

QUESTIONS AND STATEMENTS FROM THE PUBLIC

TO THE PLANNING COMMITTEE ON 5th September 2023

Item 6 – 22/01877-FUL – Land South of Colam Lane, Little Baddow, Chelmsford, Essex

Question from Mr G

I would like to thank the Planning Officer and the Committee for the positive response to our previous application.

We would like to address the main issue raised in the Officers report concerning the impact of the proposed development on the character and beauty of the rural area.

- We accept the view of the Officer's that the siting of the buildings would minimise the visual impact from the public footpath.
- The agricultural and equestrian buildings are expected in the countryside. It is not surprising to see agricultural development in the countryside from a public footpath. Policy doesn't say that agricultural buildings should not be seen and it is not reasonable to refuse an application.
- The barn is an essential part of the business to house new born Cria in connection to our enterprise.
- Track grazing will be used for horses. Track grazing will limit horses to a specific area with the aim to maintain the condition of the land. Horses will require less land for grazing at a time and once finished on a section be moved onto fresh land.
- Screening will be provided by tree planting along the public footpath.
- We are happy to accept the condition that the materials of the barn should be submitted to the LPA for approval.
- We intend to ensure that the menage is only for personal use.
- We accept the condition suggested by the LPA to control the lighting from the menage. We do not intend to install lighting.
- The Highways Officer remains happy with the access. We are in the process of regularising the access as requested.
- No trees have been removed at the entrance. Photographs of the access before and after the work have been sent to the Planning Officer which shows no trees have been affected.

I would like to thank the members of this Committee for their time and consideration of the application.

Question from Mr F

There are issues raised by others regarding the viability or otherwise of this enterprise in this location without additional land. I wish only to refer back to the original application, which was declined, and to your Planning Officer's report at that time, in which it was noted that –

“The application site represents land which is void of any development.... The proposal involves an integral part of the rural landscape as it is in an area of open and unkempt land.... The significant amount of hard standing would urbanise and develop this verdant, highly rural location.... The proposed access into the site would result in the loss of a significant amount of hedgerow and roadside trees which are an historical and recognisable feature of this highly rural location. This would be to the detriment of the rural character of the area..... The proposed development fails to comply with Policies S11, DM8 and DM10 of the Chelmsford Local Plan and Paragraphs 130 and 174 of the National Planning Policy Framework.”

You are now considering an application with much more detail, which reveals that to be viable the plan involves not merely intensification of agricultural buildings but also more land and roadside sales activity. This is simply a wholly unsuitable place for such activity. The road is narrow and winding with restricted visibility splays and no parking opportunities. It previously had Protected lane status. The verge has markings stating that it is, and I quote, a “Special Roadside Verge Managed for Wildlife” under the auspices of Essex County Council.

To approve this application would be destructive and of permanent harm to a beautiful area of deep countryside. There are multiple grounds for refusing it – please do so.

Item 7 - 23/00195/FUL – Garages Rear of 27 Medway Close, Chelmsford, Essex

Question from Mr D

I have a number of objections to the planning application:

1 Access road to the site.

My concerns fall into 2 areas if permission is granted:

1.1 Pre and during construction

1.2 Post constructio

1.1 Pre and during construction.

Last year we had our garden landscaped and fencing on the borderline replaced. Our old fencing had over time been damaged a number of times by vehicles using the access road. When we had the work carried out last year lorries delivering building supplies were not able to get down the full length of the road. The kink in the roadway at the bottom of number 7 Avon Road made it impossible to get any further. My concern is the large number of material and equipment lorries that would need to access the proposed site that would be unable to gain access to the site without possible damage to my perimeter fencing.

1.2 Post construction.

In the Transport Statement section 4.27 states “a vehicle tracking assessment has been undertaken” and “the vehicle tracking assessment is shown in appendix 6”.

In appendix 6 pages 1 and 2 show the vehicle tracking for ECC Refuse Collector 3 axle, page 1, and Fire appliances, page 2. In both tracking profile the green area showing the vehicle tracking actually overlaps part of my boundary fence and for the Refuse Collector at one point the green tracking actually extends beyond my boundary fence and into my garden. Therefore I do not accept that these vehicles would be able to navigate the roadway without damaging my boundary fence.

2 Local Parking Demand

In the Transport Statement section 4.15 to 4.24 covers Local Parking Demand.

In section 4.19 analysis of current parking is shown. I challenge the validity of these figures due to the timing of the surveys. The times that the analysis was carried out were 09:00, 13:00 and 16:00 each day. I do not believe that these are true representatives of the current situation as they were all carried out during the working day when a number of residents would have their vehicle away from home. A truer representation would include the figures for overnight parking when residents were home.

The Transport Statement section 4.24 states that the parking survey and plan is shown in appendix 5. The survey details in Appendix 5 is for a completely different area and bears no relevance to this planning application.

In section 4.21 it states that there are 84 legal parking spaces in the marked area of the Street Inventory plan. I would like to understand how this figure was arrived at. The access road to the site is not wide enough to allow any parking without blocking access to the site. The street sections of Medway Close and Thames Avenue are narrow and only permits parking on one side of the roads. Thames Avenue is also the local bus route.

If the area marked covering Avon Road is expected to have parking both sides of the road then it would effectively make it a single track road which would be dangerous because vehicles entering the section would not be able to see if vehicles were entering from the other direction due to the 90 degree curved bend in the road. Currently parking occurs on the side of the road nearest the houses but not on the side of the road nearest the green area which enables two way traffic movement.

