



**Planning Committee**  
**26<sup>th</sup> May 2026**

<b>Application No</b>	:	25/00339/FUL Full Application
<b>Location</b>	:	Land East Of Premier Lodge Hotel Main Road Boreham Chelmsford Essex
<b>Proposal</b>	:	<b>Development of a Bio-CNG vehicle fuelling facility comprising fuel pump islands, plant compound, amended access, landscaping and associated development</b>
<b>Applicant</b>	:	Aquila House Holdings Limited
<b>Agent</b>	:	Mr Trevor Hollinger
<b>Date Valid</b>	:	24th March 2025

Appendices:

Appendix 1      Drawings  
Appendix 2      Consultations

## 1. Executive summary

1.1. This application is referred to planning committee at the request of a local ward member. The reasons for referral to Committee are:

- The area is not a dedicated area for development in the Local Plan and was also not a site selected in the recent Local Plan consultation with another site being extended in Waltham Road, Boreham.
- The green areas around the village in this area would be impacted and with the data centres proposed in another application already affecting this area of Boreham.
- Main concern is the traffic associated with this site for when Boreham House is being used as an educational facility for younger children as cars and pedestrians will be entering and exiting from Boreham House close to the roundabout. This is a high risk, and this was not mentioned in the highways report especially if students need to cross the road to get to the bus stop on the other side of the road by this site.
- There will be a visual impact on Boreham House for many years until the screening would even be suitable.

1.2. The site is located to the east of the Boreham Interchange and comprises an area of hardsurfacing in addition to arable, agricultural land.

1.3. The proposal relates to the construction of a Bio-Compressed Natural Gas (BIO-CNG) fuelling station for Heavy Goods Vehicles (HGVs).

1.4. Significant new landscaping is proposed to mitigate the visual impact of the proposals.

1.5. The proposal complies with policies regarding development in the Rural Area.

1.6. The proposal would provide significant environmental benefits in facilitating an alternative fuel to diesel, for HGV fleets.

1.7. The impact of the proposals on the setting of nearby Heritage Assets would largely be mitigated by enhanced landscaping proposed as part of the development, and the demonstrated public benefits would outweigh any remaining low level of "less than substantial harm".

1.8. The proposals would not impact the strategic (A12) or local road network and would not result in any highway safety issues.

1.9. The access arrangements for the proposed development would be acceptable.

1.10. The proposals would have an acceptable relationship with neighbouring properties.

1.11. There would not be any ecological harm from the proposals and a 10% Biodiversity Net Gain would be achieved.

## 2. Description of site

2.1. The site is located to the east of the Boreham Interchange, it is situated on land between the A12 and the B1137 "Main Road" to Boreham village.

- 2.2. There is an existing access to the site from the B1137 which is shared with businesses (including the Premier Inn and former Generals Head Public House) located to the west of the application site.
- 2.3. The site comprises an existing area of hardsurfacing which is used for lorry parking and arable agricultural land.
- 2.4. There is limited vegetation to the site's boundaries, with only sparse tree planting along the western boundary with the Premier Inn. Vegetation along the northern boundary with the A12 is generally low level shrubs. The southern site boundary facing the B1137 and the eastern boundary facing Paynes Lane are open with no form of boundary treatment.
- 2.5. The former Generals Head Public House is Grade II listed. Opposite the site, to the south of Main Road, is Boreham House which is Grade I listed with a registered park and garden.

### **3. Details of the proposal**

- 3.1. This application relates to the construction of a Bio-CNG vehicle fuelling facility.
- 3.2. The facility would serve HGV fleets used by logistics and distribution businesses based in Chelmsford and using the A12, as part of the strategic road network. It would be an unmanned facility operating 24 hrs a day, seven days a week.
- 3.3. Use of the site would be restricted to CNG Fuels customers only, who would need to be pre-registered and have a fob to activate the fuel pumps. Although the site would be unmanned, it would be monitored by CCTV.
- 3.4. The development would comprise three main elements within the site:
  - i. a plant compound with equipment to draw the gas from the mains network, compress this and store it within the site;
  - ii. a substation and inlet gas meter; and
  - iii. 12 fuel pump islands arranged in two rows of 6 islands within the centre of the site within a surfaced forecourt.
- 3.5. The plant compound would be enclosed by 2.4m high security palisade fencing. Within the plant compound, the tallest single structure would be the LV switch room which would have a maximum ridge height of 2.85m. The 3 x gas compressors would each have a height of 2.47m with a slender gas vent above this. The top of the gas vent would have a maximum height of just under 5m.
- 3.6. The substation would have a maximum height of 2.67m.
- 3.7. The CCTV and task lights located within the site would have maximum heights of 3.5m. Each fuel pump would have a height of approximately 2m and would also have a task light attached.
- 3.8. Access to the site would be via the existing shared access from Main Road, but with alterations which would give priority to vehicles entering and leaving the application site, over vehicles exiting the businesses to the west of the site.
- 3.9. The application documents include a landscaping plan which indicates that two areas of the application site (Blocks A & B), to the north and south of the existing access serving the businesses to the west, would have new/additional planting. In addition, the land adjacent to

southwestern boundary of the site and to the northeast of the plant enclosure, would be landscaped.

- 3.10. The areas identified as Blocks A & B would have Woodland Block Mix landscaping, comprising trees at a height of between 1.75m – 2m which would cover 25% of the area, and smaller whip planting at heights of between 0.6m – 1m within the remaining 75% of the area.
- 3.11. To the north of the landscaping within Block A, there would also be 8 x extra heavy standard trees planted which would have heights of between 4.25m – 6m. A further 4 x extra heavy standard trees would be planted within the main site area.
- 3.12. Native hedge planting is also proposed along the northwestern boundary facing the A12 and the northeast site boundary facing Paynes Lane.

#### **4. Other relevant applications**

- 4.1. 16/02215/CLEUD - Refused 10th May 2017  
Use of an area of land as a transport and agricultural yard since 1982.
- 4.2. 19/00095/OUT - Application Withdrawn 5th July 2019  
Erection of office village with associated parking, servicing and landscaping. (Appearance, landscaping, layout & scale reserved)
- 4.3. 19/00142/EIASO - Not EIA Development 20th February 2019  
Environmental Impact Assessment Screening Opinion for the erection of an office village with associated parking, servicing and landscaping.

#### **5. Summary of consultations**

- ECC Historic Environment Branch –

The Essex Historic Environment Record (EHER) shows the proposed development to be located in an area with the potential for archaeological remains to survive.

To the immediate south-east of the proposals, Main Road lies on the route of the Roman road (EHER 5568) between Colchester (Camulodunum) and London (Londinium). Extramural remains such as burials, industrial activity or agricultural features are likely to survive in proximity to this historic routeway and any present on the proposed development site would be negatively affected by the groundworks associated with the proposals.

Additionally, the site lies within the extent of a seventeenth century deer park associated with New Hall (EHER 47228) to the north, and post-medieval features associated with this historic use may also survive and be impacted by the development.

Recommend that a condition requiring trial trenching is applied to any consent, in line with National Planning Policy Framework paragraph 218 and Chelmsford Local Plan Policy DM15.

- Historic England –

The introduction of this type of industrial/service uses would erode the rural character of the area that is a key aspect of the setting of the listed building and registered park; country houses were meant to be experienced within the surrounding countryside. This rural character has been partly compromised by the suburban expansion of Chelmsford, the construction of the A12 and Boreham interchange and the development of the adjacent

Premier Inn and storage uses established in part of the site. However, the area to the east remains largely open.

The proposals would further erode the rural character of the area by extending industrial uses on to currently open areas. We consider this would negatively impact on the setting of the listed Boreham House and registered park and garden, harming their significance.

It is our view that the proposals would result in harm to the significance of Boreham House and its associated registered park and garden as a result of detrimental changes on their setting. This harm is important, although less than substantial in NPPF terms, and needs to be given appropriate weighing in the decision making process. When it comes to weighing this harm to heritage, the Council will need to consider whether any public benefits that the development delivers outweigh the harm to the setting to Boreham House and can only be delivered in this particular location.

- The Gardens Trust –

(Comments on original plans without the revised landscaping proposals)

We are concerned that the increased infrastructure and possible increased light pollution will further erode the setting of Boreham House and the principal view along the canal, compounded by the time taken for screening to become effective.

We welcome the increased woodland coverage as part of the development, creating a screen between the infrastructure and the RPG. We urge your officers to highlight the importance of the existing mature vegetation and ensure that this is not removed as part of the landscaping. We would also suggest that some extra heavy standard trees in block B are added to give a more substantial and therefore effective tree screen, and to have two lines to allow the gaps between the single line of trees to be better filled.

We note that Mountain Ash has been included, which is not a typical tree for Essex, so we would advise another more suitable species is substituted. Furthermore, the plans appear to show the 2.4m black boundary mesh fence on block B is on the edge of the woodland, and thus more visible from the RPG. We would suggest that the mesh fence is placed inside the woodland buffer to minimise the urban infrastructure visible in front of the tree screen.

In its current form, without the suggested landscaping improvements, the proposal would result in a moderate degree of less than substantial harm to the significance of Boreham House. This is due to the further erosion of the setting of the principal view along the canal caused by insufficiently screened infrastructure.

As a result of the presently inadequate screening proposals, the public benefit would not outweigh the less than substantial harm to the significance of the heritage asset, as per paragraph 215 of the NPPF. Furthermore, in its present form, the harm to the RPG and its setting, not outweighed by public benefit, is contrary to local plan policy DM13D whereby "Development proposals should protect Registered Parks and Gardens and their settings".

- Essex County Council Highways –

The applicant had previously entered into pre-application discussion regarding this proposal with the Highway Authority, where the form of access was agreed, and a satisfactory Stage 1 Road Safety Audit was undertaken.

The applicant has satisfactorily demonstrated that two HGVs of the largest size legally allowed on roads in the UK (18.55m), can enter and exit the site simultaneously, although the likelihood of this occurring is small.

It is agreed that the vast majority, if not all, of the HGV's visiting the site will travel via junction 19, Boreham Interchange. HGV drivers are highly unlikely to route through the villages of Boreham and Hatfield Peverel to reach the A12 when junction 19 and access to the trunk road network is so close to the site.

The applicant has provided evidence of vehicle trip patterns from other sites across the country and the Highway Authority is satisfied. Given the relatively low vehicle numbers predicted to be generated by the site and the high number of vehicles using junction 19 already, the proposal will not have a detrimental impact on the highway network.

The proposal does not include any HGV parking on site, there is concern that drivers might consider parking on B1137 which would cause a detrimental impact on the highway network and therefore the Highway Authority would request a contribution is provided to enable the existing Clearway Order at Boreham Interchange to be extended along the B1137 to a point east of Paynes Lane, to include the eastbound bus layby.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the imposition of appropriate conditions.

- Ramblers Association –  
No comment.
- National Highways –  
No objection.
- Public Health & Protection Services –  
The submitted acoustic report indicates that noise levels produced by the operation of the proposal site will not cause significant noise disturbance and so this appears satisfactory.
- Boreham Parish Council –  
In view of the expectant number of vehicles visiting this proposed site and the traffic problems this will cause, along with the expected lighting and noise pollution, the members of the committee strongly object to the planning application.
- Essex County Council (SUDS) –  
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 the imposition of appropriate conditions.
- Local residents -  
40 objections received. Main points raised:
  - Revisions are requested to include safe off-road cycling and walking routes from Paynes Lane to the Premier Inn and The Grange.
  - Concerns regarding additional traffic using Junction 19 of the A12
  - Erosion of Green gap between Boreham Interchange and Boreham village
  - Alternative sites would be preferable – particularly Springfield Industrial Estate
  - Harmful to the rural character

- Impact on Boreham House setting and outlook
- Unsafe to have an HGV station opposite the new school at Boreham House
- There is an alternative facility at Dagenham which would provide the same function
- Queries regarding the accuracy of transport figures and the stated number of vehicles
- Inadequate Highways information submitted with the application
- Queuing traffic/traffic issues would impede Police travelling from Boreham and avoiding the A12
- Would result in the loss of agricultural land from food production
- No alternative sites have been considered
- No need for the facility – the services at Boreham Interchange can be upgraded
- Query whether there would be noise impacts for occupants of the Premier Inn
- Would result in increased light pollution
- Proposed landscaping would take years to be effective
- Unsightly fencing proposed
- Hazardous substances next to the A12 would not be appropriate
- Potential for Boreham House canal to be contaminated

## 6. Planning considerations

### *Main Issues*

- 6.1. Whether the development is acceptable in the Rural Area.
- 6.2. The impact of the development on heritage assets.
- 6.3. The impact of the development on the existing access arrangements and wider highway network.
- 6.4. Whether the relationship between the development and neighbouring properties would be acceptable.
- 6.5. The impact of the development on any archaeological remains.
- 6.6. Whether there would be a suitable surface water drainage strategy for the proposed development.
- 6.7. Consideration is also given as to whether there would be any harmful impacts in respect of ecology on the site.
- 6.8. Whether the proposals would constitute sustainable development.

