

# Planning Committee Agenda

**20 June 2022 at 7pm**

**Council Chamber, Civic Centre, Chelmsford**

**Membership**

Councillor J A Sosin (Chair)

**and Councillors**

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

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

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

# PLANNING COMMITTEE

20 June 2022

## AGENDA

### 1. CHAIR'S ANNOUNCEMENTS

### 2. APOLOGIES FOR ABSENCE

### 3. DECLARATIONS OF INTEREST

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

### 4. MINUTES

To consider the minutes of the meeting on 31 May 2022

### 5. PUBLIC QUESTION TIME

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

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

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

### 6. LAND NORTH OF BOREHAM INTERCHANGE, CHELMER ROAD, BOREHAM, CHELMSFORD – 22/00473/REM

**MINUTES**  
of the  
**PLANNING COMMITTEE**  
held on 31 May 2022 at 7:00pm

Present:

Councillor J A Sosin (Chair)

Councillors L Ashley, S Dobson, P Hughes, R J Hyland, J Lardge, R Lee,  
R J Poulter, T E Roper, E Sampson (arrived 7.07pm), C Shaw and I Wright

Also present: Councillor M J Mackrory

#### 1. Chair's Announcements

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

#### 2. Apologies for Absence

Apologies for absence were received from Councillor G H J Pooley.

#### 3. Declarations of Interest

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

#### 4. Minutes

The minutes of the meeting on 3 May 2022 were confirmed as a correct record.

#### 5. Appointment of Vice Chair

RESOLVED that Councillor I Wright be appointed Vice Chair of the Committee for 2022/23.

#### 6. Public Question Time

There were no statements or questions from members of the public.

### 7. Civic Theatre, Fairfield Road, Chelmsford – 22/00707/ADV

The Committee considered an application for the installation of externally illuminated (halo lit) fascia signage, poster boxes, screens and banner signs at the Civic Theatres, Fairfield Road, Chelmsford.

The Committee was informed that the use of halo external illumination would lessen the impact of the lighting and result in an acceptable relationship with flats opposite the theatres. Members discussed whether to include a condition requiring that the lighting be turned off by a stated time in the evening. The Committee noted, however, that the applicant had said that the building would not be externally illuminated after 11pm each day and members were content to accept that assurance.

RESOLVED that planning application 22/00707/ADV in respect of the Civic Theatres, Fairfield Road, Chelmsford be approved subject to the conditions detailed in the report to the meeting.

(7.03pm to 7.17pm)

### 8. Beaulieu Section 106 Agreement Second Viability Review

The Section 106 Agreement associated with planning permission 09/01314/EIA for Great Beaulieu Park committed the developer to providing at least 27% of the dwellings as affordable housing. The agreement required the applicant, Countryside Zest, to review the viability of the development at two defined points (the First and Second Viability Reviews). The mechanism was put in place to determine whether an improved economic climate might allow for the delivery of a greater quantum of affordable housing. The Non-Technical Summary provided at Appendix 1 to the report to the meeting showed that the scheme would continue to deliver 27% affordable housing provision for the remainder of the development.

RESOLVED that the results of the second viability review for the Greater Beaulieu Park development be noted.

(7.17pm to 7.19pm)

### 9. Planning Appeals

RESOLVED that the information on appeal decisions between 20 April and 19 May 2022 be noted.

(7.19pm to 7.20pm)

The meeting closed at 8.43pm

Chair

## **PLANNING POLICY BACKGROUND INFORMATION**

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

## **SUMMARY OF POLICIES REFERRED TO IN THIS AGENDA**

- MPSPD** The Making Places Supplementary Planning Document was adopted in January 2021 and sets out detailed guidance for the implementation of the policy requirements set out in the Local Plan. It seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes.
- DM13** Policy DM13 - Designated Heritage Assets - The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. The Council will preserve Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments.
- DM15** Policy DM15 - Archeology - Planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings.
- DM16** Policy DM16 - Ecology & Biodiversity - The impact of a development on Internationally Designated Sites, Nationally Designated Sites and Locally Designated Sites will be considered in line with the importance of the site. With National and Local Sites, this will be balanced against the benefits of the development. All development proposals should conserve and enhance the network of habitats, species and sites.
- DM17** Policy DM17 - Trees, Woodland & Landscape Features - Planning permission will only be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands. Development proposals must not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area.
- DM18** Policy DM18 - Flooding/Suds - Planning permission for all types of development will only be granted where it can be demonstrated that the site is safe from all types of flooding. All major developments will be required to incorporate water management measures to reduce surface water run off and ensure that it does not increase flood risk elsewhere.
- DM23** Policy DM23 - High Quality & Inclusive Design - Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments and landscape. The design of all new buildings and extensions must be of high quality, well proportioned, have visually coherent elevations, active elevations and create safe, accessible and inclusive environments.

- DM24** Policy DM24 - Design & Place Shaping Principles in Major Developments - The Council will require all new major development to be of high quality built form and urban design. Development should, amongst other matters, respect the historic and natural environment, be well-connected, respond positively to local character and context and create attractive, multi-functional, inclusive, overlooked and well maintained public realm. The Council will require the use of masterplans by developers and will implement design codes where appropriate for strategic scale developments.
- DM25** Policy DM25 - Sustainable Buildings - All new dwellings and non-residential buildings shall incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions and the use of natural resources. New dwellings and non-residential buildings shall provide convenient access to electric vehicle charging point infrastructure.
- DM27** Policy DM27 - Parking Standards - The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009) or as subsequently amended when determining planning applications.
- DM30** Policy DM30 - Contamination & Pollution - Permission will only be granted for developments on or near to hazardous land where the Council is satisfied there will be no threat to the health or safety of future users and there will be no adverse impact on the quality of local groundwater or surface water. Developments must also not have an unacceptable impact on air quality and the health and wellbeing of people.
- SPS1** Strategic Policy S1 Spatial Principles - The Spatial Principles will guide how the Strategic Priorities and Vision will be achieved. They will underpin spatial planning decisions and ensure that the Local Plan focuses growth in the most sustainable locations.
- SPS2** Strategic Policy S2 Addressing Climate Change & Flood Risk - The Council, through its planning policies and proposals that shape future development will seek to mitigate and adapt to climate change. The Council will require that all development is safe, taking into account its expected life span, from all types of flooding.
- SPS3** Strategic Policy S3 Conserving & Enhancing the Historic Environment - The Council will conserve and where appropriate enhance the historic environment. When assessing applications for development, the Council will place great weight on the preservation and enhancement of designated heritage assets and their setting. The Council will also seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings.
- SPS4** Strategic Policy S4 Conserving & Enhancing the Natural Environment - The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution. The Council will plan for a multifunctional network of green infrastructure. A precautionary approach will be taken where insufficient information is provided about avoidance, management, mitigation and compensation measures. Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS)

- SPS7** Strategic Policy S7 The Spatial Strategy - New housing and employment growth will be focussed to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area; sustainable urban extensions around Chelmsford and South Woodham Ferrers and development around Key Service Settlements outside of the Green Belt in accordance with the Settlement Hierarchy. New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford. Where there are large and established mainly institutional uses within the countryside, Special Policy Area will be used to support their necessary functional and operational requirements.
- SPS9** Strategic Policy S9 Infrastructure Requirements - New development must be supported by the provision of infrastructure, services and facilities that are identified as necessary to serve its needs. New development must be supported by sustainable means of transport, safe from all types of flooding, provide a range of community infrastructure, provide green infrastructure and utilities. Necessary infrastructure must seek to preserve or enhance the historic environment.

## **VILLAGE DESIGN STATEMENTS**

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

## **NATIONAL PLANNING POLICY FRAMEWORK**

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

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

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

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



**Planning Committee**  
**20<sup>th</sup> June 2022**

<b>Application No</b>	:	22/00473/REM Approval of Reserved Matters
<b>Location</b>	:	Land North West Of Boreham Interchange Chelmer Road Boreham Chelmsford Essex
<b>Proposal</b>	:	<b>Application for the approval of Reserved Matters pursuant to Condition 7 of Planning Permission Reference 10/00021/EIA, for Beaulieu Park Station and associated development and for the discharge of Conditions 8, 9, 10, 11, 12, 13 and 14.</b>
<b>Applicant</b>	:	Mr David Brierley Network Rail
<b>Agent</b>	:	Georgina Thompson
<b>Date Valid</b>	:	7th March 2022

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## 1. Executive Summary

- 1.1. The application is referred to Planning Committee as it includes CCC owned land and adverse third party representations have been received.
- 1.2. Beaulieu Park Station forms the cornerstone of a series of sustainable transport measures for North-East Chelmsford and is a key priority for both Chelmsford City Council and Essex County Council. The long awaited delivery of the new railway station at Beaulieu would provide train services for thousands of existing and new residents and workers, support future business development within the immediate area, as well as existing business activity in Colchester Road, relieve pressure on the existing Chelmsford city centre station and reduce unnecessary cross city journeys for local residents wishing to access train services.
- 1.3. The transformational rail upgrade is being delivered through a share of £218 million in funding from the Government's Housing Infrastructure Fund, together with £34 million of other funding from the South-East Local Enterprise Partnership and the Beaulieu developer, Countryside Zest.
- 1.4. The scheme is exceptionally well executed, of a high quality built and landscaped design, is respectful of the setting of the Grade I listed New Hall and its Grade II Registered Park and Garden and has sustainable travel at its heart. The scheme would provide 500 spaces for cycles with capacity to extend, a bus interchange for 8 local buses and high quality segregated pedestrian and cycle routes, connecting existing and future residential and commercial areas to the station.
- 1.5. The reserved matters submission brings to fruition a new local railway station. The scheme has been the subject of extensive stakeholder involvement, and lengthy pre-application discussion, to deliver a station which is befitting of the award winning landscape led developments in North-East Chelmsford, within which it would be located.
- 1.6. Approval is recommended.

## 2. Description of Site

- 2.1. Beaulieu Park Station forms a key part of the mixed-use residential-led development of North-East Chelmsford. The site is split into two parts. The first part, the main station site, consists of an area of former agricultural land, located north-west of the Boreham Interchange, the A138 and the A12. The land is situated approximately 2.7 miles north-east of the existing Chelmsford city centre station on the main Great Eastern railway line from London Liverpool Street to Norwich.
- 2.2. The second part, which would accommodate a secondary surface level car park, comprises a triangular area of former agricultural land located immediately south of the existing concrete Bulls Lodge Quarry access road and to the east of roundabout 5 of the Radial Distributor Road.
- 2.3. New Hall Lane, serving the Grade I listed New Hall (private school), and a future area of Estate Parkland, lie immediately to the north of the main station site. The site is bounded to the west by a tree lined Avenue serving New Hall, and to the east by Generals Lane. A Grade II Registered Park and Garden surrounds New Hall and includes the tree lined Avenue.
- 2.4. Outline planning permission was granted for the new railway station in May 2013 and reserved matters were approved in 2021 for the layout, scale and appearance of the platforms and track

(Phase 1); 21/01097/REM refers. The application seeks reserved matters approval for the substantive scheme (Phase 2).

- 2.5. The vast majority of the main station site is owned by Chelmsford City Council except for a small section of adopted highway from the west side of Generals Lane. The land on which the secondary station car park would be located is owned by Countryside Zest.

### **3. Details of the Proposal**

- 3.1. The application seeks reserved matters approval for the development of a new railway station and associated development (the substantive scheme) pursuant to Condition 7 of the outline planning permission for the station granted in May 2013; 10/00021/EIA refers.

- 3.2. Approval is also sought for the discharge of the following conditions contained within the outline planning permission: 8: Treatment of Public Realm, 9: Distribution and Size of Commercial Space, 10: Tree Report, 11: Ecological Management Plan, 12: Archaeological Evaluation, 13: Completion of Archaeological Fieldwork and 14: Post-Excavation Assessment.

- 3.3. The station scheme comprises the following:

- Central loop and turnback facilities with a 3-platform station arrangement.
- A footbridge between platforms with lifts.
- Secondary means of escape bridge to the far eastern end of the platforms.
- Single storey station building with retail units, staff and welfare facilities, public toilets and concourse area.
- Smaller retail units, public toilets and waiting area on the central platforms.
- Surface level 'premium' car park for 243 cars.
- Disabled parking in the form of 35 spaces and 2 extended spaces.
- Staff car parking comprising 7 spaces and 1 disabled parking space.
- Secondary surface level car park for 460 cars.
- Cycle parking and storage for 500 cycles in two separate locations.
- Parking for 50 motorcycles.
- Bus interchange to the west of the station building for 8 buses with provision for 8 parking spaces for rail replacement buses on the outer sides of the interchange.
- A taxi set down and pick up area with waiting shelter.
- Public realm including hard and soft landscaping.
- Native screen woodland planting.
- Drainage retention basin and swales.

### **4. Other Relevant Applications**

- 4.1. Outline planning permission was granted for a new railway station and related development together with associated access, parking and landscaping in May 2013; 10/00021/EIA refers.

- 4.2. The current Phase 2 reserved matters follow the earlier approval of the Phase 1 reserved matters; which provided full details of the layout, scale and appearance of the platforms and track; 21/01097/REM refers.