3 Loss of trees and green area

The building of the house would involve the loss of well established trees and a large green natural area with the associated wildlife. Last year the grassed areas around Medway Close , Avon Road and Thames Avenue were subject to the council's 'No Mow' policy to provide more areas of wild flower growth to encourage more insect and wildlife activity. From communications with Councillor Stephen Robinson last year the intention is to continue with this policy this year and yet it would appear that the council are happy to lose a large area of established green area and associated trees.

Question from Mr P

I would like to voice my concern at the town planning meeting at 19:00 on Tuesday 5th September. My concern is the following:

I have written evidence from Joe Reidy, Corporate Property Manager for Chelmsford Council that states "Chelmsford Council Purchased [30 Medway Close] at a premium to improve access to the site" this was in June 2021. What was the process in June 2021, to conclude that 30 Medway Close needed to be purchased at a premium to gain access to the site; and how was this premium justified before any planning permission or neighbouring resident consultation was sought? I would like to formally investigate how the decision of "paying a premium for a property" was reached within the council and who decided to take the risk of purchasing a property for a development without established development permission.

Question from Mr C

Proposed new houses at the garage site off MEDWAY CLOS.

I WISH TO RESPOND TO THE PROPOSED PLANS AS FOLLOWS.

Point 1. There is no mention of where all the cars that park now in the garage area (at least 10 cars) are going to park in the future.

Point 2. Where it says on the plans “Existing rear access retained” is that for all six of the Medway close houses that have rear access now ? (this is covered on the title deeds.)

Point 3. The Maisonette, how close is it to the boundary of 25 Medway close ? it appears a lot less than 10 meters. According to Chelmsford Local Plan adopted 27 May 2020 it should be 15 meters.

Point 4. Medway Close has always had parking issues, the road is only 5 metres wide, when cars are parked in line on one side only of the existing road. Access into the new proposed housing area will need a slip road or tapered mouth in order for even normal cars to access, emergency vehicles or even delivery vehicles will have extreme difficulty, this needs to be done first.

Point 5. The existing houses in Medway Close are approximately 1 metre above the land level of the garage and wood area, the houses in Avon Road are 2 metres, according to the proposed plans the new build is being raised up to counter flood risk, however that then makes visual intrusion into existing properties worse.

There is a question of property value that has not been shown or considered, any estate agent will say that properties in both Avon Road and Medway Close backing on to this new development will lose value, what compensation is being offered? because I see nothing in the proposal covering this point.

Question from Mr B

I wish to attend the above meeting on 5/9/2023 19:00, where the planning and development of the derelict Garages in Medway close will be considered.

All statements have already been placed online in the planning application, so hopefully all members of the panel are fully conversant with all the complaints and legal issues.

My main issue is that I purchased my house in 1994 (from a council member) and as it is an extended semi, the only access into my garden is via th rear gate. This has always been the case.

In the plans that I saw it appears that trees and bushes are to be planted directly in front of my gate restricting access.

In the plans it states that there are no water features / ponds anywhere near. Incorrect, as I have a 1 metre deep pond in my garden, which is only 2 m from the fence. This pond was there when the house was purchased and is normally used during the frog and newt breeding season.

The area around the garages is also used as an area of foraging for the local badger sett, which is approx 500m away.

All the houses in this part of Avon road are self owned, bar No17 (who have given the local populace many heartaches over the years) and to be placing further social houses in the area will be most unwelcome.

Question from Mrs M

I have the below statement regarding the proposed development of the garage site at the rear of my property, 19 Avon Road. Unfortunately I am unlikely to be able to attend the meeting and I hope my comments can still be shared and considered. I give permission for my name and address to be shared at the meeting.

1. The proposed development does not meet the planning requirements to be 15m from existing residential properties. The council cannot expect residents to abide by planning rules if they don't do so themselves.
2. Windows to the rear bedrooms overlook directly into the gardens of 13-25 Avon Road which is a privacy issue. Our homes are currently unoverlooked and the design of this development is excessively intrusive.
3. The gardens are not an adequate size for a home where 5+ people will reside.
4. Bin sheds are to the rear of the property creating an area where vermin could be attracted close to the boundary of our properties.
5. The access to the proposed development is inadequate. Cars cannot safely proceed from Medway Close into the development without the risk of encountering pedestrians who will not be on a suitable footpath as there is not the width to have one.
6. Fire engines, ambulances, refuse collection vehicles will all be unable to turn into and out of the proposed development, particularly if cars are parked directly opposite on Medway Close. Any of the properties requiring a delivery made on a large vehicle will have to block Medway Close to do so.
7. Families with 4+ children will reside in the five 4 bedroom houses. This area is not an appropriate size for 20+ people to live and excessive overcrowding will lead to unacceptable levels of noise.
8. Carports are not wide enough to fit a larger car, which will be needed for families of this size, leading to the likelihood of cars being parked in the road.
9. There is nowhere for a work van to be parked. If one or more of the residents has a larger works van for building trades or courier work, these will end up parked either in the visitor bays or on Medway Close or Avon Road creating an obstruction for current residents.
10. The parking surveys conducted in the application are farcical. Claiming there is space for 80+ cars in the area is simply untrue. Sometimes there isn't space for one or two cars.
11. The proposed development is bordered by established trees which have several species of wildlife, including bats, which are protected. No proper consideration has been made on the impact of housing 20+ human beings and 6+ vehicles in such close proximity.
12. The council published a commitment to increasing our green spaces. The council claims to be hugely focused on environmental issues. This area would be perfect for

a wildflower community garden. The whole community could enjoy this space, bordered by woodland. An alternative site that is not bordered by woodland and with appropriate access must be found for this housing.

