



Planning Committee
15th December 2025

Application No	:	23/00114/FUL Full Application
Location	:	Radial Distributor Route 2, South Of Wheelers Hill Little Waltham Chelmsford Essex
Proposal	:	Detailed planning application to provide Northern Radial Distributor Road (NRDR) from Wheelers Hill to the North East Chelmsford Bypass, respectively west to east, as part of the Chelmsford Garden Community. Development, which will include carriageways, footways, cycleways, crossings and the diversion of Wheelers Hill Road. Landscaping and drainage for NRDR with all associated engineering works including strategic ground re-profiling.
Applicant	:	Halley Developments Ltd
Agent	:	Anthony Aitken
Date Valid	:	23rd January 2023

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1. Executive Summary

- 1.1. The application forms one of six applications relating to the Chelmsford Garden Community, which is intended to deliver an exemplar, high-quality and comprehensively planned development. The Garden Community will be delivered over a period of approximately 20+ years, comprising new homes, employment, schools, community, retail and health facilities connected by a strong green and blue infrastructure network, which respects and celebrates local landscape character and heritage and incorporates destination parklands and significant areas of green space. The development will be underpinned by a substantial new active travel network and a series of sustainable travel measures, which extend far beyond those delivered on any other strategic site to date, including the provision of mobility hubs and access to the recently opened Beaulieu Park Railway Station.
- 1.2. The Northern Radial Distributor Road (NRDR) forms an essential component of the Chelmsford Garden Community. The provision of the road is integral to the future provision of large scale investment within the North-East Chelmsford area, unlocking the future use of Section 1a of the Chelmsford North-East Bypass, which is progressing at pace and providing a strategic transport link to it from Wheelers Hill.
- 1.3. Delivery of the NRDR will also be critical to improving connections to the strategic road network, in providing traffic relief to the local road network and ensuring the delivery of key infrastructure to support the wider delivery of growth within the Chelmsford Garden Community.
- 1.4. The scheme is well designed, with considerable care and attention given to landscaping and ensuring connections to a comprehensive network of active travel routes. The development complies with the vision set out in the Development Framework Document, delivers on several of the key guiding principles and allows for the delivery of infrastructure ahead of any further residential development at the Garden Community and complies with the policies of the Chelmsford Local Plan and the NPPF. Approval is recommended subject to conditions.

2. Background

- 2.1. The application site forms part of Strategic Growth Site Policy 6 – North-East Chelmsford. The site was given formal status as a Garden Community by Homes England in summer 2019 through the National Garden Communities Programme. The Chelmsford Garden Community encompasses all the land included within Strategic Growth Site 6 in the Chelmsford Local Plan Adopted May 2020 as well as the emerging communities of Beaulieu and Channels.
- 2.2. The Garden Community will be delivered over a period of approximately 20 years by a consortium of three developers and promoters; these comprise Ptarmigan Land (Zone 1), Vistry (Zone 2) and Halley Developments (Zone 3), all working in partnership with Chelmsford City Council, Essex County Council and Homes England.
- 2.3. The Stage 1 Masterplan Framework for Strategic Growth Site 6 was considered by the Chelmsford Policy Board on 19th December 2022 (Minutes CPB20-26) and Cabinet on 24th January 2023 (Minutes CAB39-40). Outline applications for all three zones, alongside detailed applications for primary spine roads and elements of the drainage system (Zones 1 and 3) and the Northern Radial Distributor Road have been submitted.
- 2.4. The Chelmsford Garden Community will create a community of around 10,000 new homes and new employment opportunities in North-East Chelmsford building upon the success of recent

development at Beaulieu and Channels and designed to meet the Garden City Principles, set out by the Town and Country Planning Association (TCPA).

3. Description of Site

- 3.1. The application site forms part of Strategic Growth Site 6 - North-East Chelmsford, which is allocated in the adopted Chelmsford Local Plan.
- 3.2. The Northern Radial Distributor Road (NRDR) application site covers an area of approximately 10 hectares in linear form and sits towards the northern end of the Chelmsford Garden Community boundary. The site extends from Essex Regiment Way in the west and crosses all three zones of the Garden Community. The road has an overall length of approximately 1.55km with the first 100m (adjacent to Essex Regiment Way) located within Zone 1, the middle section (approximately 1.1km in length) within in Zone 3 and the final 300m within Zone 2. The NRDR would join into the proposed Chelmsford North-East Bypass (CNEB) at its eastern end within Zone 2. Works to build the first phase of the CNEB are underway via a construction contract awarded at the end of last year by Essex County Council. Construction of Section 1A of the bypass is expected to be finished by Summer 2026. Construction of the remainder of the bypass (Section 1B and 2) will take place in due course in the future when alternative funding has been secured.
- 3.3. The land which the NRDR crosses is principally in agricultural use and includes hedgerow field boundaries, trees and four ponds.
- 3.4. No dwellings are situated within the application site itself, but the residential roads of Wheelers Hill and Cranham Road run to the north of the site. The dwellings nearest to the NRDR site are Powers Farm and Peverels Farm, which are located within 85m of the boundary of the application site. The road would dissect Domsey Lane to the north of Peverels Farm.
- 3.5. The land immediately to the south is currently undeveloped comprising open fields which were previously in agricultural use or formed part of a golf course. Land to the south of the NRDR will form the principal development parcels of the Chelmsford Garden Community.
- 3.6. The parcels of land immediately to the north of the NRDR and located either side of the Powers Farm form part of the developable land for Zone 3. Vehicular access points leading from the NRDR into these parcels are proposed as part of this proposal. Controlled pedestrian and cycle crossings of the road will also be introduced to allow access from the northern parcels into the main parts of the Chelmsford Garden Community.
- 3.7. The village of Little Waltham and Little Channels Golf Course are located further to the west on the opposite side of Essex Regiment Way. The Chelmer Valley Park and Ride lies south-west of the application site beyond which to the south lie the communities of Channels and Beaulieu. The Bulls Lodge Quarry lies to the south-east and east of the site and sits within the Zone 2 development area.

4. Details of Proposal

- 4.1. The application seeks detailed planning permission for the Northern Radial Distributor Road (NRDR). The road would be located within the northern part of the Chelmsford Garden Community and across all three development zones connecting with Essex Regiment Way to the west and the Chelmsford North-East Bypass to the east.

