council's childcare latest sufficiency data, there are 13 providers of early years and childcare in the area. Overall, a total of six unfilled places were recorded.</p> <p>The data shows that there is insufficient provision within the ward to meet the demand created from this development. It is therefore proposed that a new facility is required within the Broomfield and the Waltham's ward or within a three-mile radius of the development. We would therefore request a financial contribution and land to facilitate a new provision. Based on the demand generated by this proposal as set out above, a developer contribution of £1,491,287, index linked to quarter one 2021, is sought to mitigate its impact on local EY&C provision.</p> <p>The western part of this proposed development falls within the priority admissions area of Broomfield Primary School, whereas the eastern part is within Little Waltham Primary School's area. The two schools are fairly equidistant from the development at around a mile by road. Data shows that the number of children in the current primary cohorts that are registered with GPs, and for whom one of these schools is their closest provision, slightly exceeds the combined capacity of the two schools. Based on the school site areas neither school has space to expand significantly.</p> <p>It will be necessary to revise plans for additional school places in the wider area. Should the development be permitted, a developer contribution of £3,383,820, index linked to quarter 2021, is sought to mitigate its impact on local primary school provision.</p> <p>The Priority Admission Area secondary school for the proposed development would be Chelmer Valley High. Due to high demand, the school has taken slightly over this number in some year groups. The school sits on a generous site which could facilitate expansion. If the development is permitted, a developer contribution of £2,742,190, index linked to quarter 2021, is sought to mitigate its impact on local secondary school provision.</p> <p>Having reviewed the proximity of the site to the nearest primary and secondary schools, Essex County Council will not be seeking a school transport contribution, however, the developer should ensure that safe</p>

direct walking and cycling routes to local schools are available.

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

Housing Standards Team

Comments
No response received

Recycling & Waste Collection Services

Comments
No response received

Great Waltham Parish Council

Comments
<p>18.01.2021</p> <p>The Parish Council Objects on the basis of an additional 100 homes adds to the issues already raised in turn of traffic, facilities, schools, and we are extremely concerned that following several years of a process which ran from local plan to meetings with councils, parish council and parishioners the outcome is to add 100 homes and discards all the previous good work.</p> <p>We are especially concerned about the pressure on the capacity on local schools, the local surgery and the increased traffic flow in a congested area.</p> <p>17.01.2022</p> <p>The Parish Council Objects on the basis of an additional 100 homes adds to the issues already raised in turn of traffic, facilities, schools, and we are extremely concerned that following several years of a process which ran from local plan to meetings with councils, parish council and parishioners the outcome is to add 100 homes and discards all the previous good work.</p> <p>We are especially concerned about the pressure on the capacity on local schools, the local surgery and the increased traffic flow in a congested area and concerns over local car parking that is already beyond capacity.</p>

Historic England

Comments
<p>27.01.2021</p> <p>On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.</p> <p>14.01.2022</p> <p>On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.</p>

ECC Historic Environment Branch

Comments
<p>25.02.2021</p> <p>The proposed development area has already been subject of geophysical survey and archaeological evaluation, which has revealed prehistoric, Roman and medieval features. Depending on the layout of the development, these features will need to be fully excavated prior to development which would damage or destroy them.</p> <p>In view of this, a condition to secure a written scheme of investigation is recommended.</p> <p>04.01.2022</p> <p>Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. Extensive discussions have taken place during this work and a phased archaeological condition is needed to ensure appropriate mitigation.</p>

Environment Agency

Comments
<p>11.02.2021</p> <p>We consider that planning permission could be granted to the proposed development as submitted if planning conditions are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.</p>

Natural England

Comments

02.02.2021

It has been identified that this development site falls within the 'Zone of Influence' (Zol) of one or more of the European designated sites scoped into the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).

Without mitigation, new residential development in this location is 'likely to have a significant effect' on one or more European designated sites, through increased recreational pressure, either when considered 'alone' or 'in combination' with other plans and projects.

Public Health & Protection Services

Comments

14.01.2021

The Phase 2 assessment indicates that further gas monitoring is required. A contamination condition is required.

This 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 unallocated).

07.01.2022

The air quality impact assessment submitted as part of the Environmental Statement does not quantify any affect from a proposed junction and road realignment as set out in the drawings. The air quality impact assessment should be updated with a scoping assessment for these proposed changes.

28.01.2022

Although all of the information has not been evidenced in one document, we can accept the assessment and the findings that there will be a negligible impact on individual receptors. Providing mitigation is provided in the form of EV charging points and as set out in transport assessment, we consider that the development will be acceptable on air quality grounds

ECC Minerals & Waste Planning

Comments

30.04.2021

Mineral safeguarding matters relating to this site were discussed at the EiP Hearings associated with the Chelmsford Local Plan. The conclusion to those discussions was that the Minerals Planning Authority would not seek to apply its mineral safeguarding policy in relation to the site. As such, Essex County Council in its

role as the Minerals Planning Authority has no comment to make in relation to this application.

12.01.2022

All minerals and waste issues were addressed as part of the Examination in Public of the then emerging Chelmsford Local Plan and therefore ECC in its capacity as the Minerals and Waste Planning Authority have no further comment to make with respect to this application

Essex County Council Highways

Comments

26.05.2022

The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation, together with a large quantity of additional information supplied since submission by the applicant. This work has concluded that subject to a package of appropriate mitigation, traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures as set out in this recommendation.

A link to Broomfield Hospital via this site has been identified as a requirement for this site within the CCC Local Plan. Whilst the submitted TA seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the recent NE Bypass Planning Application (CC/CHL/85/21) demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 Base and will be in 2024 (excluding Bloor development) and 2036 (including Bloor development) and therefore an access to Broomfield Hospital and Farleigh Hospice is required and must be provided by the developer in line with the Masterplan and Policy for Strategic Growth Site 8.

The residential development requires the provision of the Hospital Link Road and the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route will enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the B1008. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that this TRO is approved prior to commencement of development to ensure that it can be delivered and there will be sufficient provision of good quality walking/cycling links southwards beyond the site.

The developer to provide the following S278 highway works:

Access Roundabout

Spine Road

Hospital Link Road

Cycle facilities

Bus stop infrastructure

The developer to provide the following S106 contributions:

Chelmsford NE Bypass (CNEB) - £2.5million towards Phase 1 of CNEB which is required to accommodate development in the current Local Plan including the North of Broomfield site.

Off-site Road Junctions - £1.0million towards mitigation of the cumulative impacts of the Local Plan development on routes between the site and the city centre.

Bridge £0.4 million towards a pedestrian and cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.

Great Waltham to Chelmsford Cycle Route - £175,000 towards completion of section 2 between Goulton Road and the Hospital Link Road.

Cycle route south from new access roundabout - £300,000 towards a cycle route between the site access roundabout and Croxton Lane.

Provision of bus strategy and provision of a bus service to be developer funded for 5 years.

Residential Travel Plan (including car club) and Smarter Choices Campaign

Annual Travel Plan monitoring fee of £2660 (index linked) to Essex County Council until a year after full occupation.

Annual Smarter Choices monitoring fee of £5000 (index linked) to Essex County Council.

Commuted Maintenance Payment for link road.

General Conditions

Construction Management Plan

Pedestrian and Cycle Routes

Public Rights of Way

No unbound material

Maintenance of Landscaping

Adherence to Parking Standards

Sustainable Urban Drainage Solutions

Conformity of Internal Roads to Design Guidance Best Practice

Estate Carriageway Construction

Taking the above into consideration, the Highway Authority would not wish to raise an objection to the above application subject to the provision of the requirements set out below.

The following plans are not agreed, they show the spine road being 20mph with associated traffic calming

which is not acceptable to the Highway Authority given the route serves as an access to the Hospital, Farleigh Hospice and Woodhouse Lane (west) as well as the residential development and will need to accommodate buses. It should be designed to 30mph. The detailed design of the Spine Road should be dealt with at reserved matters stage.

184281-027D Spine Road General Arrangement (north)

184281-028D Spine Road General Arrangement (south)

Ramblers Association

Comments
No response received

Little Waltham Parish Council

Comments	
<p><i>12/02/2021 response</i></p> <p><i>Number of houses</i></p> <p>Increase in house numbers from 450 in the Local Plan process is disappointing as there was no engagement.</p>	See Report – Principle of Development
<p>The amount of new homes is 22% higher than the amount considered appropriate for the site within the local plan document. The extra number of houses is contrary to the Local Plan and not sustainable as it would have a detrimental impact upon local services and roads in the community.</p>	(As above)
<p><i>Road infrastructure</i></p> <p>The Parish Council contends that the proposed housing will have a detrimental impact upon infrastructure and in particular the local road network. The B1008 is running in excess of 90% capacity and increased development is only increasing the traffic in the area.</p> <p>The most direct route for vehicles travelling from</p>	<p>The highway authority has undertaken extensive analysis and investigation of the planning application and its submitted supporting documentation and has concluded that subject to appropriate mitigation, traffic impact that results from the development would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable</p>

the proposed site to Essex Regiment Way will be via Little Waltham village centre. The village centre is predominantly in a Conservation area with narrow roads and heritage properties and the impact of such extra traffic will be highly detrimental to those living in the area.	transport measures.
<p><i>Impact upon other infrastructure and services</i></p> <p>It is not possible for all journeys to be undertaken by bicycle or bus and will not substantially reduce the impact of traffic in the area to such an extent as to consider the application sustainable.</p> <p>The Parish Council is concerned about the impact of additional houses upon already stretched local services and facilities.</p> <p>There is no reference to any improvements to the public rights of way which would be used by more people as a result of such proposed development. Developer contributions should be required.</p>	(See above)
<p><i>Timeframe for construction</i></p> <p>A construction period of 6 years would be inconvenient and detrimental to adjacent residents and the local area as a whole.</p> <p>Delaying the link road for a further 6 years will mean a longer period of congested traffic in the area. The Parish Council considers that the link road into the hospital should be constructed at an early phase of development.</p>	<p>The construction period is likely to result in some inconvenience and detriment to local residents but this would be mitigated by implementation of a construction management plan.</p> <p>The Council is seeking construction of the link road prior to the 200th occupation.</p>
<p><i>Issues surrounding the construction of the Link Road</i></p> <p>The planning application does not include the joining of the main spine road in the development to a road within the Broomfield Hospital estate. Without the hospital link road no relief would be provided in relation to traffic travelling to the</p>	<p>Connection between the spine road and the link road would be secured by s.278 and s.106 agreements.</p>

<p>Hospital site.</p> <p>The Parish Council is concerned that if that money were to paid direct to the Hospital Trust it would be lost in the running costs of the hospital leading to a situation where the Hospital area unable to fund the road.</p> <p>If the road is to effectively alleviate congestion in the area then it should be accessible by all motorists.</p>	<p>A financial contribution in lieu of the link road is not proposed as a build licence would be signed by the Trust and the developer to permit and secure access rights to construct the road.</p> <p>The Hospital Trust as landowner wishes to restrict vehicular access via the link road to staff and service vehicles, with public transport to be investigated.</p>
<p><i>Road junction and crossing point</i></p> <p>A roundabout would need to be supported by an appropriate safe crossing point at the Blasford Hill.</p> <p>There is also a concern that there is a current planning application for the development of ten houses next to Montpellier Villa which would mean that there would be another access onto Blasford Hill in very close vicinity to the new proposed roundabout thus leading to potential traffic conflict in the area.</p>	<p>Noted, a new toucan crossing is proposed to the north of the proposed roundabout.</p> <p>The new roundabout would be acceptable in traffic terms in all respects including its distance from the new access to serve land adjacent to Montpellier Villa.</p>
<p><i>Neighbourhood Centre</i></p> <p>It is not suitable for a local centre to be housed in the development. There would not be sufficient call for such a facility in the vicinity even with additional housing on site. A centre could draw away the use of existing facilities within the Parish of Little Waltham. There is a lack of clarity as to who would be responsible for such a centre and the cost thereof and a concern that such a centre would be a drain on local resources. There are two thriving village halls within the village centre which could be adversely impacted. It is considered that a developer contribution to existing facilities or proposed facilities in the village centre would be more beneficial for the community.</p> <p>It is also a concern that the GP practice may be encouraged to move to such a facility when it is</p>	<p>The community facility element of the local centre would be proportionate in size to essentially serve residents of the new development.</p> <p>The new surgery is required by the NHS (see report). There is no indication that its provision would lead to the diminishment of the Little Waltham Surgery.</p>

such a valued resource within the community.	
<p><i>Maintenance of common and Landscaped areas</i></p> <p>In the event that the City Council grant permission for the development any common areas to be adopted and maintained by a public authority, to make sure that the area can be suitably maintained going forward into the long-term future.</p>	Noted, the s.106 is proposed to make provision for either local authority private maintenance of the open space.
<p>21.01.2022 - Objection</p> <p>Little Waltham Parish Council wishes to object to the amended application on the following grounds:</p>	
<p><i>Number of houses</i></p> <p>14% higher than the number of houses considered to be a sustainable for the site. The extra number of houses is contrary to the criteria of the Local Plan and not sustainable.</p>	
<p><i>House types and styles</i></p> <p>To have large 3 storey buildings backing onto the allotment site and in the vicinity of the historic properties would impose a detrimental visual impact and would certainly not be in keeping with the area.</p> <p>No mention of how the properties will be heated or whether solar panels will be utilised. There would be an expectation that the developers would be required to consider heating the properties will heat pumps as opposed to gas boilers and install solar panels and EV charging points.</p>	(See earlier comment on this issue)
<p><i>Road Infrastructure</i></p> <p>The impact of traffic and pressure on the local road network would still be severe and local knowledge of area would indicate that some of the suggestions</p>	(See earlier comment)