The need for additional housing for social rent is undeniable, but shoe-horning people into inappropriate sites and negatively impacting the lives of the current residents, many of whom have paid hundreds of thousands of pounds for their properties, is not the solution.

Thank you for considering my views.

Question from Mr D

He has lived around here for over 70 years.

He is concerned about the wildlife including deer, foxes, badgers, sparrows, hawks, newts, slow worms, grass snakes and hedgehogs.

He says the site was once a wildlife area and people on Avon Road could dump things over their fence to make compost.

He is concerned about lack of privacy.

Question from Mrs S

Rachel Scarrott,

[REDACTED]
[REDACTED]
[REDACTED]
4th September 2023

Dear Councillor,

Ref: Planning Application 23/00195/FUL - Garages off Medway Close

I am writing to you in your role as a member of the planning committee. I am extremely concerned that you are being misled by the planning officer's report to the Committee. The report says that this proposal is compliant with the standards and objectives of the National Planning Policy Framework and Chelmsford Local Plan (May 2000), but that is patently untrue. There are a number of very significant breaches, which have not been adequately highlighted and brought to your attention in the planning officer's report.

My public comments on this application have not been included in the Agenda Pack for the meeting on 05.09.23 and I will only be given two minutes to speak. This is unfair and undemocratic, particularly as the design has been amended after public consultation and yet, no further public consultation was undertaken. So, in reality I have not been able to comment on *this particular* proposal. Nonetheless, I would ask that you consider my public comments, available online, in addition to the below which do relate specifically to this proposal:

I have created a table, below, setting out the 'top 10 breaches' of this proposal:

	<u>PROVISION BREACHED</u>	<u>EXPLANATION</u>
(1)	Breach of LDP Appendix B - Development Standards B.5 and Table 9, Criteria C	The minimum back-to-boundary distance where a new building has a back-to-back relationship with existing residential buildings must be 15m . These proposed houses all have a back-to-boundary distance of only 10m . This is a clear breach of the LDP and will lead to an unacceptable breach of privacy for the existing residents on Avon Road. Please see attached to this letter 'Annex 1': Table from the Chelmsford LDP showing that 15m is the minimum

		standard and 'Annex 2': Notes from Essex Design Guide also explaining that new developments may not encroach any closer than 15m to an existing rear boundary.
(2)	(i) Breach of LDP B.30 and Table 15. (ii) Breach of M4(2) requirements	The Applicant's plans say that the Gross Internal Area is 110sqm. That is not true. I have had this reassessed by TMA Surveyors who have confirmed that the GIA of these properties does not reach the 110sqm stated on the plans. The Applicant's figures are misleading the Committee and the Applicant has failed to adequately demonstrate whether these houses even meet the absolute minimum GIA. Please see attached Annex 3: Letter from TMA Surveyors. The Committee needs to have proper, accurate <i>internal</i> measurements to ensure that these houses are compliant with the absolute minimum space standards and M4(2) requirements.
(3)	Breach of LDP DM23	<p>Policy DM23 requires new development to be compatible with the character and appearance of the area (particularly with respect to scale, siting and form). The existing houses in this area are predominantly semi-detached with the benefit of long private rear gardens and public green spaces in front of the houses. This proposed development is a complete contrast to the existing character and appearance of the area.</p> <p>DM23 also states that planning permission will be granted for new buildings of high quality design. The design is high density, low cost housing. The Applicant is trying to cram as many people in as possible with a flagrant disregard to the LDP. These are supposed to be large family homes but they are crammed into a terrace design with tandem parking for 2 cars. The houses are potentially even below GIA minimum standards. The tandem parking spaces are very narrow, making it impossible for wheelchair users to access cars under the carports, despite the houses being supposedly designed for wheelchair access. Cars in the car ports will completely block external access to rear gardens.</p>
(4)	Breach of LDP B.10	B.10 states that where recycling and waste bins and bikes have to be kept in the rear garden then direct and secure access from the street should be provided. How can this be considered DIRECT access when it would be necessary to move 2 parked cars every time the occupiers need to get bins and bikes in/out of the rear gardens?

(5)	Breach of LDP 4.11	<p>4.11 says <i>"The Local Plan will seek to reduce the risk to people and the developed and natural environment from flooding by discouraging inappropriate development in areas at known risk from flooding. The Council will apply a sequential risk-based approach to new development in line with national policy and the Strategic Flood Risk Assessment. New development will be focused in areas where there is no or low risk of flooding. Where this is not possible, then the Sequential Test will be applied as outlined in the NPPF, followed if necessary by the Exception Test. New development should also ensure that it does not exacerbate or create flood risk elsewhere. It should demonstrate it will be safe for its lifetime."</i></p> <p>This proposed development is on a site with a high risk of flooding from surface water. There is no evidence of Sequential and Exception Tests for this site. The Applicant's own document, the Flood Risk Assessment and Drainage Strategy for this proposal, states that these may be required (see Committee Agenda Pack p178 of 453). If these do exist then they need to be in the public domain for transparency and scrutiny.</p>
(6)	Breach of DM18 A)ii	<p>Planning permission will only be granted where a development does not worsen the flood risk elsewhere. See table at p.190 of 453 in Committee agenda pack which confirms that <i>"the scheme will change water run off rates and patterns which may increase risk of flooding"</i>. Mitigation factors are suggested but they will not eliminate all increased risk.</p>
(7)	Breach of DM18 C)	<p>Surface water connections to public sewerage networks should only be made where it can be demonstrated that there are no feasible alternatives and where there is no detriment to existing users.</p> <p>The Applicant has not demonstrated that alternatives were even considered in this case. Anglian Water must be consulted to consider whether there will be any detriment to the surrounding foul water network with this proposal for <i>surface water</i> to be discharged into the sewage network. I have personally contacted Anglian Water and they have confirmed that they have NOT BEEN CONSULTED about this development, despite the Applicant claiming that they have. Please see attached email from Anglian Water at Annex 4. How can this Committee be satisfied that there</p>