- 4.2. The road corridor would form part of a new network of strategic vehicle routes, alongside the southern radial distributor road (Channels Drive and Beaulieu Parkway) and the Chelmsford North-East Bypass, effectively knitting the Garden Community into the surrounding road network.
- 4.3. The planning application for the NRDR seeks detailed planning permission for a transport corridor which includes the following elements:
- A 7.3m wide single carriageway road with lanes measuring up to 3.65m in width.
 - A 2m verge on the northern side and a 3m verge on the southern side adjacent to the carriageway.
 - A segregated 2m wide footway and 3m wide cycleway on the southern side of the road and a 4m wide shared footway/cycleway on the northern side of the road.
 - A 1m verge at the back of each footway.
 - Street lighting; typically, along both sides of the carriageway.
 - Drainage and sustainable urban drainage (SuDS);
 - Earthworks.
 - Trees on both sides of the carriageway within the verges/swales.
 - A reconfiguration of the existing roundabout at the junction of Wheelers Hill and Essex Regiment Way.
 - The closure of the Wheelers Hill arm of the existing roundabout and construction of a new eastern arm to serve the NRDR.
 - Four junctions leading to the Zone 3 development parcels and three junctions leading to the Zone 2 development parcels.
 - Provision of a left in/left out junction from Domsey Lane where the NRDR crosses the existing road.
 - Seven signal-controlled crossings.
- 4.4. The elements set out above are examined in detail below.

5. Other Relevant Applications

- 5.1 The application has been submitted alongside a hybrid application for Zone 3 as summarised below and detailed in full in the 'Principle of Development' section of the report:

23/00124/OUT - Outline Planning Permission with all matters reserved except means of accesses from/to the proposed Northern Radial Distributor Road (NRDR). Residential development of up to 1250 units, which comprises market/affordable and single family rental (SFR) / Build to Rent (BTR). Provision of Discovery Park North which will include open space, landscaping, formal sports pitches, pavilion and associated car parking. Internal vehicular carriageways, footways, cycleways and all pedestrian routes with associated landscaping and green infrastructure. Phased development (each and every phase (and/or sub-phase) being a separate and severable part of the development.

23/00124/FUL - Detailed planning permission for two spine roads north/south carriageway(s), cycleway(s) and footway(s) from/to the proposed Northern Radial Distributor Road North (NRDR) and one east/west spine road to Great Belsteads Village. Drainage and sustainable urban drainage systems (SUDs) throughout the development with all associated engineering works including strategic ground re-profiling, stockpiling, and below ground works.

- 5.2 Applications have also been submitted for Zones 1 and 2 of the Garden Community as detailed below:

22/01950/OUT - Application for hybrid planning permission, seeking outline planning permission with all matters reserved, except means of access at Essex Regiment Way (including pedestrian and cycle bridge) and Belsteads Farm Lane (road to Park Farm), for a mixed use scheme comprising up to 1,500 new homes (use Class C3); a primary school including co-located early years nursery provision and associated playing fields (Use Class F1 and E(f)); employment areas (Use Class Ec ,Eg (i) (ii) (iii) and associated ancillary uses); a mixed use neighbourhood centre (Use Classes Ea, b, c, d, e, f, g (i), and F1(e), F2(b); and associated green infrastructure, including public open space, formal and informal play and recreation areas; drainage features, and other associated works; and, diversion of public rights of way.

22/01950/FUL - Detailed planning permission is sought for the initial phase of on-site highway works comprising the east to west main street; north to south main street, including bus gates; and associated strategic ground re-profiling and strategic surface water attenuation and associated landscaping.

23/01751/OUT – Outline planning consent for a mixed use Garden Community to be developed in severable phases with all matters reserved (save for where full details are submitted for a new access junction from Beaulieu Parkway – RDR1) for residential development; mixed use development comprising employment, commercial, retail, leisure, community and education facilities; specialist residential accommodation for the elderly; serviced land for a travelling show people site; green and blue infrastructure including a new Nature Park, public open space and sports facilities; sustainable transport infrastructure including two active travel bridges crossing Chelmsford North-East Bypass; new highways including part of the Northern Radial Distributor Road; utility and infrastructure work; site restoration and preparation works and demolition of structures; and associated and ancillary development.

- 5.3 Planning permission was also granted on 19th July 2024 for a series of enabling works in conjunction with the NRDR

24/00810/FUL - Detailed planning application for enabling works at Powers Farm, Chelmsford. The enabling works will include provision of permanent Construction access for the duration of the infrastructure works, compound, wheel wash, welfare, haul roads, surface water management during the construction phase utilising the permanent drainage and sustainable urban drainage systems (SUDs) throughout the development, with all associated engineering and infrastructure works. This includes the removal of topsoil for recycling off site, the stockpiling of topsoil on site and the strategic ground re-profiling, stockpiling, and below ground works for Zone 3 Chelmsford Garden Community, Chelmsford – Granted 19.07.24

6. Summary of Consultation Responses

- Chelmsford Garden Community – Comments as detailed in full in the consultations section of the report.
- Little Waltham Parish Council – No comments to make.
- Braintree District Council – No specific comments; note ECC Highways will be heavily involved.
- CCC Public Health & Protection Services – No further comments.
- South Essex Parking Partnership – Request early consultation with the Traffic Regulation Order Team regarding necessary public highway parking restrictions.
- ECC Major Development & Communities – No objections subject to conditions and mitigation measures being secured within the s106 Agreement.
- ECC Historic Environment Branch – Conditions recommended.

- Active Travel England – Approval recommended; subject to conditions and mitigation measures being secured within the s106 Agreement.
- National Highways – Letter provided at Appendix 5.
- Ramblers Association – Comments as detailed in full in the consultations section of the report.
- Essex & Suffolk Water – No response.
- Anglian Water Services – No comments.
- Environment Agency – No objections; advisory comments.
- Essex County Fire & Rescue Service – Advisory comments.
- Essex Police – Strategic Policing Team – Advisory comments.
- Essex Police – Designing Out Crime – Advisory comments.
- Natural England – No objections; reference to general advice.
- Essex Wildlife Trust – No response.
- Historic England – Local planning authority specialist conservation advisors views to be sought.
- Local Residents – Objections regarding impact on wildlife, noise and air pollution, traffic impacts, speed concerns and ground water.

A full detailed summary of the responses can be found in the consultations section of the report.