### *Whether the development is acceptable in the Rural Area.*

- 6.9. Para 187 b) of the National Planning Policy Framework (NPPF) states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside.
- 6.10. Chelmsford Local Plan Policy S1 sets out the spatial principles within the Local Plan and identifies that the Council will require all new development to accord with the stated spatial principles. This includes a requirement to “respect the character and appearance of landscapes and the built environment and preserve or enhance the historic environment and biodiversity”.

- 6.11. Policy S11 states that when determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet identified development needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst ensuring that development does not have an adverse impact on the different roles and character of the countryside. Part C of this policy specifically relates to the Rural Area:
- “The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as the Green Wedge, will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.”
- 6.12. Policy DM8 relates to the construction of new buildings in the Rural Area. Part A of this policy states that “Planning permission will be granted for new buildings and structures in the Rural Area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside” and where the development is one of a stated form which is listed in this section. Point iii. of Part A permits “local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure;”.
- 6.13. The reasoned justification for Policy DM8 sets out in para 8.60:
- “8.60 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override any adverse impacts on the intrinsic character and beauty of the countryside such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed, such as a Park and Ride facility, or new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.”*
- 6.14. In addition to the above Policies which relate to new development countryside, Chapter 9 of the NPPF relates to Promoting sustainable transport. In relation to this, para 115 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
  - safe and suitable access to the site can be achieved for all users;
  - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
  - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”
- 6.15. With particular relevance to this proposal, para 117 states that:
- “Within this context, applications for development should:....
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”
- 6.16. This proposal relates to the construction of a BIO-CNG fuelling facility for HGVs. The planning statement submitted with the application states that:

“The development will provide critical fuel infrastructure in Chelmsford and the strategic road network corridor, to support the continued unmet needs of freight and logistic operators with HGV fleets located in the area, as well as those already utilising this important transport route.”

- 6.17. Bio-CNG fuel is stated to be significantly more environmentally friendly when compared to diesel. Vehicles are 50% quieter and emit 90% less carbon dioxide (CO<sub>2</sub>) and 75% less nitrogen oxides (Nox) than traditional fossil fuel alternatives.
- 6.18. The proposal would provide a more sustainable and renewable alternative fuel source to diesel. Bio-CNG is specific to operators of delivery and distribution fleets and is currently used by Royal Mail, DPD and Aldi who all have large sites in the vicinity of this site.
- 6.19. Information available on CNG Fuel’s website indicates that there are currently no Bio-CNG stations within East Anglia. The closest stations are in Aylesford in Kent, Northampton and Corby in North Northampton. There is a clear absence of such a facility within East Anglia, and particularly in respect of the A12 corridor.
- 6.20. There are a number of criteria which a site must be able to meet in order to be suitable for this type of development. Notwithstanding the availability of land, with a landowner willing to enter into an agreement for the development, there must be the possibility of a viable connection to the gas, high-pressure National Transmission System (NTS). This site is within connection range to the NTS.
- 6.21. Sites must also be of a sufficient size to accommodate the manoeuvring of HGVs, in addition to accommodating the required on-site equipment.
- 6.22. A number of alternative sites within Chelmsford, and in close proximity to the A12, have been investigated by CNG fuels while searching for an acceptable and available site for the development. Details of this site search area and sequential test exercise have been provided with the application documents and sets out the reasons why alternative sites were either not acceptable or could not come forward. This document also details the reasons why this site is suitable for the specific needs of the proposals, such as the connection to the NTS.
- 6.23. In light of the information provided in the application documents, the proposed development falls within the development type set out in point iii. of Policy DM8 relating to “local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure;”. It has also been demonstrated that the proposal also meets the requirement set out in the reasoned justification to Policy DM8 that the development must be situated in location proposed.
- 6.24. *Impact on the intrinsic character and appearance of the Rural Area:*  
The main development of the application site would take place on land to the north of the access road serving the site and the businesses to the west. This parcel of land comprises arable land in addition to an area of hardsurfaced land. The part of the site which is hardsurfaced has been used for many years for the parking of lorries/lorry bodies. This part of the site routinely has lorries parked on it, with heights of approximately 4m.
- 6.25. The proposals would result in an increase in hardsurfacing of the land, primarily to facilitate the circulation space required for the vehicles to enter, park while fuelling, and then leave the site using a one-way system. The majority of the equipment and structures would be located in the enclosed areas to the northeastern part of the site with the fuel pumps located in the centre of

the site. The fuel pump infrastructure would have a more open appearance than the enclosed structures and equipment.

- 6.26. The existing hardsurfaced area of the site often has lorries parked on it. Although the number and position of these will change as vehicles come and go, they have a not insignificant height (approximately 4m) and bulk. The area of the site where these lorries are parked has no screening and results in the lorries being visible from public views.
- 6.27. The proposed development would comprise fixed infrastructure which would be located on some areas of what is currently arable land. Except for the slender gas vents on the top of the gas compressors, the proposed built form and structures would have lower heights than the lorries which currently park on part of the site. The maximum building height would be 2.85m and the slender task lights and CCTV would have heights of 3.5m.
- 6.28. The proposed landscaping would provide screening of the site and the equipment/structures from Main Road and the Public Right of Way along Paynes Lane. Over a number of years, as it matures, the landscaping would provide more screening. However, as a result of the inclusion of trees with heights ranging between 1.75m – 6m, the proposed landscaping would provide some immediate screening and softening of the visual appearance of the development.
- 6.29. The proposals would result in structures being located on land further east than currently exist within the site. The proposed structures would however be lower in height than the existing lorries parked on the site. A significant scheme of landscaping is also proposed to mitigate the visual impact of the development. As the landscaping matures, this will provide additional screening of the development, and it will become less visible from public vantage points.
- 6.30. Comprehensive details of the proposed lighting within the site have been provided with the application. These details include a plans showing the proposed light and indicating the light spill radius as well as a lighting report.
- 6.31. This plan indicates that the impact of the lighting at the site would be localised within the site. The proposed lights would be low level with the tallest being the task lighting with a maximum height of 3.8m high where it would be attached to the fuel pumps. Only the lighting to the fuel pumps would be illuminated as a matter of course during the hours of darkness.
- 6.32. Lighting in the enclosed compound area would only be used when works are being undertaken. Works to this area would generally be undertaken during daytime hours and it would be rare that these lights would be required to be used.
- 6.33. In normal conditions the lighting which would be illuminated during the hours of darkness would be that which is designed to have no upward light spill and is focused on the fuel pumps and forecourt. The access road is not proposed to have any lighting.
- 6.34. The proposed colour temperature of the lighting would be that which is recommended by the Bat Conservation Trust to ensure that the lighting would not disturb or impact bats in the vicinity of the site.
- 6.35. The submitted documents indicate that the proposed lighting strategy would be appropriate for the proposed development and would not have a harmful impact to the surrounding Rural Area.
- 6.36. It is noted that concerns have been raised regarding the erosion of the green space between Boreham village and the Interchange. There is no Local Plan policy which specifically seeks to

protect this area between the village and the Interchange. Policy DM8 regarding the Rural Area applies to this site and the surrounding land, and the requirements of this policy do not prohibit any and all development in the Rural Area. Development which complies with the policy requirements will be permitted.

- 6.37. In addition, notwithstanding the proposals, there would remain a significant area of undeveloped land between the village and the Interchange. There would continue to be an undeveloped gap of at least 600m. The proposals would also result in a significant amount of new landscaping and vegetation which would mitigate the visual impact of the development.
- 6.38. The proposals would comprise a form of development which complies with point iii. of Policy DM8 and would not adversely impact the identified intrinsic character and beauty of the countryside. The application complies with the objectives of the NPPF and Local Plan Policies S1, S11 and DM8.

***The impact of the development on heritage assets.***

- 6.39. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires that when considering planning applications for development that affects a listed building special regard shall be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 6.40. Paragraph 212 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Paragraph 215 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal.
- 6.41. Part A) of Policy DM13 relating to Designated Heritage Assets states:  
"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. Where there is substantial harm or total loss of significance of the designated heritage asset, consent will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss; or all of the following apply:  
i. the nature of the heritage asset prevents all reasonable uses of the site; and  
ii. use of the asset is not viable in itself in the medium term, or not demonstrably possible in terms of grant funding; and  
iii. the harm or loss is outweighed by bringing the site back into use.

Where there is less than substantial harm to the heritage asset this will be weighed against the public benefits of the development proposal, including securing the optimum viable use of the heritage asset."

- 6.42. There are two listed buildings in the vicinity of the application site, the former Generals Head public house to the southwest and Boreham House to the south.
- 6.43. The former Generals Head public house is a seventeenth century timber framed building, which is grade II listed. It appears to have been built as a house and later converted into an inn, a result of its location on the London-Colchester Road. It is now divided into two and used as offices. Historically, the site had a collection of outbuildings and was set within a rural context. The building is now seen in the context of the busy Boreham interchange and the modern hotel

complex to the rear. To the east of the building there are the remnants of a pond and a small copse and the wider setting of rural character. The changes to the immediate context mean that the contribution of the application site to the significance of The Generals is limited.

- 6.44. Approximately 375m to the south, Boreham House lies opposite the application site. Boreham House is grade I listed and its grounds grade II on the Register of Parks and Gardens. The house is a fine early Georgian mansion. The grounds contain a rare formal canal on the approach to the house and pleasure gardens beyond. The head of the canal is immediately opposite the application site, with its axial alignment directed across the site, meaning that there is a strong relationship between the site and key views from and towards the house and its grounds.
- 6.45. In the late nineteenth and early twentieth century there was an orchard to the east of the head of the avenue adjacent Paynes Lane. The wider landscape once formed part of a parkland setting, which expanded in the nineteenth century. The application site was beyond the parkland, but was part of the estate land. The parkland setting expanded in the early nineteenth century, then contracted when Henry Ford purchased Boreham House and land reverted to agricultural use. The wider setting of agricultural land remains to the east and north (the application site and adjacent land), which is key to how Boreham House and its grounds are experienced, forms part of their setting and contributes to their significance. The approach along Main Road towards the head of the avenue through a rural landscape is an important part of this setting. The application site contributes to this rural context.
- 6.46. Initial comments received from Historic England, the Gardens Trust and the Council's Principal Heritage Officer on the original plans, highlighted that the proposals would erode the rural character of the area through the extension of industrial uses onto undeveloped land. This would negatively impact the setting of Boreham House and the registered park and garden.
- 6.47. Following receipt of these consultation responses, the applicant has submitted a revised landscaping plan for formal consideration as part of the application documents.
- 6.48. The revised landscaping proposals show the following:
- Additional landscaping to the front part of the site;
  - Planting belt Block A has been increased in size, giving a frontage length of c.69m and a depth of between 12m and 20m;
  - Planting belt Block B has also been increased in size, covering an extra 375sqm to the west;
  - Additional planting is also added to the eastern side of the compound.
- 6.49. These changes would result in an extensive landscaping scheme to the site frontage and adjacent areas, which are the most sensitive areas adjacent to the Registered Park and Garden and affect the key designed view from Boreham House. This would, in time, provide a dense landscape screen, which would partly mitigate the impacts of the development. There would still be a change to the wider rural setting of the Boreham House, but there would be the benefit of screening, where the existing hotel and lorry park have an impact at present. 14 extra heavy standard trees would be used to give early maturity. The majority of the scheme would take some time to mature and also give less cover in winter months.
- 6.50. There would be a low level of less than substantial harm resulting from the proposals, due to the change to the rural setting and how Boreham House and its Registered Park and Garden are experienced. The hardstanding, structures, fencing, lighting and extra HGV movements would all result in impacts. However, when the landscaping scheme matures (which would likely to take 10-15 years) there would be minor harm due to the screening provided, offset by the benefit

over the existing situation, particularly screening to terminate the designed view from Boreham House. This temporary, but medium term, harm would need to be weighed up against any public benefit delivered by the proposals.