		will be no detriment to existing users without confirmation of that from Anglian Water?
(8)	Breach of DM30	<p>Policy DM30 states <i>"For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that: (i) there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and (ii) there will be no adverse impact on the quality of local groundwater or surface water."</i></p> <p>The geo-environmental assessment has identified a number of plausible contamination linkages at the site with the potential to present moderate - low / moderate risks to human health, controlled waters (superficial aquifers and surface waters) and buried services in the context of the development. A precautionary low / moderate ground gas risk to future residents was also identified. Further investigation and assessment was recommended in Dec 2022. That has not happened. The suggested condition 5, whereby the Applicant itself(!) would approve a scheme to assess and deal with contamination if not sufficient. This Committee must ensure that there is no threat to the health or safety of future users or occupiers of the site or neighbouring land; and (ii) there will be no adverse impact on the quality of local groundwater or surface water.</p>
(9)	Breach of LDP DM24 and Policy GR1	<p>This states that all new developments should create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car.</p> <p>The access road for this site is too narrow, at just 3.7m wide. Two cars cannot pass each other. This is the only access for vehicles, scooters, bikes, pedestrians etc. The block plan shows a pedestrian access (perhaps a pavement) which abruptly stops half way down the access road, leaving pedestrians to step into the road, in front of vehicles. This clearly does not prioritise the needs of pedestrians. In reality, there is no pedestrian or cycle access for this proposed development.</p> <p>Furthermore, the Waste Collection Services were consulted on this proposal and they have confirmed that they have concerns that their vehicles would be</p>

		unable to access the site. The bin lorry can't even access the site! This is not 'well connected'.
(10)	Breach of LDP DM16 and 8.95	The Ecological Appraisal found evidence of protected species on this site; bats and badgers. This is a 'material' consideration for the Planning Committee. This proposed development would likely result in harm to protected species and their habitats. This has not been adequately addressed. The planning officer's report says that the Ecological Appraisal does not conclude further assessment or survey is required, but neglects to mention the fact that it does say a further badger check should be done. The planning officer also fails to mention that the Ecological Assessor was not able to access a large section of the site because the Applicant locked a section off (the strip between garages and gardens of Avon Road properties), so there has not been a proper assessment of the site, which is crucial for this Committee to meet its statutory duties and UK and EU legislation, especially where protected species are concerned.

There are other areas of concern which I have not touched on in this letter, but in summary, I submit that there are numerous significant breaches of the National Planning Policy Framework and the Chelmsford Local Plan which neither the Applicant nor the planning officer have brought to the attention of the Committee in a transparent way. In light of the numerous breaches, planning permission must be refused.

I will be available all day on the day of the Committee meeting (05.09.23) if you would contact me to discuss anything in this letter further.

Yours truly,
Rachel Scarrott

Attached:

- Annex 1 – Extract from Chelmsford LDP showing the '15m' standard.
- Annex 2 – Explanation of the '15m' standard from Essex Design Guide.
- Annex 3 – Letter from TMA surveyors about the gross internal area and M4(2) requirements.
- Annex 4 – Email from Anglian Water showing they have not been consulted.



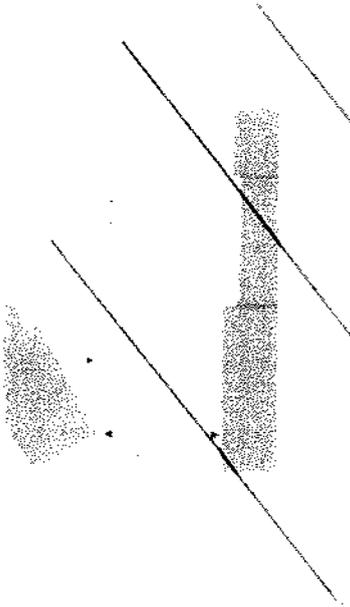
B.6 The requirements may be relaxed where privacy is 'designed-in' through careful arrangement of internal accommodation, placement of windows, window design or screening. Shorter back-to-back distances may also be acceptable when the buildings face each other at an angle, typically 30 degrees or more. If there is a change in level between buildings, it may be possible for back-to-back distances to be adjusted.

B.7 To ensure a good standard of living for the occupier of a new or extended property all habitable rooms must have at least one window in a wall allowing outlook and ventilation which meets these standards.

Table 9 : Privacy and proximity standards

Criteria	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
A. Minimum back-to-back (or front-to-back) distance between parallel 2 or 3 storey buildings with rear or front-facing windows serving habitable rooms on upper floors	20m	25m
B. Minimum back-to-back (or front-to-back) distance between parallel 4 or more storey buildings with rear or front-facing windows serving habitable rooms on upper floors*	27.5m	35m
C. <u>Minimum</u> back-to-boundary distance where new buildings, or extensions to existing buildings, have a back-to-back relationship with existing residential buildings**	15m	
D. Minimum distance between a window serving an upper-floor habitable room and the side garden boundary of an adjacent property (unless the privacy zone is otherwise protected)***	15m (add 4m for each additional storey)	
E. Minimum back-to-flank wall distance****	12.5m for a two storey flank wall (add 4m for each additional storey)	



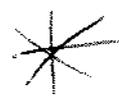


Back of houses at more than 30 degrees to one another. Separation to be reduced to 15 metres from the nearest corner

a. New house b. Existing house c. Existing rear boundary d. New house to be set back at least 15m

Annex 2

Where new development backs on to the rear of existing housing, existing residents are entitled to a greater degree of privacy to their rear garden boundary. Where the rear faces of the new houses are approximately parallel to those of the existing homes, the rear of the new houses may not encroach any closer than 15m to an existing rear boundary – even though with a closer encroachment, 25m between the rears of the houses could still be achieved.