7. Planning Considerations

Principle of Development

Local Plan Strategic Priorities: 1 – Sustainable Development Patterns, 2 - Meeting the Needs for New Homes, 3 – Fostering Growth & Investment and Providing New Jobs, 5 – Strategic Infrastructure and 6 – Local Infrastructure

Local Plan Strategic Growth Site Policy 6, Strategic Policies: S1, S6, S7

Policy Position

NPPF

- 7.1. Paragraph 7 of the NPPF advises that *‘the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner’*. The NPPF sets out a *‘presumption in favour of sustainable development’* (paragraph 10).
- 7.2. Paragraph 8 notes that achieving sustainable development means that *‘the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways’*; these are economic, social and environmental. The NPPF notes that in realising these objectives, there is an importance to be attached to *‘identifying and coordinating the provision of infrastructure.’*
- 7.3. The NPPF sets out a *‘presumption in favour of sustainable development’*; for plan-making this means that strategic policies, *‘should as a minimum, provide for objectively assessed needs for housing and other uses’* (paragraph 11(b)) and for decision-taking; this means that *‘where there are no relevant development policies, or the policies which are most important for determining the application are out-of-date, granting planning permission’*, unless there are strong reasons for refusing the development in respect of one of two criteria. Firstly, in respect of any policies within the NPPF which protect areas of particular importance e.g. land designated as Green Belt, which do not apply in this case or secondly where the adverse impacts of the development would significantly, and demonstrably outweigh, the benefits when assessed against the NPPF as a whole, having particular regard to key policies for directing development to sustainable locations,

making effective use of land, securing well-designed places and providing affordable homes, individually, or in combination (paragraph 11 (d)).

- 7.4. Part 9 of the NPPF refers to the promotion of sustainable transport. Paragraph 109 advises that *‘transport issues should be considered from the earliest stages of plan-making and development proposals’*; it goes on to advise that this should involve *‘ensuring patterns of movement, streets and other transport considerations are integral to the design of schemes and contribute to making high quality places.’*

Adopted Chelmsford Local Plan

- 7.5. The City Council is keen to bring forward development which enables the delivery of further housing within Chelmsford in a sustainable manner.
- 7.6. Strategic Policy S7 of the Chelmsford Local Plan sets out the spatial strategy for new development over the plan period; in allocating sites for strategic growth, the policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the City Council.
- 7.7. The site policy for Strategic Growth Site 6 – North-East Chelmsford allocates land for a high-quality, comprehensively-planned, new sustainable Garden Community, that will provide a significant amount of new housing and employment, whilst maximising opportunities for sustainable travel in a landscaped setting. The policy requires the following:

Amount and Type of Development

- Around 3,000 new homes of mixed size and type to include affordable housing and specialist residential accommodation (*as set out in the Local Plan the site extent allocated in the adopted Local Plan has been drawn to accommodate approximately 5,500 new homes, but 3,000 new homes are programmed for delivery in the current Plan period up to 2036*).
- 45,000sqm of floorspace in a new office/business park providing a range of unit sizes and types.
- Travelling Showpeople site for 9 serviced plots.

Supporting On-Site Development

- A new Country Park.
 - Single carriageway road (or Phase 1) of the Chelmsford North-East Bypass within the site boundary.
 - An outer vehicular access Radial Distributor Road (Northern RDR) from Essex Regiment Way.
 - Neighbourhood centres incorporating provision for convenience food retail, community, and healthcare provision.
 - Provision of a new secondary school.
 - Provision of two new primary schools with co-located early years and childcare nurseries.
 - Provision of two new stand-alone early years and childcare nurseries.
 - Appropriate provision of community space and significant new multi-functional green infrastructure.
- 7.8. The site was given formal status as a Garden Community by Homes England in summer 2019 through the National Garden Communities Programme. The Chelmsford Garden Community encompasses all the land included within Strategic Growth Site 6 in the Chelmsford Local Plan as well as the emerging communities of Beaulieu and Channels.

- 7.9. The Garden Community will be delivered over a period of approximately 20+ years by a consortium of developers and promoters; these comprise Ptarmigan Land, the applicant for Zone 1, who are delivering the residential-led development at Channels, Vistry, the applicant for Zone 2 and who are currently delivering the Beaulieu development and Halley Developments Ltd, the applicant for this application, Zone 3. The Consortium have worked in partnership with Chelmsford City Council, Essex County Council and Homes England.
- 7.10. The Chelmsford Garden Community will create a community of around 10,500 new homes and new employment opportunities in North-East Chelmsford building upon the success of recent development at Beaulieu and Channels and designed to meet the Garden City Principles, set out by the Town and Country Planning Association (TCPA) as detailed above.

Stage 1 Masterplan - A Shared Ethos & Vision Based on Garden City Principles

- 7.11. The ambition for the Chelmsford Garden Community is that it becomes exemplary; this means that it exceeds what has typically been achieved in other major development schemes within the city area to date.
- 7.12. The Stage 1 Masterplan Framework comprised three core documents:
- **Development Framework Document (DFD)** – The DFD sets out the vision and framework for the Garden Community; at its heart are two Framework Parameter Plans (Land Use & Access and Green Infrastructure). The plans in turn inform an illustrative masterplan. The document provides a robust and comprehensive framework for delivering the whole Chelmsford Garden Community, which has guided and informed the current planning applications for all three zones.
 - **Infrastructure Delivery Plan (IDP)** – The IDP sets out the framework for infrastructure delivery, when this needs to be delivered, by whom and at what cost.
 - **Planning Framework Agreement (PFA)** – The PFA is an overarching legal agreement for the entire Garden Community to ensure comprehensive development across the three separate land ownerships. The document provides the legal framework for the Site Specific s106 Agreements for the individual outline planning applications.
- 7.13. The Stage 1 Masterplan was supported by a range of technical, evidence-based documents; these are inter-related and intended to ensure seamless, consistent, and comprehensive delivery, community stewardship, and design quality across the whole Garden Community.
- 7.14. The Chelmsford Policy Board considered the CGC Development Framework Document (DFD), which forms part of the Stage 1 Masterplan Framework at its meeting on 19th December 2022 (CPB20 – 26). The Chelmsford Policy Board resolved to recommend to Cabinet, that the Development Framework Document (DFD) be approved subject to agreement of an amended active travel network; inclusion of an appropriate process to agree Site-Wide Design Principles; Domsey Lane access arrangements and the principles of the community stewardship arrangements. Delegation in respect of any final changes to the DFD including the matters as previously listed was provided to the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member. The Policy Board were asked to note the Planning Framework Agreement (PFA) Summary appended to the report and the commentary on the preparation and monitoring of the Infrastructure Delivery Plan.