- 6.51. In the event that there are demonstrated public benefits which would outweigh the harm to the setting of Boreham House and how the registered park and garden are experienced, it would be necessary for a condition to be imposed requiring the landscaping to be installed as an early phase of works to ensure the earliest possible maturity and the greatest benefit from the landscaping.
- 6.52. The landscaping condition should also require a landscape management plan to be approved which secures a minimum 10-year period of management and maintenance, including replacement of any dead or dying plants.
- 6.53. *Public Benefits*  
In 2019 the City Council declared a Climate and Ecological Emergency (C&EE) and pledged to take action to make its activities net-zero carbon by 2030.
- 6.54. The Declaration also expressed an ambition to create a Climate Change Partnership. This would encourage residents, community organisations and businesses to work together to shape and contribute to a more sustainable future for Chelmsford and surrounding areas.
- 6.55. The following year, the Council agreed a Climate and Ecological Emergency Action Plan with an initial focus on fifteen key areas of activity. It is aimed at:
- reducing carbon emissions
  - lowering energy consumption
  - reducing waste and pollution
  - improving air quality
  - greening Chelmsford
  - increasing biodiversity
  - encouraging more sustainable travel choices
- 6.56. Strategic Policy S2 – Addressing Climate Change and Flood Risk states that the Council will seek to mitigate and adapt to climate change. In addressing the move to a lower carbon future for Chelmsford, the Council will encourage new development that, among other matters:
- reduces greenhouse gas emissions; and
  - reduces the need to travel and provides for sustainable transport modes.
- 6.57. A recent Department for Transport consultation on a New Heavy Goods Vehicle CO<sub>2</sub> Regulatory Framework for the UK (January 2026) states that “lorries have a high environmental impact. Their exhausts emit 16% of greenhouse gas emissions and 5% of NO<sub>x</sub> emissions from domestic transport in the UK.”
- 6.58. The proposed development would support the switch from traditional diesel fuel HGVs to the renewable Bio-CNG fuel. As set out above, Bio-CNG fuel is significantly more environmentally friendly when compared to diesel. Vehicles are 50% quieter and emit 90% less carbon dioxide (CO<sub>2</sub>) and 75% less nitrogen oxides (Nox) than traditional fossil fuel alternatives.
- 6.59. Although there are existing Bio-CNG customers located in the vicinity of the site, there are a lack of fuelling station facilities in East Anglia and along the A12 corridor. The proposed development would support existing customers while also encouraging new customers to switch to Bio-CNG as the fuelling station network would be improved. It has been demonstrated within the

application documents that there are no available or appropriate alternative locations for this development within Chelmsford.

- 6.60. The proposal would support a reduction in greenhouse gas emissions in addition to providing a sustainable transport mode as advocated in Strategic Policy S2.
- 6.61. The environmental benefits of the proposals in supporting a significant reduction in diesel fuel HGVs would therefore amount to a public benefit which can be given significant weight in the consideration of the proposals.
- 6.62. In conjunction with the proposed landscaping scheme, which would mitigate the visual impact of the development in relation to the setting of Boreham House and the registered park and garden, the environmental benefits in reducing diesel HGV use and emissions would outweigh the low level of “less than substantial harm” which would occur in respect of the heritage assets.
- 6.63. The proposed development therefore meets the objectives of Chapter 16 of the NPPF and Policy DM13.

***The impact of the development on the existing access arrangements and wider highway network***

- 6.64. Para 115 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
  - b) safe and suitable access to the site can be achieved for all users;
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 6.65. Para 116 continues that, “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”
- 6.66. National Highways have been consulted in relation to the proposed development, as the Highway Authority for the Strategic Road Network, due to the proximity of the site to the A12. Essex County Council (ECC) have also been consulted as the Local Highway Authority (LHA).
- 6.67. National Highways have confirmed that they do not object to the grant of planning permission for the proposed development.
- 6.68. ECC have also responded that the proposal is acceptable to them as the LHA. The applicant had previously entered into pre-application discussions regarding the proposal with the LHA, where the form of access was agreed, and a satisfactory Stage 1 Road Safety Audit was undertaken.
- 6.69. It has been satisfactorily demonstrated that two HGVs of the largest size legally allowed on roads in the UK (18.55m), can enter and exit the site simultaneously, although the likelihood of this occurring is small.
- 6.70. The LHA are content that the vast majority, if not all, of the HGVs visiting the site will travel via junction 19, Boreham Interchange. HGV drivers are highly unlikely to route through the villages

of Boreham and Hatfield Peverel to reach the A12 when junction 19 and access to the trunk road network is so close to the site.

- 6.71. The applicant has provided evidence of vehicle trip patterns from other sites across the country, and the LHA is satisfied with this information. Given the relatively low vehicle numbers predicted to be generated by the site and the high number of vehicles using junction 19 already, the proposal would not have a detrimental impact on the highway network.
- 6.72. Subject to the imposition of appropriate conditions to secure the proposed improvements to the existing access and associated highway works as indicated on the submitted plans, the proposals are acceptable in respect of Highways considerations. In addition, it would be necessary for the existing Clearway Order at the Boreham Interchange to be extended along Main Road to prevent HGV parking on Main Road.
- 6.73. The proposed development meets the objectives of Para 115 and 116 of the NPPF.

***Whether the relationship between the development and neighbouring properties would be acceptable***

- 6.74. Policy DM29 relates to Protecting Living and Working Environments and states:  
Planning permission will be granted for development proposals provided the development:
- i. safeguards the living environment of the occupiers of any nearby residential property by ensuring that the development is not overbearing and does not result in unacceptable overlooking or overshadowing. The development shall also not result in excessive noise, activity or vehicle movements; and
  - ii. is compatible with neighbouring or existing uses in the vicinity of the development by ensuring that the development avoids unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless appropriate mitigation measures can be put in place and permanently maintained.
- 6.75. The closest residential properties to the site are those located on Paynes Lane to the northeast; these are approximately 60m from the boundary of the application site where the operational development would take place. The Premier Inn located to the southwest of the site is approximately 14.5m from the site boundary.
- 6.76. The low level nature of the proposed structures, and the distances which would exist between the site and neighbouring properties, would prevent any impact occurring in respect of overbearing or overshadowing issues. No loss of privacy would occur from the use of the site as a fuelling station.
- 6.77. The application is accompanied by an acoustic noise report, and the proposals include the provision of acoustic fencing to the southwestern and northwestern site boundaries. The application documents have been considered by the Council's Public Health and Protection Service who have indicated that the proposed development would not cause significant noise disturbance.
- 6.78. The proposed development would not result in adversely prejudicial harm to the occupants of neighbouring properties and it would comply with the requirements of Policy DM29.

***The impact of the development on any archaeological remains.***

- 6.79. Para 207 of the NPPF states:

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“Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”

6.80. Policy DM15 also relates to archaeology and states:

“Planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings. Applications shall have assessed the site in consultation with the Historic Environment Record and taken account of the archaeological importance of those remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site by record.”

6.81. The Essex Historic Environment Record (EHER) shows that the proposed development is located in an area with the potential for archaeological remains to survive. There is the possibility for both Roman remains associated with the route of the Roman road between Colchester and London and post-medieval features associated with the seventeenth century deer park associated with New Hall to survive and be impacted by the proposals.

6.82. As such, in order to comply with the objectives of the NPPF and Policy DM15, it would be necessary for a condition requiring trial trenching to be imposed on any grant of planning permission.

#### ***Whether there would be a suitable surface water drainage strategy for the proposed development***

6.83. Para 181 of the NPPF states:

*“When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.”*

6.84. Para 182. continues:

*“Applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity. Sustainable drainage systems provided as part of proposals for major development should: a) take account of advice from the Lead Local Flood Authority; b) have appropriate proposed minimum operational standards; and c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.”*

- 6.85. Policy DM18 states that planning permission will only be granted where it can be demonstrated that the site is safe from all types of flooding and it does not worsen flood risk elsewhere. In addition, development within areas of flood risk will be required to:
- i. *provide a safe means of escape or suitably manage risk through some other means; and*
  - ii. *manage surface water run-off so that the run-off rate is no greater than the run-off prior to development taking place or, if the site is previously developed, development reduces run-off rates and volumes as far as is reasonably practical; and*
  - iii. *locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for not doing so.*
- 6.86. Part C of Policy DM18 states that applications for “major development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS). As well as providing appropriate water management measures, where possible SuDS should be multi-functional to deliver benefits for the built, natural and historic environment.”
- 6.87. The site lies within Flood Zone 1 which represents land with the lowest probability of flooding, however the application falls within the category of a “major” planning application and Part C of Policy DM18 is relevant to the proposals. The Lead Local Flood Authority (LLFA) has been consulted on the proposals. They have indicated that subject to the imposition of appropriate conditions, they do not object to the grant of planning permission. On this basis, the development would have an acceptable drainage strategy which would not result in surface water run-off increasing flood risk elsewhere.
- 6.88. The proposal complies with the objectives of Chapter 14 of the NPPF and the requirements of Policy DM18.

***Consideration is also given as to whether there would be any harmful impacts in respect of ecology on the site***

- 6.89. Chapter 15 of the National Planning Policy Framework requires that planning decisions should minimise impact on and provide net gains for biodiversity. Para 193 a) of this states that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, then planning permission should be refused.
- 6.90. Chelmsford Local Plan Policy DM16 states that all development proposals should:
- i. Conserve and enhance the network of habitats, species and sites (both statutory and non-statutory, including priority habitats and species) of international, national and local importance commensurate with their status and give appropriate weight to their importance; and
  - ii. Avoid negative impacts on biodiversity and geodiversity, mitigate unavoidable impacts and as a last resort compensate for residual impacts; and
  - iii. Deliver a net gain in biodiversity where possible, by creating, restoring and enhancing habitats, and enhancing them for the benefit of species.
- 6.91. The application is accompanied by an Ecological Impact Assessment of the site. This states that the site does not contain any protected species or their habitat and as such the proposals would not result in ecological harm. Precautionary measures are recommended, and these should be incorporated into the development. The proposals would also achieve the required Biodiversity Net Gain which would result in ecological benefits. These can be achieved through the imposition of appropriately worded conditions.

6.92. The proposals comply with the objectives of the NPPF and the requirements of Policy DM16.

***Whether the proposals would constitute sustainable development.***

6.93. The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 sets out the three dimensions to sustainable development: economic, social, and environmental objectives. The objectives are interdependent and need to be pursued in mutually supportive ways.

6.94. *Economic*

Although a relatively generic benefit, the proposal has an economic role in supporting/creating jobs during the construction stage of the scheme.

6.95. Once operational, the fuelling station would generate ongoing economic benefits in supporting the business running the site, in addition to businesses located in and around Chelmsford, such as Royal Mail and Aldi who use biofuel in their vehicles.

6.96. There would be economic benefits as a result of the proposed development.

6.97. *Social*

Under a social role, high quality built development is supported by accessible local services that reflect the community's needs. The NPPF seeks to promote sustainable transport. Whilst the Framework recognises that the opportunities for sustainable travel will be less in rural areas, there is a clear objective to locate development where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

6.98. The proposals do not comprise a typical form of development which are referenced in para 8 in relation to the social objective of sustainability. Notwithstanding this, the use of HGVs run on biofuels in place of traditional, diesel engine HGVs would contribute to improving the health of communities through a reduction in air pollution and improving air quality. The provision of this development would support the existing HGV fleets which already use biofuel and encourage more businesses to switch to biofuel fleets. Overall, this would contribute to the network of biofuel stations and result in social benefits across the country and not just locally.