<p>regarding traffic management would not be workable.</p> <p>The information used in the models provided is dated back to 2017 and it is not clear whether consideration has been given to development in the area since that time or development that is coming forward and the additional traffic.</p> <p>A 'smarter choices' package will not be workable or achieve the reduction in journeys suggested.</p> <p>The current bus services in the area are not sufficiently reliable, frequent or cost effective to attract prospective residents into using the service.</p> <p>Not every journey into Chelmsford could be undertaken by bicycle.</p>	
<p>The majority of journeys to and from the site will be via motor vehicle and that an additional of 512 homes will add a substantial and detrimental number of vehicle journeys in an area which is already congested.</p> <p>The rat running issue that already exists with be dramatically exacerbated. The village centre has narrow roads and heritage properties and is a conservation area and the dramatic increase in rat running traffic will be substantial and highly detrimental to residents.</p> <p>Around 80% of people who work at the Hospital live in areas south of the Hospital. There is therefore a question mark as to whether such traffic will continue traveling north along Blasford Hill to use the proposed new link road or will continue to use Hospital Approach thus there would be little relief for traffic congestion in that area.</p> <p>It is noted that there is an absence of a report of the environmental impact of traffic emissions for the area.</p>	<p>The highway authority has concluded that the link road is required on traffic as well as sustainability grounds.</p>

<p><i>Road junction and crossing point</i></p> <p>A roundabout would need to be supported by an appropriate safe crossing point at the Blasford Hill.</p> <p>The proposals do not provide a safe means of crossing the road and a signalised crossing would be safer.</p> <p>It is not known where the bus stops will be located as that will influence where pedestrians may choose to cross the road.</p> <p>The hospital access road should be available for use by all traffic.</p>	<p>A toucan crossing is proposed on Blasford Hill, north of the proposed roundabout.</p>
<p><i>Landscaping and common areas</i></p> <p>In the event that the City Council grant permission for the development any common areas to be adopted and maintained by a public authority, to make sure that the area can be suitably maintained going forward into the long-term future.</p> <p><i>Impact upon local services</i></p> <p>The likelihood is that children from the development will predominantly attend the Little Waltham primary school. Not only will this increase traffic but there is a concern about the impact of the additional resident upon those existing services.</p> <p>New schools are being planned for the proposed Chelmsford Garden Village and at Beaulieu Park and it may be that some children will attend those schools, adding to the rat running through the village centre.</p>	<p>(See previous comment)</p> <p>The Education Authority does not object to the proposal subject to appropriate contributions towards education provision.</p>
<p><i>Neighbourhood Centre</i></p> <p>It is not suitable for a local centre to be housed in the development. There would not be sufficient call for such a facility in the vicinity even with additional</p>	<p>(See earlier comment)</p>

<p>housing on site. A centre could draw away the use of existing facilities within the Parish of Little Waltham and have a detrimental impact as opposed to providing useful services.</p> <p>There is a lack of clarity as to who would be responsible for such a centre and the cost thereof and a concern that such a centre would be a drain on local resources. It is also a concern that the GP practice may be encouraged to move to such a facility when it is such a valued resource within the community.</p>	

Broomfield Parish Council

Comments	
<p>12.02.2021 - Object</p> <p>Concerns summarised as follows:</p>	
<p>The number of dwellings proposed is unacceptable and is not in accordance with the Local Plan;</p> <p>Proposed dwelling numbers are 22% higher than the figure in the Local Plan Policy and approved Masterplan Framework and an unreasonably high net density of development when compared with densities across Broomfield village. It will result in an urbanisation of the village more appropriate to that found in the City itself.</p>	<p>(See response on similar comment from Little Waltham Parish Council and the Report)</p>
<p>The mitigation measures to overcome the traffic impact of the development are insufficient;</p>	<p>(See response on similar comment from Little Waltham Parish Council and the Report)</p>

The application provides no guarantee of the delivery of the access to Broomfield Hospital and Farleigh Hospice as required by the Local Plan policy	The delivery of the access is secured by the proposed s.106 agreement.
A reinforcement of planting along the northern side of Woodhouse Lane and along the western boundary of the site would help to connect habitats as well as provide screening between the site and the hospital and wider countryside.	Noted, the extent of areas proposed for landscaping and new planting are considered to be acceptable.
Concern about the location of the children's play area close to the central water feature.	Noted, further consideration will be given to this matter at reserved matters stage
Potential for Hospital employees and visitors parking in the new residential streets rather than parking on the Hospital site.	Such parking can be controlled by use of a Traffic Regulation Order
Measures will be required to manage access along Woodhouse Lane to ensure that it doesn't become overflow (free) parking for the hospital and does become an important and attractive cycle and footpath route from the site.	(See above comment)
There needs to be a mechanism in place to deliver community facilities including engagement with the Clinical Commissioning Group and medical practices.	The CCG has been consulted on the application and the facilities will be secured through the s.106
Providing contributions in lieu of expansion at schools will not solve the problem of where these additional children can be offered primary school places.	The education authority does not object to the proposal subject to contributions to be secured through the s.106 agreement. It would be for the education authority to manage where children would attend school.

<p>6.01.2022 – Object</p> <p>Delivery of the Link Road is inhibited by the proposed restriction to use of the link road. The restriction could actually make congestion worse. The majority of staff live to the south of the Hospital and that by directing them to use the new link access, their journeys will become longer than they currently are via Hospital Approach. Can be simply resolved, by allowing all Hospital-related traffic to access the nearest entrance.</p>	<p>The highway authority consider that the link road is required in traffic terms and would ease pressure on the local road network</p>
<p>No funding for the remainder of the Great Waltham route. The applicant will need to play a more active role in providing cycle paths.</p>	<p>The applicant is making significant contributions to and provision for the route to the south of the application site.</p>
<p>Main road/School Lane junction will be will be over capacity in 2036.</p>	<p>(See previous highway related comments)</p>
<p>The other aspects of the proposed Smarter Choices campaign will not achieve the success attributed to them.</p>	<p>The highway authority is content with the benefits of the Smarter Choices Campaign and has specified its scope, to be secured by condition and has a requirement for an annual monitoring fee to be secured through the s.106 agreement.</p>
<p>Raise the need for a robust, metal fence (details to be agreed with the School) to protect Bedford Fields from unauthorised use by residents.</p>	<p>This matter is covered by condition.</p>

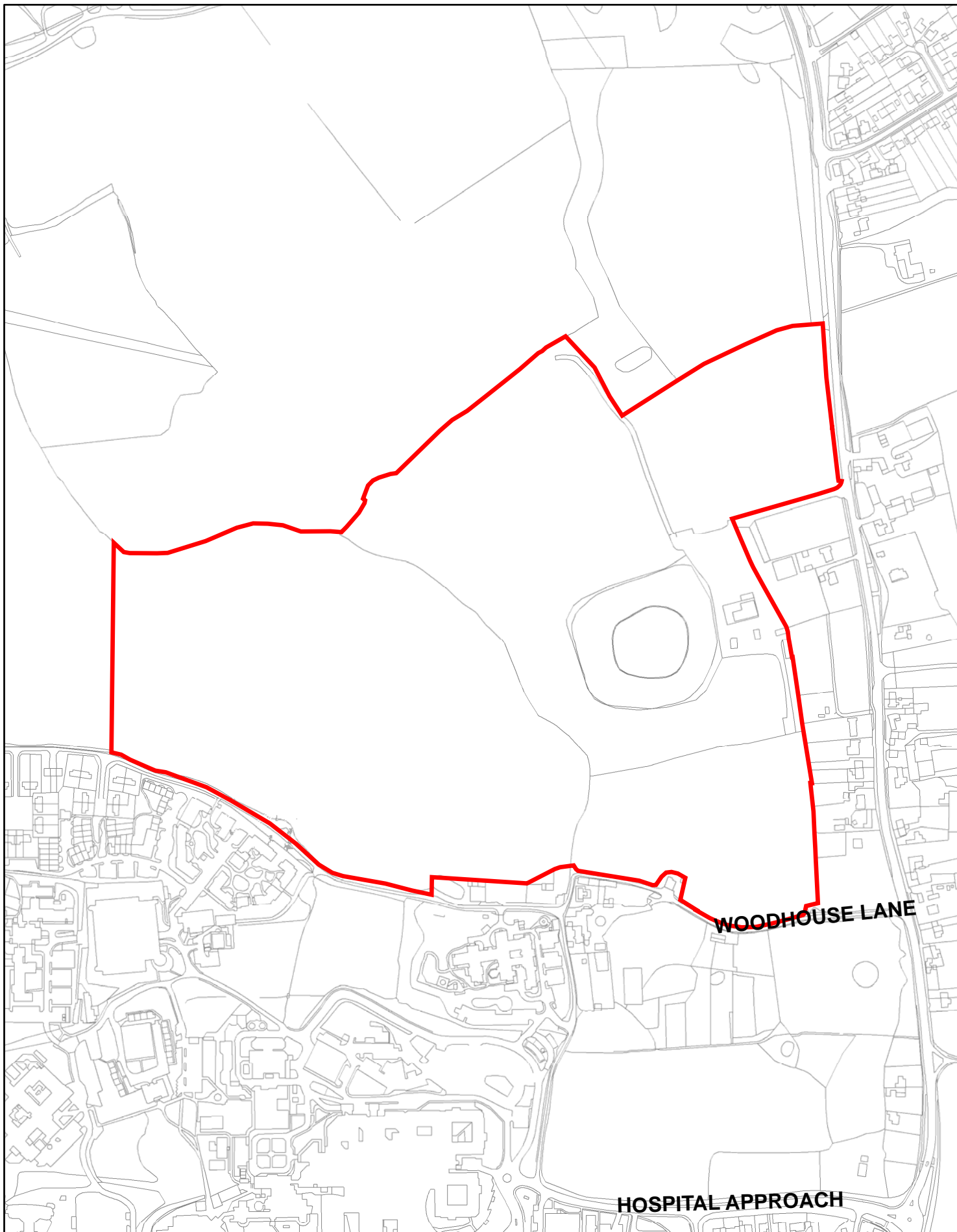
Local Residents

<u>Comments</u>	<u>CCC Response</u>
<u>Support - 1</u>	
Affordable housing provision	S106 Heads of Terms agreed.
Additional infrastructure	S106 Heads of Terms agreed.

Object & Comment - 32	
<i>General</i>	
Additional 100 homes, not proposed through masterplan.	The number, in itself, would not be a sustainable reason for refusal if the development meets all other policy requirements (see report under Principle of Development).
Increase in crime.	Essex Police (Designing Out Crime) have raised no concerns with the proposed application but note that finer detail will be considered in due course. Secured By Design accreditation is encouraged.
Higher density development than surrounding areas.	There is no specific policy requirement to density. It is considered that the development could be high-quality design and landscape-led as required by the Local Plan.
The majority of Affordable Homes should be for Social or Affordable Rent.	The mix of affordable homes is acceptable with 22% of the 35% total being affordable rent.
Affordable Homes should be spread out across the development.	This will be considered as part of Reserved Matters applications. Guidance on layout is contained within the Council's Planning Obligations Supplementary Planning Document and required a dispersed approach to affordable housing which would limit the numbers within the groups of affordable properties.
A fence is required on the western boundary to prevent trespass onto school fields.	A condition requiring this is recommended.
<i>Infrastructure</i>	
Insufficient healthcare facilities.	S106 Heads of Terms agreed to secure land for a healthcare facility and a financial contribution towards health provision. The NHS/CCG are content with this approach.
Insufficient education provision.	S106 Heads of Terms agreed to secure financial contributions towards education provision. The total contribution for education is likely to be approaching £5.5m.
Neighbourhood centre and early years won't be built.	S106 Heads of Terms to address delivery are agreed.
No commitment to link road.	S106 Heads of Terms are agreed to address delivery. See application 21/00881/FUL.
<i>Transport</i>	

Local road network is at capacity.	The impact of the development is considered to be acceptable, as set out within the Local Highway Authority (Essex County Council) consultation response, subject to mitigation measures and S106 obligations.
Increase in traffic.	The impact of the development is considered to be acceptable, as set out within the Local Highway Authority (Essex County Council) consultation response, subject to mitigation measures and S106 obligations.
Lack of safe crossing points.	A new toucan crossing is proposed to the north of the new roundabout.
Not safe to cycle.	Closures to Woodhouse Lane would improve cycling connections from the site. A S106 obligation requires provision of and financial contributions towards cycleway improvements.
Residents on Woodhouse Lane would have to travel north before going south to Chelmsford (due to proposed closures on Woodhouse Lane).	This is correct for most properties on Woodhouse Lane. The proposed closures reduce the number of vehicles using North Court Road and the junction of Woodhouse Lane and Blasford Hill which lack suitable visibility. The new access road northwards through the development would be safer than the existing arrangements.
Increased parking on Woodhouse Lane.	Parts of Woodhouse Lane would be closed to vehicular traffic. Bollards would prevent vehicular access to these sections. This would prevent parking on the parts of the Lane that are to be closed. See application 21/00881/FUL.
No commitment to providing link road.	S106 Heads of Terms agreed to address delivery.
Link road not for public use so little benefit.	See application 21/00881/FUL. The link road would be used for staff and deliveries associated with Broomfield Hospital which would increase capacity on Blasford Hill and the junction with Hospital Approach, which would be in the public interest.
Footpaths will disappear.	The existing footpath through the site will be safeguarded. Additional walking routes are proposed.
KEGS school busses and other vehicles should have unrestricted access over the spine road through the development.	The spine road would be an adopted highway with unrestricted access.
<i>Environment</i>	
Adverse effect on environment.	The proposal would result in a biodiversity net gain. Protected species and other species, and their habitats, would be safeguarded.