- 4.3. Following the grant of outline planning permission in 2013, work progressed on the design of the new railway station; this reflected feedback from stakeholder engagement, Network Rail's long term strategy to 2043 and the functionality which Network Rail requires, to enable the station to be added to the rail network. The design work resulted in amendments to the approved Parameter Plans and the illustrative material contained within the approved Design and Access Statement, both of which formed the basis of the outline planning permission. The changes were agreed by a non-material amendment application in December 2021; 10/00021/NMAT/1 refers. The current design is now based upon a set of four amended Parameter Plans.
- 4.4. A separate full planning application, termed the 'Parkland Edge', sought planning permission for landscape woodland buffer planting on land between New Hall Lane and the Estate Parkland to the north, and the station site to the south; 21/02485/FUL refers. The application was submitted alongside the non-material amendment application. The planning permission secured an area of additional woodland planting to the north of the station, which together with the planting within the station site itself, would deliver a comprehensive landscape strategy, which would protect, and enhance, the Grade II Registered Park and Garden.
- 4.5. The station scheme connects with:
- A future bus link from White Hart Lane.
  - Future strategic foot and cyclepaths to the west serving Beaulieu and Beaulieu Park and providing connections to existing controlled pedestrian crossings of White Hart Lane.
  - A future section of estate road linking roundabout 5 of the RDR with the station and which would be provided with off-carriageway strategic footpaths/cyclepaths to either side. Full details of the estate road would form part of a future planning application to include for the future widening of a section of Generals Lane leading to New Hall Lane.
  - A future off-carriageway strategic primary footpath/cyclepath to run alongside Generals Lane, providing access to the station from the northern parts of the development and future areas of the Chelmsford Garden Community.

The key pieces of key infrastructure, listed above, will be delivered by the Beaulieu site wide developer Countryside Zest and have been the subject of detailed discussion with Network Rail, CCC and ECC, to ensure proper integration with the station scheme.

## 5. Summary of Consultations

- Springfield Parish Council – No objections.
- Boreham Parish Council – Comments re: future bus link (not part of this reserved matters).
- Little Waltham Parish Council – No comments.
- CCC Parks & Open Spaces – No response.
- CCC Property Services – No comments.
- CCC Public Health & Protection Services – No comments.
- ECC Highways – Acceptable; subject to conditions and informatives.
- ECC Infrastructure Delivery Team – No response.
- ECC Public Rights of Way Team – No response.
- ECC Travel Plan Team – No response.
- ECC Minerals & Waste Planning – Assessments required to support the future reserved matters for the Phase 6 Infrastructure Road application (to be submitted by Countryside Zest).
- ECC SuD's Team – No objections.

- ECC Historic Environment Branch – Archaeological work completed. Conditions 12, 13 and 14 of the outline planning permission to be discharged.
- Essex Police: Secured by Design Team – Detailed advisory comments – see Consultations Section. Applicant advised to continue discussion with Essex Police post determination.
- British Transport Police – Detailed advisory comments – see Consultations Section. Applicant advised to continue discussion with British Transport Police and Essex Police post determination.
- National Highways – No objections.
- Chelmsford Cycling Action Group – Comments re: bus canopy, cycle storage and cycle routes.
- Ramblers Association – No response.
- Historic England – Concur with the views of the CCC Heritage Officer.
- The Gardens Trust – No comments.
- Health & Safety Executive – Do not advise against the grant of planning permission. Consult pipeline operator, Cadent Gas re: proximity to high pressure gas main.
- Cadent Gas – No objections. Advisory note re: registering works on Cadent Gas website and reference to guidance.
- Countryside Zest – No response.
- Local Residents – One representation of support, one of comment re: cycle access, routes and storage and one of objection re: tree removal, COP26 and works at Boreham Interchange.

## 6. Planning Considerations

### *Main Issues*

- Principle of Development
- Layout, Scale & Appearance of the Station
- Access Considerations
- Sustainable Construction
- Heritage Considerations
- Hard & Soft Landscaping
- Ecology & Biodiversity

### *Principle of Development*

- 6.1. The Chelmsford Local Plan promotes major improvements to public transport infrastructure within the city area. The key infrastructure requirements to deliver the objectives of the Spatial Strategy, which include the provision of a new railway station at Beaulieu, are set out in Policy S9 of the Plan. Paragraph 6.62 of the Plan points to the new railway station in north-east Chelmsford, as the means of improving rail infrastructure from the mid 2020's onwards. The Plan, in all respects, provides a clear direction on the principle of a new railway station, which has been accepted through the grant of outline planning permission in 2013; 10/00021/EIA refers.
- 6.2. The station forms the cornerstone of a series of sustainable transport measures for North-East Chelmsford, providing train services for existing and new residents and workers, supporting future business development within the immediate area, as well as existing business activity in Colchester Road and relieving pressure on the existing Chelmsford city centre station.
- 6.3. The delivery of the new station, at this location, is a priority for Chelmsford City Council (CCC) and Essex County Council (ECC); it is also identified as a transport priority in the South-East Local Enterprise Partnership's (SELEP) Strategic Economic Plan and Network Rail's Strategic Plan. ECC, in partnership with CCC has been working to deliver both the new railway station at Beaulieu and a North-East Bypass of Chelmsford. The transformational road and rail upgrade is being delivered with nearly £218

million in funding from the Government's Housing Infrastructure Fund, together with £34 million of other funding from the South-East Local Enterprise Partnership and the Beaulieu developer, Countryside Zest.

- 6.4. The new Beaulieu Park railway station will provide access to the Great Eastern Main Line. Trains will be able to pass each other at the new station, improving the reliability of the line.

### ***Layout***

#### ***General Approach***

- 6.5. The layout of the scheme has been underpinned by its 'Parkland' setting, delivering a building which, in the fulness of time will nestle within its landscape, rather than an urban setting. Visual screening of the station has formed an important element of the station landscape design, as outlined below under 'Heritage Considerations', with an extensive area of woodland buffer planting to be provided between the station site and the Estate Parkland, which the City Council will manage and maintain.
- 6.6. The station site adopts a broadly linear form and has been arranged in a series of parallel zones, extending broadly east-west, this is primarily in response to the location of key pedestrian/cycle and transport routes. The southern corridor and edge to the site is defined by the railway line. The woodland buffer planting and landscape mitigation will form a wooded northern edge to the site.

#### ***Station Building & Concourse***

- 6.7. The station building has been positioned around a central axis running north-south from a wide and spacious forecourt, through the internal concourse to the centre of the 240m long platforms. The footbridge, which links the station building to the island platforms, has been closely aligned to this axis; in this respect there is a clearly legible route to the station entrance and to the platforms, when arriving at, or departing from the station.
- 6.8. The retail units, public toilets and waiting area within the central island platform are grouped to the western side of this central axis with the footbridge located to the east; this arrangement reinforces wayfinding, whilst also allowing a clear view of the station building from the platforms.
- 6.9. A series of east-west linear routes connect with the building and its forecourt; these provide dedicated pedestrian and cycle routes, connections with the bus interchange to the west, the taxi drop off / pick up area to the north, the premium car park to the east and the secondary station car park and future Beaulieu Business Park to the east.
- 6.10. The spacious forecourt wraps around the station building leading to a wide, well-lit internal concourse. The station building incorporates a deep canopy, which wraps around the building and provides a covered area to platform three. The footbridge is covered and fully enclosed. Two thirds of the length of the central island platform is provided with a full width canopy concentrated around the central axis of the station.
- 6.11. The layout of the building, forecourt and concourse have been arranged to deliver natural well-lit spaces helping to design out opportunities for anti-social behaviour and to discourage crime.

6.12. Provision has been made for a secure dedicated refuse and recycling store adjacent to the service area of the accommodation block. Direct access to a service bay located next to the bus interchange is proposed to allow for easy collection of refuse and recyclable waste without impacting upon the public realm or key pedestrian and cycle routes.

#### *Station Internal Accommodation & Commercial Floor Space*

6.13. The accommodation within the station building has principally been arranged within a single storey block, sitting within the space formed by the over-sailing diagonal grid glulam (laminated timber) roof. The larger accommodation block within the western side of the building, accommodates the secure staff welfare facilities, public toilets, the plant room, and a smaller retail unit, which faces the single sided platform (platform 3). The internal elevation of this block, which faces the concourse, contains the bank of ticket machines.

6.14. The second accommodation block houses a single larger retail unit, which faces onto the concourse. Network Rail has advised that this unit can be sub-divided into two smaller units if desired. The position of the unit provides a direct link to the sheltered area of seating, whilst also presenting the opportunity for an outdoor area to be accommodated within the eastern section of the station forecourt to serve the retail offer, if required.

6.15. A smaller retail unit is accommodated on the island, serving platforms 1 and 2.

6.16. Sufficient information has been provided to satisfy Condition 9 – Distribution and Size of Commercial Floorspace of the outline planning permission.

#### *Secondary Surface Level Station Car Park*

6.17. The secondary surface level car park occupies a broadly triangular site with spaces laid in long rows. A pedestrian path wraps around the western perimeter of the car park connecting with the route of the strategic primary footpath/cyclepath to south. The car park would be enclosed along its entire perimeter by a native hedgerow. A retention basin is incorporated within the south-eastern corner of the car park to address drainage.

6.18. The layout of the station is very well considered and accords with paragraph 132 of the NPPF and Policies DM23 and DM24 of the Chelmsford Local Plan.

#### ***Appearance & Scale***

##### *Appearance*

6.19. The station building is well executed, of a high quality and design, has a balanced composition and responds well to the arrangement of the external public realm and pedestrian and cycle routes. The oversailing roof is undoubtedly a defining feature of the building and provides interest, as well as offering a generous perimeter canopy to three public sides of the building. The entrance to the building is well defined, characterised by full double height glazed screens, with doors located in the centre, and to the secondary entrance on the eastern side of the building. Single storey solid wall panels flank either side of the entrance; these will take the station name, and internally provide space for signage and customer notice boards.

- 6.20. Careful attention has been given to the internal appearance of the building. The concourse is wide and open, divided, into paid and unpaid areas by the gate line; it sits as a double height space under the oversailing glulam (laminated timber) roof.
- 6.21. The footbridge is enclosed and similarly incorporates areas of full height glazing. A feature fixed central panel of zinc cladding is used to relate the bridge to the palette of materials used within the design of the station building. The island platform accommodation is incorporated within a single block with a canopy extending over two thirds of the length of the platform. The canopy design is simple and relates to other elements of the station design and the bus interchange.
- 6.22. Two areas are set aside for cycle storage, together with an area for motorcycles. The cycle stores are designed to accommodate green roofs.
- 6.23. The material palette is intended to be natural and sustainable, visually attractive, whilst also robust and durable. Glulam (laminated timber), pre-patinated zinc cladding, glazed or metal fin screen enclosures are proposed and planned to compliment areas of lighter cladding. Feature façade panels of brick cladding are proposed to the main entrance. Full details of the materials will be submitted to satisfy pre-commencement conditions on the outline planning permission.

#### *Scale*

- 6.24. The height of the station building, and the footbridge are governed by a series of approved Parameter Plans, as amended by the recent application for non-material amendments; 10/00021/NMAT/1. The scheme accords with these plans.
- 6.25. The non-material amendment application approved an increase in the height of the footbridge to accommodate the required lift structures at either end, with a modest increase of 0.4m to the station building.
- 6.26. The scheme has been designed in accordance with the amended Parameter Plans and is exceptionally well executed and of a high quality built and landscaped design; in this respect it accords with Paragraphs 126 and 132 of the NPPF and Policies DM23 and DM24 of the Chelmsford Local Plan.

#### **Access**

##### *General Overview*

- 6.27. The station building occupies a broadly central position within the site enveloped by a generous forecourt with a taxi drop off, pick up area beyond. The forecourt is flanked to the west by the bus interchange and to the east by a 'premium' surface level car park. Pedestrian and cycle routes connect with both sides of the station forecourt and two separate cycle storage areas.
- 6.28. A secondary surface level car park is located to the east of the main station site, accessed from roundabout 5 of the Radial Distributor Road. A pedestrian and cycle path connects this car park with the station and in time, the future Beaulieu Business Park.
- 6.29. Vehicular access is gained in the north-eastern corner of the site from a future estate road to be delivered by Countryside Zest (the Phase 5 Infrastructure Road); this road will connect with roundabout 5 of the RDR. The route would be open to all traffic.

6.30. The access within the south-eastern corner of the site would be restricted to buses and cyclists only; this would connect with a bus link from White Hart Lane, to be delivered by Countryside Zest. Full planning applications for both the new estate road and the bus link will be submitted in the coming months.

#### *Pedestrian & Cycle Movement and Cycle Storage*

6.31. The new railway station is a key transport hub; it is therefore of paramount importance that it is provided with excellent sustainable transport links. The scheme has been designed to create a welcoming station environment, which is step free and fully accessible. The station forecourt has been purposefully designed as a wide and open space, creating an obvious place of arrival and departure, with clearly definable routes from key directions. The approved Movement Network Strategy for Beaulieu provides a network of pedestrian and cycle routes. Pre-application discussion has focused on achieving strong, direct, and clearly legible pedestrian and cycle routes to the station, linking with these approved routes and which limit the need to cross over roads; this accords with advice contained within paragraph 112 of the NPPF, which advises that developments should *'give priority first to pedestrian and cycle movements'* and *'minimise the scope for conflicts between pedestrians, cyclists and vehicles'*. The paths converge on the centralised station building in logical positions. The alignment of the routes ensures a pleasant and safe path to the station, separate from vehicles.

6.32. Two crossing points are necessary, where the path meets the bus link to the west of the station and at the station access road in the north-eastern corner. The crossings in each case, seek to prioritise the pedestrian and cyclists over motor vehicles. The Chelmsford Cycling Action Group has expressed a desire for an east-west cycle route. Network Rail are seeking to create a welcoming station environment and the station forecourt is intended to have pedestrian priority, as the levelled surface extends from the building perimeter to the pedestrian/cycle routes. A decision to allow cyclists to pass through the station forecourt, without dismounting would run contrary to this objective and would pose a safety issue. The cycle storage areas are positioned beyond, but close to, the station forecourt so that cyclists are forced to dismount, before walking a very short distance across the station forecourt to enter the concourse. The approach is reasonable and justified and accords with paragraph 112 of the NPPF which advises that development proposals should seek to *'minimise the scope for conflicts between pedestrians, cyclists and vehicles.'*

6.33. The scheme has been designed having regard to the Government's Guidance LTN 1/20 – Cycle Infrastructure Design; this document provides guidance for local authorities on designing high quality safe cycle infrastructure. A segregated off-carriageway footpath / cyclepath running parallel to Generals Lane will provide access to the station from the northern areas of the Beaulieu development and the wider Chelmsford Garden Community; this will be the subject of a separate full planning application by Countryside Zest and will form part of the primary network of footpaths and cyclepaths across the Beaulieu development. The station scheme has been designed to connect with the route of this path with a Tiger crossing positioned just east of the main station car park. The segregated footpath and cyclepath would continue south into the site, running parallel to, but separate from, the eastern side of the car park entry road, linking with an area of cycle parking beyond the car park. The width of the path has been amended during the life of the application to similarly achieve an LTN1/20 compliant 3m cycle path / 2m footpath; this was at the request of officers and the County Highway Authority. The amendment also addresses one of the points made in the resident representation and Chelmsford Cycling Action Group comments.