- 7.15. Cabinet considered the DFD at its meeting on 24th January 2023 and agreed the document subject to completion of the legal Planning Framework Agreement and agreement of the baseline Infrastructure Delivery Plan (CAB39 – 40). Cabinet resolved that the Director of Sustainable Communities could, using his existing delegated powers, negotiate and complete the PFA, settle the final presentation of the DFD and agree the Infrastructure Delivery Plan (IDP) to a baseline position with future monitoring and updating to be undertaken in accordance with the requirements of the PFA.
- 7.16. Significant work has taken place to agree the IDP and to conclude the PFA. The expectation is that the IDP and the PFA will be in an agreed form prior to Planning Committee. The PFA would then need to be signed by all parties prior to any grant of outline planning permission for the Zones 1 and 3 planning applications. Following completion of the IDP and the PFA, the Stage 1 Masterplan can be formally approved.
- 7.17. The Stage 2 Masterplan comprises the outline planning applications for each of the three zones.
- 7.18. The approved DFD sets out the shared vision, at pages 25-49; this is one of a shared place, displaying an ethos of equality that reflects the collaboration behind its development; every element of the vision is informed by the need to become carbon zero and to minimise the impact of the new community on climate change. The shared ethos has five key pillars, which permeate through every part of the DFD and are encapsulated within the masterplan; these are:
1. Rewilding Everyday Life – Green and blue infrastructure everywhere.
 2. Participatory Governance – Pro-active community.
 3. Promoting Active Travel – Walkable, cyclable, connected.
 4. Inclusive Villages – Accessible, affordable, liveable.
 5. 15 Minute Neighbourhoods – Circular economy.
- 7.19. The five key pillars informed the Guiding Framework Principles; shown diagrammatically in a wagon wheel, which appears on each page of the DFD.
- 7.20. The Town & Country Planning Association (TCPA) Garden City Principles were used as a starting point and informed the basis of the ethos of the Garden Community; these principles are set out below:
1. Land value capture for the benefit of the community.
 2. Strong vision, leadership, and community engagement.
 3. Community ownership of land and long-term stewardship of assets.
 4. Mixed-tenure homes and housing types that are genuinely affordable.
 5. A wide range of local jobs in the Garden City within easy commuting distance of homes.
 6. Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
 7. Development that enhances the natural environment providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy positive technology to ensure climate resilience.
 8. Strong cultural, recreational, and shopping facilities in walkable, vibrant, sociable neighbourhoods.
 9. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

- 7.21. The vision for the Chelmsford Garden Community is underpinned by a series of key targets and metrics:
- 50% Green Infrastructure.
 - 20% Biodiversity Net Gain.
 - 1 Job per Dwelling.
 - 15 Minute Villages – Create neighbourhoods where day-to-day needs are accessible by an active journey of less than 15 minutes.
 - The Power of 10+ - Clustering complementary mixed uses and facilities such that they become greater than the sum of their parts.
 - 100% Working Towards Waste Diversion from Landfill.
 - 3 Trees per Dwelling.
 - At Least 60% of Trips by Non-Car & Active Modes of Travel.
- 7.22. The Chelmsford Garden Community, which is being promoted by the Consortium, set out within the DFD that the development will deliver the following:
- Around 5,500 new homes of mixed size and tenure, of which 35% will be affordable.
 - 9.19ha of dedicated employment land.
 - Four new mixed use Village Centres.
 - A new all-through school (including primary with co-located early years, secondary and potentially a sixth form), up to three further primary schools (with co-located early years) and at least two standalone early years facilities, as demand requires.
 - 238.5ha of green and blue infrastructure (including the 108.8ha Dukes Wood Nature Park).
 - 17.3ha of new outdoor formal sports facilities.
 - Comprehensive infrastructure to support sustainable travel modes.
 - New Northern Radial Distributor Road from Essex Regiment Way.
 - Safeguarding of land for the future expansion of the Chelmer Valley Park and Ride.
 - Safeguarding of land for Chelmsford North-East Bypass and provision of future bridge crossings.
 - Travelling Showpeople Site for 9 serviced plots.
- 7.23. The DFD details a series of Guiding Framework Principles, as set out in paragraph 7.18 above, these encapsulate the vision and are intended to act as the ‘golden rules’ for the development outlining how the requirements of Policy SG6 (Strategic Growth Site 6) are to be translated, to achieve a high-quality, well designed, sustainable, and successful place.
- 7.24. The DFD provides a robust and comprehensive framework for delivering the Chelmsford Garden Community, which has guided and informed the outline planning applications.

Environmental Assessment

- 7.25. The scheme together with the hybrid application for Zone 3 (see next agenda items) constitutes EIA development and is classified as an Urban Development Project under Schedule 2 10 (b) Infrastructure Projects of the Environmental Impact Assessment (EIA) 2017 Regulations (EIA Regulations). The City Council issued its formal scoping opinion on 4th August 2022 and confirmed the subject areas which should be addressed in the Environmental Statement. The scoping opinion has been followed.
- 7.26. A single Environmental Statement (ES) was produced for the NRDR and the hybrid application for Zone 3 as the proposed schemes are inherently interlinked.

- 7.27. The ES has assessed the likely significant impacts of the proposed scheme during the construction and operation of the development and proposes mitigation measures where required. The methodology and EIA are contained within the Environmental Statement.
- 7.28. The local planning authority in reaching its decision has taken into consideration the environmental information contained within the NRDR and OPA3 Environmental Statement (September 2023), NRDR and OPA3 Environmental Statement Non-Technical Summary (September 2023), NRDR and OPA3 Environmental Statement Addendum (September 2023 Updated 5th October 2023) (following amendments to the red line boundary for the NRDR and Zone 3 applications, an amended NRDR Drainage Context Plan, an amended NRDR Drainage General Arrangement Sheet 5 and changes to the NRDR and the Zone 3 description of works as fully listed in the ES Addendum), NRDR and OPA3 Environmental Statement: Statement of Conformity (March 2024) (following changes to the NRDR and the Zone 3 Description of Works as fully listed in the SoC), NRDR and OPA3 Environmental Statement Addendum (May 2025) (providing information on the amendments incorporated into the development since the submission of the ES) and NRDR and OPA3 Environmental Statement Non-Technical Summary (May 2025) (providing information on the amendments incorporated into the development since the submission of the ES); they include an assessment of cumulative effects.

NRDR Application

- 7.29. The detailed planning application seeks planning permission for the Northern RDR, a single carriageway road measuring approximately 1.55km in length extending through the northern part of the site from Essex Regiment Way to the west and linking to the future Chelmsford North-East Bypass (CNEB) to the east.