Loss of countryside.	The loss of the existing site as countryside has been accepted through the allocation of the site for residential development in the Local Plan. This is required to meet the identified growth needs of Chelmsford in a sustainable way.
Additional homes remove landscaping and buffers.	Landscape buffers and areas of landscaping are proposed. Around 97,000sqm of open space would be provided within the site.
Increase flooding.	The Environment Agency have no objection to the development on the basis of flood risk. Sustainable drainage systems would be used to manage surface water run off.
Request for Swift boxes to be provided.	Biodiversity enhancements would be secured through future reserved matters applications.
Loss of hedgerows.	One hedgerow would be removed. The application proposed many new hedgerows resulting in a 36.63% net gain in linear habitats.
Damage to hedgerows and verges on Woodhouse Lane.	See application 21/00881/FUL. Turning areas will be provided to minimise the impact of vehicles overrunning the verges when turning.
Harm to wildlife.	The proposal would result in a biodiversity net gain. Protected species and other species, and their habitats, would be safeguarded.
Increased traffic will affect air quality.	Public Health and Protection Services have no objection to the application on the grounds of air quality. Charging infrastructure for electric vehicles would be provided.



0 50 100 200 Metres

1:4,872



**Planning Committee
20/02064/OUT**

**Planning & Development Management
Directorate for Sustainable Communities**

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

Telephone: 01245 606826



The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
F	08.12.21	M.D.	S.W.

Updated plan.

- Site boundary
(Total site area 28.51Ha)
- Trees / Hedgerows to be Retained
- Trees / Hedgerows to be Removed
- Buildings to be Demolished

Project
BROOMFIELD GREEN



Drawing Title
TREES/HEDGEROWS & BUILDINGS
PARAMETER PLAN

Date	Scale	Drawn by	Check by
18.12.18	1:2000@A2	NB/SW	SW
Project No	Drawing No	Revision	
25746	RG-M-44	F	



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Revision	Date	Drn	Ckd
A	02.12.21	M.D.	S.W.
Plan and legend amendments.			


-  Site Boundary
-  Residential, community and ancillary infrastructure
-  Informal Open Space - including attenuation basins
-  Indicative Location for Custom Build Housing
-  Local Centre (indicative location)
-  Agricultural Reservoir

Project
**LAND WEST OF
BLASFORD HILL**

Drawing Title
**PARAMETER PLAN
- LAND USE**

Date 25.11.21	Scale 1:2000@A2	Drawn by M.D.	Check by S.W.
Project No 25746	Drawing No RG-M-82	Revision A	







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Revision	Date	Drn	Ckd
C	Updated 3 Storey area.	07.12.21	M.D. S.W.

-  Site Boundary
-  Up to 2 Storey (9.5m)
-  Up to 2.5 Storey (11.5m)
-  Up to 3 Storey (12.5m)

Project

LAND WEST OF
BLASFORD HILL

Drawing Title

PARAMETER PLAN
- BUILDING HEIGHTS

Date

25.11.21

Scale

1:2000@A2

Drawn by

M.D.

Check by

S.W.

Project No


25746


Drawing No

RG-M-83

Revision

C



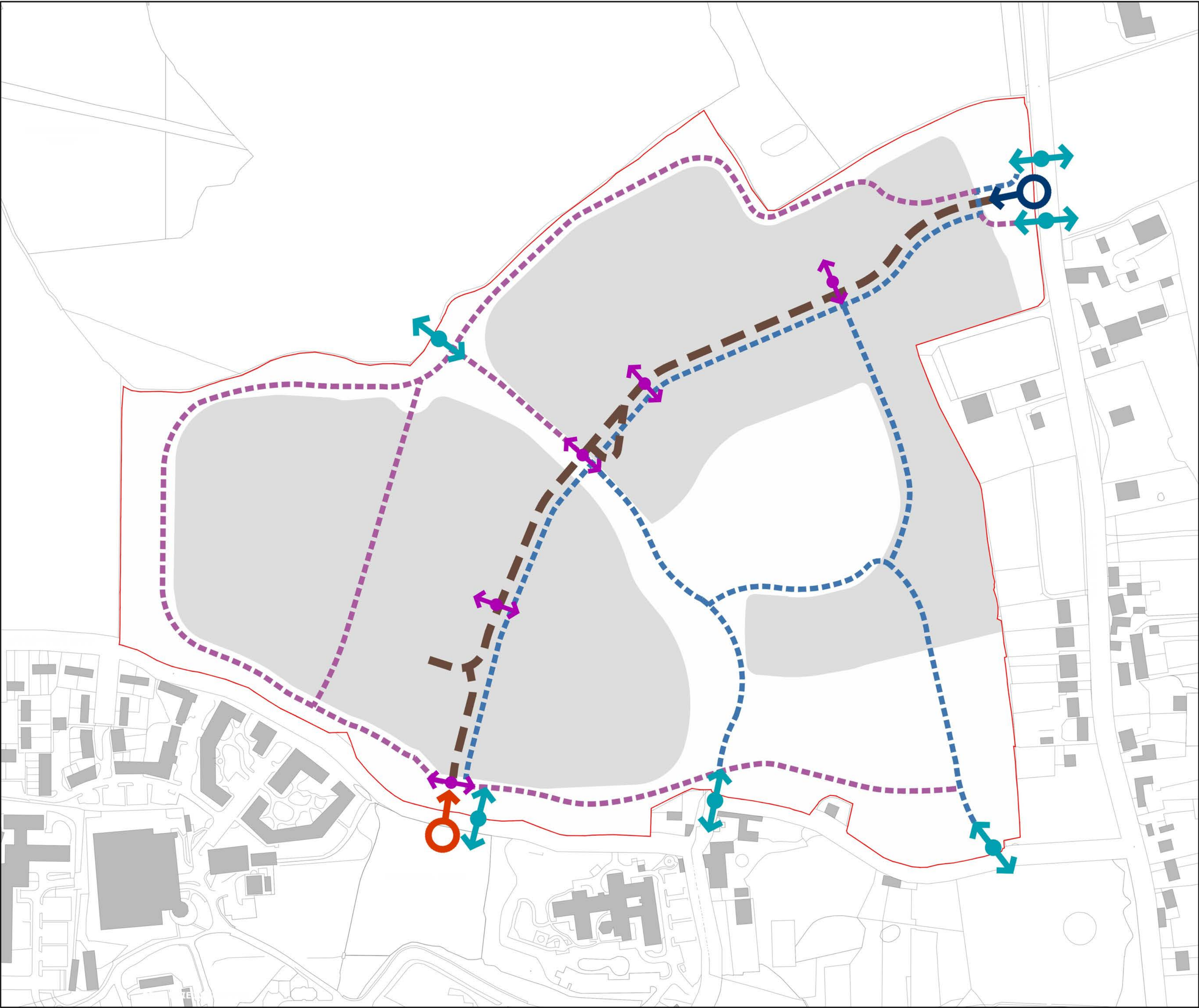




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Revision	Date	Drn	Ckd
C	09.02.22	M.D.	S.W.

Updated plan & legend.

- Site Boundary
- Primary Vehicular Access
- Secondary Access Location
- Indicative Primary Movement Corridor
- Indicative Pedestrian and/or Cycle Access
- Indicative Crossing Points
- Indicative Footway
- Indicative Cycle Route

Project
**LAND WEST OF
BLASFORD HILL**

Drawing Title
**PARAMETER PLAN
- ACCESS & MOVEMENT**

Date 25.11.21	Scale 1:2000@A2	Drawn by M.D.	Check by S.W.
Project No 25746	Drawing No RG-M-84	Revision C	

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Revision	Date	Drn	Ckd
D	09.12.21	M.D.	S.W.

Orchard location and size updated.

Site Boundary

Amenity Green Space

Indicative Play Space Location (Children & Youth)

Parks and Recreation Grounds

Natural Green Space

Retained Pond

Indicative Location for Drainage Basins as required

Indicative Location for Community Orchard

Indicative Location for Village Green

Project

LAND WEST OF BLASFORD HILL

Drawing Title

PARAMETER PLAN
- LANDSCAPE / PUBLIC OPEN SPACE

Date

25.11.21

Scale

1:2000@A2

Drawn by

M.D.

Check by

S.W.

Project No

25746

Drawing No

RG-M-86

Revision

D

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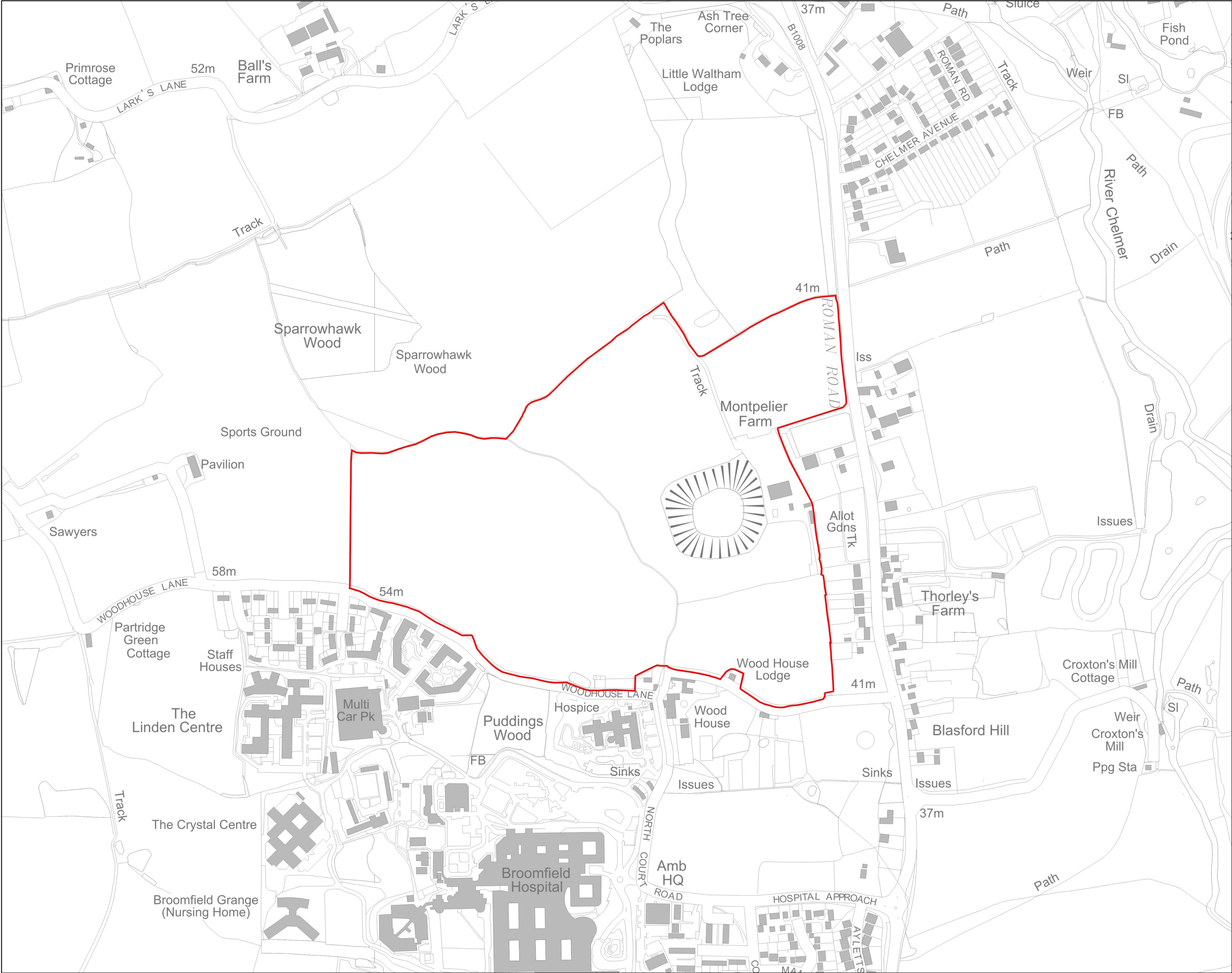
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Site Boundary