- 6.34. The segregated path connects with the future Phase 5 Infrastructure Road to the north; this estate road will be the subject of a future planning application by Countryside Zest providing road access to the station, Generals Lane and two future residential parcels from roundabout 5 of the RDR. The road will similarly be designed with LTN 1/20 compliant off-carriageway footpaths and cyclepaths on either side.
- 6.35. Concerns have been raised by a local resident and the Chelmsford Cycling Action Group regarding the need for connections to Boreham. The paths along the Phase 5 estate road would link with the 3m wide off-carriageway footpath / cyclepath to be provided as part of the replacement Generals Lane bridge, from there footpath/cyclepath connections through the Boreham Interchange link to the off-carriageway footpath/cyclepath along Main Road, Boreham. Pedestrian and cycle connections to Boreham will be improved further, in the future, with the proposed provision of a new bridge for walkers and cyclists to be delivered as part of the National Highways A12 to A120 widening and enhancement scheme. The bridge would provide an improved route connecting Main Road with the new primary strategic footpath/cyclepath to be provided from the station, running parallel with the railway line and serving the secondary station car park and the future Beaulieu Business Park. The path will similarly be delivered as a LTN 1/20 compliant route. The provision of the future bridge would negate the need for pedestrians and cyclists to travel through the Boreham Interchange.
- 6.36. The pedestrian and cycle link to the west of the station has been aligned to route along the northern edge of the bus link. The path would similarly be designed as an LTN 1/20 compliant 3m wide cycle path and 2m wide pedestrian path. The primary route would link into the primary strategic footpath/cyclepath to be provided to the north of the bus link via a parallel crossing with a raised table to be provided across the Avenue. The crossing would give priority for pedestrians and cyclists. The path would in turn connect with two further sections of the primary strategic footpath/cyclepath network (i) wrapping around the western edge of the Estate Parkland and the eastern edge of existing Beaulieu Park and (ii) around the perimeter of the existing Beaulieu Park Sports Ground, connecting with an existing signalised crossing of White Hart Lane near Oak Lodge Tye. A footpath is also intended to be provided as part of the bus link scheme connecting with the same crossing and providing a more direct route for residents living in the eastern part of Springfield and Chancellor Park and to businesses and residential properties in Colchester Road. Future planning applications will secure these routes. The specific alignment of the paths and surface materials have been the subject of detailed discussions with Countryside Zest, the highway authority, the Council's Heritage Officer and Historic England to deliver a high quality network of sustainable routes to the station, which serve a wide area, whilst also respecting the setting of the Grade I listed building and its Grade II Registered Park and Garden.
- 6.37. Concerns have been raised within the representations regarding the proposed surface material of the paths. Officers have advised that to aid wayfinding, to ensure successful integration with the future footpath/cyclepath routes leading to the station and given the heritage sensitivity of the site, the paths should all be surfaced in a primary resin bound gravel, which is both a durable and aesthetically pleasing material; this would also marry with the range of other materials proposed within the scheme. Materials will need to be agreed prior to the commencement of works. The footpaths/cyclepaths serving the station will be maintained by the City Council.

6.38. Cycle parking and storage is proposed for 500 cycles in two separate locations, which align with the points at which the dedicated cycle routes meet the station forecourt. The storage would be covered, and sections could have secure access as required. Having regard to the representations received, Network Rail acknowledge that good sight lines are required for CCTV; this would include the need for cameras to overlook the cycle parking areas with proactive monitoring to minimise security problems. An informative is recommended to encourage Network Rail to continue to liaise with the British Transport Police and Essex Police. Condition 21 of the outline planning permission requires approval to a CCTV system for the car park and for this to be in place prior to first use of the station. A condition is recommended to require agreement to a CCTV system to monitor the cycle storage areas.

6.39. Concerns have been raised within the representation, both with regard to future cycle parking capacity, the accessibility of parking for non-standard cycles, as referenced in paragraph 11.2.6 of the LTN 1/20 guidance and the provision of cycle hubs. Network Rail are required to prepare a Station Travel Plan in accordance with Condition 36 of the outline planning permission. The issues will be fully addressed as part of that document. Network Rail have however confirmed that there is sufficient space to increase provision for cycle storage, if required, in the future and this has been shown on the submitted drawings.

#### *Bus Access*

6.40. The bus interchange is proposed to the west of the station building to connect in with the future route of the bus link. Buses would access the station from the west and east. Eight regular bus bays are proposed arranged around a central island with canopy and seating. The interchange is linked to the station forecourt via a pedestrian crossing. Eight parking spaces for rail replacement buses are proposed on the outer sides of the interchange. The bus only link to the west would be enforced by ANPR cameras.

6.41. The Chelmsford Cycling Action Group has advised that the canopy roof should be lowered to provide adequate shelter for bus passengers from rain and wind, given the exposed location. The design of the bus canopy roofs has been designed with engagement from the British Transport Police to protect buses from collision and to maintain CCTV surveillance. Network Rail has advised that detailed design continues to progress with ongoing consultation with the British Transport Police.

#### *Taxi Access*

6.42. Provision for taxis is made to the north of the station forecourt. Set down and pick up ranks are provided with a waiting shelter adjacent to the pick-up rank. A pedestrian crossing links directly with the station main entrance. Access to the taxi rank would be provided from the internal road. Taxis would route around the rank in a circular one way clockwise direction.

#### *Motorcycles & Other Modes of Transport*

6.43. Motorcycle parking is located alongside the eastern pedestrian route into the space, with provision for 50 motorcycles. Space for e-scooters can be accommodated in the station concourse should the trial be extended to Beaulieu.

#### *Vehicular Access & Car Parking*

6.44. The primary vehicular access to the station would be from the north-east, via a future estate road (the Phase 5 Infrastructure Road) to be delivered by Countryside Zest. The estate road would connect

with roundabout 5 of the RDR to the east and serve Beaulieu Park Station, Generals Lane and two future residential parcels. The road would be designed as a 7.3m wide road with LTN 1/20 footpaths/cyclepaths on either side. The main road into the station site would provide direct access to the taxi rank, the bus interchange and the premium car park and drop off area. A one way slip road would provide immediate entry to the premium car park with a left turn taper to cater for the majority of vehicle movements into the car park. The provision of the taper lane allows direct access to the car park and avoids private motor vehicles delaying buses and taxis accessing the station.

- 6.45. Car parking for the station is provided in two areas. A 'premium' car park for 243 cars is provided immediately to the east of the station. Disabled parking is accommodated close to the station building providing 35 spaces and 2 extended bays. Staff parking would be provided for 8 vehicles, 7 standard and 1 disabled bay. The car park has been designed with an east – west route bisecting through, to deliver a safe pedestrian route to the station forecourt.
- 6.46. A secondary car park is provided to the east of the main station site; this would be accessed from the future Phase 6 Infrastructure Road. The road would connect with the eastern arm of roundabout 5 of the RDR and serve the car park, Bulls Lodge Quarry and the future Beaulieu Business Park.
- 6.47. Concerns were initially expressed by the County Mineral Authority that private motorists wishing to right turn into the secondary car park could delay vehicles seeking to access the quarry, and in turn, adversely impact upon its operation. The issue has however since been addressed by the proposed Grampian style condition, the effect of which is to restrict use of the car park until such time as the design of the estate road has been approved, and the road constructed to an adoptable standard and open to traffic.
- 6.48. The scheme prioritises pedestrian and cycle movement and provides for successful integration of the bus interchange; the development accords with Paragraphs 110 and 112 of the NPPF, Policies DM24 and DM27 of the Chelmsford Local Plan and the Government's Guidance LTN 1/20 – Cycle Infrastructure Design.

#### *Sustainable Construction*

- 6.49. The station will be required to achieve a BREEAM 'Very Good' standard. A Sustainability Strategy has informed the scheme design and the intention is to reduce CO2 emissions through the principles of the fabric first approach (reflecting the approach taken for the wider Beaulieu development), the inclusion of all electric systems, renewable technologies, use of a green energy supplier and efficient MEP design. Condition 39 – BREEAM Rating of the outline planning permission requires the station to achieve a 'Very Good' rating. Condition 23 – On-Site Energy Generation requires a 10% reduction in the station's predicted annual carbon dioxide emissions when compared with the relevant document of the Building Regulations. The measures proposed are designed to ensure the requirements of the condition can be met in accordance with Policies S2 and DM25 of the Chelmsford Local Plan.

#### *Heritage – Setting of the Grade I Listed Building (New Hall) & Grade II Registered Park & Garden*

- 6.50. Paragraph 199 of the NPPF advises that when considering the impact of a proposed development on the significance of a designated heritage asset, greater weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).
- 6.51. The approved concept sought to screen the station and its environment with a new planting belt to the north, manipulation of levels and other design features; in this respect, the intention was to minimise the impact of the station on the new parkland setting to New Hall. The provision of the

Estate Parkland forms part of a series of compensatory measures to offset the acknowledged harm to the listed building arising from the Beaulieu development, as contained in the Council's approved Landscape, Design and Management Plan.

- 6.52. The recent planning permission for the 'Parkland Edge' (21/02485/FUL refers) detailed a woodland planting belt to be accommodated between the station site and New Hall Lane and the Estate Parkland to the north; this allowed for a much deeper planting belt than previously anticipated within the LDMP. The landscaping proposed within the station site would be unified with the approved woodland planting belt beyond the red line. The combination of the approved and proposed landscaping, together with a bund to the north of the internal access road, would in time provide a dense screen to enclose the station complex from the wider setting of New Hall, its Avenue and the new parkland setting.
- 6.53. The proposed station building and complex fall within the revised approved parameters. The top of the station building, and in particular the lift overrun, would be glimpsed on the horizon until the landscape matures, but would be minor features of a simple design. On this basis the scheme is acceptable in heritage terms.
- 6.54. Historic England and the Council's Heritage Officer have been heavily involved at all stages of the pre-application work which has informed the reserved matters. Historic England concur with the views of the Council's Heritage Officer and have raised no objections to the scheme. The scheme accords with Policies S3 and DM13 of the Chelmsford Local Plan.

#### *Hard & Soft Landscaping*

- 6.55. The approach to landscaping seeks to create a layered seamless transition between the railway line, the contemporary station building design, the forecourt and hard landscaped areas and the open parkland landscape setting; this is achieved through a series of landscape character areas. The main landscape areas are the (i) native woodland plantation, (ii) linear landscaped edge, (iii) the station forecourt (Station Square), (iv) adjacent car park, (v) transport interchange and (vi) eastern and western approaches.

#### *Native Woodland Plantation*

- 6.56. The area to the north of the internal access road has been designed to deliver a dense woodland fringe to the station, the 'Parkland Edge' formed by native deciduous and evergreen trees and shrubs, split between understorey planting, to preserve a view of Danbury Ridge, and taller feathered tree planting. The feathered trees would consist of 50% field maple and 50% English oak. The planting mix was proposed by CCC Parks Services, and the intention is for the area to be managed by them as a new area of woodland planting. A proposed 1:3 grassed embankment is necessary to accommodate a change in levels; this will support visual screening whilst the woodland fringe matures. The 'Parkland Edge' would read as one cohesive area of landscaping alongside the planting proposed within the station site itself, collectively the integrated design would measure between 30-40m in width. The planting density is in line with the requirements of the LDMP. A wildflower meadow and grass strip (see below) are proposed within the western part of the site. The meadow assists in breaking up woodland planting and provides an ecologically rich habitat to support local biodiversity.

#### *Linear Landscaped Edge*

- 6.57. An area of linear landscaping immediately south of the 'Parkland Edge' would contain the area between the woodland planting and the station forecourt, creating a transition between the

contemporary landscape design for the station, and the surrounding natural landscape. The linear space would accommodate functional elements of the drainage design such as the swales and the drainage basin. Differences in levels would be carefully achieved, with smooth mounds to the swales and stoned gabion basket walls to the drainage basin. Planting to the north of the swale would comprise ornamental conifers and native deciduous trees, with native tree, scrub and hedgerow planting to the northern edge of the car park. Ground cover planting and flower meadows are intended to provide an attractive transitional colour backdrop to the station forecourt throughout the seasons.

#### *Station Forecourt (Station Square)*

6.58. The station forecourt has been designed as a pedestrian priority wide, flat and open space wrapping around the perimeter of the building and beneath its canopy. The forecourt area accommodates the taxi drop-off and pick-up area, seating and resting areas, access to the bus interchange and connects directly with pedestrian and cycle routes.

6.59. Retail space is accommodated within the station. The open forecourt presents the opportunity for 'al fresco' facilities were a coffee shop or similar, provided within the station. Scattered raised metal planters with evergreen conifers add interest to the space. Timber benches and bollards will provide formal and informal seating for materials. The materials would respond to the natural landscape setting.

#### *Adjacent Car Park*

6.60. The premium surface level car park incorporates an east-west safe pedestrian route to the station forecourt; this has the positive benefit of dividing the car park into two main areas allowing it to integrate more successfully into the scheme by presenting the opportunity to introduce landscaping along either side of the path. The route would be defined by an alternating flowering ornamental small tree mix with a low canopy spread.

#### *Transport Interchange*

6.61. The area immediately west of the station forecourt is dominated by the bus interchange, with level access provided to and from the station. The space incorporates a long linear canopy within the central island to provide shelter to passengers.