Where the rears of the new houses face those of the existing homes at an angle of more

Annex
3

T | M | A

CHARTERED SURVEYORS • PROPERTY CONSULTANTS

THE GATEHOUSE 116-118 RAINSFORD ROAD
CHELMSFORD ESSEX CM1 2QL
TELEPHONE 01245 210060

Ms Rachel Scarrott

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

4 September 2023

Dear Ms Scarrott

Planning Application 23/00195/FUL - Demolition of existing garaging and redevelopment to provide 6 new affordable homes with associated access improvements, parking, private amenity space and landscaping.

Thank you for your enquiry in which you instructed me to undertake a detailed analysis of drawings submitted in relation to planning application 23/00195/FUL submitted to Chelmsford City Council. You specifically asked me to consider drawing no. 3556:03 rev H and calculate the Gross Internal Floor Area of the proposed dwellings. You have provided me with drawing no. 3556:03 rev H. This drawing shows the proposed plans, elevations & garages for plots 1-5. I have printed the drawing which is at a scale of 1:200 when printed on A2 paper. The drawing has been produced by John Finch Partnership, Chartered Architects & Town Planning Consultants.

I can confirm that I have more than thirty-five years' post-qualification experience of construction and property matters in Southeast England. I regularly undertake building surveys of both residential and commercial buildings. I inspect and provide reports for building and property related disputes. I regularly act as an Expert Witness in building disputes and similar property matters.

The RICS Code of Measuring Practice advises that "Gross Internal Area" is the area of the building measured to the internal face of the perimeter walls at each floor level". There are no internal measurements provided, I have therefore used a scale ruler to measure the floor plans and by using that method I calculate the Gross Internal Floor Area to be 105.78 Sqm.

However, the drawing presented to me has external measurements marked on it by the Architects. In my opinion, it is more appropriate to use the external measurements provided and subtract the thickness of the external walls in order to identify the accurate internal measurements of the building.

The traditional measurement for the "thickness of a wall" is 300mm based on a wall make up of 100mm of external brick work, a 100mm cavity containing insulation and 100mm of internal block/brick. Approved Document L of the Building Regulations sets standards for the level of insulation in the cavity. Some new dwellings are being constructed with a larger cavity



RICS

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(150mm) in order to achieve higher standards of insulation. However, it is possible to meet the required standard using the 300mm wall thickness and it is therefore reasonable to assume this standard would be used in this instance.

I have therefore used the external measurements from the submitted drawing and subtracted 300mm from each external wall in order to identify the internal measurement which results in an internal floor area of 108.56 sqm.

Following the guidance contained in the Chelmsford City Council Local plan and the Government "Internal Space Standards" I have assumed that the understairs storage will have a headroom of less than 1.5 m and have therefore disregarded the 2.7 sqm of floor area that the stairwell contributed to the floor area calculation. By subtracting the 2.7sqm of floor area contributed by the stairwell and replacing it with 1 sqm created by the understairs storage I conclude that the Gross Internal Area in line with the Chelmsford Local Plan is 106.86 sqm.

I trust that this is helpful but if you have any questions, please do not hesitate to contact me.

Your sincerely



Tim Matthews B.Sc(Hons) FRICS
TMA Chartered Surveyors

RE: 23/00195/FUL

Planning Liaison <planningliaison@anglianwater.co.uk>
To: R Scarrott <[REDACTED]>

Fri 1 Sep at 14:26

Good afternoon Rachel,

The Pre-Development Team are only consulted on major scale developments of 10 dwellings or more, I have had a look into this, and I can confirm that we have not been consulted by the case officer on this development.



Any connection to our surface water network will be assessed under the Water Industry Act S106, once the applicant formally applies. Anglian Water will look for any correspondence from the Lead Local Flood Authority who are statutory consultees on planning applications to ensure the strategy provided at S106 stage aligns with their agreed strategy with the applicant.

If there are known concerns in the area, the Local Planning Authorities case officer, can ask for comments from Anglian Water by emailing planningliaison@anglianwater.co.uk, if this is received, we will understand the point of connection and if there is capacity for the rate the developer is requesting. If there is capacity, Anglian Water would agree with any documents provided for this, if it is deemed that there is no capacity, Anglian Water could request a condition. Please do note that it is up to the case officer if there is conditions applied to any approval, Anglian Water can only recommend based on the documents available to them.

I hope this helps.

Kind regards,

Charlotte

Planning liaison

Team: [REDACTED]

Anglian Water Services Limited

Thorpe Wood House, Thorpe Wood, Peterborough, Cambridgeshire, PE3 6WT

Annex 4 (F2)

From: R Scarrott <[REDACTED]>
Sent: 01 September 2023 13:16
To: Planning Liaison <planningliaison@anglianwater.co.uk>
Subject: 23/00195/FUL

EXTERNAL MAIL - Please be aware this mail is from an external sender - THINK BEFORE YOU CLICK

Dear Anglian Water,

I am attending a planning committee meeting on Tuesday regarding Chelmsford City Council application 23/00195/FUL Garages Rear of Medway Close,

There are plans for surface water to be stored in permeable paving and connected to AW network.

I am told that you were contacted about this in Dec 2022.