6.99. *Environmental*

In respect of the environmental role of sustainable development, the NPPF refers to protecting and enhancing the natural, built and historic environment.

6.100. The application site is partially developed with existing hardsurfacing, and lorry parking occurs on this area of the site. It is located on a parcel of land between the A12 and B1137 "Main Road", to the east of the Boreham Interchange.

6.101. The site is viewed in the context of both Boreham Interchange and Boreham House in long views. There would be a change in the appearance of the site as a result of the proposed development which would impact the setting of the nearby listed buildings, however this would be mitigated by significant new landscaping, particularly on the southern side of the site. It is acknowledged that the proposed landscaping would take some time to fully mature and provide long-term screening but in the longer term, there would be some visual improvement to the character of the site.

6.102. Para 168 of the NPPF states that:

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*“When determining planning applications for all forms of renewable and low carbon energy developments and their associated infrastructure, local planning authorities should:*

- a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and give significant weight to the benefits associated with renewable and low carbon energy generation and the proposal’s contribution to a net zero future;...”*

6.103. The proposals would result in significant environmental benefits in respect of reducing pollutants and improving air quality using Bio-CNG fuelled HGV fleets instead of diesel HGVs. The NPPF indicates that significant weight should be afforded to the benefits associated with this type of development.

6.104. In summary:

- the development would be acceptable in relation to its impact on the Rural Area;
- there would be a limited impact on the setting of the listed buildings which would be largely mitigated by the proposed landscaping of the site;
- there would not be any issues in respect of highway safety or flooding and the proposals would not result in harm to neighbouring properties, ecology or archaeology.

6.105. The limited heritage harm would be outweighed by the economic and significant environmental benefits arising from the proposed development and overall the it meets the objectives of the NPPF to achieve sustainable development.

## **7. Community Infrastructure Levy (CIL)**

7.1. This application is not CIL liable.

### **List of Conditions:**

1	PR01	Full permission commence. time limit PC
2	PR06	Details - comp. with plans & cond. CC
3	ENV07	Contaminated land PS/CA/CS
4	ENV06	Archaeology scheme of investigationPS/PA
5	U0115375	CMS CA
6	U0115376	highway works CA
7	U0115377	Suds 1 CA
8	U0115378	SUDS 2 CS
9	U0115379	SUDS 3 XC
10	U0115380	SUDS4 PA
11	TRL01	Hard/soft landscape design & Manage.CS/CA
12	U0115381	boundary fencing CS/CA/XC
13	U0115382	contamination of canal PS/CA/XC
14	ENV13B	BNG Plan PS
15	ENV13C	BNG Habitat Mgmt Monitoring Plan PS
16	ECL01	Compliance - ecological reports CA
17	U0115386	lighting CA/XC

### **List of Informatives:**

1	11	Hours of work during construction
2	45	DOC Applications
3	AODFEE	Fee for AOD
4	36	CIL Liable

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## **RECOMMENDATION**

**The Application be APPROVED subject to the following conditions:-**

### **Condition 1**

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

Reason:

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

### **Condition 2**

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

Reason:

In order to achieve satisfactory development of the site.

### **Condition 3**

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

b) Prior to the occupation or first use of the development, any remediation of the site found necessary shall be carried out, and a validation report to that effect submitted to the local planning authority for written approval and the development shall be carried out in accordance with that scheme.

Reason:

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

### **Condition 4**

a) No demolition, development or preliminary ground works shall take place within the site until a written scheme of investigation for the programme of archaeological work has been submitted to and approved in writing by the local planning authority.

b) 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 and a copy of the final report of findings has been submitted to and approved in writing by the local planning authority.

Reason:

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

### **Condition 5**

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The approved Construction Management Plan shall be adhered to throughout the construction period unless otherwise agreed in writing with the local planning authority.

Reason:

In the interests of highway safety.

**Condition 6**

Prior to the first operation of the development hereby approved, the implementation of improvements to the existing access and associated highways works as shown in principle in Odyssey plan 21-278-019 rev G shall have been implemented and regulated by an appropriate legal agreement between the applicant and the Highway Authority.

The works shall include:

- a. Extension to the existing Clearway order on B1137 to prevent parking in vicinity of the access including necessary legal amendments, signing and lining.

Reason:

To provide safe and suitable access to the proposal site in the highway in the interests of highway safety.

**Condition 7**

The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment and the following mitigation measures detailed within the FRA:

- o Limiting the discharge from the site to 1.97l/s.
- o Provide attenuation storage (including locations on layout plan) for all storm events up to and including the 1:100 year storm event inclusive of 45% climate change.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the effective treatment of surface water runoff to prevent pollution in accordance with Chelmsford Local Plan Policy DM18.

**Condition 8**

Prior to the first operation of the development hereby approved, 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, 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 for this must be provided.

Reason:

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

**Condition 9**

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

Reason:

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

**Condition 10**

No development shall commence until the existing pipes within the extent of the site, which will be used to convey surface water, are cleared of any blockage and are restored to a fully working condition.

Reason:

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

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

**Condition 11**

Notwithstanding the landscaping details submitted with the application, prior to the first operation of the development hereby permitted, details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority. The works shall be carried out as approved prior to the first operation of the site. The landscaping details to be submitted shall include:

- a) hard surfacing including pathways, other hard landscape features and materials;
- b) existing trees, hedges or other soft features to be retained;
- c) planting plans including specifications of species, sizes, planting centres, number and percentage mix;
- d) Details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife;
- e) Management details and a ten year maintenance plan.

Reason:

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

**Condition 12**

Notwithstanding the details of boundary treatments provided on the submitted plans, revised details of these showing the fencing relocated to positions inside the proposed landscaping shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any boundary treatments.

The approved boundary treatments shall be installed prior to the first operation of the approved development and shall be maintained as such thereafter.

Reason:

The revised landscaping plans do not adequately detail the position of the proposed boundary treatments, and clarification and approval of these details is required to ensure the development has an acceptable visual impact in accordance with Chelmsford Local Plan Policies S1, S11, DM8 and DM13.

**Condition 13**

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Prior to the commencement of development, details of measures to prevent contamination of the canal at Boreham House from the culvert and the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and maintained as such thereafter.

Reason:

In order to ensure that the development does not result in contamination of the canal at Boreham House in accordance with Chelmsford Local Plan Policies DM13 and DM18.

#### **Condition 14**

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

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

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

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

#### **Condition 15**

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

- o details setting out how the onsite or off-site gains will be managed;
- o Details of the persons responsible for the implementation, management and monitoring;
- o details of how habitats will be monitored (including specific details for each type of habitat);
- o details, including a schedule, of monitoring reports to be submitted to the local planning authority over at least a 30 year period;
- o details of how management will be reviewed;
- o details of adaptive management to account for habitat restoration if the management plan is not working.

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

#### **Condition 16**

The development hereby permitted shall only be carried out in accordance with the details contained in the approved Ecological Impact Assessment report.

Reason:

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

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### Condition 17

The lighting installed at the site shall be in accordance with the details shown on the approved plans and the approved External Lighting Proposal report – Issue 1 (20-12-2024) and shall be maintained as such thereafter.

#### Reason:

To ensure that the site lighting is appropriate to the rural setting, the setting of the nearby listed buildings and does not detrimentally harm bats in the vicinity of the site, in accordance with Chelmsford Local Plan Policies DM8, DM13 and DM16.

### 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](http://www.chelmsford.gov.uk/construction-site-noise)

- 2 This permission is subject to conditions, which require details to be submitted and approved by the local planning authority. Please note that applications to discharge planning conditions can take up to eight weeks to determine.
- 3 This planning permission is subject to planning condition(s) that need to be formally discharged by the Council. Applications to discharge planning conditions need to be made in writing to the local planning authority. Forms and information about fees are available on the Council's website.
- 4 The proposed development may be liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended). If applicable, a Liability Notice will be sent as soon as possible to the applicant and any other person who has an interest in the land. This will contain details of the chargeable amount and how to claim exemption or relief if appropriate. There are further details on this process on the Council's website at [www.chelmsford.gov.uk/cil](http://www.chelmsford.gov.uk/cil), and further information can be requested by emailing [cilenquiries@chelmsford.gov.uk](mailto:cilenquiries@chelmsford.gov.uk). If the scheme involves demolition, for the purposes of the Regulations the development will be considered to have begun on commencement of the demolition works.

## **Positive and Proactive Statement**

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

## **Background Papers**

Case File

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**Plans to be listed on any Decision Notice:**

TC/L13419/2025/01/27 August 2025  
 D336.L.001/C  
 Construction Management Plan  
 Flood Risk Assessment-Drainage Strategy Report  
 External Lighting Proposal - Issue 1 (20-12-2024)  
 Noise Impact Assessment  
 Transport Assessment  
 Ecological Impact Assessment  
 052-01-CNG-105/G  
 052-01-CNG-102/K  
 052-01-CNG-101/J  
 052-01-CNG-103/L  
 052-01-CNG-104/L  
 052-01-CNG-106/L  
 LTG-001/P1

**Appendix 2 – Consultations**

**ECC Historic Environment Branch**

Comments
<p>17.04.2025 - The application is for the Development of a Bio-CNG vehicle fuelling facility comprising fuel pump islands, plant compound, amended access, landscaping and associated development.</p> <p>The Essex Historic Environment Record (EHER) shows that the proposed development is located in an area with the potential for archaeological remains to survive.</p> <p>To the immediate south-east of the proposals, Main Road lies on the route of the Roman road (EHER 5568) between Colchester (Camulodunum) and London (Londinium). Extramural remains such as burials, industrial activity or agricultural features are likely to survive in proximity to this historic routeway and any present on the proposed development site would be negatively affected by the groundworks associated with the proposals.</p> <p>Additionally, the site lies within the extent of a seventeenth century deer park associated with New Hall (EHER 47228) to the north, and post-medieval features associated with this historic use may also survive and be impacted by the development.</p> <p>Accordingly, I recommend that a programme of archaeological trial trenching is undertaken on the proposed development site prior to the commencement of development works. This trenching should aim to assess the presence and extent of any archaeological remains and inform on any subsequent phases of mitigation (if required).</p> <p>I recommend that the following conditions are applied to any consent, in line with National Planning Policy Framework paragraph 218 and Chelmsford Local Plan Policy DM15:</p> <p>Trial Trenching and Excavation</p>

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(i)

No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant, for approval by the Local Planning Authority.

(ii)

No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 1 above, and any subsequent mitigation has been agreed.

(iii)

The applicant will submit a final archaeological report or (if appropriate) a Post Excavation Assessment report and/or an Updated Project Design for approval by the Local Planning Authority. This shall be submitted within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance by the Local Planning Authority.

The work should be carried out by a professional and accredited archaeological contractor and will initially comprise a programme of archaeological trial-trenching on the site. This trenching will assess the presence, survival and significance of any archaeological remains. Depending on the results of this evaluation a further phase of archaeological excavation and/or the archaeological monitoring of any groundworks associated with the development may then be required.

An archaeological brief will be produced from this office detailing the work required, on request, and should be obtained prior to the production of a Written Scheme of Investigation.

Please do not hesitate to contact us if you have any queries in relation to this advice.

## Historic England

### Comments

29.01.2026 - T&CP (Development Management Procedure) (England) Order 2015  
& Planning (Listed Buildings & Conservation Areas) Regulations 1990

LAND EAST OF PREMIER LODGE HOTEL, MAIN ROAD, BOREHAM, ESSEX  
Application No. 25/00339/FUL

Thank you for your letter of 27 November 2025 regarding further information on the above application for planning permission. On the basis of this information, we offer the following advice to assist your authority in determining the application.

#### Historic England Advice

We have considered the Landscape Proposals drawing and a Flood Risk Assessment Memorandum prepared by Thomas Consulting, and appended email exchange.