Project:
BROOMFIELD GREEN

Drawing Title:
SITE BOUNDARY PLAN

Date	Scale	Drawn by	Check by
22.09.17	1:2500 @ A1	ALC	SW
Project No	Drawing No	Revision	
25746	RG-M-01	A	

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Planning Committee
9th August 2022

Application No	:	21/00881/FUL Full Application
Location	:	Broomfield Hospital Hospital Approach Broomfield Chelmsford CM1 7ET
Proposal	:	Formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, closure of sections of Woodhouse Lane, and ancillary infrastructure.
Applicant	:	Mr Eburne Bloor Homes Limited
Agent	:	Robert White
Date Valid	:	28th April 2021

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8. Community Infrastructure Levy (CIL).....	12

Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. The application proposes a new link road through Puddings Wood. The application site consists of the land known as Puddings Wood which is situated to the north of Broomfield Hospital and to the south of Woodhouse Lane. Puddings Wood is owned by the Mid and South Essex NHS Foundation Trust. The site also includes parts of Woodhouse Lane.
- 1.2. Strategic Growth Site Policy 8 of the Chelmsford Local Plan requires residential development of the land north of Broomfield to provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice. A new access road to Broomfield Hospital is an infrastructure requirement listed in Policy S9 of the Chelmsford Local Plan. This is to help reduce congestion, link new development and provide connections in the strategic road network. Special Policy Area, Policy SPA1 –Broomfield Hospital refers to the new access road into the Hospital and at paragraph 7.367 and states that The Mid-Essex hospital Trust and the developers of Site 8 to facilitate the proposed new access road to the Hospital.
- 1.3. The new link road would connect the new spine road through the Bloor residential development with the internal estate road of Broomfield Hospital to the south. The road would not be adopted and would be used for staff and deliveries associated with Broomfield Hospital with public transport to be investigated. The proposed link road is essential infrastructure required to make the Land North of Broomfield site allocation and planning application acceptable in traffic and sustainability terms.
- 1.4. The application also proposes closures to parts of Woodhouse Lane so that it could no longer be used for through traffic.
- 1.5. The principle of the link road has been established through the Chelmsford Local Plan and adopted masterplan for the allocated site. The route for the road is the most appropriate option with impact minimised as far as possible.
- 1.6. Puddings Wood is designated a local wildlife site for its lowland mixed deciduous woodland habitat and is of county importance. This is a priority habitat listed under s.41 of the Natural Environment and Rural Communities Act.
- 1.7. The woodland is protected by Tree Preservation Order reference TPO/2001/107. It is an important landscape feature.
- 1.8. The allocation of the adjacent site for residential development is based on the principle that a route to the hospital would be provided. The adopted masterplan shows this to be through the woodland. Whilst there would be adverse effects from the proposal under the environmental objective of sustainable development, these can be mitigated, compensated for and ultimately justified on the basis that the road is an infrastructure requirement providing public benefit.
- 1.9. The proposal is therefore recommended for approval subject to conditions and the completion of the Section 106 agreement. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.

2. Description of site

- 2.1. The application site consists of the land known as Puddings Wood which is situated to the north of Broomfield Hospital and to the south of Woodhouse Lane. Puddings Wood is owned by the Mid and South Essex NHS Foundation Trust. The site also includes parts of Woodhouse Lane.
- 2.2. Puddings Wood is designated a local wildlife site for its lowland mixed deciduous woodland habitat and is of county importance. This is a priority habitat listed under s.41 of the Natural Environment and Rural Communities Act.
- 2.3. The woodland is protected by Tree Preservation Order reference TPO/2001/107. It is an important landscape feature.
- 2.4. Woodhouse Lane is a narrow rural lane with a junction at its eastern end with Blasford Hill. This junction lacks adequate visibility. North Court Road joins Woodhouse Lane to the east of Puddings Wood. The junction with North Court Road has a sharp bend.
- 2.5. Farleigh Hospice is accessed from both North Court Road and Woodhouse Lane. A number of residential properties are also accessed from North Court Road and Woodhouse Lane, as well as KEGS playing fields.
- 2.6. The site lies within the wider setting of a number of designated and non-designated heritage assets.
- 2.7. The site lies to the south of land allocated within the Chelmsford Local Plan for residential development. The residential development is promoted by Bloor, the applicant for this proposal.

3. Details of the proposal

- 3.1. The application proposes a new link road through Puddings Wood. This would connect the new spine road through the Bloor residential development with the internal estate road of Broomfield Hospital to the south. The road would not be adopted and would be used for staff and deliveries associated with Broomfield Hospital with public transport to be investigated.
- 3.2. The application also proposes closures to parts of Woodhouse Lane. The closures include a section of the lane to the east of Farleigh Hospice (to the west of the junction with North Court Road), a section further east, north of the junction with North Court Road, and a section to the west of Puddings Wood. Turning heads are proposed as well as bollards to the road closure.
- 3.3. During the life of the application the scheme has been amended following consultation with the land owner of Puddings Wood, the Mid and South Essex NHS Foundation Trust. The changes largely relate to the provision of barrier controls to prevent public access over the road, rather than the previously proposed camera system.

4. Other relevant applications

20/00001/MAS - Approved 14th September 2020

Masterplan for around 450 new homes, neighbourhood centre, early years and childcare facility, local open space and associated access and highway infrastructure including a new access into Broomfield Hospital

20/02064/OUT - Pending Consideration

Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.

5. Summary of consultations

- Little Waltham Parish Council – Objection due to destruction and felling of trees, concerns about congestion, and that the road should be open to the public.
- Great Waltham Parish Council – No comment but note concerns about the loss of woodland.
- Broomfield Parish Council – Support the principle of the application but raise concerns in relation to proposed restrictions of use, compensation for the impact on Puddings Wood, and parking on Woodhouse Lane.
- Essex County Council Highways – Acceptable subject to legal obligations and conditions.
- Essex County Council (SUDS) – No objection subject to conditions.
- Essex County Fire & Rescue Service - Access for Fire Service is considered satisfactory subject to fire brigade access and water supplies for firefighting purposes to the proposed development being fully compliant with Building Regulations
- Recycling & Waste Collection Services – No response.
- ECC Historic Environment Branch – The written scheme of investigation is acceptable. The archaeological work is still to be done.
- Ramblers Association – No response.
- Mid & South Essex NHS Foundation Trust – No objection.
- Public Health & Protection Services – No comments.
- Police - Designing Out Crime – Comments raised in relation to access for emergency vehicles, sustainable travel, access and maintenance and lighting.
- Local residents – Responses from 15 local residents; 1 in support, 1 comment and 13 objections.

Concerns raised include:

- Increased parking on Woodhouse Lane
- Effect on trees and wildlife
- Vehicles will get stuck in the lane and cause damage
- Impact on tranquillity and peace to Farleigh Hospice
- Overgrown roadside vegetation
- Road should be for public use
- Increased disturbance

6. Planning considerations

Main Issues

6.1. The main issues are as follows:

- Background
- Transport
- Preserved Trees
- Ecology and Biodiversity
- Heritage
- Drainage
- Legal Obligations (Section 106 agreement)

Background

- 6.2. The land to the north of Broomfield Hospital is allocated for residential development in the Chelmsford Local Plan (allocated for around 450 homes). Bloor Homes are promoting the site. An outline Planning Application for up to 512 homes is pending consideration and is recommended for approval, subject to conditions and a Section 106 agreement.
- 6.3. Strategic Growth Site Policy 8 requires residential development of the land north of Broomfield to provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice. A new access road to Broomfield Hospital is an infrastructure requirement listed in Policy S9 of the Chelmsford Local Plan. This is to help reduce congestion, link new development and provide connections in the strategic road network.
- 6.4. Whilst the Transport Assessment accompanying the outline application (20/02064/OUT) for Strategic Growth Site 8 seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the recent Northeast Chelmsford Bypass demonstrated that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019, will be in 2024 (excluding Bloor development) and will be even more congested in 2036 (including Bloor development). The access to Broomfield Hospital and Farleigh Hospice is therefore required and must be provided by the developer in line with the Masterplan and Policy for Strategic Growth Site 8.
- 6.5. The residential development requires the provision of the Hospital Link Road and the associated closures on Woodhouse Lane to create a sustainable travel corridor. The closure of parts of Woodhouse Lane would enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Great Waltham cycle route, away from Blasford Hill.
- 6.6. Policy SPA1 (Broomfield Hospital Special Policy Area) of the Chelmsford Local Plan supports proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow bus, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience. The supporting text to Policy SPA1 says that the Mid-Essex Hospital Trust should work in partnership with the developers of Strategic Growth Site 8 - North of Broomfield Hospital to facilitate the proposed new access road to the Hospital.

- 6.7. The road would be constructed on private land within the ownership of the Mid and South Essex NHS Foundation Trust. The road is not intended to be an adopted highway and would therefore not be open to public traffic. A barrier control system would be used to permit access for staff and deliveries from the link road into the Broomfield Hospital estate. The road would provide unrestricted access to the existing service access to the rear of Farleigh Hospice.

Transport

- 6.8. As set out above, the proposed link road is essential infrastructure required to make the Land North of Broomfield site allocation and planning application acceptable in traffic and sustainability terms.
- 6.9. The link road would connect the spine road within the Bloor residential development to the internal Broomfield Hospital estate road. The link road would have one lane in either direction with barrier access controls towards the Woodhouse Lane end of the link road (north).
- 6.10. The part of Woodhouse Lane to the west of the new link road would largely remain as existing, with the exception of a new alignment and junction where it would connect to the new road. This would be in the form of a 'T' junction. The existing alignment of Woodhouse Lane to the west of the new link road, which would be replaced by the new junction, would be closed. Properties to the west of the new link road would gain access from the north via the new spine road through the Bloor development.
- 6.11. The part of Woodhouse Lane immediately to the east of the new link road would remain open to provide access to the existing service access of Farleigh Hospice. Beyond the Farleigh Hospice service access the road would be closed and a turning head with bollards would be installed.
- 6.12. Further to the east, to the north of the junction of Woodhouse Lane and North Court Road, there would be a further closure. North Court Road would still provide access to the properties located on this junction. The northern end of North Court Road would serve as a turning head. Bollards would similarly be installed at this closure location.
- 6.13. Properties in Woodhouse Lane to the east of North Court Road would continue to have vehicular access from the junction of Woodhouse Lane and Blasford Hill. Although this junction has limited visibility, the number of vehicles using this access would be greatly reduced to just those east of North Court Road. A turning head and bollards would be installed close to The Coach House.
- 6.14. The proposed access road and associated road closures are acceptable and necessary. The Local Highway Authority have no objection to the proposal. The road closures would be secured through a Traffic Regulation Order (TRO).
- 6.15. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.

Preserved Trees

- 6.16. The woodland commonly referred to as Puddings Wood is protected by Preservation Order reference TPO/2001/107. It is an important landscape feature. It has a non-statutory designation as Local Wildlife Site Ch166, recorded as containing a varied canopy and shrub layer structure with coppice and ground flora species. The selection criteria for the site states that it is

a fine example of lowland mixed deciduous woodland on non-ancient sites. There is however trampling pressure, invasion of alien species and problems with lapsed management of the coppice stools; at the time of selection the site condition was recorded as neglected.