Please may I have an update on Anglian Water's position regarding that application?

Many thanks,

Rachel Scarrott

(Local resident objecting to the planning application)

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The information contained in this message is likely to be confidential and may be legally privileged. The dissemination, distribution, copying or disclosure of this message, or its contents, is strictly prohibited unless authorised by Anglian Water. It is intended only for the person named as addressee.

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If you have received this message in error, please immediately return it to the sender at the above address and delete it from your computer.

Anglian Water Services Limited

Registered Office: Lancaster House, Lancaster Way, Ermine Business Park, Huntingdon, Cambridgeshire, PE29 6XU

Registered in England No 2366656

Item 8 - 23/00781/FUL – Garage Block Rear of St Michaels Drive, Roxwell, Chelmsford, Essex, CM1 4NX

Question from Mr P

ROXWELL PARISH COUNCIL HAS ALREADY SUBMITTED COMMENTS IN RELATION TO THIS APPLICATION DURING THE CONSULTATION PERIOD OBJECTING TO THE PROPOSED DEVELOPMENT.

IT IS IMPERITIVE THAT THE FOLLOWING CONCERNS ARE PROPERLY CONSIDERED BY YOU THE MEMBERS OF CCC PLANNING COMMITTEE.

1. THE MAIN ISSUE WITH THIS APPLICATION IS THE DETRIMENTAL EFFECT IT WILL HAVE ON THE EXISTING CHILDRENS PLAYGROUND.

THE PLAYGROUND WAS APPROVED BY PLANNING APPLICATION M/CHR/481/65 BY THE THEN RURAL DISTRICT COUNCIL IN 1965. THE SITE CURRENTLY HAS HEDGEROW ON TWO SIDES, ADJACENT TO THE REAR OF PROPERTIES ON STONEHILL ROAD AND A COATED MESH FENCE ON THE OTHER TWO SIDES. THE PROPOSED DEVELOPMENT SHOWS THAT AS WELL AS THE SIDE OF THE END PROPERTY THAT IS RIGHT NEXT TO THE PLAYGROUND BOUNDARY A 2METRE HIGH FENCE ALONG THE PROPERTIES GARDEN TOGETHER WITH THE AREA DESIGNATED AS CAR PARKING SPACES IS SHOWN, THIS MEANS THAT THE CHILDRENS PLAYGROUND APART FROM ONE END WOULD NOT BE EASILY VISIBLE, THIS WOULD LEAD TO THE SAFETY, SECURITY AND WELL BEING OF THOSE USING THE FACILITY BEING PUT AT RISK. THE SAFEGUARDING OF USERS IS A MAJOR FACTOR AND SHOULD NOT BE VIEWED LIGHTLY. IN FACT, IF YOU LOOK AT ALL THE PLAYGROUNDS PROVIDED BY CHELMSFORD CITY COUNCIL AND OTHER PARISHES YOU WILL FIND THAT ALL ARE IN AN ENVIRONMENT THAT PUTS WELL-BEING AND SAFETY OF THE CHILDREN FIRST. FOR THE RECORD THE PLAYGROUND OVER THE YEARS HAS BEEN, AND CONTINUES TO BE A WELL USED VILLAGE AMENITY. IT HAS WON NUMEROUS AWARDS IN THE ESSEX BEST KEPT PLAYING FIELD COMPETITION.

2. THESE 3 PROPOSED UNITS ARE DESIGNATED AS AFFORDABLE HOUSING. THIS SEEMS ODD, AS ROXWELL PC IN 2021 COMPLETED ITS OWN AH SCHEME WHICH WAS BUILT BY, AND MANAGED BY ENGLISH RURAL HOUSING IN GREEN LANE, ROXWELL. THIS CONSISTED OF 5 AH, AND 2 CROSS SUBSIDY PROPERTIES. THIS WAS AFTER A THOROUGH LOCAL SURVEY HAD BEEN CARRIED OUT ON BEHALF OF THE VILLAGE BY RCCE. ALL THE UNITS IN THIS DEVELOPMENT WERE ALLOCATED TO PEOPLE WHO EITHER CURENTLY LIVED IN THE VILLAGE, OR HAD STRONG LOCAL CONNECTIONS.

3. THIS PROPOSED SITE WAS LOOKED AT IN 2012 ALONG WITH OTHERS IN THE VILLAGE AS A POSSIBLE AH SITE. ALL PARTIES INCLUDING THE CCC PLANNERS CONCLUDED IN THEIR COMMENTS THAT THE DEVELOPMENT OF THIS SITE WOULD BE DIFFICULT TO SUPPORT, AND WAS GIVEN A RED MARKER.

4. OTHER ISSUES OF CONCERN ARE THAT THE CURRENT DRAINAGE/SEWAGE SYSTEM AT TIMES CANNOT COPE, AS ON SEVERAL OCCASSIONS RAW SEWAGE HAS COME UP THROUGH MAN-HOLES, CAUSING CONTAMINATION TO THE PAVEMENT AND ROAD ENTRANCE TO THE PROPOSED SITE, ADDING MORE DWELLINGS WILL ONLY COMPOUND THE PROBLEM – THE DEMOLITION OF THE