We appreciate the detail provided regarding control mechanisms that would be installed to avoid potential contamination to the lake from the drainage system proposed, and also the benefits this might have to highways.

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However, this information does not change our position on these proposals, which is one of concerns. We refer you to the detailed comments made in our letter of advice dated 25 April 2025 for a full assessment of significance, impacts, heritage benefits and recommendations.

#### Recommendation

Historic England has concerns regarding this application on heritage grounds.

The Council should be satisfied that the proposed connection of the site drainage to the culvert would not have any negative impacts in the short, medium and long term, and that appropriate controls and measures are set up should you be minded to grant permission for this aspect of the proposals.

We would also recommend that a condition is attached to the application requiring the regeneration of the site to its open character should the site become redundant. Further conditions should be attached requesting details of signage (looking to simplify and rationalise the existing signage on site), lighting, and enhanced landscaping.

In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

29.04.2025 - Thank you for your letter of 28 March 2025 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

#### Historic England Advice

##### Significance

Boreham House is a very fine early Georgian country house, erected between 1726 and 1733 for Benjamin Hoare - a younger son of the wealthy Fleet Street banker - on grounds originally belonging to the New Hall estate. The house was built by Edward Shepherd, a prominent builder-architect of the period, who may have also designed the building. The house originally comprised a central block with pavilions either side; in the early 19th century a portico and grand carriage arches between the central block and wings were added by Thomas Hopper, another prominent architect.

The building sat in a landscaped park, with access from the London-Colchester Road, through gates which led to twin parallel drives flanking a long formal canal; subsequent landscaping was carried out by Richard Woods, an important landscape gardener contemporary of Capability Brown.

Boreham House is listed at grade I on account of its outstanding significance; this is a status shared by less than three percent of the listed buildings in England. The grounds are also a grade II registered park and garden.

##### Proposals and Impact

The application site lies within views out from Boreham House and forms part of its

wider setting. The site lies to the east of the Boreham interchange, adjacent to the Premier Inn and is accessed from the London-Colchester Road. The site includes part of the verge and access road to the Premier Inn and The Grange, a hardstanding area currently used for the storage of agricultural trailers, and part of an open field immediately to the east. A section of the below ground culvert that feeds the long canal at Boreham House runs through the site.

The proposals entail the development of a Bio-Compressed Natural Gas fuelling station for heavy goods vehicles in the site. This comprises 12 no. pump islands and associated plant compound, alterations to the existing access, landscaping, boundary treatments, lighting and associated signage. Boundary treatments include a 2.4m high security palisade fence around the compound, a 3.5m high acoustic fence on the southern side and a 2.4 v-mesh security fence on the western boundary.

In addition, the scheme also considers repairs to the below ground culvert, damaged by tree root growth. The connection of the site drainage to this culvert is also presented as a heritage benefit, in that it would help secure a good water supply to the canal at Boreham House.

The introduction of this type of industrial/service uses would erode the rural character of the area that is a key aspect of the setting of the listed building and registered park; country houses were meant to be experienced within the surrounding countryside. This rural character has been partly compromised by the suburban expansion of Chelmsford, the construction of the A12 and Boreham interchange and the development of the adjacent Premier Inn and storage uses established in part of the site. However, the area to the east remains largely open.

The proposals would further erode the rural character of the area by extending industrial uses on to currently open areas. We consider this would negatively impact on the setting of the listed Boreham House and registered park and garden, harming their significance.

#### Planning Policy Considerations

The statutory requirement to have special regard to the desirability of preserving a listed building, its setting and any features of special interest (section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990) must be taken in consideration by your authority when making its decision.

The National Planning Policy Framework (NPPF) reflects this by making the conservation of the historic environment a key part of its policy. This includes, in the case of heritage assets, requiring local planning authorities to look for opportunities to enhance or better reveal their significance (paragraph 219); compliance with both

statutory requirements can only be achieved by seeking to enhance the special interest of the heritage assets.

Paragraph 212 asks for great weight to be given to the conservation of designated heritage assets, the more important the asset the greater the weight and irrespective of the level of harm; paragraph 213 goes on to ask clear and convincing justification for any harm.

#### Historic England Position

The expansion of service uses into currently green open areas would cumulatively add to the negative impact of adjacent suburban and infrastructure development. While we acknowledge that the present use of part of the site as container storage detract from views out of the park and listed house, these are easily reversible and could be also managed with appropriate screening. However, the installation of a fuelling service would be a more damaging and permanent intervention.

We acknowledge that appropriate screening could help mitigate the visual impacts of the development to a certain extent. However, we concur with the advice of your conservation officer and the Gardens Trust on their assessment that the landscaping proposed is at present inadequate.

In relation to the alleged heritage benefits of the scheme, i.e. the repair of the culvert and securement of

good water supply, whilst strongly supporting the principle of repairing this part of the feeder pipe, we remain less convinced that this intervention only would be enough to address the long running issues of poor supply to the canal, and strongly advise that the problem is looked at holistically, from water source to end. Further, the connection of the site drainage with the culvert raises also questions about the quality of these waters; and even if the latter was guaranteed, the potential for this discrete water supply to help address the problem is questioned. For the above reasons, these heritage benefits are challenged and not considered to outweigh the permanent harm resulting from the development.

It is our view that the proposals would result in harm to the significance of Boreham House and its associated registered park and garden as a result of detrimental changes on their setting. This harm is important, although less than substantial in NPPF terms, and needs to be given appropriate weighing in the decision making process. When it comes to weighing this harm to heritage, the Council will need to consider whether any public benefits that the development delivers outweigh the harm to the setting to Boreham House and can only be delivered in this particular location.

The Council should be satisfied that the proposed connection of the site drainage to the culvert would not have any negative impacts in the short, medium and long term, and that appropriate controls and measures are set up should you be minded to grant permission for this aspect of the proposals.

We would also recommend that a condition is attached to the application requiring the regeneration of the site to its open character should the site become redundant. Further conditions should be attached requesting details of signage (looking to simplify and rationalise the existing signage on site), lighting, and enhanced landscaping.

#### Recommendation

Historic England has concerns on heritage grounds. We consider that the issues and safeguards outlined in our above advice need to be addressed in order for the application to meet the requirements of paragraphs 212 and 213.

The Council should be satisfied that the proposed connection of the site drainage to the culvert would not have any negative impacts in the short, medium and long term, and that appropriate controls and measures are set up should you be minded to grant permission for this aspect of the proposals.

We would also recommend that a condition is attached to the application requiring the regeneration of the site to its open character should the site become redundant. Further conditions should be attached requesting details of signage (looking to simplify and rationalise the existing signage on site), lighting, and enhanced landscaping.

In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

## The Gardens Trust

### Comments

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17.04.2025 - We are grateful for the opportunity to comment on this application, which has a material impact on the significance of Boreham House Registered by Historic England at Grade II. The inclusion of these sites on this statutory register requires great weight to be given to its conservation.

Thank you for consulting the Gardens Trust (GT) in its role as Statutory Consultee with regard to proposed development affecting sites included by Historic England (HE) on their Register of Parks and Gardens of Special Historic Interest in England, as per the above application. This response is made jointly by the Gardens Trust and Essex Gardens Trust.

The Registered Park and Garden (RPG) of Boreham House. The RPG contains the principal building, Grade I listed, built by the Hoare banking family in the 1730s. In the 1770s, Richard Hoare engaged the landscape designer Richard Woods to lay out pleasure grounds around it, of which the most conspicuous feature is the canal extending down to Main Road, which is the old Roman road from London to Colchester now superseded by the parallel A12. With the house they are an unmissable landmark on this old road. The development site is at the roadside currently occupied by greensward and trees. The design of the canal looked onto a mixed agricultural and wooded landscape, that has been partially eroded by modern transport infrastructure.

Whilst we welcome certain aspects of the development, such as the repairs to the blocked pipe running under the round to the canal, we do have some advice to raise. We are concerned that the increased infrastructure and possible increased light pollution will further erode the setting of Boreham House and the principal view along the canal, compounded by the time taken for screening to become effective.

We welcome the increased woodland coverage as part of the development, creating a screen between the infrastructure and the RPG. We urge your officers to highlight the importance of the existing mature vegetation and ensure that this is not removed as part of the landscaping. We would also suggest that some extra heavy standard trees in block B are added to give a more substantial and therefore effective tree screen, and to have two lines to allow the gaps between the single line of trees to be better filled. We note that Mountain Ash has been included, which is not a typical tree for Essex, so we would advise another more suitable species is substituted. Furthermore, the plans appear to show the 2.4m black boundary mesh fence on block B is on the edge of the woodland, and thus more visible from the RPG. We would suggest that the mesh fence is placed inside the woodland buffer to minimise the urban infrastructure visible in front of the tree screen.

In its current form, without the suggested landscaping improvements, the proposal would result in a moderate degree of less than substantial harm to the significance of Boreham House. This is due to the further erosion of the setting of the principal view along the canal caused by insufficiently screened infrastructure. As a result of the presently inadequate screening proposals, the public benefit would not outweigh the less than substantial harm to the significance of the heritage asset, as per paragraph 215 of the NPPF. Furthermore, in its present form, the harm to the RPG and its setting, not outweighed by public benefit, is contrary to local plan policy DM13D whereby "Development proposals should protect Registered Parks and Gardens and their settings".

Should more information become available, please inform us.

## Essex County Council Highways

Comments
<p>19.05.2025 - Recommendation</p> <p>Application No. 25/00339/FUL</p> <p>Site Location Land East Of Premier Lodge Hotel, Main Road, Boreham, Chelmsford, Essex</p> <p>Proposal Development of a Bio-CNG vehicle fuelling facility comprising fuel pump islands, plant compound, amended access, landscaping and associated development</p> <p>The applicant had previously entered into pre-application discussion regarding this proposal with the Highway Authority, where the form of access was agreed, and a satisfactory Stage 1 Road Safety Audit was undertaken.</p> <p>The applicant has satisfactorily demonstrated that two HGVs of the largest size legally allowed on roads in the UK (18.55m), can enter and exit the site simultaneously, although the likelihood of this occurring is small.</p> <p>It is agreed that the vast majority, if not all, of the HGV's visiting the site will travel via junction 19, Boreham Interchange. HGV drivers are highly unlikely to route through the villages of Boreham and Hatfield Peverel to reach the A12 when junction 19 and access to the trunk road network is so close to the site.</p> <p>The applicant has provided evidence of vehicle trip patterns from other sites across the country and the Highway Authority is satisfied. Given the relatively low vehicle numbers predicted to be generated by the site and the high number of vehicles using junction 19 already, the proposal will not have a detrimental impact on the highway network.</p> <p>The proposal does not include any HGV parking on site, there is concern that drivers might consider parking on B1137 which would cause a detrimental impact on the highway network and therefore the Highway Authority would request a contribution is provided to enable the existing Clearway Order at Boreham Interchange to be extended along the B1137 to a point east of Paynes Lane, to include the eastbound bus layby.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following mitigation:</p> <p>1. The submitted Construction Management Plan shall be adhered to throughout the construction period unless otherwise agreed in writing with the local planning authority.</p> <p>Reason: In the interests of highway safety.</p> <p>Note - MUD / DEBRIS ON HIGHWAY</p>

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

2. Prior to first occupation of the development, the implementation of improvements to the existing access and associated highways works as shown in principle in Odyssey plan 21-278-019 rev G shall be implemented and regulated by an appropriate legal agreement between the applicant and the Highway Authority. Works to include:

a. Extension to the existing Clearway order on B1137 to prevent parking in vicinity of the access including necessary legal amendments, signing and lining.

Reason: To provide safe and suitable access to the proposal site in the highway in the interests of highway safety

The above requirements are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, within Chelmsford City Council's Local Plan and within NPPF 2023.

#### Informative

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

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org).

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

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

### Ramblers Association

Comments

04.04.2025 - No Comment

### National Highways

Comments

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12.08.2025 - Council's Reference: 25/0339/FUL

National Highways Ref: HN/25/10570

Location: Land East Of Premier Lodge Hotel Boreham

Proposal: Development of a Bio-CNG vehicle fuelling facility comprising fuel pump islands, plant compound, amended access, landscaping and associated development

Referring to the consultation on a planning application dated 27 March 25 referenced above, in the vicinity of the A12 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

a) No Objection: see reasons at Annex A.