#### *Eastern and Western Approaches*

6.62. The approaches are principally characterised by new pedestrian and cycle routes, which connect existing and future neighbouring residential and commercial areas with the station. The eastern approach connects the secondary station car park with the station by a pedestrian and cycle route, which runs parallel to the railway line. The route is characterised by sinuous swales, seeded with a native wildflower meadow mix and scattered groups of native trees. Intermittent seating and resting areas are proposed along the route.

6.63. The entrance to the secondary car park is formed by low maintenance ground cover planting and multi-stem ornamental trees. Native hedgerows define the perimeter of the car park and accompanying walkways.

6.64. The western approach connects the station via a primary footpath/cyclepath running parallel, but off-carriageway to, the proposed bus access route.

6.65. A grass margin is proposed along the length of the internal roadway and the pedestrian / cycle route on Generals Lane, as a means of ensuring the routes feel open and safe for pedestrians and cyclists.

#### *Planting Palette*

6.66. Tree species have been selected to ensure resistance and adaptability to the possible consequences of climate change eg: heavy rainfall and long periods of drought, to offer seasonal visual amenity and to promote local biodiversity.

#### *Hard Landscaping Materials*

6.67. A range of materials are proposed to integrate the station with its open Parkland setting; these include permeable block paving to the car park spaces (both car parks), asphalt with buff colour chippings to the car park internal roadways to disguise the darkness of tarmac (both car parks), resin bound gravel to the footpath/cyclepath routes and a buff decorative asphalt to the station forecourt.

6.68. Street furniture would have a natural appearance to ensure a consistent narrative across the scheme. Lighting would provide functional illumination in key areas and amenity lighting elsewhere where care is required due to heritage and biodiversity sensitivities.

6.69. Sufficient information has been provided to satisfy Condition 8 – Treatment of Public Realm of the outline planning permission. Agreement to full details of hard landscaping materials, street furniture and street lighting is required by Conditions 26 – Hard Landscaping Works & Boundary Treatments and 38 – Lighting Scheme: Details of External Lighting of the outline planning permission. The approach to hard and soft landscaping and treatment of the public realm is very well executed and accords with Policies S3, DM17 and DM24 of the Chelmsford Local Plan.

#### *Trees*

6.70. The supporting Arboricultural Impact Assessment has recorded trees falling on and within influencing distance of the development site. A single tree preservation order protects an avenue of mature lime trees to the west of the site and within the curtilage of New Hall School. The value and quality of trees is summarised as follows; 11 A Category trees; 19 trees, 21 groups and one hedgerow classified as B Category; 37 trees, 17 groups and 13 hedgerows classified as C Category and 3 U Category trees. Seven individual trees, seven groups, one hedgerow and one woodland block of trees are proposed for full, or partial removal to enable the development. The loss of these trees is unavoidable and is suitably mitigated for with the new soft landscaping proposals, which includes for circa 200 new trees and five areas of dense woodland/scrub planting.

6.71. A minor incursion into the root area of one protected lime tree is proposed to enable the construction of the footpath / cyclepath linking the station to residential areas to the west; this is a key component of sustainable transport measures and the impact on the tree can, in any event, be suitably mitigated.

6.72. A representation has been received objecting to the loss of mature trees and in particular removal of part of an avenue of horse chestnuts. The horse chestnuts line either side of the current quarry access road. The scheme requires removal of 20% of one of the groups of horse chestnuts and 12% of one of the groups of hawthorn, hazel and field maples, which sit behind the horse chestnuts. Trees proposed for removal are situated within the footprint of the proposed car park access road. The impact of this tree loss is considered moderate and involves removal of a small section of a group of non-native horse chestnuts. The limited loss is unavoidable within the context of the development.

- 6.73. The design for the two sections of estate road, which will extend from roundabout 5 of the Radial Distributor Road and serve the station, its primary surface level car park and the secondary off-site surface level station car park and the Business Park to the east, is not the responsibility of Network Rail to design and deliver. The estate roads would be designed and delivered by the site wide developer Countryside Zest. The loss or retention of the avenue of horse chestnut trees would be a material consideration for those future planning applications, which have yet to be submitted; discussions in this respect are ongoing with the developer.
- 6.74. Officers have worked with Countryside Zest to ensure that as many existing trees and hedges, as practically possible, have been retained within the Beaulieu development, which is very much a landscape driven scheme; as of 2019, 90,000 plants and 15,000 trees had been planted and 2,744m of existing hedgerow had been laid, which involves works to the hedge to ensure its future maintenance and to create a strong thick hedgerow. Beaulieu Park Station will comprise a deep woodland planting belt extending from the site boundary to the southern side of New Hall Lane to the north and the edge of the Estate Parkland. The landscaping scheme, which has planning permission, allows for a much deeper planting belt than previously anticipated, 40m at its narrowest point, but considerably more in places.
- 6.75. The Arboricultural Method Statement and Protection Plan is acceptable, and sufficient to discharge Condition 10 – Tree Report of the outline planning permission.

#### *Ecology & Biodiversity*

- 6.76. The application has been accompanied by an Ecological Management Plan and a Biodiversity Net Gain Assessment.
- 6.77. The habitats present on site have the potential to support nesting birds, reptiles, badgers and bats with reptiles and birds having previously been recorded on site. Pre-construction species surveys are to focus on bats and badgers; the scope of work detailed is acceptable.
- 6.78. The proposed mitigation and method statement for reptiles has recognised the use of ballast within the railway corridor as a hibernation feature. Five new hibernacula are proposed to be created within the landscape bund, which is acceptable. Mitigation for birds includes new nest provisions and timings for clearance works where suitable nesting sites are present. The measures detailed for bat and badger mitigation are acceptable and recognise the licencing requirements, if required. The Ecological Management Plan is considered acceptable and sufficient to discharge Condition 11 of the outline planning permission.
- 6.79. The station scheme has been designed to maximise biodiversity value through new woodland planting, species rich grassland and the provision of bat and bird boxes and reptile hibernacula. The baseline of habitats and proposed on and off site habitats show that there will be a 28.88% gain in area habitats and an 11.27% gain in hedgerow habitats, with most delivered through the previously approved 'Parkland Edge' woodland planting scheme; this is acceptable and welcomed. The scheme accords with Paragraph 180 of the NPPF and Policies S3 and DM16 of the Chelmsford Local Plan.

#### *Archaeology*

- 6.80. Network Rail have actively engaged with the County Archaeological team who have previously approved the archaeological evaluation report submitted with the reserved matters. Due to the paucity of the archaeological remains, the team have confirmed that no further mitigation is

necessary. On that basis, the County have advised that Conditions 12 – Archaeological Evaluation, 13 – Completion of Archaeological Fieldwork and 14 – Post-Excavation Assessment of the outline planning permission can be discharged. The scheme accords with Policies S3 and DM15 of the Chelmsford Local Plan.

### *Drainage*

6.81. The SuD's Strategy seeks to maximise natural drainage as far as practically possible to provide a positive solution to drainage and floor risk. A drainage basin is accommodated between the bus access road and the western cycle store and a planted swale landscape to the north of the taxi drop off / pick-up area. A retention basin is also proposed within the south-eastern corner of the secondary surface level car park.

6.82. The Strategy focuses upon reducing areas of hard paving to minimise water run-off and, where this is required, to use permeable paving, incorporate measures to maximise the capacity of water retention beneath the paved areas, and to redirect water run-off to soft landscaped areas to optimise natural filtration and percolation. Agreement to full details of the drainage scheme is required by Conditions 22 – Sustainable Urban Drainage and 30 – Sustainable Drainage Management of the outline planning permission. The measures proposed are designed to ensure the requirements of the conditions can be met in accordance with Policies S2 and DM18 of the Chelmsford Local Plan.

### **Other Matters**

#### *High Pressure Gas Pipeline*

6.83. A high pressure gas pipeline is located beyond the western site boundary but in close proximity to the site. The local planning authority has fulfilled its statutory requirement in inputting details of the application into the Health & Safety Executive's Planning Advice Site, which has generated the response below. The HSE advised the local planning authority to consult with Cadent Gas, which it has done; they have raised no objections to the application but have requested an informative be attached to the decision notice to ensure their requirements are adhered to.

### *Representations*

6.84. The representations from local residents and the Chelmsford Cycling Action Group refer principally to the removal of trees, cycle routes, cycle provision and cycle storage, the bus canopy and CCTV surveillance. Two further points have been raised in relation to COP26 and the views of the local MP in the context of retaining trees and works to the Boreham Interchange. The comments regarding COP26 are noted; the extent of proposed tree removal is limited, reasonably justified and suitably mitigated for by the proposed landscaping and new tree planting. The works to the Boreham Interchange fall beyond the scope of this reserved matters and are being delivered by the Beaulieu developer Countryside Zest and have been the subject of detailed discussion with the County Highway Authority and National Highways.

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

7.1. The reserved matters are not CIL liable.

## **8. Conclusion**

8.1 The reserved matters submission brings to fruition a locally long awaited railway station, which is a priority for both Chelmsford City Council and Essex County Council and has the benefit of a share of



nearly £218 million in funding from the Government's Housing Infrastructure Fund, together with £34 million of other funding from the South-East Local Enterprise Partnership and the Beaulieu developer, Countryside Zest.

8.2 The scheme is exceptionally well executed, of a high quality built and landscaped designed, is respectful of the setting of the Grade I listed New Hall and its Grade II Registered Park and Garden and has sustainable travel at its heart.

8.3 Countryside Zest, the developer for Beaulieu, will submit separate applications for (i) a bus link from White Hart Lane and pedestrian and cycle access to the station from Beaulieu, Beaulieu Park and North Springfield, (ii) a footpath/cyclepath alongside, but separate from, Generals Lane and (iii) new sections of estate road to connect the Radial Distributor Road (Beaulieu Parkway) and the Boreham Interchange with the station and Generals Lane and the secondary surface level station car park.

8.4 The scheme accords with the policies of the development plan and approval is recommended.

### **RECOMMENDATION**

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

#### **Condition 1 Compliance with Plans & Conditions**

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 2 Compliance with Tree Report**

The development hereby permitted shall be constructed wholly in accordance with the tree protection, construction methods and recommendations contained within the Beaulieu Park Station - BS5837:2012 Arboricultural Impact Assessment Report Version 03 prepared by Arcadis dated March 2022.

Reason:

To safeguard the existing trees in accordance with Policies S4 and DM17 of the Chelmsford Local Plan.

#### **Condition 3 Compliance with Ecological Management Plan**

The development hereby permitted shall be constructed wholly in accordance with the licensing, mitigation and enhancement measures and requirements contained within the Beaulieu Park Station - Condition 11: Ecological Management Plan Version 1 prepared by Arcadis dated March 2022.

Reason:

In the interests of wildlife habitat protection in accordance with Policies S4 and DM16 of the Chelmsford Local Plan.

#### **Condition 4 Compliance with Biodiversity Statement**

The development hereby permitted shall be constructed wholly in accordance with the management and enhancement measures and requirements contained within the Beaulieu Park Station ES4 Biodiversity Net Gain Assessment Ref: 150796-JMS-REP-EEN-000014 Version A03 prepared by J Murphy & Sons Ltd dated 10th March 2022.

Reason:

In the interests of achieving enhanced biodiversity through a range of measures in accordance with Policies S4 and DM16 of the Chelmsford Local Plan.

**Condition 5 Secondary Car Park Access**

The secondary car park as shown on Drawing No. 150796-JMS-DRG-EHW-000002 Rev A03 - Beaulieu Park Station Highways General Arrangement Secondary Car Park Highway Access, hereby permitted shall not be brought into use, until such time as the Phase 6 Infrastructure Road extending east from Roundabout 5 of the Radial Distributor Road and serving the secondary station car park, the future Business Park within the Beaulieu development and Bulls Lodge Quarry has been designed in consultation with the County Highway and Mineral Planning Authorities, reserved matters and technical approval given and the road has been delivered in accordance with the approved details and is fully operational.

Reason:

In the interests of ensuring the secondary car park is served by an adopted estate road of an acceptable design in the interests of good site planning and highway safety.

**Condition 6 Bus Link Delivery & Enforcement**

The bus link to be provided through the station site, as shown on Drawing No. 150796-JMS-DRG-EHW-000013 Rev P04 - Beaulieu Station Highways General Arrangement PT Interchange and Surface Car Park shall form an adopted highway and be constructed to an adoptable standard; the precise design to be agreed in consultation with the highway authority and delivered by the developer under Section 278 of the Highways Act 1980. The design of the bus link shall make provision for the installation of future bus gate ANPR control equipment on the northern side of the bus link adjacent to the taxi stand, including power and ducting to allow for the installation of the ANPR control equipment at a time to be agreed with the highway authority.

Reason:

To ensure that the bus link is designed to an acceptable and adoptable standard and to ensure that the required infrastructure is in place to allow for the installation of enforcement of the bus link, at a time to be agreed with the highway authority, so that it can function as a controlled bus route to serve the railway station.

**Condition 7 CCTV – Cycle & Motor Cycle Storage and Footpaths & Cyclepaths**

Prior to the first beneficial use of the railway station, a scheme for the installation of CCTV equipment to provide surveillance over the cycle storage and motor cycle storage areas and the footpaths and cyclepaths serving the station, including details of the number, design and location of the cameras shall be submitted to and approved in writing by the local planning authority. The CCTV equipment shall be implemented in accordance with the approved scheme.

Reason:

To ensure cycle and motor cycle storage and pedestrian and cycle routes can be subject to adequate surveillance by a network of CCTV cameras in accordance with Policy DM24 of the Chelmsford Local Plan.

## Notes to Applicant

### 1 **Outline Planning Permission**

You are advised for the avoidance of doubt, that the following conditions contained within the outline planning permission (10/00021/EIA refers) have been fully satisfied by the approved plans and reports:

7 - Reserved Matters Content, 8 - Treatment of the Public Realm, 9 - Distribution and Size of Commercial Space, 10 - Tree Report, 11- Ecological Management Plan, 12 - Archaeological Evaluation Plan, 13 - Completion of Archaeological Fieldwork and 14 - Post Excavation Assessment.