Chelmsford North-East Bypass

- 7.30. Essex County Council advised in July 2023 that due to rising project costs, Phase 1 of the NE Bypass would be delivered in two parts as it was no longer possible to provide the full extent of this phase with the funding secured through the Housing Infrastructure Fund. Phase 1 will now be delivered in two parts. Phase 1a comprises the section of the bypass from roundabout 4 of the existing (Southern) Radial Distributor Road (Beaulieu Parkway) to the NRDR, connecting the CNEB with Essex Regiment Way at the Wheelers Hill Roundabout; work commenced in autumn 2024. Phase 1b, would then connect the NRDR to the A131 Braintree Road, although the timescales and funding for completion of this section of the bypass have yet to be confirmed. The HIF is intended to be used to deliver Phase 1a of the CNEB by 31st March 2026.
- 7.31. The County's transport consultants, Jacobs, updated their strategic highway modelling in light of the planned phased delivery; this indicated no further impacts beyond those already assessed within the Environmental Statement supporting the Zone 3 hybrid and NRDR applications. The delivery of the NRDR in a timely manner, given the programme for delivery of Phase 1a of the CNEB is critical to ensuring that current congestion on the existing strategic road network, including Essex Regiment Way is addressed. Further, the phased delivery of the CNEB places additional reliance upon the NRDR to perform the role of managing traffic flows within the wider area in the interim period until Phase 1b of the bypass is delivered. Consequently, it is essential that the delivery of the NRDR is completed as soon as practically possible given the construction programme for the CNEB. The applicant in this respect sought planning permission for a series of enabling works to allow initial site preparation works to be carried out within summer 2024 when the weather and ground conditions were optimal.

Northern RDR

- 7.32. The application has been submitted alongside a hybrid application for Zone 3, where the full component includes details of the internal road network which connect with the NRDR and provide access to the development parcels.
- 7.33. Delivery of the strategic allocation is dependent on significant infrastructure to support the development. The Northern RDR forms an essential component in this respect, unlocking the delivery of the CNEB, (which is reliant upon HIF funding and whose delivery is timebound) and providing the strategic transport link to it from Wheelers Hill. The route is also essential in providing linkages into the Chelmsford Garden Community, its development parcels and employment, community, education and other supporting infrastructure. Provision of the NRDR is endorsed by Homes England, as a key and necessary piece of infrastructure to aid in providing relief to the existing strategic and local road network and to support the wider delivery of growth through the Chelmsford Garden Community.
- 7.34. The NPPF attaches importance to the identification and co-ordination of the provision of infrastructure, in this respect the application facilitates early delivery of the NRDR with no units to be occupied within Zone 3 until construction of the NRDR has commenced. The NRDR programme indicates that construction of the NRDR would commence at Wheelers Hill in July 2026, to the east of Domsey Lane in October 2026 and be completed in August 2027. Strategic Policy S9 of the Chelmsford Local Plan also identifies the NRDR as an important infrastructure requirement to help reduce congestion and provide important links to new developments and the strategic road network. The scheme provides a significant public benefit in connecting the CNEB with the strategic and local road network and has the potential to deliver significant economic and social benefit in accordance with the presumption in favour of sustainable development as set out in the NPPF.
- 7.35. The NPPF, Policies S1, S7 and S9 and Strategic Growth Site Policy 6 of the Local Plan and the DFD encourage the delivery of housing and economic growth supported by essential infrastructure. The scheme unlocks and improves connections to the strategic road network and is consistent with the policies of the NPPF and the Chelmsford Local Plan as referenced above. The principle of development is therefore acceptable.

Movement & Transport

Local Plan Strategic Priorities: 1 – Sustainable Development Patterns, 5 – Strategic Infrastructure, 6 – Local Infrastructure.

Local Plan Strategic Growth Site Policy 6, Strategic Policies: S1, S9 & S10 DM Policies: DM24.

Policy Position

NPPF

- 7.36. Paragraph 20 (b) of the NPPF states that strategic policies should set out the overall strategy for infrastructure for transport.
- 7.37. Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 109 (e) states that transport issues should be considered from the earliest stages of plan making and that plans and proposals should identify and pursue '*opportunities to promote walking, cycling and public transport use*'. Paragraph 111 (d) goes on to require that policies '*provide for attractive and well-designed walking and cycling networks.*'

- 7.38. Paragraph 115 of the NPPF states that when assessing proposals, it should be ensured that *'sustainable transport modes are prioritised'* and that *'safe and suitable access to the site can be achieved for all users'*.
- 7.39. The NPPF advises that in order to achieve sustainable transport, applications for developments should achieve a series of measures (paragraph 117). Criteria (a) sets out a hierarchy of transport modes; it states that proposals should *'give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.'* Criteria (c) states that developments should *'minimise the scope for conflicts between pedestrians, cyclists and vehicles'*. Criteria (e) states that development should *'be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'*.

National Government Guidance LTN1/20

- 7.40. The Government issued Local Transport Note LTN1/20 - Cycle Infrastructure Design in July 2020. The purpose of the note is to provide guidance and good practice for the design of cycle infrastructure. The guidance sets out five core design principles for routes and networks which are essential to achieving more people travelling by cycle or on foot. The five principles state that routes should be coherent, safe, direct, comfortable and attractive. Inclusive design and accessibility should run through all five of these core principles and developments should be designed to meet the needs of the broadest range of people and be accessible to vulnerable pedestrians.
- 7.41. The LTN1/20 Guidance also sets out a number of summary principles, which are intended to help to deliver high quality infrastructure and the five core principles. The summary principles state that cycling infrastructure should be:
- Accessible to everyone.
 - Separated from pedestrians on urban streets.
 - Separated from motor vehicles.
 - Designed for a significant number of cyclists.
 - Connected to create a holistic and connected network.
 - Easy and comfortable to ride.
 - Free flowing and direct.
 - Legible, easy to use and consistent.
- 7.42. The LTN1/20 Guidance details the design principles and processes to be followed when developing new cycle routes. The Garden Community development has been constructed to comply with the principles and guidance set out in LTN1/20.

Adopted Chelmsford Local Plan

- 7.43. Strategic Policy S1 - The Spatial Principles seeks to ensure that development is served by the necessary infrastructure and that it utilises existing and planned infrastructure effectively.
- 7.44. Strategic Policy S9 - Infrastructure Requirements - states that new development must be supported by the provision of infrastructure, services and facilities that are identified as necessary

to serve its needs, this includes ensuring that development is supported by sustainable means of transport to serve its need including walking, cycling and public transport modes.

- 7.45. Strategic Policy S10 – Securing Infrastructure and Impact Mitigation - sets out the need for infrastructure to be provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development. Mitigation measures must be agreed with the local planning authority, in cases where development requires additional infrastructure capacity, so as to be considered acceptable. Mitigation measures may include on site provision, or financial contributions where appropriate.
- 7.46. Policy DM24 - Design and Place Shaping Principles in Major Developments states that all new major developments should create well connected places that prioritise the needs of pedestrians, cyclists and public transport service over cars; it states that parking facilities should be well integrated as part of the overall design.
- 7.47. Strategic Growth Site Policy 6 seeks to ensure that the Garden Community provides an effective movement strategy within the site that includes pedestrian, cycle and where appropriate bridleway connections. The policy states that there should be measures to enable travel by sustainable modes and which offer choice for people by non-car means.