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningEE@nationalhighways.co.uk](mailto:PlanningEE@nationalhighways.co.uk).

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Name: Mark Norman

Position: Spatial Planner

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current

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activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We recently responded to this application and stated

"This site is affected by the A12 J19-25 improvement scheme, It is also unclear as to exactly what the developer is proposing and how it interacts with the scheme both in terms of layout and drainage, we would welcome a meeting and further information to fully understand the proposals and ensure that both proposals can go ahead without undue interference or abortive work for either scheme.

We therefore recommend that planning permission is not granted before 29 August 25 to allow sufficient time for the above matters to be addressed. If all matters can be agreed sooner than this we can then withdraw this recommendation, and we will issue a definitive response."

We have had a meeting with the developer and our questions have been answered. Additionally the government have confirmed that the funding for this improvement scheme has been withdrawn.

Given the above we have no objection to the granting of permission.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

17.04.2025 - Referring to the consultation on a planning application dated 27 March 25 referenced above, in the vicinity of the A12 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

c) Deferral: National Highways is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in Annex A.

Highways Act 1980 Section 175B is not relevant to this application.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningEE@nationalhighways.co.uk](mailto:PlanningEE@nationalhighways.co.uk).

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Deferral:

Reason

This site is affected by the A12 J19-25 improvement scheme, it is also unclear as to exactly what the developer is proposing and how it interacts with the scheme both in terms of layout and drainage, we would welcome a meeting and further information to fully understand the proposals and ensure that both proposals can go ahead without undue interference or abortive work for either scheme.

We therefore recommend that planning permission is not granted before 29 August 25 to allow sufficient time for the above matters to be addressed. If all matters can be agreed sooner than this we can then withdraw this recommendation, and we will issue a definitive response.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning

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decisions are in line with the necessary transition to net zero carbon.

### Public Health & Protection Services

#### Comments

17.04.2025 - The submitted acoustic report indicates that noise levels produced by the operation of the proposal site will not cause significant noise disturbance and so this appears satisfactory.

### Boreham Parish Council

#### Comments

16.04.2025 - In view of the expectant number of vehicles visiting this proposed site and the traffic problems this will cause, along with the expected lighting and noise pollution, the members of the committee strongly object to the planning application.

### Essex County Council (SUDS)

#### Comments

24.10.25 - Thank you for your email received on 30/09/2025 which provides this Council with the opportunity to assess and advise on the proposed surface water drainage strategy for the above mentioned planning application.

As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since the 15<sup>th</sup> April 2015.

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

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

#### Lead Local Flood Authority position

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we **do not object** to the granting of planning permission based on the following:

#### Condition 1

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and the following mitigation measures detailed within the FRA:

- Limiting the discharge from the site to 1.97l/s.
- Provide attenuation storage (including locations on layout plan) for all storm events up to and including the 1:100 year storm event inclusive of 45% climate change.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

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**Reason**

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective treatment of surface water runoff to prevent pollution.

**Condition 2**

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

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

**Reason**

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

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

**Condition 3**

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

**Reason**

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

**Condition 4**

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

**Reason**

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

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

We also have the following advisory comments:

- We strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below.  
<https://www.essex.gov.uk/protecting-environment>
- Please note that the Environment Agency updated the peak rainfall climate change allowances on the 10 May 2022. Planning applications with outline approval are not required to adjust an already approved climate change allowance, however, wherever possible, in cases that do not have a

finalised drainage strategy please endeavour to use the updated climate change figures  
Flood risk assessments: climate change allowances - GOV.UK ([www.gov.uk](http://www.gov.uk))

Any questions raised within this response should be directed to the applicant and the response should be provided to the LLFA for further consideration. If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us.

### **Summary of Flood Risk Responsibilities for your Council**

We have not considered the following issues as part of this planning application as they are not within our direct remit; nevertheless these are all very important considerations for managing flood risk for this development, and determining the safety and acceptability of the proposal. Prior to deciding this application you should give due consideration to the issue(s) below. It may be that you need to consult relevant experts outside your planning team.

- Sequential Test in relation to fluvial flood risk;
- Safety of people (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements);
- Safety of the building;
- Flood recovery measures (including flood proofing and other building level resistance and resilience measures);
- Sustainability of the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your council.

### **INFORMATIVES:**

- Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to [suds@essex.gov.uk](mailto:suds@essex.gov.uk).
- Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.
- Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.
- It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.
- The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.
- We will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15<sup>th</sup> of April 2015 based on the key documents listed within this letter. This includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with

any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.

16.04.25 - Thank you for your email received on 27/03/2025 which provides this Council with the opportunity to assess and advise on the proposed surface water drainage strategy for the above mentioned planning application.

As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since the 15<sup>th</sup> April 2015.

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

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

#### **Lead Local Flood Authority position**

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we wish to issue a **holding objection** to the granting of planning permission based on the following:

- Please clarify the natural direction of flows i.e. where surface water currently flows and please clarify if the chosen discharge location has been selected taking this into consideration.
- Please clarify the expected number of traffic movements per day on site.
- Please provide evidence of permission to discharge into Boreham House Lake.
- Please provide evidence that Boreham House Lake has sufficient capacity to accommodate flows from the site for all events up to and including the 1 in 100 year event including 45% climate change.
- Please clarify if Boreham House Lake has an outfall and if so, please provide more information on this.

We also have the following advisory comments:

- We strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below.  
<https://www.essex.gov.uk/protecting-environment>
- Please note that the Environment Agency updated the peak rainfall climate change allowances on the 10 May 2022. Planning applications with outline approval are not required to adjust an already approved climate change allowance, however, wherever possible, in cases that do not have a finalised drainage strategy please endeavour to use the updated climate change figures  
Flood risk assessments: climate change allowances - GOV.UK ([www.gov.uk](http://www.gov.uk))

In the event that more information was supplied by the applicants then the County Council may be in a position to withdraw its objection to the proposal once it has considered the additional clarification/details that are required.

Any questions raised within this response should be directed to the applicant and the response should be

provided to the LLFA for further consideration. If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us.

### **Summary of Flood Risk Responsibilities for your Council**

We have not considered the following issues as part of this planning application as they are not within our direct remit; nevertheless, these are all very important considerations for managing flood risk for this development, and determining the safety and acceptability of the proposal. Prior to deciding this application, you should give due consideration to the issue(s) below. It may be that you need to consult relevant experts outside your planning team.

- Sequential Test in relation to fluvial flood risk;
- Safety of people (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements);
- Safety of the building;
- Flood recovery measures (including flood proofing and other building level resistance and resilience measures);
- Sustainability of the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your council.

### **INFORMATIVES:**

- Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to [suds@essex.gov.uk](mailto:suds@essex.gov.uk).
- Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.
- Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.
- It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.
- The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.
- We will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15<sup>th</sup> of April 2015 based on the key documents listed within this letter. This includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.

## Local Residents

Comments
Representations received from 40 individuals. Full details of all the comments are available on the Council's website. A summary of the points raised are included in the report.

# PLANNING



REVISIONS:

REV	DESCRIPTION	DATE	CHK	APP
A	PRE APP PLANNING ISSUE	28-02-23	MS	MS
B	PRE APP PLANNING ISSUE	13-03-23	MS	MS
C	PRE APP PLANNING ISSUE	04-04-23	MS	MS
D	PRE APP PLANNING ISSUE	13-04-23	MS	MS
E	PRE APP PLANNING ISSUE	18-05-23	MS	MS
F	PRE APP PLANNING ISSUE	13-06-23	MS	MS
G	PRE APP PLANNING ISSUE	25-04-24	MS	MS
H	PRE APP PLANNING ISSUE	07-05-24	MS	MS
I	PRE APP PLANNING ISSUE	28-08-24	MS	MS
J	PRE APP PLANNING ISSUE	28-10-24	MS	MS
K	PRE APP PLANNING ISSUE	14-11-24	MS	MS

KEY

- PROPOSED CNG STATION REDLINE BOUNDARY
- EXISTING FENCE
- EXISTING TREES TO BE RETAINED

CLIENT:

PROJECT:  
CHELMSFORD CNG STATION  
MAIN ROAD

TITLE:  
PROPOSED CNG STATION  
EXISTING SITE PLAN

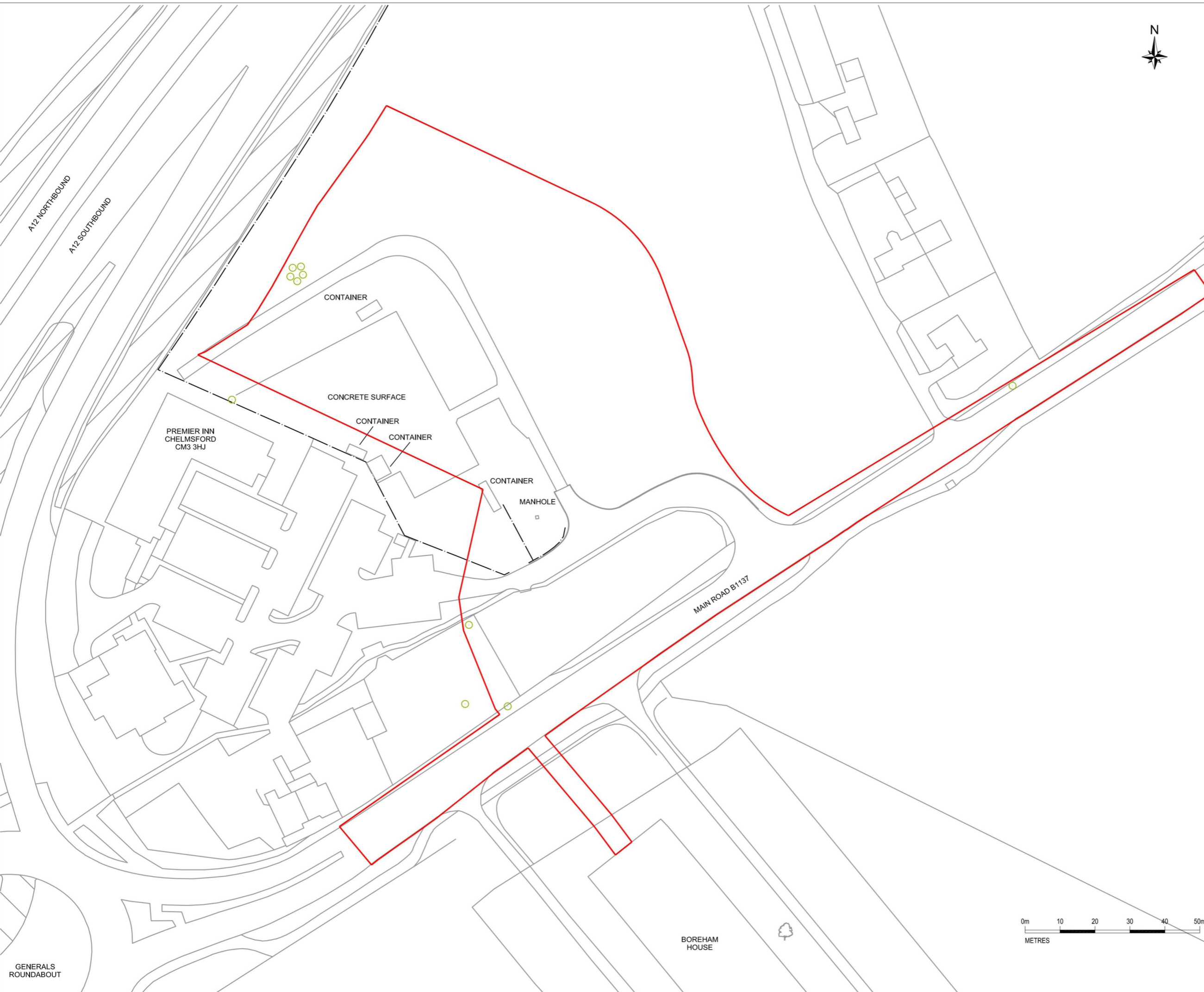
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CHECKED: MS CAD: DATE: 23-02-2023  
APPROVED: MS SHEET: 1 OF 1