- 6.17. The woodland has been recorded as far back as 1771 where it is marked on the Memorial Map for Broomfield Hall. It has been present for at least 250 years and therefore will likely have a well-developed structure, soil structure and species assemblage. It is important to note that the woodland is not defined as ancient woodland.
- 6.18. The National Planning Policy Framework states at paragraph 180(c) that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Exceptional reasons are stated in footnote 58 for example, infrastructure projects where the public benefit would clearly outweigh the loss or deterioration of habitat.
- 6.19. The provision for a new vehicular access road is set out in Strategic Growth Site Policy 8 of the adopted Chelmsford Local Plan; the delivery of a new road access into Broomfield Hospital is a strategic objective of the Local Plan. The supporting justification to the policy states that where a new link road affects the Puddings Wood, compensatory measures must be provided and include an additional net habitat. A Masterplan Framework has been adopted for the strategic site allocation.
- 6.20. The application is supported by an arboricultural impact assessment (AIA) dated May 2022. This has recorded 191 individual trees, 12 groups and one area in the woodland. The trees have been categorised A to U according to BS 5837:2012 Trees in relation to design, demolition and construction - recommendations, based on their quality and sub categorised 1 to 3 according to their arboricultural, landscape or cultural qualities.
- 6.21. The survey recorded most trees in the western part of the woodland to be A and B quality specimens. The eastern boundary adjacent to Farleigh Hospice mainly comprised of B category trees. The proposed development site predominately contains C category trees; BS 5837:2012 recognises these as trees of low quality and it is apparent this area of the woodland has a natural clearing.
- 6.22. To implement the proposed development 58 individual trees would require removal; 3 B category, 48 C category and 4 U category; the latter reflecting trees unsuitable for retention regardless of development proposals. The loss of the trees would have a moderate impact in terms of the visual amenity, the prominence of the woodland and its functioning as a landscape feature and habitat to the local area. The selected route has been through significant evaluation and consultation and has been found to be the most appropriate route through Puddings Wood with the least impact on trees.
- 6.23. The planning statement sets out compensation of 2.3ha of new woodland planting and 0.94ha of scrub and woodland edge planting is to occur on the strategic development site. The housing development site provides sufficient opportunities to plant replacement trees, and it is noted that the western boundary of the housing site would be a woodland buffer with significant tree planting.

- 6.24. On balance it is considered that the proposal for the link road infrastructure is essential for the development of the allocated site to the north and in order to make Woodhouse Lane a safe walking and cycling option. The principle of this has been established through the Chelmsford Local Plan and adopted masterplan for the allocated site. The route for the road is the most appropriate option with impact minimised as far as possible. It is considered that there is sufficient public benefit resulting from the proposal to justify the loss of the existing trees, subject to compensatory planting.
- 6.25. The tree site plan shows that there is a sufficient construction exclusion zone and no development is to occur within the root protection areas of retained trees. There will be some minor level changes and this has been addressed in the amended Arboricultural Impact Assessment with appropriate mitigation detailed.

Ecology & Biodiversity

- 6.26. Puddings Wood is designated a local wildlife site for its lowland mixed deciduous woodland and is of county importance. This is a priority habitat listed under s.41 of the Natural Environment and Rural Communities Act.
- 6.27. An ecological impact assessment has been carried out for the proposed development. Detailed surveys were carried out for bats, birds, badger and Great Crested Newt.
- 6.28. Surveys recorded various species of bats roosting, commuting and foraging on site. The assemblages of the various bat species have been assigned local importance only.
- 6.29. Three notable bird species were recorded as nesting in the woodland: cuckoo, song thrush and tawny owl.
- 6.30. Badgers are known to be present on the strategic development site to the north. A single sett was recorded. This sett is likely an outlier one due to its size and location.
- 6.31. Ponds closest to the proposed development recorded an absence of the Great Crested Newt.
- 6.32. The proposed development would result in direct habitat loss 0.21ha of woodland (trees, understorey vegetation, soil). The construction phase would generate dust, noise, vibration and light disturbance and potential contamination from machinery/materials. During the operation phase, traffic, noise, light and vibrations will occur together with run-off of pollutants and physical barriers.
- 6.33. These impacts will affect the identified habitats and species.
- 6.34. The badger sett would require updated pre-construction surveys to assess whether it is still active. If it is inactive it should be closed without the need for a licence however, if it is active it would require a licence from Natural England. Nonetheless, provision could be made for underpasses along the road to allow unimpeded movement across the remaining woodland habitat.

- 6.35. A single bat roost would be removed and five potential roosting trees, though not confirmed to contain roosts at this time. A licence would be required to fell the confirmed roost tree and an inspection should occur of the others prior to their removal. Any tree removal should occur outside of the bird nesting season.
- 6.36. Lighting is not proposed during construction. Lighting should be avoided to evade impacting the retained woodland and illuminating biodiversity features. As the road is not to be adopted an unlit road should not be a constraint to its operational use. A condition is recommended to require details of any necessary lighting so that it can be ensured it will not illuminate important biodiversity features.
- 6.37. The proposals show a loss of 0.21ha of woodland. Through the evolution of both planning applications, it has become apparent the housing development site is unable to deliver the required net gains to compensate for the biodiversity impact on Puddings Wood. The biodiversity net gain report submitted with the application shows an 11.46% loss in habitat units.
- 6.38. The reasoned justification of the Growth Site Policy 8 says that "...compensatory measures which replace and provide additional net habitat must be provided as part of the development". This required the developer to provide additional net habitat.
- 6.39. The compensation scheme to deliver the lowland deciduous woodland will require the assistance of a habitat bank; 1.797 biodiversity units are required to ensure there is a net gain. The applicant proposes to provide these units on a site to be identified locally. The developer is currently working on identifying a site. This site will need to be identified prior to the decision on the application being issued. The S106 agreement associated with the outline planning application for the housing development to the north would secure this.
- 6.40. In addition, other compensation measures are required such as compensatory planting and bat and bird box provision, both to compensate for lost habitats and to enhance new planting.
- 6.41. On balance, the impact of the proposed development which is unavoidable and justified by exceptional circumstance, could be suitably compensated for subject to conditions and S106 agreement obligations.

Heritage

- 6.42. The site lies within the wider setting of a number of designated heritage assets. Woodhouse Lane originates from the eighteenth century or earlier. It has the character of a narrow rural lane. The lane provides access to Wood House and its former lodge. Wood House has origins in the eighteenth century and was substantially remodelled in the nineteenth century. It has outbuildings adjacent to Woodhouse Lane, including a former coach house. On the north side of the lane is the former lodge cottage, dating from the late nineteenth century. The field to the north was part of a parkland setting to Wood House in the early twentieth century. This group of buildings have architectural and historic interest; they should be considered as non-designated heritage assets. The adjacent lane and the field to the north forms part of their setting and contributes to their significance.

- 6.43. The Puddings Wood access and the western turning head would have minimal impact on their setting, due to the distance between them, screening and the modern hospital context. The western turning head (close to Farleigh Hospice) would not adversely affect the setting of the non-designated heritage assets.
- 6.44. The eastern turning head would appear as an engineered feature within the lane and detract from the setting of the heritage assets at Wood House, its outbuildings and lodge. In accordance with Policy DM14 of the Chelmsford Local Plan and the National Planning Policy Framework this harm can be acceptable providing the harm is justified following a balanced judgement of harm and the significance of the asset; and harm is minimised through retention of features of significance and/or good design and/or mitigation measures.
- 6.45. As set out earlier in this report, the link road is essential infrastructure required by Strategic Policy S9 of the Local Plan. The turning head is unavoidable in order to prevent 'rat running' through Woodhouse Lane and also in order to make Woodhouse Lane a safer walking and cycling route. The closures would also reduce the number of vehicles using the Woodhouse Lane and Blasford Hill junction which has limited visibility. It would also be possible to minimise the harm through materials and landscaping details which would be required by condition.
- 6.46. On balance, it is considered that the harm to the setting of Wood House, its outbuildings and lodge can be minimised and is justified.
- 6.47. There are a group of listed buildings on Main Road. The land to the east forms part of a rural setting. Due to the distance from the heritage assets, the screening, the lack of historic associations and the minor nature of the proposals there would be no impact on their settings.
- 6.48. There is a former country house dating from c.1904 within the hospital grounds. The densely built-up nature of the hospital complex now means that the application site makes no contribution to its setting.
- 6.49. The proposed development is in an area of potential archaeological remains. The site of the proposed link road is adjacent to a site which had prehistoric flint and Late Bronze Age pottery. There is the possibility that archaeological features and finds may extend into the proposed development area. A written scheme of investigation has been submitted with the application. This is acceptable. A condition is required to ensure that the programme of archaeological work is carried out in accordance with the Written Scheme of Investigation prior to the commencement of works.

Drainage

- 6.50. The application is supported by a drainage strategy. This includes the diversion of a ditch, culverts, a surface water sewer and the creation of a surface water attenuation basin.
- 6.51. The drainage strategy has been reviewed by the Lead Local Flood Authority, Essex County Council, who have no objection to the proposed development, subject to conditions.

Legal Obligations (S106)

- 6.52. Paragraph 57 of the NPPF advises that obligations must only be sought where they are:

- (a) Necessary to make the development acceptable in planning terms
- (b) Directly related to the development, and
- (c) Fairly and reasonably related in scale and kind to the development

- 6.53. Further advice on the use of planning obligations is provided is given within national planning guidance: Planning Obligations – Use of planning obligations and process for changing applications.
- 6.54. The application will be linked to the S.106 Agreement for the residential development of the adjacent site (see 20/02064/OUT also on this agenda). The S.106 agreement will require:
- Developer to submit details of the link road for technical approval prior to any development above slab level taking place at the site.
 - No occupation of phase 2 of the development until technical approval has been given for the link road.
 - Construction and delivery of link road in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority to connect site with hospital road network and associated works to Woodhouse Lane to be provided prior to 200th occupation.
 - Payment of a commuted maintenance sum for hospital link road.
 - Closure/downgrading/alterations to Woodhouse Lane.
- 6.55. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.

7. Planning Balance - 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 proposed development would have a modest economic impact through the creation of jobs during construction. In addition, the link road is necessary to provide a site allocated for housing growth to the north of the site which would have its own economic benefits.

Social

- 7.3. The proposed link road is essential infrastructure needed to meet the Council's identified growth needs through the allocation of Strategic Growth Site 8.
- 7.4. The development would improve opportunities for walking and cycling in the area. It would also provide safer vehicular access to a number of existing residential properties and Farleigh Hospice.
- 7.5. These benefits carry weight in favour of the proposed development. The need for the link road, an infrastructure requirement specified in the adopted Local Plan, carries substantial weight in favour of the development.

Environmental

- 7.6. The development would result in the loss of trees within a woodland and the loss of biodiversity and habitats, although these would be offset off site. It would also result in some harm to the setting of non-designated heritage assets. These impacts weigh against the proposed development.

Conclusion

- 7.7. The adopted Local Plan specifically lists the hospital link road as an infrastructure requirement. The road is necessary in transport and sustainability terms in order to make the residential development of Strategic Growth Site 8 acceptable. The road would also provide safer access to a number of properties.
- 7.8. Whilst there would be disbenefits of the proposal under the environmental objective of sustainable development, these disbenefits can be mitigated, compensated for and ultimately justified on the basis that the road is an infrastructure requirement providing public benefit.
- 7.9. The proposal is therefore recommended for approval subject to conditions and the completion of a Unilateral Undertaking submitted by The Trust.

8. Community Infrastructure Levy (CIL)

- 8.1. The proposal is not CIL liable.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Condition 1

The development hereby permitted shall begin no later than 5 years from the date of this decision.

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

Prior to the commencement of the development a Construction Management Plan shall be submitted to and agreed in writing with the local planning authority. The Plan shall provide for:

- 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. highway safety considerations,
- vi. turning, loading and unloading of plant and materials and
- vii. hours of deliveries.

The Plan shall be adhered to throughout the construction period.

Reason:

In the interests of highway safety.

Condition 4

Prior to the commencement of the development a biodiversity and woodland mitigation and compensation plan shall be submitted to and agreed in writing with the local planning authority. The Plan shall include:

- Details of compensatory tree planting
- Details of on-site and off-site biodiversity enhancements
- A timetable for mitigation and compensation measures to be implemented
- A maintenance and management plan

The plan shall be implemented as agreed in accordance with the agreed timetable.

Reason:

To suitably compensate for the impact the development will have on the woodland and its biodiversity in accordance with Policies DM16 and DM17 of the Chelmsford Local Plan.

Condition 5

Prior to the commencement of the development hereby permitted, an arboricultural method statement shall be submitted to and approved in writing by the local planning authority. The arboricultural method statement shall include:

- (a) Details of trees and hedges to be retained, removed and planted,
- (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) A full specification for the construction of the new access and parking areas, including details of the 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) Revised tree protection plan,
- (i) Boundary treatments within the root protection areas,
- (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.

Reason:

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

Condition 6

Prior to the commencement of the development hereby permitted details of all surfacing works, including turning heads, barriers, bollards and other means of enclosure shall be submitted to and agreed in writing with the local planning authority. The work shall be carried out in accordance with the approved details.

Reason:

In the interests of the rural character of the lane and non-designated heritage assets in accordance with Policy DM14 of the Chelmsford Local Plan.

Condition 7

(ii) No demolition, development or preliminary ground works shall take place until such time that the programme of archaeological work has been carried out in accordance with the approved Written Scheme of Investigation.

Reason:

The proposed development is in an area of potential archaeological remains and in accordance with Policy DM15 of the Chelmsford Local Plan.

Condition 8

No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall 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 1l/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.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the effective operation of SuDS features over the lifetime of the development.

Condition 9

No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the effective operation of SuDS features over the lifetime of the development.

Condition 10

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

Reason:

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

Condition 11

Prior to their installation details of any means of external lighting, including temporary lighting during the construction period, shall be submitted to and approved in writing by the local planning authority. The lighting shall then be installed in accordance with the approved details.