Garden City Principles & the DFD

- 7.48. The Town and Country Planning Association (TCPA) Garden City Principles are an indivisible and interlocking framework for the delivery of Garden Communities. The principles seek to deliver integrated and accessible transport systems with walking, cycling and public transport designed to be the most attractive forms of local transport.
- 7.49. The DFD identifies the promotion of active travel as one of the key pillars of the Garden Community. A key target for the development is for at least 60% of all trips generated within the development to be made by non-car and active modes of travel. The Garden Community proposes to maximise trips by bus and create a culture of bus travel by locating bus stops within a 400m walk of every dwelling. The masterplan also requires the development to deliver a connected and safe movement network for pedestrians and cyclists which would help to maximise trips by active modes. The DFD notes that car ownership is to be discouraged with parking within the development minimised. Shared car club parking spaces would be delivered on site and provided within 400m of every home. The masterplan also notes that the development would contain mobility hubs which would cluster together transportation services. The DFD sets a target that the mobility hubs are to be located within 800m of every home.

Transport

Approach to Active Travel Network

- 7.50. The design of the NRDR adheres to the principles outlined within the DFD (pages 63 and 64) and, alongside the proposals and parameters included within the Zone 3 applications, ensures that the NRDR supports the delivery of a comprehensive network of active travel routes.
- 7.51. The proposed NRDR would form a critical part of a new network of strategic vehicles routes alongside the southern radial distributor road (Channels Drive and Beaulieu Parkway) and the Chelmsford North-East Bypass. The scheme would also provide vital elements of the Garden Community's active travel network delivering a high-quality east-west route close to the northern

edge of the development, as well as ensuring that the NRDR vehicle infrastructure does not obstruct connectivity via the introduction of controlled crossings.

- 7.52. The proposed works to the existing Wheeler's Hill Roundabout at the western end of the development, include the provision of a toucan crossing on the southern arm of Essex Regiment Way. A new shared footway/cycleway would connect with Wheelers Hill (west), which alongside off-site works to be secured via the Zone 3 outline application, would provide an important active travel connection between the Garden Community and Little Waltham.
- 7.53. The proposed new toucan crossing on Essex Regiment Way would connect to a new 2m footway and 3m segregated cycleway providing a bidirectional route for cyclists that extends along the southern side of the NRDR carriageway almost the full length of the NRDR. The route finishes at a proposed access to the Willow Hill Village Centre, which would be delivered within Zone 2. The route, in accordance with the DFD, is planned to extend via proposals within Zone 2, to a new footway/cycle bridge over the Chelmsford North-East Bypass and into the planned country park known as Dukes Wood.
- 7.54. The route would be offset from the carriage way by a 3m verge including tree planting, thereby ensuring that it is adequately separated from vehicle traffic and provides an attractive option for residents and visitors. Development parcels within Zone 3 and Zone 2, would be expected to address the route, providing a distinctive edge to the development and a high-level of passive surveillance.
- 7.55. Additional active travel provision has been provided on the northern side of the carriageway, including a further 2m footway and 3m segregated cycleway, which would provide a bidirectional cycle route between the eastern most resident parcel within Zone 3 to the north of the NRDR and the planned employment land within Zone 2 to the east. A 4m shared footway cycleway is proposed to the west of this route connects it with the western most residential parcel within Zone 3, north of the NRDR. A shared route is considered acceptable in this location, due to the low level of use expected from the smaller lower density residential parcels which it would primarily serve. The approach would also reduce the extent of hard surfacing required within the road corridor, making it easier to integrate the road design with the landscaped setting to the north. The routes to the north of the NRDR carriageway, as with the southern route, are separated by a verge including tree planting.
- 7.56. The routes and the parcels they serve would be connected by seven toucan crossings, which would ensure that the NRDR carriageway and vehicle traffic would not sever development parcels and existing dwellings and Public Rights of Way north of the NRDR. The crossings have been located to reflect the comprehensive network of active travel routes outlined with the DFD and the submitted zone specific Parameter Plans.
- 7.57. The local planning authority has engaged in ongoing communication with Active Travel England (ATE) throughout consideration of the application. ATE have provided detailed advice to ensure that prioritisation of active and sustainable modes of travel required by the vision for the development and the NPPF will be realised.
- 7.58. ATE have raised concerns regarding an uncontrolled crossing to the south of roundabout 3. Specifically, they have advised that this would not be appropriate for the numbers and speed of vehicles on the access road and have therefore recommended a condition that takes a monitor and manage approach and requires action to be taken if the traffic conditions indicate an uncontrolled crossing is not appropriate.

- 7.59. ATE has made no objection to the application subject to the following recommended conditions/obligations; Works on Wheelers Hill (East) and Uncontrolled Pedestrians and Cycle crossing south of roundabout junction 3.
- 7.60. Works to Wheelers Hill would be covered by an obligation within the s106 Agreement in respect of the Zone 3 outline application requiring improvements to Bridleway 55 Little Waltham. The works would include the widening of the bridleway to create at least 3m of width and the removal of the existing gates and replacement with bollards. The route would be resurfaced along its entire length with lighting also provided along the bridleway and Wheelers Hill West. The works would be secured by an obligation within the s106 Agreement associated with the Zone 3 application. The works would be carried out by the developer prior to the 100th occupation on the Zone 3 site and would be designed to tie in with the NRDR proposals.
- 7.61. Turning to the condition requested regarding the uncontrolled pedestrian and cycle crossing south of roundabout junction 3, ECC Highways have undertaken extensive investigation and analysis of the submitted drawings, supporting documentation and the additional information supplied since first submission by the applicant and are content with the design of the junction as proposed. The Highways Authority intends to adopt the road, and it is unnecessary to include the condition requested by ATE.
- 7.62. The County Highway Authority has noted that a Stage 2 (Detailed Design) Road Safety Audit has been completed, which is in excess of the usual requirement for a Stage 1 Road Safety Audit (also completed); this is positive and demonstrates the applicant's commitment to commencing work in earnest. The positive progress has also limited the number of conditions which have been recommended. The conditions have been the subject of extensive discussion; in addition to those drafted by the local planning authority, which the Highway Authority support.
- 7.63. Three additional conditions are recommended to cover matters relating to visibility sight splays at junctions. The drawings referred to by the highway authority are approved drawings and the landscaping detail provided ensures the height of planting would remain well below requirements. The detail would also be provided for technical approval pursuant to the legal highways agreements.
- 7.64. A further condition is recommended to require the applicant to undertake automatic speed surveys within three months of the NRDR opening. The installation of speed/average speed cameras would then be required should the surveys demonstrate a need for enforcement. The Safer Essex Roads Partnership has supported this approach. The suggested conditions relating to visibility sight splays are not considered necessary.
- 7.65. The applicant has agreed to there being a requirement to undertake automatic speed surveys within three months of the NRDR opening and the installation of speed/average speed cameras should these prove necessary.
- 7.66. The local planning authority is satisfied that all parts of the active travel network would be secured through either the NRDR application or the Zone 3 outline planning application and future reserved matters. Details of the footway/cycleway materials and colour surface finish would be secured by condition – see Condition 18 – Road Surface Materials.