PROJECT No: 052

DRAWING No: 052-01-CNG-102

REVISION: K

THOMAS HOUSE  
 84 ECCLESTON SQUARE  
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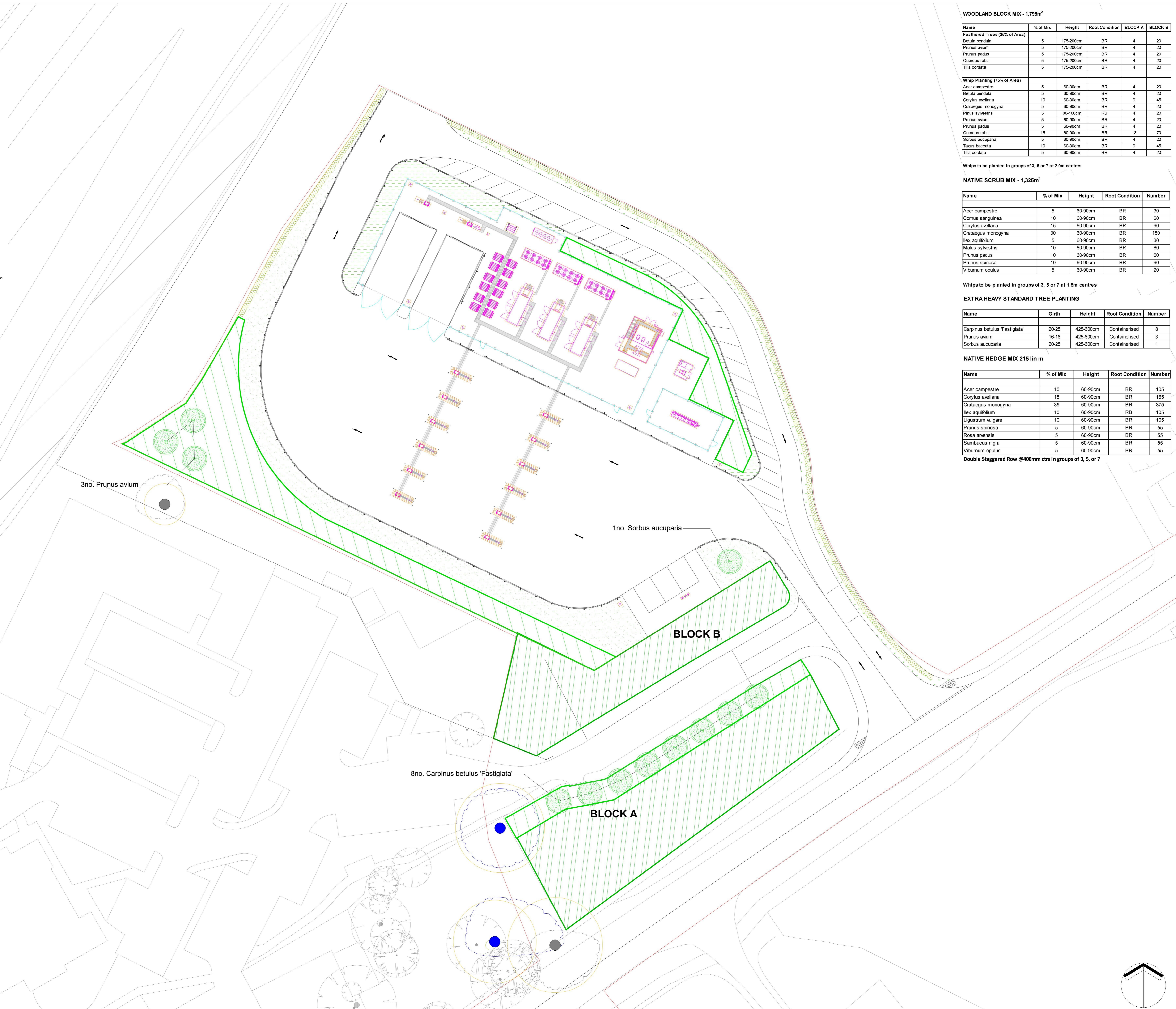
GENERALS ROUNDABOUT

BOREHAM HOUSE

EL1 Flowering Lawn Mix	%	Species	Common name
<b>Wild Flowers</b>			
4		Galium verum	Lady's Bedstraw
0.5		Leontodon hippocrepis	Rough Hawkbit
1		Leucanthemum vulgare	Oxeye Daisy - (Moon Daisy)
3.7		Lula corniculatus	Blackfoot Trefoil
3		Primula veris	Cowslip
4		Prunella vulgaris	Selfheal
3.5		Ranunculus acris	Meadow Buttercup
0.3		Tribulum pratense	Wild Red Clover
20			
<b>Grasses</b>			
8		Agrostis capillaris	Common Bent
40		Cynopus cristatus	Crested Dogstail
28		Festuca rubra	Red Fescue
4		Poa pratensis	Smaller Cat's-tail
18			
<b>EM3 Special General Purpose Meadow Mix</b>			
<b>Wild Flowers 20%</b>			
	%	Species	Common name
0.20		Centaurea scabiosa	Greater Knapweed
0.60		Leucanthemum vulgare	Oxeye Daisy
2.40		Milva montana	Musk Mallow
2.00		Plantago lanceolata	Ribwort Plantain
1.00		Rhinanthus minor	Yellow Rattle
0.40		Chaerophyllum temulum	Rough Chervil
1.00		Galium verum	Lady's Bedstraw
0.10		Lotus corniculatus	Birdfoot Trefoil
0.20		Primula veris	Cowslip
1.00		Ranunculus acris	Meadow Buttercup
1.40		Centaurea nigra	Common Knapweed
1.20		Achillea millefolium	Yarrow
1.00		Galium album	Hedge Bedstraw
2.00		Potentilla sanguisorba ssp sanguisorba	Solid Burnet
1.40		Silene dioica	Red Campion
0.40		Silene floricollis	Ragged Robin
0.40		Ichium vulgare	Viper's-bugloss
0.80		Plantago media	Hairy Plantain
0.20		Agrostis eupatorioides	Agrostis
0.30		Knaulia arvensis	Field Scabious
0.30		Cucullaria latifolia	Crowwort
0.20		Geranium dissectum	Cold-blooded Crane's-bill
0.20		Filipendula ulmaria	Meadowweet
0.20		Lathyrus pratensis	Meadow Vetchling
0.20		Silene vulgaris	Bladder Campion
0.40		Anthyllus vulneraria	Kidney Vetch
0.20		Geranium pratense	Meadow Crane's-bill
<b>80% Grasses</b>			
8.00		Agrostis capillaris	Common Bent
28.00		Cynopus cristatus	Crested Dogstail
24.00		Festuca rubra	Red Fescue
4.00		Poa pratensis	Smaller Cat's-tail
16.00		Poa pratensis	Smooth-stalked Meadow-grass
<b>EH1 (Hedgerow Mix)</b>			
	%	Latin name	Common name
0.5		Achillea millefolium	Yarrow
1.2		Agrostis eupatorioides	Agrostis
1.5		Silene dioica	Red Campion
0.4		Arctium minus	Lester Burdock
4.5		Betula officinalis	Betony
1.5		Centaurea nigra	Common Knapweed
1.4		Chaerophyllum temulum	Rough Chervil
2		Galium album	Hedge Bedstraw
1		Galium verum	Lady's Bedstraw
0.3		Geranium pyrenaicum	Hedgerow Crane's-bill
0.6		Hippocrepis perforatum	Portulaca St. John's Wort
0.3		Lathyrus sylvestris	Narrow-leaved Everlasting-pea
0.7		Plantago lanceolata	Oxeye Daisy - (Moon Daisy)
0.5		Origanium vulgare	Wild Marjoram
1		Primula veris	Cowslip
2.5		Silene dioica	Red Campion
0.5		Silene latifolia	White Campion
2		Tortia japonica	Upright Hedge-parsley
0.5		Verbascum thapsus	Great Mullein
0.5		Viola cracca	Tufted Vetch
0.8		Viola ssp. ssp. ssp.	Common Vetch
<b>Grasses</b>			
	%	Latin name	Common name
10		Agrostis capillaris	Common Bent
2		Anthriscum odoratum	Sweet Vernal-grass (w)
1		Bromus inermis	Falck Bromus (w)
20		Cynopus cristatus	Crested Dogstail
1		Deschampsia cespitosa	Tufted Hair-grass (w)
28		Festuca rubra	Semi-creeper Red-fescue
12		Poa nemoralis	Wood Meadow-grass

EM3 Special General Purpose Meadow Mix	%	Species	Common name
<b>Wild Flowers 20%</b>			
	%	Latin name	Common name
0.20		Centaurea scabiosa	Greater Knapweed
0.60		Leucanthemum vulgare	Oxeye Daisy
2.40		Milva montana	Musk Mallow
2.00		Plantago lanceolata	Ribwort Plantain
1.00		Rhinanthus minor	Yellow Rattle
0.40		Chaerophyllum temulum	Rough Chervil
1.00		Galium verum	Lady's Bedstraw
0.10		Lotus corniculatus	Birdfoot Trefoil
0.20		Primula veris	Cowslip
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1.40		Centaurea nigra	Common Knapweed
1.20		Achillea millefolium	Yarrow
1.00		Galium album	Hedge Bedstraw
2.00		Potentilla sanguisorba ssp sanguisorba	Solid Burnet
1.40		Silene dioica	Red Campion
0.40		Silene floricollis	Ragged Robin
0.40		Ichium vulgare	Viper's-bugloss
0.80		Plantago media	Hairy Plantain
0.20		Agrostis eupatorioides	Agrostis
0.30		Knaulia arvensis	Field Scabious
0.30		Cucullaria latifolia	Crowwort
0.20		Geranium dissectum	Cold-blooded Crane's-bill
0.20		Filipendula ulmaria	Meadowweet
0.20		Lathyrus pratensis	Meadow Vetchling
0.20		Silene vulgaris	Bladder Campion
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0.3		Lathyrus sylvestris	Narrow-leaved Everlasting-pea
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0.5		Origanium vulgare	Wild Marjoram
1		Primula veris	Cowslip
2.5		Silene dioica	Red Campion
0.5		Silene latifolia	White Campion
2		Tortia japonica	Upright Hedge-parsley
0.5		Verbascum thapsus	Great Mullein
0.5		Viola cracca	Tufted Vetch
0.8		Viola ssp. ssp. ssp.	Common Vetch



**WOODLAND BLOCK MIX - 1,795m<sup>2</sup>**

Name	% of Mix	Height	Root Condition	BLOCK A	BLOCK B
<b>Feathered Trees (25% of Area)</b>					
Betula pendula	5	175-200cm	BR	4	20
Prunus avium	5	175-200cm	BR	4	20
Prunus padus	5	175-200cm	BR	4	20
Quercus robur	5	175-200cm	BR	4	20
Tilia cordata	5	175-200cm	BR	4	20
<b>Whip Planting (75% of Area)</b>					
Acer campestre	5	60-90cm	BR	4	20
Betula pendula	5	60-90cm	BR	4	20
Corylus avellana	10	60-90cm	BR	9	45
Crataegus monogyna	5	60-90cm	BR	4	20
Pinus sylvestris	5	80-100cm	RB	4	20
Prunus avium	5	60-90cm	BR	4	20
Prunus padus	5	60-90cm	BR	4	20
Quercus robur	15	60-90cm	BR	13	70
Sorbus aucuparia	5	60-90cm	BR	4	20
Taxus baccata	10	60-90cm	BR	9	45
Tilia cordata	5	60-90cm	BR	4	20

**NATIVE SCRUB MIX - 1,325m<sup>2</sup>**

Name	% of Mix	Height	Root Condition	Number
Acer campestre	5	60-90cm	BR	30
Cornus sanguinea	10	60-90cm	BR	60
Corylus avellana	15	60-90cm	BR	90
Crataegus monogyna	30	60-90cm	BR	180
Ilex aquifolium	5	60-90cm	BR	30
Malus sylvestris	10	60-90cm	BR	60
Prunus padus	10	60-90cm	BR	60
Prunus spinosa	10	60-90cm	BR	60
Viburnum opulus	5	60-90cm	BR	20