Reason:

In the interests biodiversity and species using the area in accordance with Policy DM16 of the Chelmsford Local Plan.

Notes to Applicant

- 1 All work within or affecting the highway 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 developer to pay the costs of all necessary traffic regulation orders and legal processes associated with the highway works.

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

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

- 2 The applicant is reminded that this application is subject to a Section 106 agreement and a separate agreement between Chelmsford City Council and the Mid and South Essex NHS Foundation Trust.

Essex County Council (SUDS)

Comments
<p>03.01.2021</p> <p>Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission subject to conditions requiring:</p> <ul style="list-style-type: none"> • a detailed surface water drainage scheme; • a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater; • a maintenance plan detailing the maintenance arrangements; and • yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan.

Essex County Fire & Rescue Service

Comments
<p>18.06.2021</p> <p>Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13 and appears to be acceptable subject to satisfactory compliance with Building Regulations B5.</p> <p>More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.</p> <p>The architect or applicant is reminded that additional water supplies for fire fighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical Officer at Service Headquarters, telephone 01376-576344.</p>

Recycling & Waste Collection Services

Comments
No response received

ECC Historic Environment Branch

Comments

04.01.2022

The Written Scheme of Investigation attached to the application is acceptable. The archaeological work is still to be done.

Ramblers Association

Comments

No response received

Mid and South Essex NHS Foundation Trust

Comments

The Trust has decided not to raise an objection to the planning application and proposals for the Link Road. They have reconsidered alternative routes for the Link Road to avoid the environmental damage that will be caused to Pudding Wood through its construction and operation and sadly concedes that other options are not viable or acceptable to the other parties affected (Farleigh Hospice and Swan Housing).

The Trust, the Applicants, Essex County Council Highways Department and Chelmsford City Council officers met on 18th November 2021 to discuss the application proposals. The Trust is pleased to see that many of their suggestions made in that meeting have featured in the amendments to the planning application scheme.

However, there are some observations that the Trust would like to make:

The proposals now show a single-lane, barrier-controlled operation. This is acceptable.

Swept path analysis should be reviewed; gradients should be clarified; the road should be built to adoptable standards; signage is required.

Little Waltham Parish Council

Comments	CCC Response
<p>28.05.2021 - Little Waltham Parish Council does not object to the principle of a link road they do object to the proposed location of the road.</p> <p>Adverse impact upon the woodland habitat.</p> <p>There are other routes that could be utilized.</p> <p>In the event that Bloor do not construct the road but make a section 106 payment there is a danger that the road will never be built. This would result in the construction of additional homes without</p>	<p>Impact on woodland addressed in the report. The route has been selected as the one with the least impact.</p> <p>Section 106 Heads of Terms agreed to secure the</p>

<p>the traffic relief sought and which has underpinned the proposals to develop land in this area.</p> <p>In order to deliver relief from the congestion resulting from such development the spine road and link road should be constructed within the first year of the development phase.</p> <p>The road should not be restricted in use but should be available for use by all in order to avoid substantial congestion in the area.</p> <p>07.01.2022 - Little Waltham Parish Council maintains its objection on the basis that the proposed route is directly through Pudding Wood which will mean the destruction and felling of a substantial number of trees.</p> <p>The Parish Council has concerns as to how barriers would effectively operate and whether it would lead to congestion in the area particularly by those who travel to the barriers only to find that they are not able to pass through.</p>	<p>construction of the road.</p> <p>Section 106 Heads of Terms have been agreed to prevent the residential site being occupied beyond 200 dwellings until the road has been constructed.</p> <p>The Hospital Trust, as the landowner, do not consent for the use of the road to be unrestricted as they have concerns about how this would impact movements on their internal estate roads.</p> <p>The route has been selected as the once which would cause the least impact to the woodland.</p> <p>The Local Highway Authority are content with the barrier scheme and turning opportunities are available for those who cannot pass through the barriers.</p>
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Great Waltham Parish Council

Comments	CCC comments
<p>17.01.2022 - The Parish Council has no comment on the application but notes its concerns with the loss of any ancient woodland for the link road.</p>	<p>Impact on the woodland is addressed in the report. The route has been selected as the once which would cause the least impact to the woodland.</p>

Essex County Council Highways

Comments
<p>26.05.2022</p> <p>A link to Broomfield Hospital via Strategic Growth Site 8 was identified as a requirement within the CCC Local Plan. Whilst the submitted Transport Assessment accompanying the outline application for Strategic Growth Site 8 (20/02064/OUT) seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the recent North East Bypass Planning application (CC/CHL/85/21) demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in</p>

2019 Base and will be in 2024 (excluding Bloor development) and even more congested in 2036 (including Bloor development) and therefore an access to Broomfield Hospital and Farleigh Hospice is required and must be provided by the developer in line with the Masterplan and Policy for Strategic Growth Site 8.

The residential development requires the provision of the Hospital Link Road and the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route enables a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the B1008. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that the TRO's are approved as soon as possible, to ensure that it can be delivered and that there will be sufficient provision of good quality walking/cycling links southwards beyond the site.

It is therefore essential that technical approval relating to this application (including securing TRO's relating to Woodhouse Lane) is achieved as soon as early as possible prior to commencement of development under 20/02064/OUT.

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

Developer to construct the link road. Detailed works are to be agreed with the highway authority under s.278 of the Highways Act.

Prior to construction of the Link road a commuted sum for the maintenance of the link road to be paid to the local planning authority – to be passed on to the Hospital Trust.

A Construction Management Plan to be prepared and adhered to throughout the construction period.

Broomfield Parish Council

Comments	CCC Comments
<p>02.06.2021</p> <p>Both applications must be considered together, effectively as one application.</p> <p>The Council therefore supports the main principle of the application.</p> <p>The Council has the following concerns:</p> <p>Restrictions on the use of the New Link Road - The new link road offers the opportunity to remove all Hospital traffic that comes from Braintree and other areas to the north, taking it on site at the</p>	<p>Both applications are to be considered by the Planning Committee at the same meeting.</p>

<p>earliest opportunity rather than leaving it on the general highway network. Extending the use of the link road to all Hospital traffic, including patients and visitors, would help to ease wider congestion on the Main Road, Broomfield corridor.</p> <p>Compensatory Measures for Impact of Puddings Wood - the creation of a substantial tree belt connecting (as far as possible) Sparrowhawk Wood with the remainder of Puddings Wood would create a significant wildlife corridor.</p> <p>Proposed Closure Points on Woodhouse Lane - support the ECC/CCC vision for the closed sections of Woodhouse Lane to evolve into an attractive walking and cycling route. design and (if necessary) parking restrictions should be used to prevent unauthorised parking.</p> <p>26.01.2022 – previous comments still applicable</p> <p>The revisions to the application do not add any evidence to show that restricting the use of the link road will be as effective as a multi-use arrangement, where all Hospital-related traffic can benefit from the new link.</p> <p>The revised application stipulates the use of barriers, instead of an ANPR system as in the original application. This is a backward step to which the Council strongly objects. There will inevitably be queuing.</p> <p>Barriers should be farm-gate style, rather than concrete bollards.</p>	<p>The Hospital Trust, as the landowner, do not consent for the use of the road to be unrestricted as they have concerns about how this would impact movements on their internal estate roads.</p> <p>Tree planting is proposed on the housing development site (20/02064/OUT). This would include a buffer of around 50m on the western boundary to create a link to Sparrowhawk Wood.</p> <p>Support for the proposed closures is noted. Bollards are proposed to prevent vehicle access to closed sections.</p> <p>The Hospital Trust, as the landowner, do not consent for the use of the road to be unrestricted as they have concerns about how this would impact movements on</p>
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	<p>their internal estate roads.</p> <p>The Local Highway Authority are content with the barrier scheme and turning opportunities are available for those who cannot pass through the barriers.</p> <p>Noted. Condition 7 would require details of bollards or barriers to ensure that they are appropriate.</p>
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Public Health & Protection Services

Comments
<p>04.01.2022 - No PH&PS comments with regard to this amended application.</p> <p>01.06.2021 - No PH&PS comments with regard to this application.</p>

Police - Designing Out Crime

Comments
<p>16.06.2021</p> <p>Observations relating to:</p> <p>Road layout- reduce risk to pedestrians; reduce car reliance; ensure safe access; access should be for blue light services.</p> <p>Access and management - responsibility for the enforcement of Road should remain with the Highways Authority. Police Officers (and other agencies) should not be overburdened to overcome inadequacies in safety management, access control or enforcement.</p> <p>CCTV - It is requested that the CCTV will be monitored 24/7, supported by management plans and procedures, alongside data sharing protocols clearly detailing the expectation of all parties.</p> <p>Lighting - lighting can reduce the potential for crime.</p>

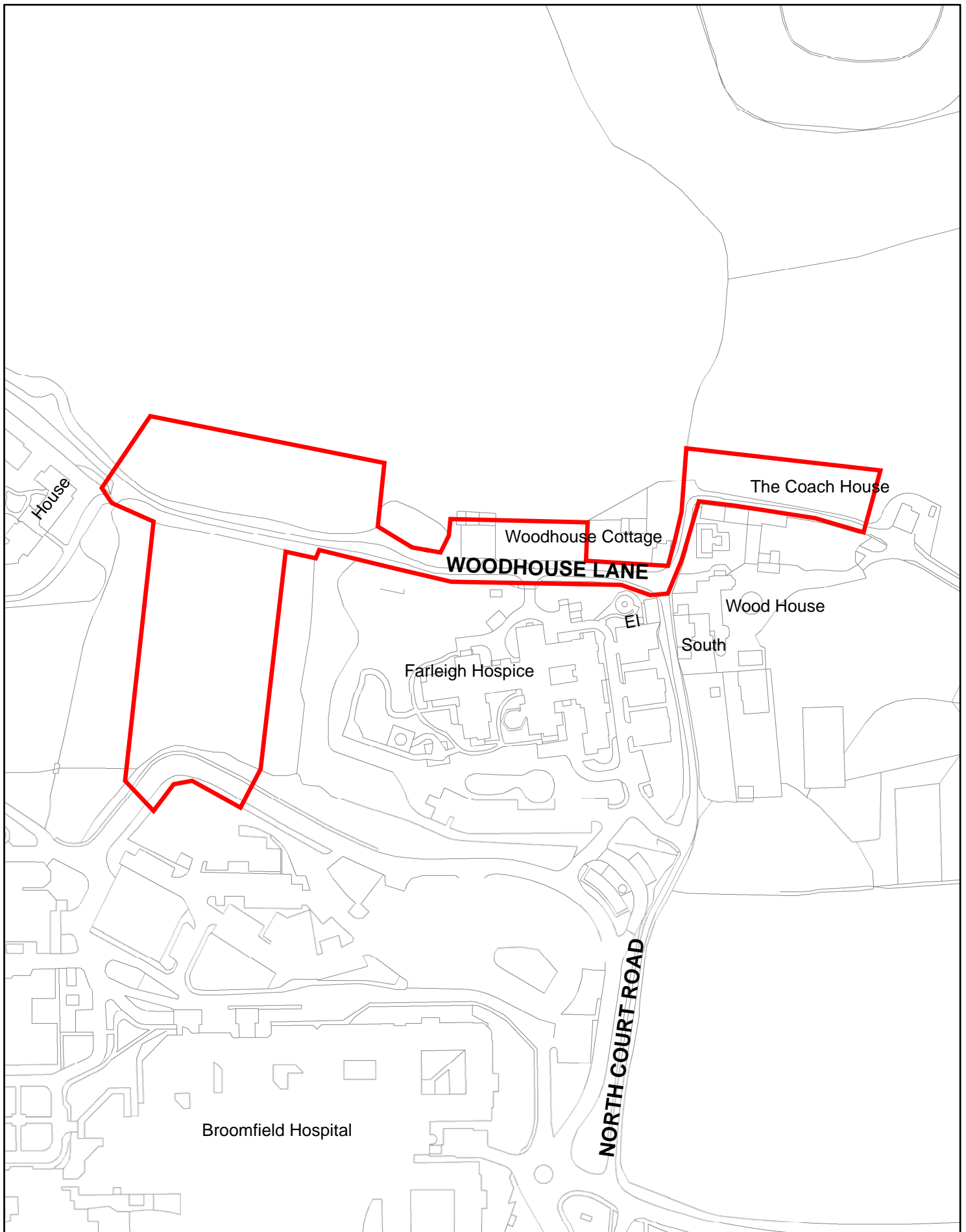
Construction - recommend that the developers consider the foreseeability of crime during the construction phase and maximise on the opportunity to design those issues out.

Essex Police would recommend liaison with all Emergency Services to minimise potential disruption and impact on the broader community and emergency service provision. This will look to create a Joint Emergency Services Assessment.