- 7.67. Details in relation to the landscaping treatment of the severed end of Wheelers Hill East would be secured by condition – see Condition 26 – Wheelers Hill: Northern Area & Retained Spur – Soft Landscaping Works.
- 7.68. Concerns have been raised by the Chelmsford Garden Community Council in relation to the proposed footbridge over Essex Regiment Way given the intention for this road to be downgraded. Specifically, the CGCC has advised that the infrastructure item would be extremely expensive and does not lead to any specific facility. The new pedestrian and cycle bridge over Essex Regiment Way would be provided to connect the Garden Community with Little Channels, the Essex Regiment Way Sustainable Corridor (ERWSTC) and the active travel route to Broomfield. The ERWSTC would in turn, enable pedestrian and cycle access to Springfield, the city centre and the university. The bridge is to be delivered by the Zone 1 developer within the cost set out in the IDP C19.
- 7.69. The CGCC have also requested that a planning condition be imposed on any grant of planning permission requiring the applicant to carry out speed surveys and to install speed cameras, should the surveys demonstrate a need. Similarly, Essex Police – Strategic Planning Team has sought assurance from the application that an average speed enforcement system can be included within the scheme design to fully support the aims and objectives of delivering a safe environment for all road users. The matter is addressed in the Highway Authority consultation response.
- 7.70. The South Essex Parking Partnership have requested that the Traffic Regulation Order Team are consulted with at the earliest opportunity and that all necessary public highway parking restrictions are agreed. The comments relate largely to the Zone 3 development and parking is addressed in detail within that report. The NRDR like the existing RDR (Channels Drive and Beaulieu Parkway) is expected to be double yellow lined to prevent parking at any time.
- 7.71. Concerns have been raised by resident regarding the speed limit on Wheelers Hill and adjoining roads; this would be a matter to be raised with the highway authority outside of the application as it would require assessment by them, a Traffic Regulation Order if the speed limit reduction were deemed appropriate, signage and potentially localised enforcement.
- 7.72. Concerns have also been raised by residents regarding the proposed access to Wheelers Hill from the NRDR. It has been suggested that this be removed to prevent additional traffic on Wheelers Hill and prevent a short cut. The proposed access from the new roundabout replaces the existing access on the existing roundabout at Essex Regiment Way and is a replacement rather than additional access to serve existing traffic seeking to access properties on Wheelers Hill and existing routes.
- 7.73. The Ramblers Association have raised concerns regarding the arrangements for the use of Public Rights of Way during the construction phases, or the provision of suitable alternatives. The applicant would be required to obtain approval to a detailed plan outlining the mechanisms for safeguarding the existing public rights of way network prior to works commencing on the development of any phase of the NRDR – see Condition 10 – Safeguarding of Existing Public Rights of Way.

Junction Modelling

- 7.74. A junction modelling assessment for the NRDR has been presented within the Transport Assessment; this has concluded that all junctions along the extent of the NRDR are forecast to operate within capacity during the 2041 future year.
- 7.75. The NRDR would provide a high-quality direct and attractive route along the northern edge of the Garden Community, which would tie seamlessly with proposals included within Zone 3 and future proposals as planned and agreed within the DFD. The routes have been designed in line with best practice as set out within Local Transport Note LTN 1/20.

National Highways

- 7.76. A letter was received from National Highways dated 5th December 2025 attached at Appendix 5; this has removed their holding objection subject to restrictions on the use of Section 1a of the Chelmsford North-East Bypass ahead of the A12 Junction 19 Scheme being operational.

Green & Blue Infrastructure

Local Plan Strategic Priorities: 1 – Sustainable Development Patterns, 6 – Local Infrastructure, 7 – Protecting and Enhancing the Natural and Historic Environment, Local Plan Strategic Growth Site Policy 6, Strategic Policies: S2, S3, S4 DM Policies: DM13, DM14, DM15, DM16, DM17, DM18, DM24

Policy Position

NPPF

- 7.77. Paragraph 135 states that planning policies and decisions should ensure that developments are (b) *‘visually attractive as a result of effective landscaping’*, (c) *‘sympathetic to local character and history, including the surrounding built environment and landscape setting’* and (e) *‘optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space)’*.
- 7.78. New development is to be planned for in ways that *‘avoid increased vulnerability to the range of impacts arising from climate change’* with care taken to *‘ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems’* (paragraph 164 (a)).
- 7.79. Paragraph 187 (d) advises that planning decisions should contribute to and enhance the natural and local environment by *‘minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures’*. Development should wherever possible *‘help to improve local environmental conditions’* (e).

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- 7.80. Strategic Policy S4 – Conserving and Enhancing the Natural Environment advises that the Council will plan for a multifunctional network of green infrastructure, which protects, enhances and, where possible, restores ecosystems, securing a net gain in biodiversity across the Council’s area. Contributions from developments will be secured, where appropriate towards mitigation measures identified in the Essex Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).

- 7.81. The site policy for Strategic Growth Site 6 – North-East Chelmsford allocates land for a high-quality, comprehensively-planned, new sustainable Garden Community. The development is required to be supported by a new country park and appropriate provision of community space and significant new multi-functional green infrastructure. The policy details a series of site masterplanning principles in respect of the historic and natural environment; these include provision of a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development, preservation and enhancements of a series of listed buildings and their settings, provision of a generous landscape buffer to preserve the setting of identified nearby heritage assets, appropriate habitat mitigation and creation and the provision of suitable SuDS and flood risk management.
- 7.82. Policy DM24 – Design and Place Shaping Principles in Major Developments requires all new major developments to be of high quality built form and urban design. All new major development should respect the historic and natural environment of biodiversity and amenity interests through the provision of a range of green spaces, provide public open space and contribute to green infrastructure, retain existing trees and other landscape features and provide opportunities to promote healthy living and improve health and wellbeing.