Details have yet to be submitted to satisfy the requirements of the following conditions contained within the outline planning permission:

16 - Safeguarding Existing Public Rights of Way, 20 - Litter Management Plan, 21 - CCTV System, 22 - Sustainable Urban Drainage System Elements, 23 - On-Site Energy Generation, 24 - Levels, 25 - Extraction Equipment, 26 - Hard Landscaping Works and Boundary Treatments, 27 - Soft Landscaping Works, 28 - Drainage & Service Runs, 29 - Road Surface Materials, 30 - Sustainable Drainage Management, 31 - Foul Sewage System, 32 - Refuse and Recycling Provision for All Building Types, 33 - Landscape Management Plan, 34 - Flood Risk & Damage, 35 - Contamination, 36 - Station Travel Plan, 37 - Materials, 38 - Lighting Scheme, 39 - BREEAM Rating, 40 - Construction Environmental Management Plan and 41 - Construction Method Statement.

The footpaths and cyclepath routes, which connect with the strategic primary footpaths/cyclepaths to be provided by Countryside Zest beyond the site boundary, shall be surfaced with a primary resin bound gravel; precise details to be agreed under Condition 26 – Hard Landscaping Works and Boundary Treatments

### 2 **Bus Gate ANPR Equipment**

The bus gate ANPR technology, referred to in Condition 6 - Bus Link Delivery and Enforcement, is to be provided by Countryside Zest as part of the future planning application for the bus link design, however, it should be discussed between the parties as to the infrastructure required, so that the necessary preparatory works can take place during road construction.

### 3 **Work within the Highway**

All work within, or affecting the highway, is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority; details to be agreed before the commencement of works. Network Rail is required to pay the costs of all necessary traffic regulation orders and legal processes associated with the highway works and is advised to contact the Development Management Team by email at: [development.management@essexhighways.org](mailto:development.management@essexhighways.org).

### 4 **Liability**

The Highway Authority cannot accept any liability for costs associated with a developer's improvement; this includes design check safety audits, site supervision, any commuted sum 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.

**5 Liaison with Essex Police and British Transport Police**

Network Rail is advised to continue to liaise with the Essex Police Designing Out Crime Unit and the British Transport Police in relation to all detailed design matters pursuant to the pre-commencement conditions on the outline planning permission for Beaulieu Park Station; 10/00021/EIA refers and this reserved matters approval, in particular in respect of cycle storage design, the placement of CCTV and ANPR cameras, the location of ATM's, landscaping details and construction works.

The Secured by Design Construction Site Security Guide 2021 provides some guidance: [www.securedbydesign.com/guidance/design-guides](http://www.securedbydesign.com/guidance/design-guides). The British Transport Police is understood to have had engagement with Network Rail and its consultants in the form of meetings during the planning process, which has incorporated Security In the Design of Stations (SIDOS); any further queries around embedding designing out crime practices within the project, should be directed to the Designing Out Crime Unit [designingoutcrime@essex.police.uk](mailto:designingoutcrime@essex.police.uk).

**6 Liaison with National Highways**

A discussion meeting has previously taken place between Network Rail and its consultants and National Highways regarding the construction area for Beaulieu Park Station and its overlap with the A12 Chelmsford to A120 Marks Tey Widening Scheme. Network Rail is advised to continue to liaise with National Highways to ensure that the works to construct Beaulieu Park Station continue not to pose an issue for the road widening scheme.

**7 Liaison with Cadent Gas**

Prior to the commencement of development, details of the planned works at Beaulieu Park Station shall be registered with Cadent Gas for review on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk), to ensure its requirements are adhered to. The railway station is located within close proximity of a high pressure gas pipeline. Cadent Gas has completed its assessment and raises no objection to the proposed scheme but does have high pressure assets (a 610mm steel high pressure pipeline) in the vicinity of the works on the boundary edge, that will need to be protected at all times throughout the ongoing project works. The minimum building proximity distances for the pipelines and installations have been provided. The building proximity distance is taken from The Institution of Gas Engineers and Managers Publication IGEM/TD/1 Edition 5, which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission and IGEM/TD/3 Edition 5 Steel and PE pipelines for gas distribution.

**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.

## Appendix 1 – Consultations

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### Springfield Parish Council

#### Comments

29.03.22

No objections.

### Boreham Parish Council

#### Comments

05.04.22

The current access road to New Hall is quite narrow; a bus route either way to service the new station will create difficulty, particularly as it is also proposed as a cycle route.

### Little Waltham Parish Council

#### Comments

08.04.22

No comments.

### CCC Parks & Open Spaces

#### Comments

No response; previously commented in detail on the full planning application for the 'Parkland Edge'; 21/02485/FUL refers.

### CCC Property Services

#### Comments

17.03.22

No comments.

### CCC Public Health & Protection Services

#### Comments

31.03.22

No comments.

Comments

26.05.22

The new railway station is a key transport hub and therefore is required to have excellent sustainable transport links. The Movement Network Strategy for Beaulieu provides a network of routes and the proposed routes within the station boundary link successfully to these existing and proposed routes.

Cycle routes within the station will be resin bound gravel surfacing at the request of CCC and will be maintained by CCC.

ECC Highways anticipate that the east-west pedestrian/cycle route under RDR3 will connect with the future National Highways scheme for the A12 to provide a pedestrian/cycle/bridleway to connect Public Right of Way 23 Boreham and Public Right of Way 25 Boreham; this will provide an improved connection between Boreham and the new station.

The Highway Authority acknowledges that to date, there is no planning consent for the access road from RDR Roundabout 5 to either the station (known pre-planning as the Phase 5 Infrastructure Road) and to the secondary station car park (known pre-planning as the Phase 6 Infrastructure Road). The Phase 5 Infrastructure Road is due to come forward as a planning application in the near future. The Phase 6 Road design parameters have not been discussed, so it will be necessary to request a Grampian condition that the second station access car park is not used until the Phase 6 Road has been designed, approved and delivered.

The impact of the proposal is acceptable to the Highway Authority subject to the following:

1. The secondary car park, as shown on Drawing No. 150796-JMS-DRG-EHW-000002\_A03: Highways General Arrangement Secondary Car Park Highway Access, shall not be brought into use, until such time as the Phase 6 Infrastructure Road extending east from Roundabout 5 of the Radial Distributor Road and serving the secondary station car park, the future Business park within the Beaulieu development and Bulls Lodge Quarry has been designed to the satisfactory requirements of the highway and mineral planning authority and has been delivered and is fully operational, in accordance with the approved details.
2. The developer to make provision for the future bus gate ANPR control equipment on the bus link to the north of the taxi stand, as shown in principle on plan, and provide the necessary preparatory works ie: power, ducting etc.
3. The bus link route through the station site is to be adopted highway and constructed to adoptable standards. The design to be agreed by the highway authority and delivered by the developer under Section 278 of the Highways Act 1980.
4. The east-west pedestrian/cycleway route, east of the station building shall be 5m in width, segregated with a 2m footway and 3m cycleway – LTN1/20 compliant.

Informatives

5. The bus gate ANPR technology, referred to in bullet point 2, is to be provided by Countryside Zest as part of the future planning application for the bus link design, however, it should be discussed between the parties as to the necessary infrastructure required, so the necessary preparatory works can take place during road construction.
6. The landscaping Drawing No. 150796-JMS-DRG-EEN-001103 Rev P01 – Landscape Detail Plan 3 of 3 shows a 4.5m shared surface; it is understood the plans are being amended to show what is required.

7. All work within, or affecting the highway, is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority; details to be agreed, before the commencement of works. The developer to pay the costs of all necessary traffic regulation orders and legal processes associated with the highway works. The applicant to be advised to contact the Development Management Team by email at: [development.management@essexhighways.org](mailto:development.management@essexhighways.org).
8. The Highway Authority cannot accept any liability for costs associated with a developer's improvement; this includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973; to protect the Highway Authority against any such compensation claims, a cash deposit or bond may be required.

#### Essex County Council Infrastructure Delivery Team

##### Comments

No response.

#### Essex County Council Public Right of Way Team (PROW)

##### Comments

No response.

#### Essex County Council Travel Plan Team

##### Comments

No response.

#### Essex County Council Minerals & Waste Planning

##### Comments

31.05.22 & 14.04.22

##### **Mineral Matters**

##### Safeguarding Mineral Resources

The entirety of the site is located within land designated as a Mineral Safeguarding Area (MSA). The application is therefore subject to Policy S8 of the Essex Minerals Local Plan 2014 (MLP). The outline planning permission for Beaulieu was granted in 2013 prior to the adopted of the Minerals Local Plan. The station is allocated in the Chelmsford Local Plan – Policy S9; it is therefore excluded from the need for a Minerals Resource Assessment in accordance with Appendix 5 Table 9 of the Minerals Local Plan.

##### Mineral Infrastructure Matters

The site passes through a Mineral Consultation Area associated with Bulls Lodge Quarry. Policy S8 of the Minerals Local Plan seeks to ensure that existing and allocated mineral sites and infrastructure are protected from inappropriate neighbouring developments that may prejudice their continuing efficient

operation or ability to carry out their allocated function in the future. Policy S8 of the MLP defines Mineral Consultation Areas as extending up to 250m from the boundary of an infrastructure site or allocation for the same.

Paragraph 187 of the NPPF states that *"Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."*

The application is for reserved matters however, the details submitted do not detail the access road arrangements east from RDR roundabout 5, where there is potential for traffic associated with the railway station to come into conflict with quarry traffic; it is understood this is to be submitted as part of what is known as the Phase 6 Infrastructure Road. The MWPA is therefore willing to accept the suggested draft condition proposed by CCC but would expect that when details of the Phase 6 Infrastructure Road are submitted, these would include a Mineral Infrastructure Impact Assessment (MIIA), as part of the application. The MWPA has designed a generic schedule of information requirements that should be addressed as relevant through an MIIA. The detail to be provided should be in proportion to the nature of the proposed application.

Bulls Lodge Quarry mineral extraction is subject to two permissions CHL/1019/87 and CHL/1890/87; these give planning permission for mineral extraction and processing until 2030. The existing permissions have each been subject to Section 73 of the Town and County Planning Act (TCPA) variation applications which remain to be determined by ECC, the outstanding application references are ESS/37/15/CHL, ESS/148/20/CHL, ESS/36/13/CHL and ESS/147/20/CHL. The effect of the outstanding applications, if granted, would be to, amongst other matters, extend the life of the mineral working until 2039. All current planning permissions for associated plant are time limited to the current life of the quarry (2030), but it is likely that if the life of the mineral working is extended, applications to retain supporting infrastructure will be made. Bulls Lodge Quarry is an important strategic mineral site within the county.

A MIIA is expected to be evidence based and informed by quantified information; it is recognised that the requirements of an MIIA may be addressed through other evidence base documents, such as those addressing transport, odour and noise issues, in these instances, it would be acceptable for the MIIA to signpost to the relevant section of complementary evidence supporting the planning application. The MWPA welcomes early engagement to clarify the requirements of the MIIA.

## **Waste Matters**

### Safeguarding Waste Infrastructure

The application site passes through a Waste Consultation Area associated with Bulls Lodge; as such it is subject to Policy 2 of the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). Policy 2 of the WLP seeks to ensure that existing and allocated waste sites and infrastructure are protected from inappropriate neighbouring developments that may prejudice their continuing efficient operation or ability to carry out their allocated function in the future. Policy 2 defines Waste Consultation Areas as extending up to 250m from the boundary of existing or allocated waste infrastructure, unless they are Water Recycling Centres, where the distance increases to 400m.

The application is for reserved matters however, the details submitted do not detail the access road



arrangements east from RDR roundabout 5, where there is potential for traffic associated with the railway station to come into conflict with quarry traffic; it is understood this is to be submitted as part of what is known as the Phase 6 Infrastructure Road. The MWPA is therefore willing to accept the suggested draft condition proposed by CCC but would expect that when details of the Phase 6 Infrastructure Road are submitted, these would include a Waste Infrastructure Impact Assessment (WIIA), as part of the application. The MWPA has designed a generic schedule of information requirements that should be addressed as relevant within the supporting evidence of any application, which falls within a Waste Consultation Area. The detail to be provided should be in proportion to the nature of the proposed application.

A WIIA is expected to be evidence based and informed by quantified information; it is recognised that the requirements of an WIIA may be addressed through other evidence base documents, such as those addressing transport, odour and noise issues, in these instances, it would be acceptable for the MIIA to signpost to the relevant section of complementary evidence supporting the planning application. The MWPA welcomes early engagement to clarify the requirements of the MIIA.

### Site Waste Management Plan

Reference is made to paragraph 8 of the NPPF, which recognises the importance of "*using natural resources prudently and minimising waste*" and Policy S4 of the Minerals Local Plan (2014), which advocates reducing the use of mineral resources through reusing and recycling minerals generated as a result of development / redevelopment.

The MPA has advised that it is vitally important that the best use is made of available resources; in lieu of the issues being addressed prior to a decision, a condition is recommended to require the applicant to prepare an appropriately detailed waste management strategy through a Site Waste Management Plan.

The Plan should (i) present a site wide approach to addressing the key issues associated with the sustainable management of waste, throughout the stages of site clearance, design, construction and operation, (ii) establish strategic forecasts in relation to expected waste arisings for construction, (iii) include waste reduction / recycling / diversion targets, and monitor against those and (iv) advised on how materials are to be managed efficiently and disposed of legally during the construction phase of development, including their segregation and the identification of available capacity, across an appropriate study area.

## Essex County Council (SUDS)

### Comments

19.04.22

No objections.

The LLFA strongly recommends the applicant consider the Essex Green Infrastructure Strategy to ensure the proposals implement multifunctional green / blue features effectively.