Local Residents

Comments	CCC Response
Responses from 15 local residents; 1 in support, 1 comment and 13 objections.	
<p><i>Support & Comment – 2</i></p> <ul style="list-style-type: none"> - Road is needed - It would make Woodhouse Lane safer - Deliver housing - Support closures 	<p>Need for the road, implications for housing delivery and safety considerations are set out in the report.</p>
<p><i>Objections – 13</i></p> <ul style="list-style-type: none"> - Increased parking on Woodhouse Lane - Destruction to trees and wildlife - Vehicles will get stuck in the lane and cause damage to property and verges - Impact on tranquillity and peace to Farleigh Hospice - Road should be for public use - Increased disturbance 	<ul style="list-style-type: none"> - Bollards are proposed to prevent parking. - Loss of habitat and trees are to be compensated for. - Closures to Woodhouse Lane will make access to properties easier; avoiding the tight North Court Road junction. - The road is set as far away from Farleigh Hospice as possible whilst minimising the impact on the woodland. - The road is not intended for adoption. Public use of the road could result in congestion around the

	<p>internal estate roads of the Hospital.</p> <p>- Disturbance during construction is not a material planning consideration. The use of the road would be restricted which would minimise noise and disturbance. Public Health and Protection Services have not raised concerns about noise disturbance.</p>
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0 20 40 80 Metres

1:2,190

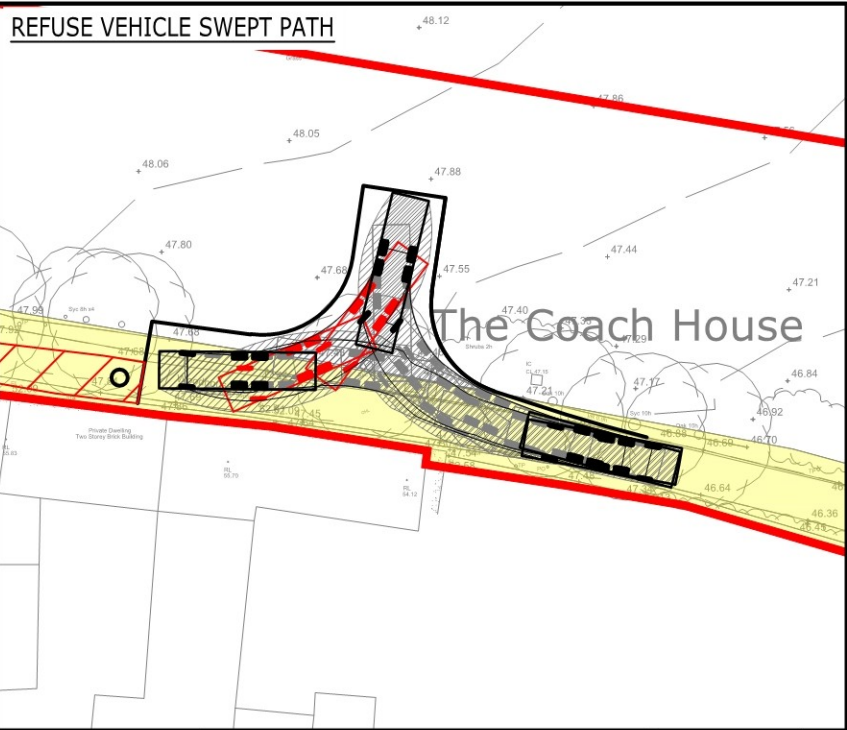
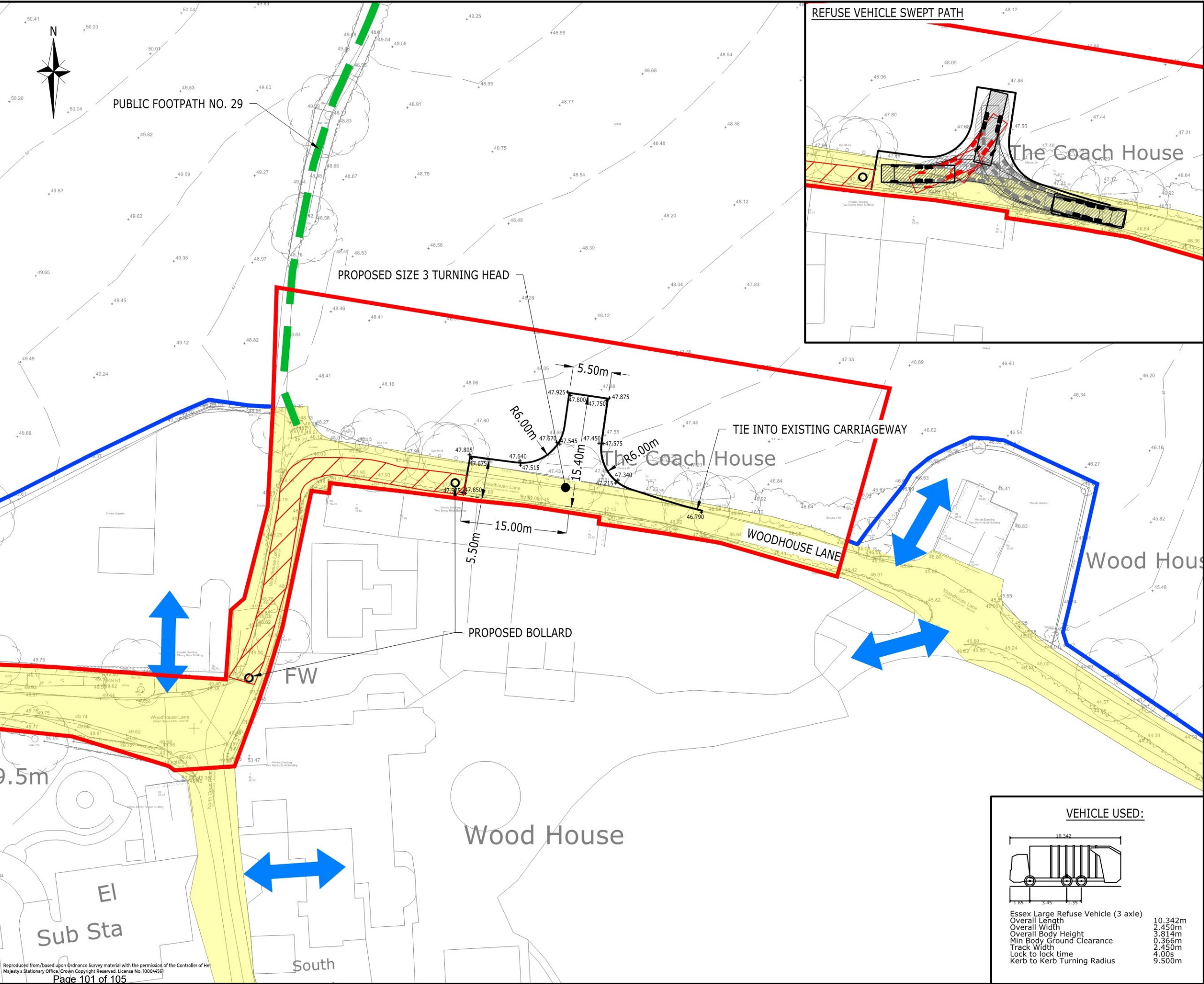


Planning Committee
21/00881/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826



- KEY:**
- PLANNING APPLICATION BOUNDARY
 - LAND UNDER APPLICANTS CONTROL BOUNDARY
 - HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS
 - EXISTING ACCESS POINT TO BE RETAINED
 - PROPOSED EXTENTS OF CLOSURE TO VEHICULAR TRAFFIC

A	NOTES AMENDED	DV	DV	IW	14.04.21
Rev	Description	Drn	Chk	App	Date

ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
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Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
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worksafe consultant
www.smasitd.com

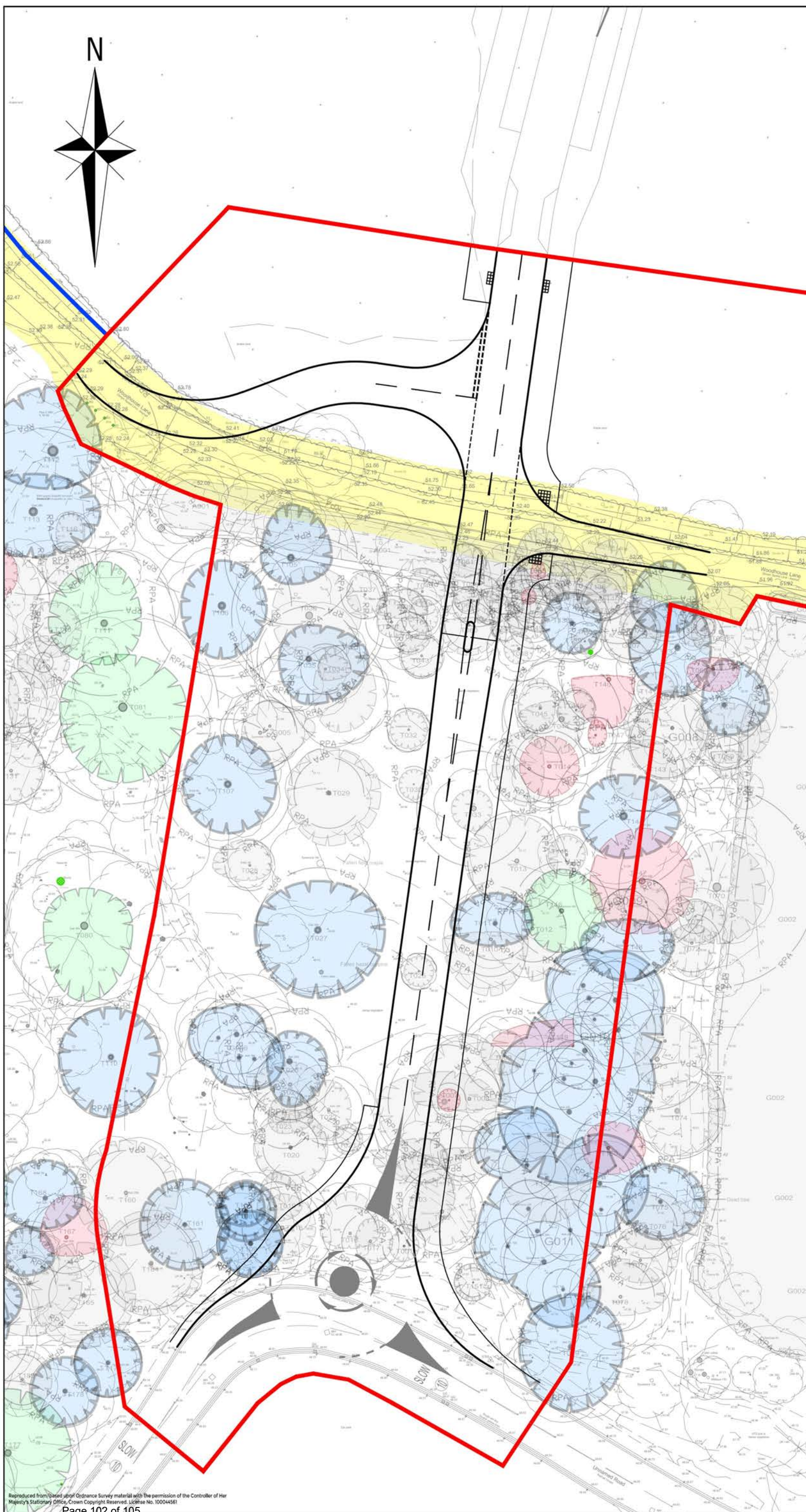
SSIP SAFETY SCHEDULED INDEPENDENT PROVIDER

Client		BLOOR HOMES EASTERN	
Project Title:		HOSPITAL LINK ROAD	
Drawing Title:		WOODHOUSE LANE (EAST) TURNING HEAD	
A3 Scale	Date	Designed by	
1:500	01.04.2021	AA	
Drawn by	Checked by	Approved by	
AA	DV	IW	
Drawing Number		184281-020	
		Rev A	

VEHICLE USED:


Essex Large Refuse Vehicle (3 axle)