**EXTRA HEAVY STANDARD TREE PLANTING**

Name	Girth	Height	Root Condition	Number
Carpinus betulus 'Fastigiata'	20-25	425-600cm	Containerised	8
Prunus avium	16-18	425-600cm	Containerised	3
Sorbus aucuparia	20-25	425-600cm	Containerised	1

**NATIVE HEDGE MIX 215 lin m**

Name	% of Mix	Height	Root Condition	Number
Acer campestre	10	60-90cm	BR	105
Corylus avellana	15	60-90cm	BR	165
Crataegus monogyna	35	60-90cm	BR	375
Ilex aquifolium	10	60-90cm	RB	105
Ligustrum vulgare	10	60-90cm	BR	105
Prunus spinosa	5	60-90cm	BR	55
Rosa spinosa	5	60-90cm	BR	55
Sambucus nigra	5	60-90cm	BR	55
Viburnum opulus	5	60-90cm	BR	55

Double Staggered Row @400mm ctrs in groups of 3, 5, or 7

**KEY**

- EXISTING TREES TO BE RETAINED
- PROPOSED EHSD TREE PLANTING
- PROPOSED NATIVE WOODLAND PLANTING - 1,325m<sup>2</sup>
- PROPOSED NATIVE SCRUB PLANTING - 1,325m<sup>2</sup>
- PROPOSED NATIVE HEDGE PLANTING - 215 lin m
- PROPOSED EL1 FLOWERING LAWN MIX GRASS SEED - 2900m<sup>2</sup>
- PROPOSED EM3 SPECIAL GENERAL PURPOSE MEADOW GRASS SEED - 825m<sup>2</sup>
- PROPOSED EH1 HEDGEROW GRASS SEED MIX - 235m<sup>2</sup>

**NOTES:**

**PLANTING OPERATIONS SPECIFICATION**

**TOPSOIL**  
Imported topsoil for tree pits and hedge shall comply with BS 3882 and shall be good quality, medium topsoil (sandy, acid or slight alkali) not less than 50%. Stones not greater than 50mm in any dimension, perennial weeds and any other foreign matter, free from chemicals or other pollutants, weeds, straw, sticks, stones, clay lumps and other deleterious material. Topsoil containing a significant proportion of silted or other foreign matter will not be accepted on the site. On no account shall topsoil be brought on the site in excessively wet conditions or in a waterlogged state. It shall be from an approved source, shall be fertile with a humus and fibre content and shall have a good crumb structure with medium texture.

All areas of wildflower grass seeding shall be made up of low nutrient soil to assist establishment and maintenance of the meadow grasses.

**TREE PLANTING**  
All trees to be procured and planted in accordance with British Standards BS 6845:2014, with the nursery provider demonstrating Plant Healthy Certification and/or an adopted biosecurity policy.

Extra Heavy Standard tree pits shall be 2.75m x 2.75m x 0.75m for small trees, 4m x 4m x 0.75m for medium trees and 6.5m x 6.5m x 0.75m for large trees in size. The bottom 150mm of each tree pit to be broken up to assist drainage. Compacted ground to be broken up. Spoil shall be excavated material with 50/50 mix of peat free tree planting compost (Sample to be approved) for the top 300mm and excavated sub soil for the bottom 450mm. 40% Serranite granules to be incorporated into each planting pit.

All EHSD trees shall be short double staked, 300mm to be driven into the ground and 600mm maximum above ground. A flexible webbing cross bar within 25mm of the top of the stake shall be used and fixed to the trunk with ratchetable ties. Each tree shall have a 50mm diameter perforated plastic irrigation pipe, with plastic cap, wrapped in a circle above and around the sides of the rootball.

**NATIVE WOODLAND, HEDGE AND SCRUB PLANTING**  
Whip planting areas shall be cultivated to the full depth of the topsoil and bare root stock rooted planted to accommodate the full depth of the roots. Planting density shall be as set out in the accompanying schedule and the layout shall be random, in groups of less than 7 or more than 7 of the same species, ensuring that no three plants are aligned in any one direction. Each whip shall be protected with a biodegradable spiral tree guard, 60cm high x 130mm diameter, supported by a single timber stake placed to prevent the natural movement of the tree being impeded or restricted growth.

**WILDFLOWER SEEDING**  
Seeding to occur during August/September. All noxious weeds to be spot sprayed until meadow area fully established. Any areas of failure to be re-seeded. Grass seed mix shall be Emerald (or similar approved by the LPA/EL1 Flowering Lawn Mix, 2000), EM3 Special General Purpose Meadow Mix, E25m<sup>2</sup> and EH1 Hedgerow Grass Seed Mix, 235m<sup>2</sup>, sown at a rate of 5g/m<sup>2</sup>.

Rev C 29.10.25	Planting layout amended	DR	AG
Rev B 01.12.24	Planting mix amended	DR	AG
Rev A 25.11.24	Planting layout amended	DR	AG

**TGP LANDSCAPE ARCHITECTS**  
Suite 5, Third Floor, Adamson House,  
65 Westgate Road, Newcastle-upon-Tyne,  
NE1 1SG, Tel: 0191 383 9950  
andrew.gardner@tgp-uk.com www.tgp-uk.com  
Also in Glasgow & Edinburgh

Project	CHELMSFORD CNG STATION		
Title	LANDSCAPE PROPOSALS		
Date	Scale	Drawn	Checked
15.11.24	1:250 @ A0	DR	AG
Job No.	Suitability	No. EXT	Issue Revision
D3661.001			4 5 6 C
LI WORKSTAGE:	0/1	2	3
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**DISCLAIMER:**  
Do not scale from this drawing.  
All dimensions to be verified on site prior to commencement of works.  
Drawing to be read in conjunction with related TGP drawings, consultants drawings and any other relevant information.  
This drawing is the copyright of TGP Landscape Architects Ltd. unless otherwise specified.

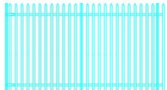
# PLANNING ISSUE

REVISIONS:				
REV	DESCRIPTION	DATE	CHK	APP
A	PRE APP PLANNING ISSUE	28-02-23	MS	MS
B	PRE APP PLANNING ISSUE	13-04-23	MS	MS
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F	PRE APP PLANNING ISSUE	28-08-24	MS	MS
G	PRE APP PLANNING ISSUE	14-11-24	MS	MS

**NOTES**

- ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
- TO BE READ IN CONJUNCTION WITH PROPOSED SITE PLAN. DRG. No. 052-01-CNG-104

**KEY**



2.4M HIGH PALISADE FENCE

CLIENT:

PROJECT:  
CHELMSFORD CNG STATION  
MAIN ROAD

TITLE:  
PROPOSED CNG STATION  
SITE ELEVATION VIEWS

SCALE: 1:150 @ A3 DRAWN: KJB  
CHECKED: MS CAD: DATE: 27-02-2023  
APPROVED: MS SHEET: 1 OF 1

PROJECT No: 052

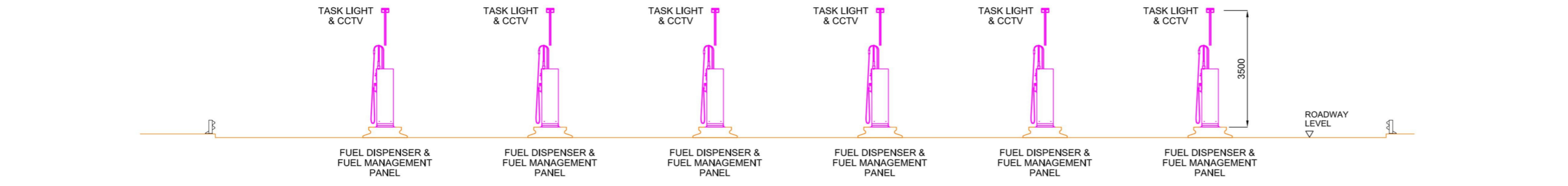
DRAWING No: 052-01-CNG-105

REVISION: G

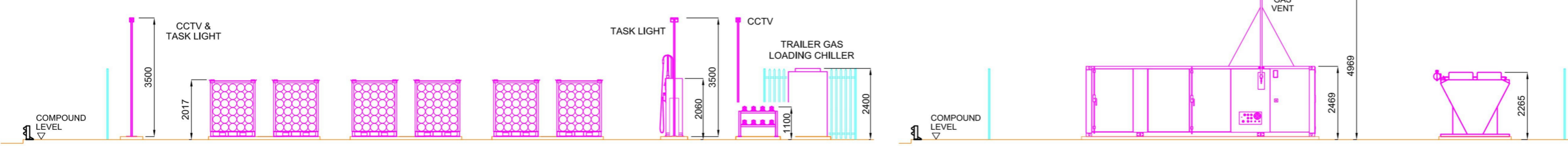
 THOMAS HOUSE  
84 ECCLESTON SQUARE  
LONDON  
SW1V 1PX  
TEL: 0203 961 9925  
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ELEVATION VIEW ON SITE SECTION 'A'-A'

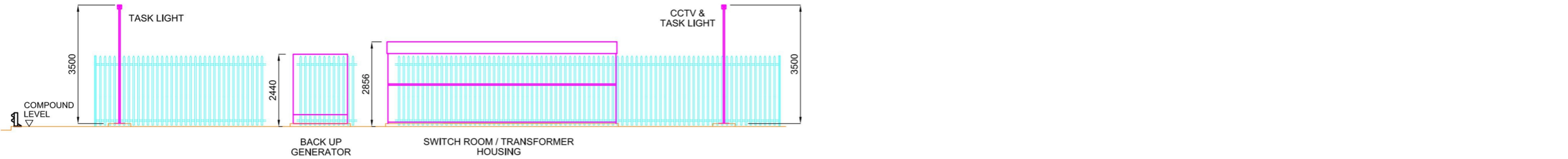


ELEVATION VIEW ON SITE SECTION 'B'-B'

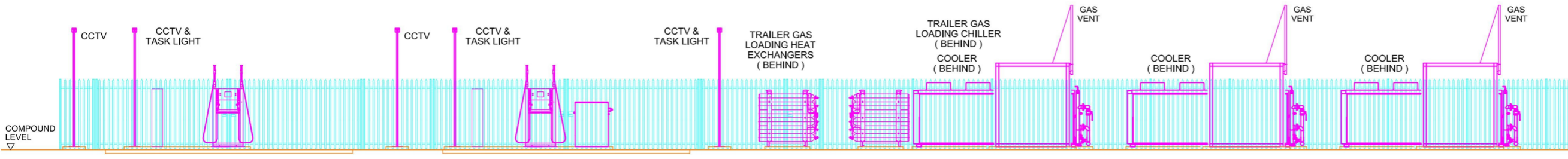


ELEVATION VIEW ON SITE SECTION 'C'-C'

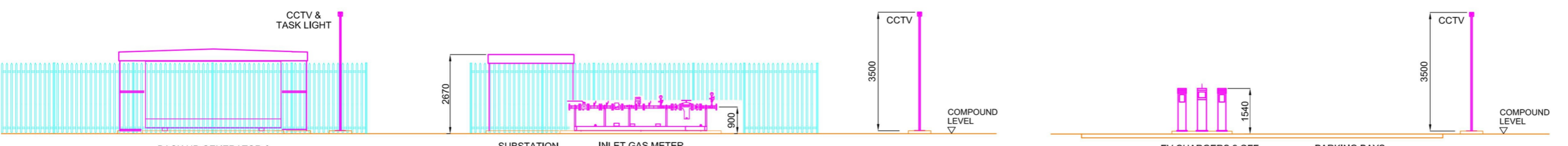
ELEVATION VIEW ON SITE SECTION 'D'-D'



ELEVATION VIEW ON SITE SECTION 'E'-E'



ELEVATION VIEW ON ARROW 'X'



ELEVATION VIEW ON ARROW 'Y'



ELEVATION VIEW ON ARROW 'Z'