## Essex County Council Historic Environment Branch

### Comments

16.03.22

ECC Historic Environment Branch has previously seen and approved the archaeological evaluation report submitted with the reserved matters. Due to the paucity of archaeological remains, no further mitigation is necessary. ECC recommend the full discharge of conditions 12, 13 and 14 of the outline planning permission.

## Essex Police - Designing Out Crime

### Comments

14.04.22

Essex Police has recommended that the applicant consider the foreseeability of crime and maximise upon the opportunity to embed 'Crime Prevention Through Environmental Design' principles. Several designing out crime areas within the proposed development fall within the specialist railway knowledge of the British Transport Police. The Essex Police observations relate to the public realm areas away from the trackside environment and should be read in conjunction with the British Transport Police DOCO response.

- Footpaths, Frontages & AI Fresco Facilities – Risk commensurate measures should be put in place, where these are adjacent to roadways, to mitigate the risk of hostile, or accidental incursion of vehicles, into pedestrian areas. Incursions can have catastrophic results, so it is important that the right measures of the relevant security rating are correctly installed in line with current guidelines, and within the right places, to reduce the risk of such incursions and their consequences.
- Landscaping & Public Realm Spaces – Spaces need to be designed where safety and security is subliminal to the user of that space; incorrectly designed landscaping and street furniture can increase the risk of crime and anti-social behaviour, whereas, a well-planned and maintained design, can mitigate these risks eg: ensuring maximum natural surveillance is maintained, seating does not encourage street drinkers or rough sleepers, the use of defensive/spiky planting to reduce desire lines and can protect vulnerable areas from crime and criminal damage such as graffiti. Essex Police would welcome the opportunity to liaise regarding the green architecture and appropriate landscaping plan, especially with regards to the use and management of the proposed public realm spaces.
- Cycle Storage – The cycle store design incorporates plans to utilise metal mesh sides with timber sliding doors to the front. Essex Police have concerns that the timber sliding doors, if not lockable or having some form of secure access control for authorised users, will provide concealment and crime opportunities within them.
- ATM & Ticket Machines – Two principal crime risks exist; primarily the theft of, and from the machine themselves, and secondly anyone using the facility may be subjected to personal theft and distraction offences while using them. The close proximity of both rural and major road networks, mean that there is an increased risk of theft of, and from these machines especially during the off peak / quieter periods of the day / night. Great care will need to be taken within the design and installation of all machines with appropriate spacing, signage, floor marking, CCTV and natural surveillance to deter user thefts and distraction offences.
- CCTV Provision – The system and imagery should be based upon a series of comprehensive operational user and requirement tables. Special care needs to be taken with the siting of the CCTV cameras at the bus station to ensure that canopies do not restrict the area of image capture. CCTV should be monitored at all times; management plans and procedures, alongside data sharing protocols are

required detailing the expectations of all parties. Essex Police would welcome early discussion concerning the use, operational requirements, and accessibility of CCTV. A sensitive approach is required to ensure lighting is incorporated in such a way that it does not impact upon security, ensuring lighting does not

provide any glare to CCTV cameras, or that the motion sensor lighting, does not encourage discrepancies and burn out.

- ANPR – Consideration should be given to the application of ANPR (Automatic Number Plate Recognition). The positioning of cameras must consider potential hot spot areas and key areas of the route and be compliant with Data Privacy Impact Assessments.
- Construction Period – Site and construction compound security will be crucial for all phases of the construction until all works are completed. The phased construction of the railway station and surrounding area will require a robust security regime to assist the emergency services. Essex Police will require regular updates and liaison throughout the construction period, due to the potential for crime. A robust security regime will be fundamental to ensuring the site does not encourage crime; security plans and policies will be required, not only for the site, but offices, mechanical plant, machinery, building supplies, tools and other vehicles. Essex Police recommend the applicant consider the foreseeability of crime during the construction phase and maximise upon the opportunity to design those issues out before work commences. Measures should be adhered to throughout the development. The Secured by Design Construction Site Security Guide 2021 provides some guidance – [www.securedbydesign.com/guidance/design-guides](http://www.securedbydesign.com/guidance/design-guides). During the planning of the construction process, Essex Police would welcome early engagement with the applicant to discuss this notion.
- Future Consultation – The Essex Police Designing Out Crime Team require further consultation as part of the planning process; any queries regarding embedding designing out crime practices within the project. Essex Police can be contacted via [designingoutcrime@essex.police.uk](mailto:designingoutcrime@essex.police.uk)

## British Transport Police

### Comments

19.04.22

The British Transport Police (BTP) Designing out Crime Unit (DOCU) delivers Crime Prevention and Designing out Crime advice to partners within the railway industry as well as the wider construction industry for proposed developments on railway land and those that can impact on the railway. British Transport Police's key focus is to ensure the public are kept safe and railway related disruption is prevented. Further consultation with British Transport Police is requested post decision, and designing out crime advice, in relation to Crime Prevention through Environmental Design should be sought from the British Transport Police Designing Out Crime Unit.

British Transport Police has submitted the following comments:

- Landscaping & Public Realm Spaces – Public realm spaces need to be designed where safety and security is subliminal to the user of that space; incorrectly designed landscaping and street furniture can increase the risk of crime and anti-social behaviour whereas a well-planned and maintained design can mitigate these risks eg: ensuring maximum natural surveillance is maintained, seating does not encourage street drinkers or rough sleepers, the use of defensive/spiky planting to reduce desire lines and to protect vulnerable areas from crime and criminal damage such as graffiti. The DOCO would welcome the opportunity to liaise regarding the green architecture and appropriate landscaping plan, especially with regard to the use and management of the proposed public realm spaces.
- Structure of the Station – The structure should look initially at the area surrounding a station before working its way inside. Specifically, maintaining or enhancing the look of attractive public realm environments which people want to use, protecting people from the use of a vehicle as a weapon against

them by managing vehicle approach and access to the station, minimising the number of people and vehicles and their dwell time outside the station and on station forecourts. Controlled access close to the station for emergency services, cleaning and maintenance, and operational vehicles/plant.

- Station Entrances - Controlling access to and from the station, if necessary, during incidents and/or periods of heightened threat, while preventing build-up of crowds outside, handling deliveries to the station and on-station retail and catering outlets to minimise risk should be considered.
- The Station – The building structure should be sufficiently robust to avoid disproportionate damage, while providing clear lines of sight and eliminating concealment opportunities, ensuring the design of the building assists with the safe evacuation, or escape, of persons in an emergency and the work of emergency responders.
- Wider Considerations – Security should be considered at all stages of the process. Good design can significantly reduce risk, but it cannot be relied upon to completely remove it. Physical security measures can only be fully effective if supported by effective human procedures; when considering the final design, the role and capability of staff and the public needs to be considered.
- Cycle Storage - Cycle Storage - Cycle crime is high in the Chelmsford area as a whole and the current Chelmsford railway station has some of the highest recorded cycle offences in Essex. Cycle store facilities at the railway station need to be well constructed to a high security level and to have secure access control for authorised users.
- ATM – Since January 2022, there have been 37 ATM offences across England and Scotland in which standalone ATM's have been targeted. The scheme proposes ATM and ticket machines; serious consideration needs to be given to the siting and location of both. A crime risk being the theft of the machine itself; given the close proximity of both rural and major road networks, there is an increased risk of theft of, and from, these machines especially during the off quieter periods of the day/night. Great care will need to be taken within the design and installation, of the ATM.
- CCTV – The quality of the system and its imagery are the most important aspects of CCTV; this should be based on a series of comprehensive operational user and requirement tables. Special care needs to be taken with the siting of CCTV cameras within the station itself and at the bus station and public realm; it is essential that overhangs and building designs do not restrict the area of image capture. Lighting should be incorporated in such a way that it does not impact on security, provide any glare to the CCTV cameras or that the motion sensor lighting does not encourage discrepancies and 'burn out'. CCTV should be monitored at all times; management plans and procedures, alongside data sharing protocols, are required detailing the expectation of all parties.
- ANPR – Consideration should be given to the application of ANPR (Automatic Number Plate Recognition). The positioning of cameras must consider potential hot spot areas and key areas of the route and be compliant with Data Privacy Impact Assessments.
- Construction Period - Site and construction compound security will be crucial for all phases of the construction until all works are completed. The phased construction of the railway station and surrounding area will require a robust security regime to assist emergency services. British Transport Police will require regular updates and liaison throughout the construction, due to the potential for crime that may occur. A robust security regime will be fundamental to ensure the site does not encourage crime. Security plans and policies will be required for not only the site, but offices, mechanical plant, machinery, building supplies, tools, and other vehicles; both British Transport Police and Essex Police would recommend that the developers consider the foreseeability of crime during the construction phase, and maximise on the opportunity to design those issues out, prior to work commencing and that they are adhered to throughout the development.
- Other Matters - The Secured by Design Construction Site Security Guide 2021 provides some guidance: [www.securedbydesign.com/guidance/design-guides](http://www.securedbydesign.com/guidance/design-guides). The British Transport Police has had engagement with Network Rail and the developer in the form of meetings during the planning process, which has

incorporated Security In the Design of Stations (SIDOS); any further queries around embedding designing out crime practices within the project, should be directed to the Designing Out Crime Unit - [designingoutcrime@essex.police.uk](mailto:designingoutcrime@essex.police.uk).

## National Highways

### Comments

11.04.22

No objections. The proposed development site is situated on the north-western side of A12 junction 19, Boreham Interchange. The proposed railway station will be accessed from the A138, part of the local road network. A discussion meeting has taken place regarding the construction area and its overlap with the A12 Chelmsford to A120 Marks Tey Widening Scheme. Ongoing liaison will take place and there are no major concerns with respect to the current reserved matters.

## Chelmsford Cycling Action Group

### Comments

04.04.22

Chelmsford Cycling Action Group has commented as follows:

1. Bus Canopy – The roof should be lowered to provide adequate shelter from rain and wind, particularly as they are in a very exposed location.
2. Cycle Storage – The storage needs good sight lines for CCTV and proactive monitoring to minimise security problems.
3. Cycle Routes – The segregated cycle route should continue from the northerly direction after the toucan crossing on the eastern side of the car park to the station cycle parking; currently it is shown tapering into a sub-standard pedestrian path.
4. East-West Cycle Route – A continuous cycle route east-west, past the station, should be provided without having to dismount.
5. Boreham Cycle Route – Provision of a direct cycle route from the south-east eg: Boreham is required.
6. Cycle Route Material – The surface for the cycle route should be amended to a decorative asphalt. The currently shown in situ concrete surface with exposed aggregate would be unsuitable, with undesirable drag, plus abrasion in the case of accident.

## Ramblers Association

### Comments

No response.

## Historic England

### Comments

11.05.22

Following detailed discussions at pre-application stage and post formal submission, Historic England concurs with the views expressed in the response provided by the CCC Principal Heritage Officer.

## The Gardens Trust

### Comments

23.03.22

No comments, however, this does not signify either approval or disapproval of the scheme proposals.

## Health & Safety Executive

### Comments

05.05.22

The Health & Safety Executive (HSE) does not advise on safety grounds, against the grant of planning permission in this case.

The HSE has advised that the proposed development site lies within the consultation distance (CD) of at least one major hazard site and/or major accident hazard pipeline. The pipeline operator will need to be contacted as there may be additional constraints on development near the pipeline; 7577\_1831 Cadent Gas Limited.

Two reasons are given for this (i) the operator may have a legal interest (easement, wayleave etc) in the vicinity of the pipeline, which may restrict certain developments within a certain proximity of the pipeline and (ii) the standards to which the pipeline is designed and operated, may restrict occupied buildings, or major traffic routes, within a certain proximity of the pipeline; consequently there may be a need for the operator to modify the pipeline, or its operation, if the development proceeds.

Cadent Gas, the pipeline operator, has been consulted – see below.

## Cadent Gas

### Comments

14.05.22

Cadent Gas has completed its assessment and raises no objection to the proposed scheme but does have high pressure assets (a 610mm steel high pressure pipeline) in the vicinity of the works on the boundary edge, that will need to be protected at all times throughout the ongoing project works.

Cadent Gas will need to be contacted as the project moves forward to protect its asset.

The applicant should refer to the building protection distance and refer to the 'Specification for Safe Working in the Vicinity of Cadent Assets Ref: CAD/SP/SSW/22 dated August 2021' guidance for working near a high pressure gas pipeline and MP main in the works area.

Should the scheme affect one of Cadent Gas's high pressure pipelines, then it is a statutory requirement that the local planning authority input details of the application into the HSE's Planning Advice Web App; further details – [www.hse.gov.uk/landuseplanning/planning-advice-web-app.htm](http://www.hse.gov.uk/landuseplanning/planning-advice-web-app.htm)

The HSE may wish to apply more stringent criteria for building proximity after assessment.

Cadent Gas recommends that an informative is appended to the decision notice as follows:

1. The applicant is to be informed that prior to carrying out works, it is to register details of the planned works for review on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk), to ensure requirements are adhered to. Cadent Gas's original holding objection was triggered due to the presence of a High Pressure Major Accident Hazard Pipeline (MAHP) and/or an Intermediate Pressure Pipeline and/or an Above Ground Installation. The minimum building proximity distances for the pipelines and installations have been provided. The building proximity distance is taken from The Institution of Gas Engineers and Managers Publication IGEM/TD/1 Edition 5, which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission and IGEM/TD/3 Edition 5 Steel and PE pipelines for gas distribution.

### Countryside Zest Notification

#### Comments

No response.

### Local Residents

#### Comments

20.04.22

One letter of representation expressing support has been received on behalf of the Chelmsford Constituency Labour Party which raises no objection to the reserved matters providing the requirements of National Highways are met.

20.04.22

One letter of representation has been received, which makes the following comments on cycle access routes and cycle parking:

#### Cycle Access Routes

1. The cycle route from Generals Lane appears too narrow following the crossing as it runs parallel to the car park access road; it should remain as a 3m segregated cycle route all the way to the cycle parking.
2. The link to the Boreham Interchange cycle route should be clearly explained in the Design and Access Statement.