Overall Length	10.342m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

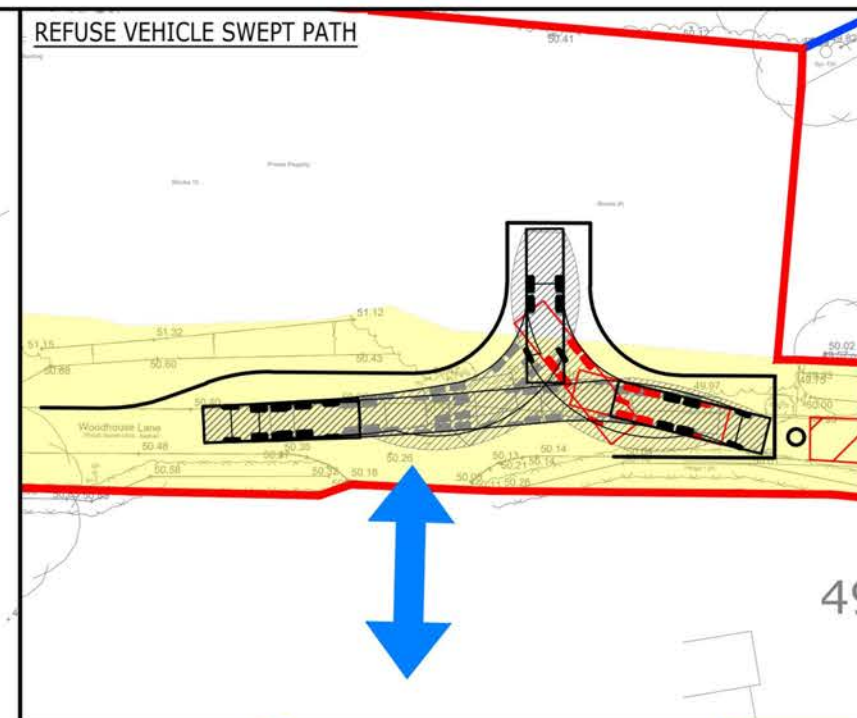
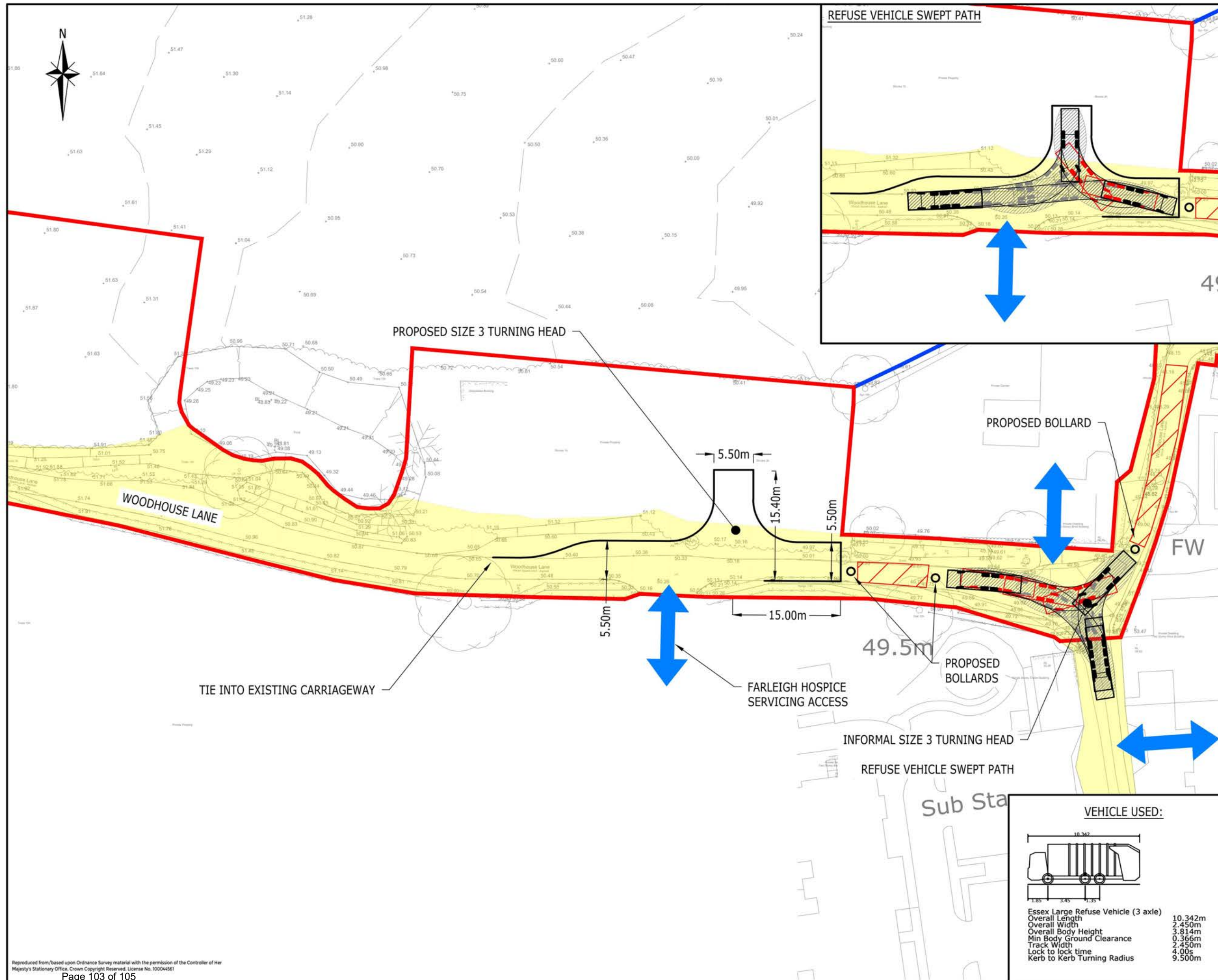


PROPOSALS SUBJECT TO DETAIL DESIGN

 PLANNING APPLICATION
BOUNDARY

 HIGHWAY BOUNDARY
TRANSCRIBED FROM ECC
RECORDS

Rev	Description	Drn	Chk	App	Date
<h1>ARDENT</h1> <p>Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE</p> <p>Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk</p>		<p>CONSULTING ENGINEERS</p> <p> www.smasistd.com</p> <p> SSIP SPECIALIST INDEPENDENT SUPPORT</p> <p> UK NIPB HIGHWAY VERTICALS Certification</p>			
Client					
BLOOR HOMES EASTERN					
Project Title:					
LAND NORTH OF BROOMFIELD HOSPITAL, CHELMSFORD					
Drawing Title:					
NHS ROAD ALIGNMENT BARRIER OPTION					
A3 Scale	Date	Designed by			
1:500	26.11.21	DV			
Drawn by	Checked by	Approved by			
DV	DV	IW			
Drawing Number		184281-029			Rev -



- KEY:**
- PLANNING APPLICATION BOUNDARY
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 - HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS
 - EXISTING ACCESS POINT TO BE RETAINED
 - PROPOSED EXTENTS OF CLOSURE TO VEHICULAR TRAFFIC

B	SIZE 3 TURNING HEAD EXTENTS UPDATED	DV	DV	IW	13.12.21
A	SIZE 3 TURNING HEAD EXTENTS UPDATED	DV	DV	IW	02.12.21
Rev	Description	Drn	Chk	App	Date

ARDENT CONSULTING ENGINEERS

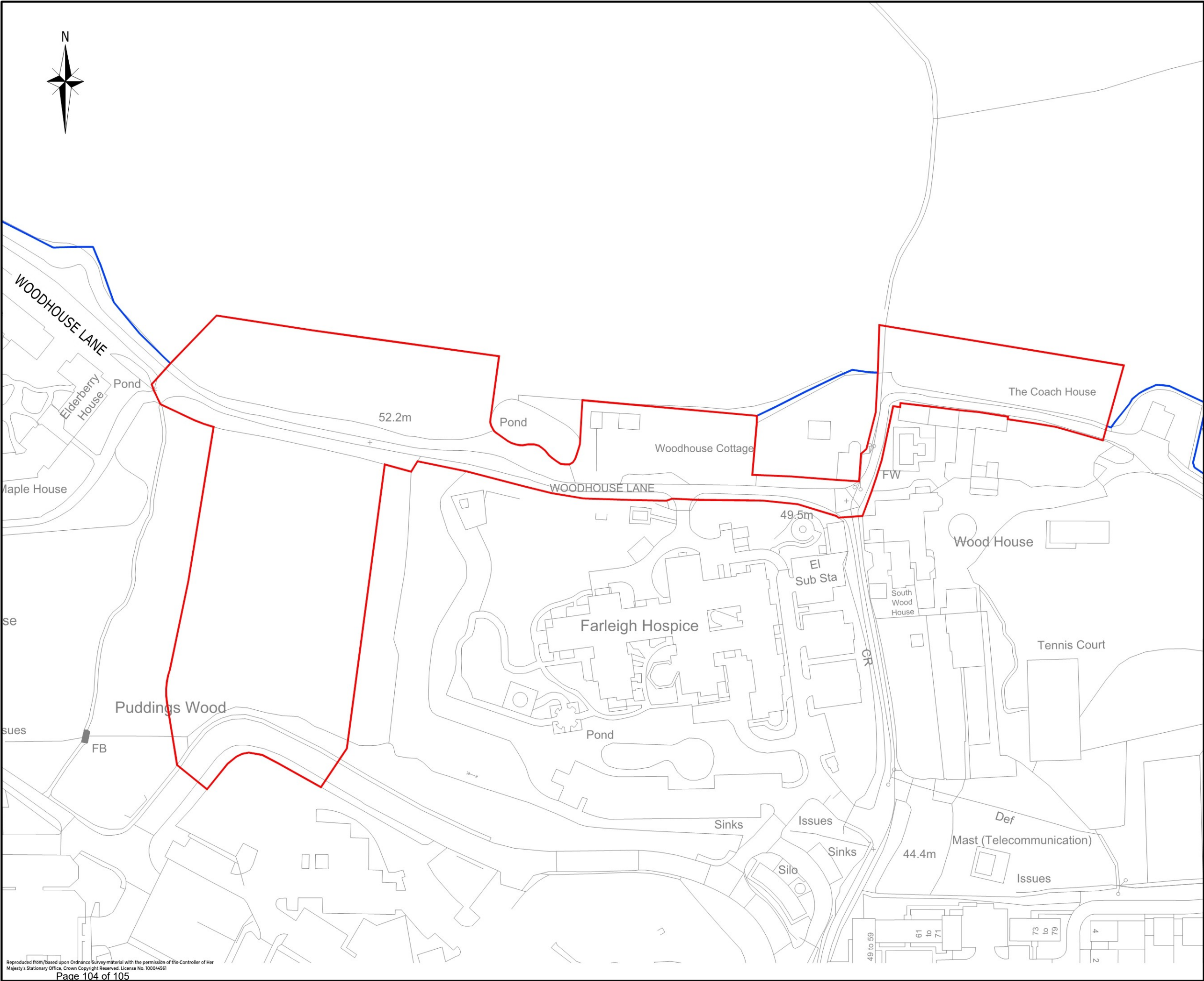
Third Floor
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52-56 Leadenhall Street
London
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Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client			
BLOOR HOMES EASTERN			
Project Title:			
HOSPITAL LINK ROAD			
Drawing Title:			
WOODHOUSE LANE (WEST) TURNING HEAD OPTION			
A3 Scale	Date	Designed by	
1:500	26.11.21	DV	
Drawn by	Checked by	Approved by	
DV	DV	IW	
Drawing Number			Rev B
184281-030			

VEHICLE USED:

Essex Large Refuse Vehicle (3 axle)
Overall Length 10.342m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



- KEY:
- PLANNING APPLICATION BOUNDARY
 - LAND UNDER APPLICANTS CONTROL BOUNDARY

A	NOTES AMENDED	DV	DV	IW	14.04.21
Rev	Description	Dn	Chk	App	Date
<div><div>ARDENT</div><div>CONSULTING ENGINEERS</div><div>Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk</div><div><div>worksafe consultant</div><div>www.smasstd.com</div><div>SSIP</div><div><div>ISO 9001</div><div>BUREAU VERITAS</div><div>Certification</div></div></div></div>					
Client BLOOR HOMES EASTERN					
Project Title: HOSPITAL LINK ROAD					
Drawing Title: SITE LOCATION PLAN					
A3 Scale	1:1250	Date	25.03.2021		Designed by AA
Drawn by	AA	Checked by	DV		Approved by IW
Drawing Number 184281-022					Rev A

Appeals Report

Appeal Decisions received between 17/06/2022 and 27/07/2022

PLANNING APPEALS

Total Appeal Decisions Received	2	
Dismissed	2	100%
Allowed	0	0%
Split	0	0%

Written Reps

Land East Of Essex Regiment Way Hyde Hall Lane Great Waltham Chelmsford Essex

Reference	21/01800/AG
Proposal	Agricultural storage building providing secure lockable store for machinery and equipment used on the holding and open bays for hay storage and for keeping equipment under cover
Appeal Decision	Appeal Dismissed - 22/07/2022
Key Themes	- whether the proposed development would be permitted development under Schedule 2, Part 6, Class A of the GDPO
Agreed with CCC on	- Agreed that the proposal was not permitted development and that the building was not reasonably necessary for agricultural purposes.
Disagreed with CCC on	
Costs Decision	None

Site At 1 The Lindens Stock Ingatestone Essex CM4 9NH

Reference	21/01764/FUL
Proposal	Demolition of existing dwelling. Construction of two new dwellings with a detached garage. Proposed formation of access, parking and associated landscaping.
Appeal Decision	Appeal Dismissed - 22/07/2022
Key Themes	- The effect of the proposal on the character and appearance of the surroundings - the effect of the proposed development on the residential amenities of the neighbours.
Agreed with CCC on	- agreed that the development would not respect the character and appearance of the area. - agreed that the proposal would harm the amenities of the neighbouring properties
Disagreed with CCC on	
Costs Decision	None