GARAGES, AS MANY OF THEM CONTAIN ASBESTOS, COULD LEAD TO CROSS CONTAMINATION OF THE PLAYGROUND- ROXWELL HAS NO SHOP, DOCTORS, CHEMIST OR PUB. THE BUS SERVICE PROVIDED IS ONLY FOR 6 TRIPS PER DAY, IN INTERVALS OF AROUND 2 HOURS – NOT ALL USERS OF THE PLAYGROUND WALK, SOME DO ARRIVE BY CAR, WITH THE LIMITED CAR PARKING THAT WOULD BE AVAILABLE THIS COULD CAUSE PROBLEMS WITH ADDITIONAL CARS PARKING ON ST MICHAELS DRIVE, WHICH DESPITE THE NUMBERS SHOWN ON THE TRAFFIC SURVEYS IS MORE OFTEN THAN NOT VERY CROWDED, AND IS ALSO A DESIGNATED BUS ROUTE (NO46) SIX DAYS A WEEK – FINALLY WHO IS FINANCING THE DEVELOPMENT, WITH NO CROSS SUBSIDY PROPERTIES TO COVER COSTS. CCC SURELY CANNOT HAVE ANY BUDGET EARMARKED. TO DATE THIS IS NOT THE ONLY SUCH SCHEME THAT HAS BEEN VIEWED AND PASSED BY YOU THE PLANNING COMMITTEE, WITHOUT YOU EVER ASKING ABOUT THE FINANCING IMPLICATIONS, WHAT HAVE ALL THE PRE-SUBMISSION REPORTS COST FOR STARTERS, FOR THIS APPLICATION ALONE THERE WERE OVER 600 PAGES OF FACTS AND FIGURES, MANY OF WHICH ARE QUESTIONABLE.

5. WITH ALL THE HOUSING DEVELOPMENTS THAT HAVE BEEN COMPLETED, THOSE STILL UNDER CONSTRUCTION AND APPROVED SCHEMES TO BE STARTED IN AND AROUND CHELMSFORD THERE HAVE BEEN MORE THAN ENOUGH AFFORDABLE UNITS INCLUDED. THESE PROPOSED AD-HOC SITES CANNOT BE THE ANSWER.

6. THIS PROPOSED DEVELOPMENT WILL DO NOTHING TO ENHANCE THE VILLAGE OF ROXWELL - THE PLAY AREA WILL BE HIDDEN AWAY FROM ST MICHAELS DRIVE – AND FOR THIS AND THE OTHER REASONS LISTED PLANNING APPROVAL SHOULD BE REFUSED.

Item 9 - 23/00834/FUL Land Rear of Hill Cottage, Colam Lane

Question from Mr C

This application has been brought to Committee because of the weight of feeling expressed both within the 25 extended written objections and at Parish Council where nearly 30 people attended to express their concerns.

You will now hear from 3 people each representing one of the three principal concerns reflected in those objections. First, the question of road safety.

When the application for a small garage on the site was submitted back in Dec 2005, it was objected to by The Parish Council and then declined by your Council on the grounds that there was already congestion in the area, with a crossroads and the adjacent access to the Memorial Hal – the main village hall – being of concern. The fact that the garage was then built without planning permission, and subsequently ratified purely on the grounds of its presence over an extended period, changes nothing.

What has changed is that the amount of traffic travelling along the road in question has increased significantly, as it is used more and more as a rat run due to peak time pressure on the A414 at Eves Corner, Danbury.

What has changed as well is that vehicles are already frequently parked in Colam Lane on the road directly outside of the 4 bedroom main property which is bound to get worse when it loses its 2-bay garage as part of this application. That on-road parking narrows the entrance

to Colam Lane, so that manoeuvring at the crossroads – a matter of yards from the proposed entrance to the new house – is more hazardous.

I accept that the proposal will cut back vegetation to increase visibility, but this will only encourage speeding at the start of what is well known to be a hazardous North Hill, which will no doubt prove to exacerbate risks of collision. Vehicle and pedestrian safety in this immediate vicinity will be at increased risk if the proposed property is built. I think it is only a matter of time before there is an accident here.

Question from Mr A

This application has been recommended for approval by Chelmsford City Council Planning Officers.

The proposed development will deliver an energy efficient family home in a sustainable location whilst also providing a net gain in biodiversity as well as multiple highway improvements.

Prior to submission of the application, I engaged with both the Planning Department and the Essex County Council Highways Department, holding two pre-application meetings with Planning Officers and one with Highway Officers.

This was to ensure that the scheme adhered to the relevant policies and where possible went above and beyond.

This ongoing engagement has resulted in significant improvements to visibility splays at the main junction with Colam Lane and North Hill as part of the proposals. These highway improvements were not technically necessary to obtain highways support but have been welcomed and will result in a major benefit for the local community in terms of highway safety. The highway works will be undertaken at our own cost and by contributing land in our ownership.

During the initial consultation period the Parish Council provided an objection in respect of potential overlooking and concerns over surface water flooding.

Following the close of the initial consultation period Officers suggested an amendment to a rear window to prevent the potential overlooking of a neighbour's rear garden, a change I agreed to make and which necessitated the loss of a bedroom.