#### Cycle Parking

People considering cycling to the station need to feel confident that there will be space to park their bike and that it will be secure; failure to meet this requirement will result in less people choosing to cycle.

3. Cycle parking capacity needs to be able to meet demand from the outset, and there should be provision to increase the amount of cycle parking in the future according to demand.
4. The plans should include provision for accessible parking of non-standard cycles (see LTN 1/20 Section 11.2.6); there is no mention of this in the Design and Access Statement.
5. Cycle parking should have secure access and be monitored by CCTV; there have been many cycle thefts from Chelmsford Station and lessons should be taken from this.
6. LTN 1/20 Section 11.6.2 states that cycle hubs are generally the most appropriate form of cycle parking at public transport stations; the guidance should be considered for what is an entirely new station.

19.04.22

One letter of representation has been received, which raises the following objections:

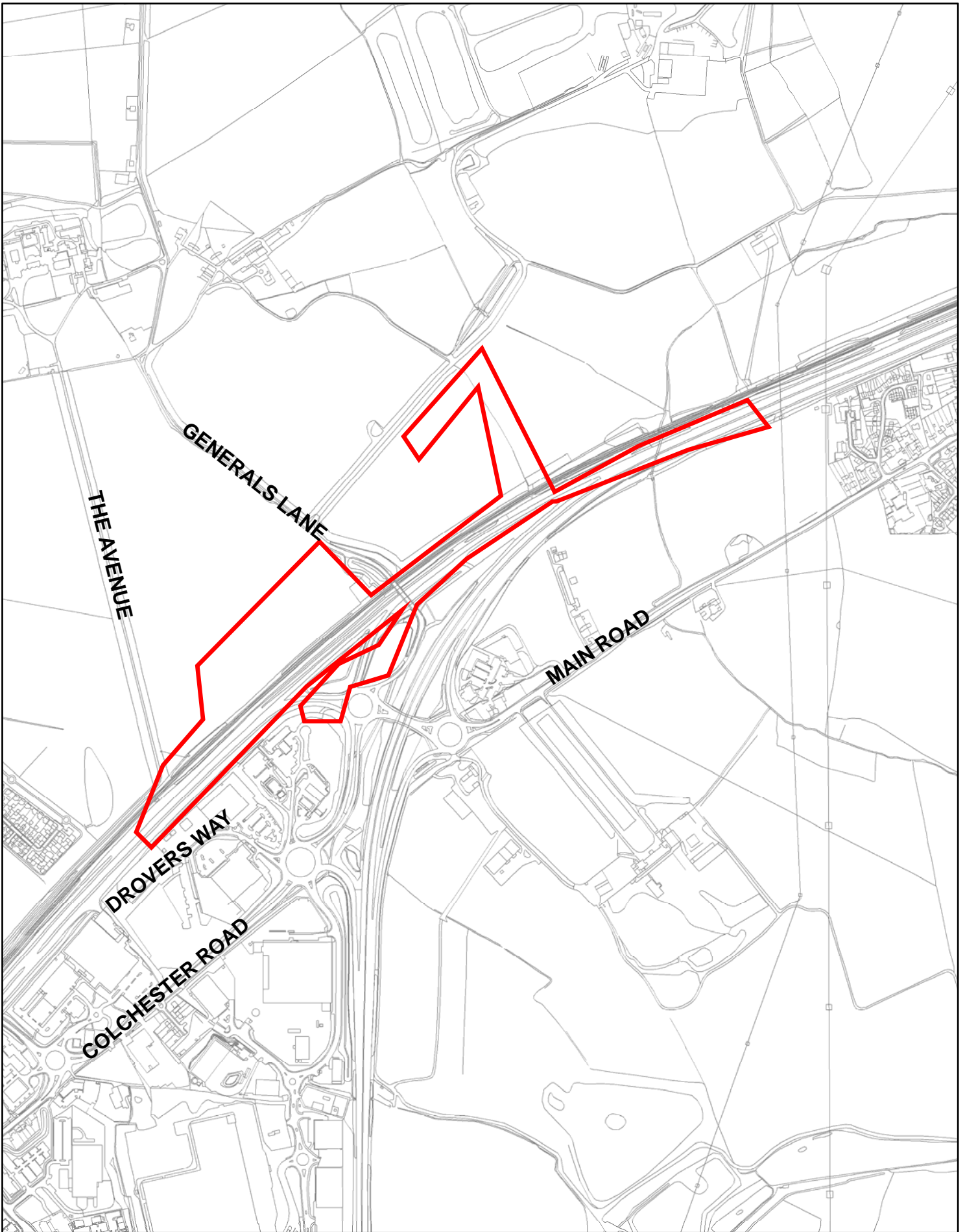
1. Trees – Object to the scheme plans due to the unnecessary removal of mature trees; with the current global situation more effort should be made to retain mature trees as they absorb more carbon than young ones.
2. Chestnuts – The Avenue of Chestnut trees are not in the way and can be retained; it is due to incompetence and the inability to want to incorporate them, that some of these trees are scheduled for removal. A Freedom of Information request has been submitted to the Council asking how many trees have been removed each year; the Council have failed to meet their legal obligation to provide such figures.
3. MP – The Member of Parliament for the area campaigned to the Brazilians to stop felling trees at COP26; it is therefore hypocritical that the Council is felling significant numbers of trees due to the Beaulieu development within the MP's constituency.
4. Contractors – The Council should use contractors of credibility, instead of the dross endured during the Boreham Interchange Works where 80% of the work force have been standing looking at mobiles and have been incapable of moving a road cone or sign; this might result in responsibly designed projects completed quickly, to a high standard and within a respectable budget.

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## Appendix 2 – Drawings

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0 100 200 400 Metres

1:9,323

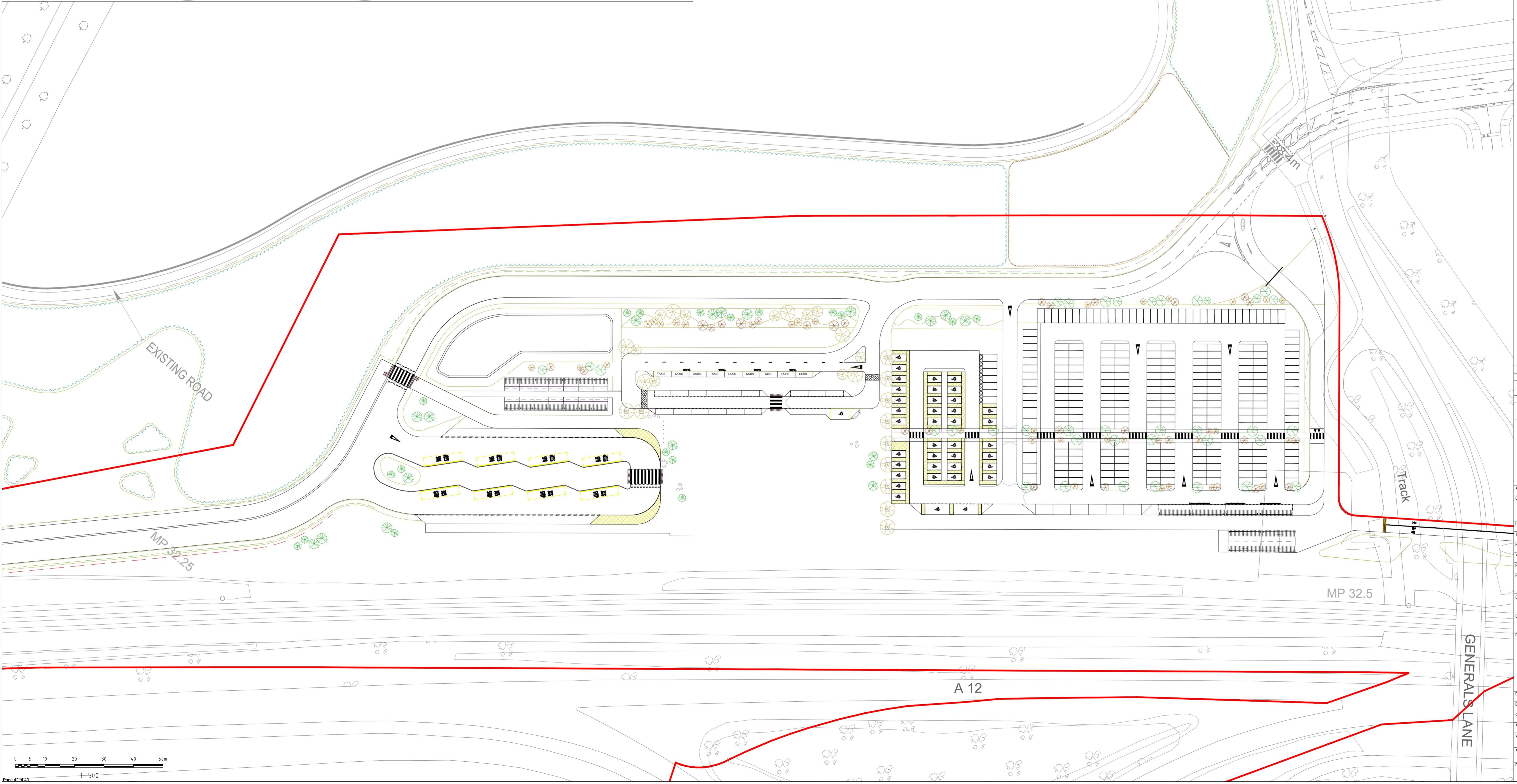
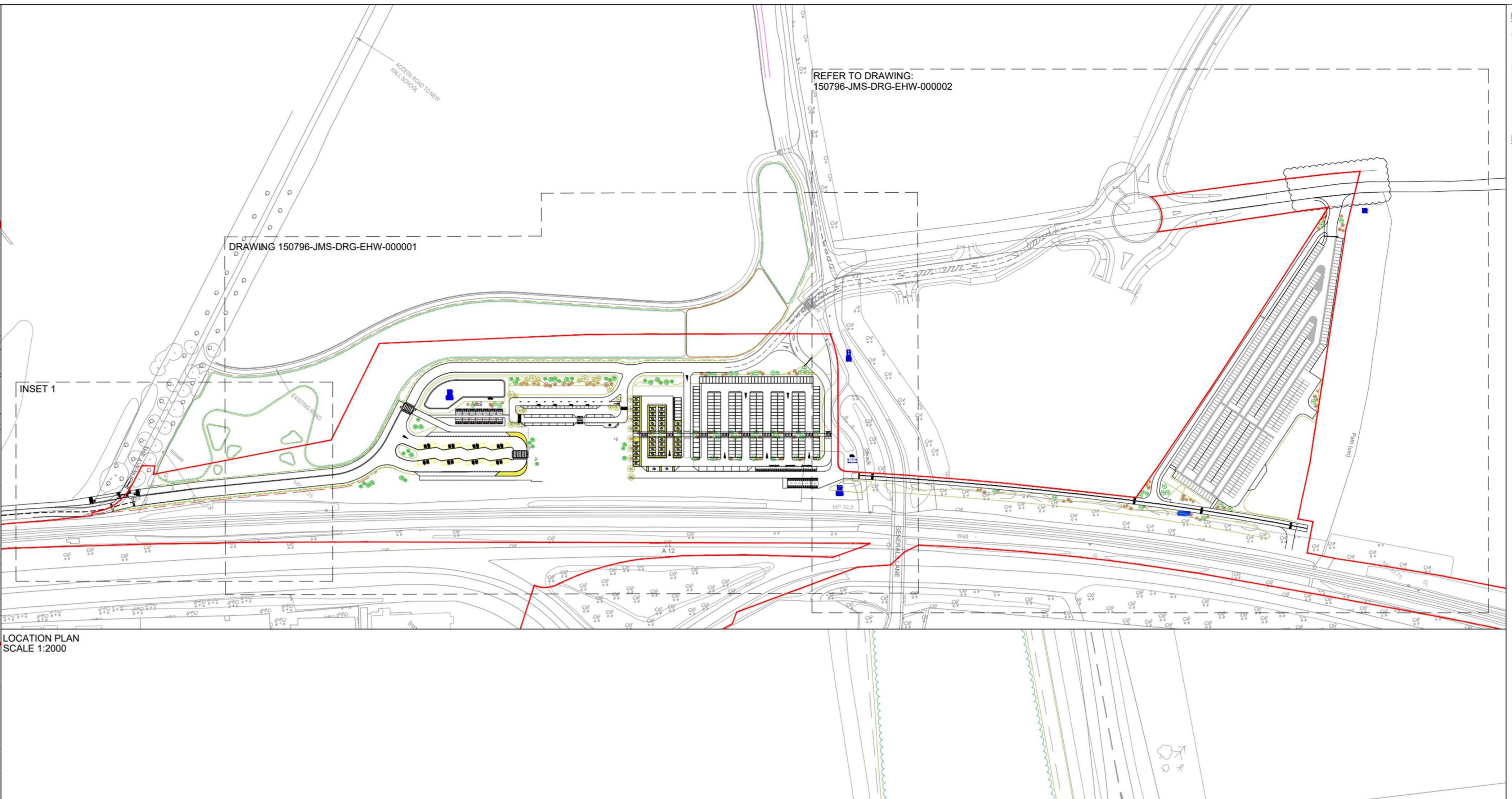
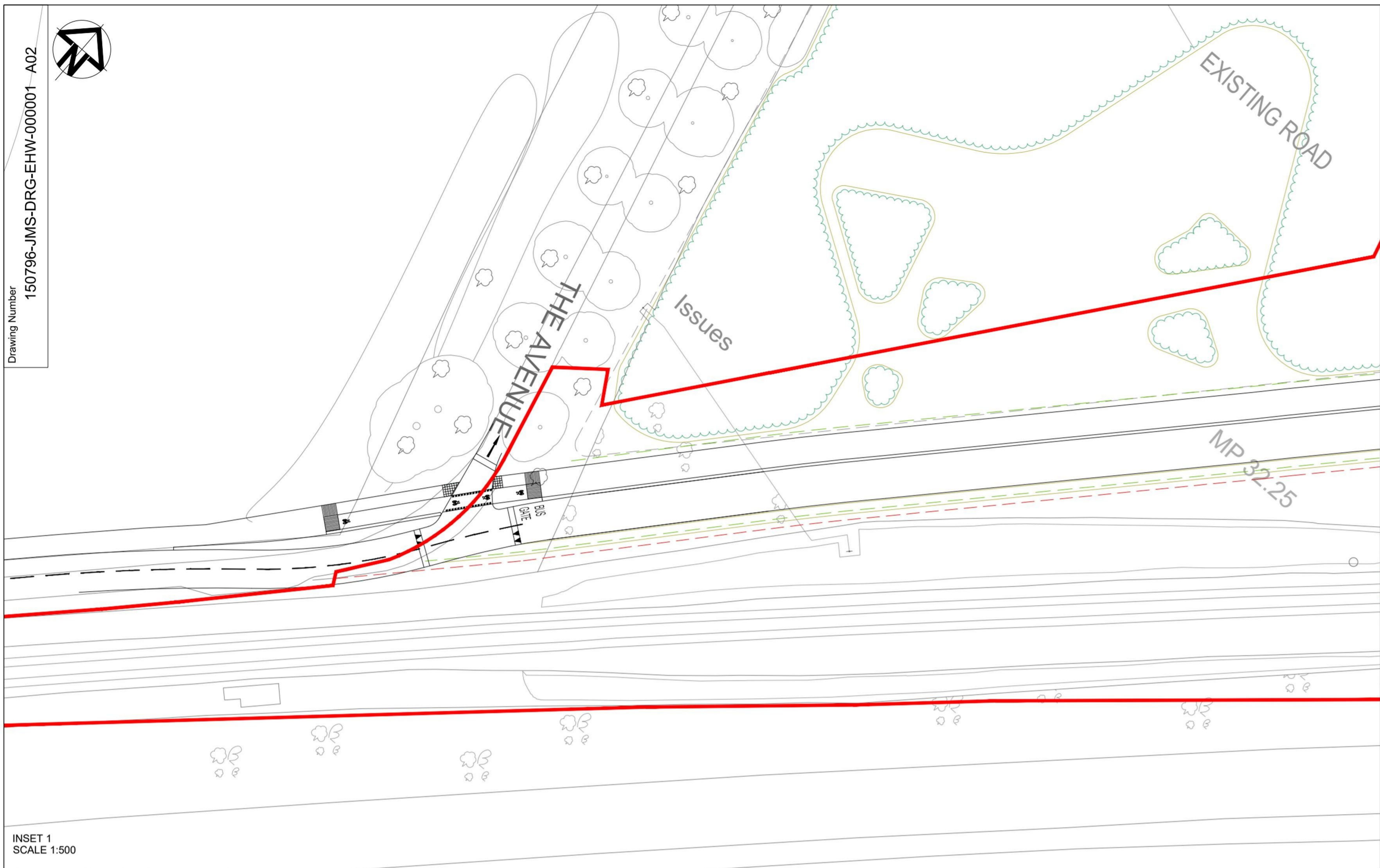


**Planning Committee**  
**22/00473/REM**

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

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

Telephone: 01245 606826



- NOTES
- DO NOT SCALE FROM DRAWING - USE ONLY DIMENSIONS AS NOTED.
  - ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

KEY

— LAND BOUNDARY

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND/OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

P04	09/05/22	Footway cyclway adjacent to main car park widened to 5m	GK	GK	JH
P03	12/04/22	Scale bar updated	GK	GK	GH
P02	21/02/22	Updated se-in to The Avenue	GK	GH	JH
P01	03/12/21	Second Revision	GR	AW	GH
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

FOR PLANNING S1



Authorised: --- Signed: --- Date: ---

Contractor(s): J Murphy & Sons Ltd

Location/Level: No Specific Location  
 Type: CAD Drawing  
 Role: Civil Engineer  
 Volume/System: ---  
 Phasing: Proposed  
 Project: Grip Stage 4

Project: Beaulieu Station

Contract No: 150796

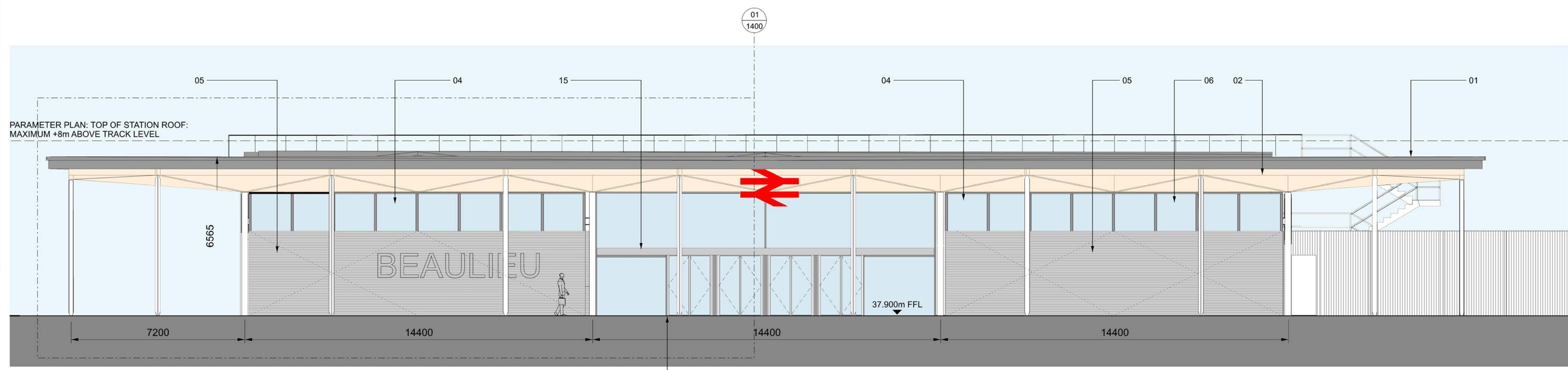
Contract Title: Beaulieu Station

Drawing Title: Beaulieu Station Highways General Arrangement PT Interchange and Surface Car Park

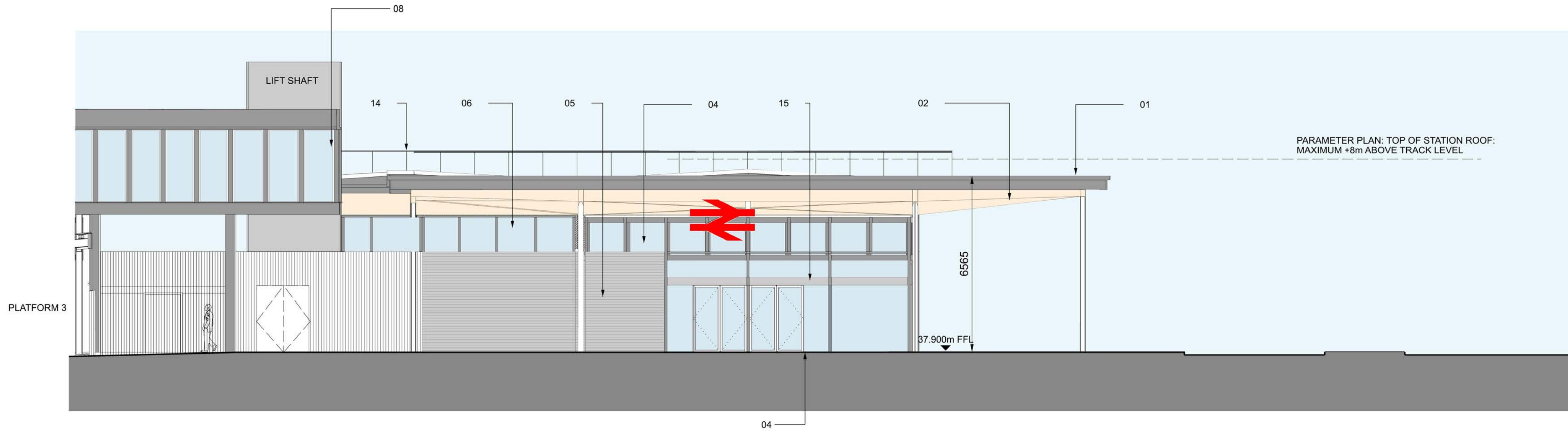
Designed	G. KENNAIRD	Signed	GK	Date	09/05/22
Drawn	G. KENNAIRD	Signed	GK	Date	09/05/22
Checked	G. KENNAIRD	Signed	GK	Date	09/05/22
Approved	J. HRUSA	Signed	JH	Date	09/05/22

Scale(s): 1:500  
 Alternative Reference: --- to ---  
 Drawing Number: 150796-JMS-DRG-EHW-000013

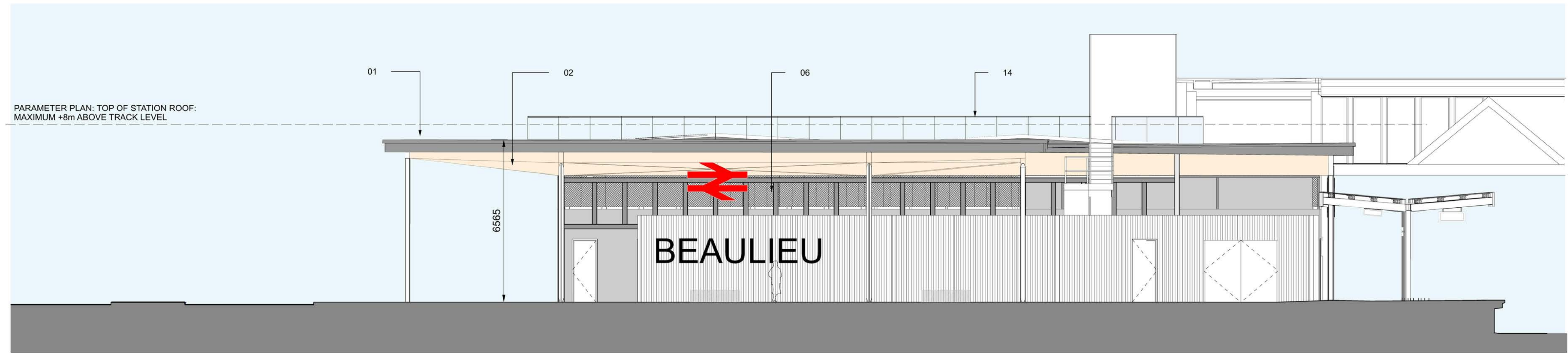
Sheet: 1 of 1  
 Revision: P04



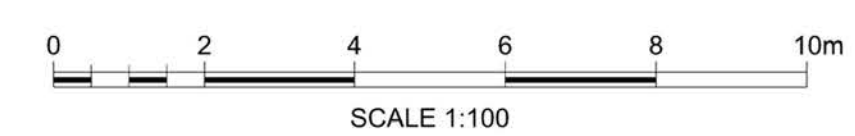
01 STATION BUILDING ELEVATION FORECOURT  
1:100



02 STATION BUILDING ELEVATION NORTHEAST (CAR PARK)  
1:100



03 STATION BUILDING ELEVATION: SOUTHWEST (BUS INTERCHANGE)  
1:100



- Legend/Notes
- NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  2. DO NOT SCALE OFF THIS DRAWING, REQUEST DIMENSIONS IF NOT INDICATED.
  3. THIS DRAWING MAY INCORPORATE TOPOGRAPHICAL SURVEY INFORMATION SUPPLIED TO FEREDAY POLLARD BY OTHERS. RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION REMAINS WITH THE ORIGINATOR.
  4. REFER TO PARAMETER PLAN BUILDING HEIGHTS DRAWING NO. 405-FP-00-ZZ-DRG-A-000002 AS NON-MATERIAL AMENDMENT

- DRAWING KEY
- PROPOSED STATION MATERIALS.
- 01 ZINC STANDING SEAM ROOF
  - 02 LARCH GLULAM BEAMS AND TIMBER DECK PANEL ROOF
  - 03 ETFE ROOFLIGHT
  - 04 GLAZED CURTAIN WALL SCREEN/INTEGRAL ENTRANCE DOOR SYSTEM
  - 05 BRICKWORK FEATURE PANEL
  - 06 METAL FINMESH GRID SCREEN
  - 07 ZINC CLADDING
  - 08 GLASS REINFORCED CONCRETE PANEL CLADDING
  - 09 DOUBLE GLAZED METAL FRAMED WINDOWS
  - 10 METAL PROFILE DECK ROOF
  - 11 DAYLIGHT TUBE ROOFLIGHTS
  - 12 PLATFORM STANDING SEAM METAL ROOF
  - 13 ANTI-GLARE SINGLE GLAZED WINDOW TO BRIDGE
  - 14 ROOF HANDRAIL
  - 15 SIGNAGE-CMS BAND (CABLE MANAGEMENT SYSTEM)

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
P01	16/12/21	FOR RM2 PLANNING APPLICATION	WS	JA	---	

For Planning



Authorised: --- Signed: --- Date: ---

Contractor(s)  
**J Murphy & Sons Ltd**

Location/Level  
No Specific Location

Type  
CAD Drawing

Role  
Architect

Volume/System  
Architecture

Phasing  
Grip Stage

Project  
**Beaulieu Station**

Contract No.  
**150796**

Contract Title  
**Beaulieu Station**

Drawing Title  
**BEAULIEU PARK STATION  
RESERVED MATTERS APPLICATION2  
STATION BUILDING ELEVATIONS**

Designed	Signed	Date
Drawn W.SHI	Signed	Date 16/12/21
Checked J.ATTWOOD	Signed	Date 16/12/21
Approved ---	Signed	Date

Scale(s)  
**1:100** ELR & Mileage to

Alternative Reference Sheet

Drawing Number  
**150796-JMS-DRG-EAR-001200** of Revision  
**P01**