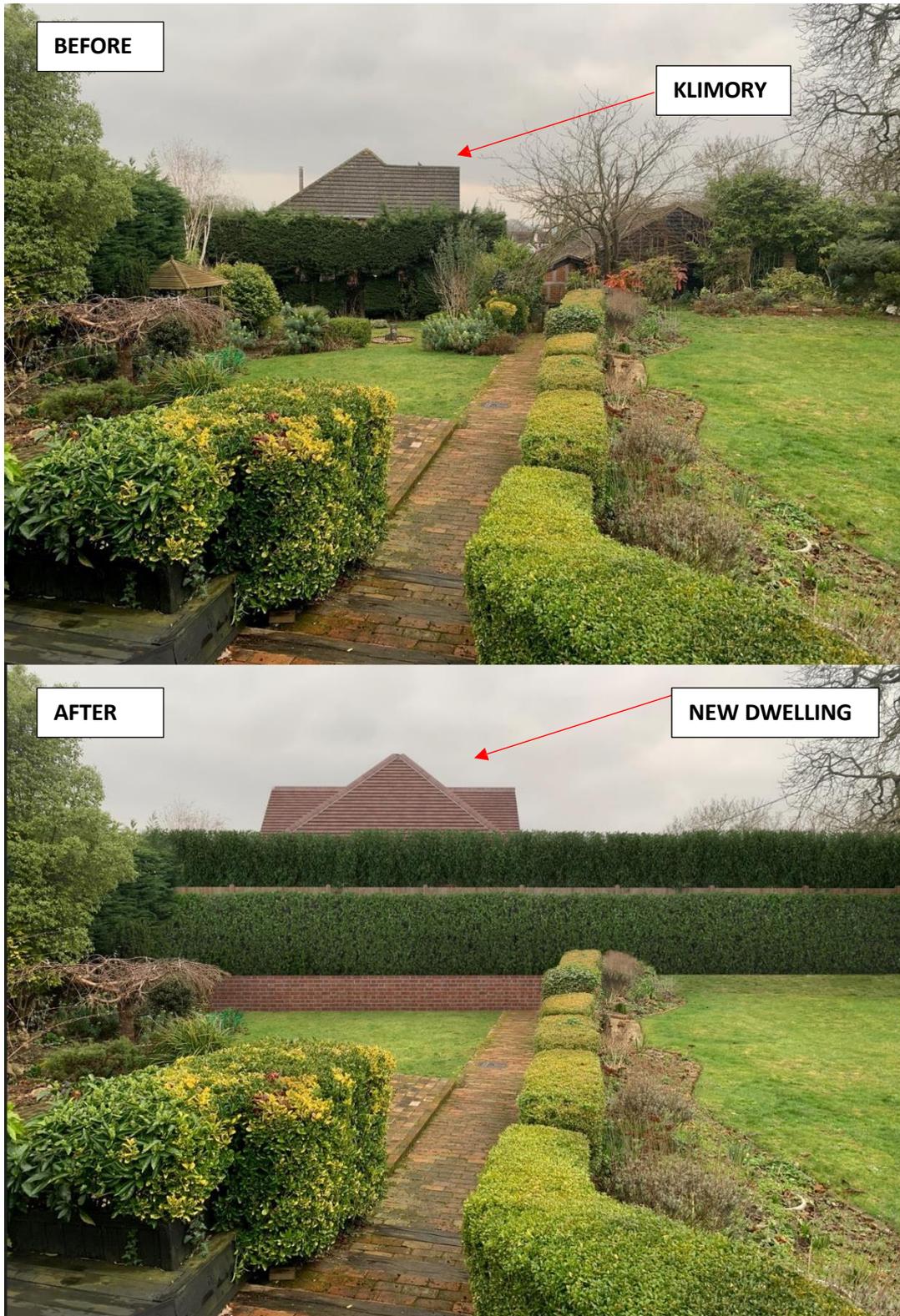
Whilst the Planning Officers did not raise any concerns regarding surface water flooding, I engaged with neighbours and the Parish Council on this issue. After positive conversations I agreed to a pre-commencement condition which resulted in the Parish Council removing their objection. A separate pre-commencement condition was also agreed to ensure the highways improvements are undertaken prior to any development commencing.

The committee report confirms that the proposed dwelling has an acceptable relationship with its surroundings both in terms of amenity and design. It also concludes that the proposed development accords with the development plan.

I could not have done anymore in respect of community engagement and pre-application discussions. As a result, the scheme is better for it and wholly complies with both local and neighborhood planning policies and the proposed development is supported by Planning Officers, Highway Officers, and the Parish Council.

I respectfully request the committee upholds the officer's recommendation and grants planning permission.

Existing and Proposed Hill Cottage garden view



Existing and Proposed rear garden area of new dwelling



Existing and Proposed street scene



Existing and Proposed highway improvements





Question from Mr W

- overlooking of multiple neighbour rear gardens.

Your Planning Officer will accept that the application as originally submitted was unacceptable in terms of the extent of overlooking of the rear of multiple properties. Because the proposed new house is in the rear garden of a corner plot, the overlooking arises in respect of one property on North Hill and three on Colam Lane.

The original plan involved two large windows facing rearwards at first floor level (plus a third with obscured glass). These windows have a commanding view over the rear gardens in question.

The revised plans involve one of the two large windows now incorporating obscured glass.

So what has changed? The degree of overlooking is virtually unchanged, it is merely that it can impose from only one window instead of two. The height, and the degree of visual splay from the remaining window is the same. The conclusion must surely be that the overlooking and loss of privacy is as severe as it was. What your Planning Officer originally said was unacceptable remains so.

Question from Mrs M

On behalf of Little Baddow Society

Application 23/00834/FUL

On 18th August 2023 the Little Baddow Neighbourhood Plan was formally adopted.

The Plan states 'that the character and integrity of Little Baddow should be maintained as a small rural parish. . .with its landscape character respected and enhanced'.

'Development should be small of size and scale and in keeping with the needs of the community. It should be appropriate to the setting with the open spaces between properties maintained. Any proposals for infill or development within the curtilage of existing houses should take into account the character of the immediate surroundings to protect the setting and character of the area'.

Little Baddow has no shops or state schools and a very restricted bus service. The nearest amenities are at Danbury one mile away, there is no footway. The Memorial Hall provides the only car park in the centre of the Village and is frequently inadequate leading to on-road parking. A substantial family home with its access close to the Colam Lane junction and the entrance to the Memorial Hall would create a hazardous situation.