Garden City Principles & the DFD

- 7.83. The Garden City Principles advise that Garden Communities should enhance the natural environment providing a comprehensive green infrastructure network and net biodiversity gains, using zero-carbon and energy-positive technology to ensure climate resilience. Communities should combine the best of town and country to create healthy communities, including opportunities to grow food.
- 7.84. The DFD sets out the vision and framework for the Garden Community at its heart are two framework Parameter Plans (Land Use & Access and Green Infrastructure). The plans in turn have informed an illustrative masterplan, which is based upon an indicative development specification which illustrates how the Garden Community can deliver the vision and ethos. The vision is underpinned by a series of key targets and metrics which include provision of 50% green infrastructure, 20% biodiversity net gain and 3 trees per dwelling.

Site Wide Approach to Green & Blue Infrastructure

- 7.85. The Garden Community is fundamentally underpinned by a strong green and blue infrastructure network, which creates multi-functional green spaces and corridors, building upon existing landscape features, celebrating and connecting important heritage assets through a network of discovery trails and prioritising active travel through the delivery of approximately 20km of safe multi-functional greenways.
- 7.86. A network of sustainable drainage is proposed across the Garden Community to build in resilience to climate change. The proposed approach is intended to be multi-functional providing landscaping, biodiversity and health and wellbeing benefits to local residents through their dual role as an amenity space and drainage resource. A series of ponds and swales are to be constructed which would take rainwater off the roads; these ponds also have the potential to provide habitat for wildlife.
- 7.87. The DFD seeks to ensure that the Garden Community proposals celebrate the rich heritage of the site and its surrounding areas. The proposals for the Garden Community should respect and

protect the setting of heritage assets to ensure that their significance is preserved and where possible enhanced; where harm is unavoidable then it is to be minimised and mitigated.

- 7.88. A letter was received from National Highways dated 5th December 2025 attached at Appendix 5. The letter has removed their holding objection subject to the restrictions on the use of Section 1a of the CNEB ahead of the A12 Junction 19 Scheme being operational.

Green & Blue Infrastructure Associated with the NRDR

- 7.89. The Green and Blue Infrastructure associated with the NRDR is limited to the immediate vicinity of the proposed road and active travel infrastructure; however, it is essential in the context of the site wide landscape strategies, that the detailed proposals respond to the wider vision and existing and future context surrounding the application site.
- 7.90. The NRDR and Zone 3 applications have been accompanied by an Environmental Statement (ES) which includes chapters on Landscape and Visual Impact (Chapter D), Biodiversity (Chapter E), Hydrology and Hydrogeology (Chapter G) and Archaeology and Historic Environment (Chapter H). The application has been amended during its consideration and accordingly the ES has been updated with a Statement of Conformity (SOC) submitted in March 2024 and an ES Addendum and Non-Technical Summary (both dated May 2025). The ES SOC noted minor changes to the landscaping along the primary road east and to some of the drainage networks and SuDS basins. The ES Addendum sets out the final amendments to the scheme and identified minor amendments to the red line boundary, changes to the spacing of the junction and layout and revisions to footpaths and cycleways including minor alterations to the landscape and drainage strategy. The ES Addendum sets out the review that has been undertaken into each chapter of the ES.
- 7.91. The application has also been accompanied by a Design and Access Statement, Landscape Design Statement, a series of plans relating to landscape and drainage and a Green Infrastructure Parameter Plan.

Landscape and Visual Impact

- 7.92. Strategic Growth Site Policy 6 seeks to deliver a network of green infrastructure, which would mitigate the visual, biodiversity and heritage impact of the development.
- 7.93. Strategic Policy S4 – Conserving and Enhancing the Natural Environment, as detailed above sets out the Council’s commitment to planning for a multi-functional network of green infrastructure.
- 7.94. Policy DM17b – Trees, Woodland and Landscape Features states that planning permission will be granted for developments that do not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area.
- 7.95. A Landscape and Visual Impact Assessment forms part of the Environmental Statement. The findings of the LVIA are unaffected by the recent amendments.
- 7.96. The NRDR site is located within fields that are framed by Wheelers Hill to the north including the roundabout at the junction of Wheelers Hill, Essex Regiment Way to the west, and part of Wheelers Hill, to the west of Shuttleworth Hall. The fields affected by the NRDR application are contained by hedgerows and trees along the southern side of Wheelers Hill, between Essex Regiment Way and Power’s Farm. East of Powers Farm, the fields are relatively open to the north-

east. The site crosses Domsey Lane, north of Peverel's Farm and continues eastwards into the fields associated with the former sand and gravel pits located within the Zone 2.

- 7.97. The NRDR site lies within the Boreham Farmland Plateau Landscape Character Area (B21) as defined within the Chelmsford Landscape Character Assessment. Key characteristics include an irregular pattern of mainly medium size arable and pastoral fields marked by hedgerows and ditches, small woods and copses, scattered settlement patterns with small hamlets and a concentration of isolated farmsteads.
- 7.98. The contextual landscape of the site reflects these key characteristics consisting of a gently undulating plateau, descending to the Chelmer Valley to the west. Regular field boundaries are defined by hedgerows and hedgerow trees with gaps in places. The rural character of Domsey Lane and Wheeler's Hill is formed by arable medium to large scale fields with farmsteads and residential dwellings in proximity. The built form of Powers Farm is perceived to the north with some occasional long-distance views across Chelmer Valley to the west.
- 7.99. The site is located within wider field parcels, largely open in character. The existing hedgerows to the north provide some containment in views, whereas views from the south are more open. The visual envelope of the site is therefore limited to the immediate context, albeit with some key views from the network of Public Rights of Way to the south and south-west.
- 7.100. The Landscape and Visual Impact Assessment assesses the impact of the combined Zone 3 and NRDR proposals from groups of visual receptors, including residential, transport corridors, Public Rights of Way, community buildings and associated publicly accessible open space.
- 7.101. The ES Addendum has reviewed in full the submitted Landscape and Visual Impact Assessment and confirms that the baseline landscape resource and visual envelope have been re-examined and remain unchanged from the assessment in the ES and Statement of Conformity.
- 7.102. The report concludes that the effects of the combined Zone 3 and NRDR proposals on landscape character and visual receptors range from moderate adverse significance to negligible beneficial significance at the construction phases and from moderate adverse significance to moderate beneficial significance during operation. The majority of the combined site is visually well contained, and the existing landscape character and key views are affected by the existing and emerging northern edge of Chelmsford.
- 7.103. The proposed mitigation measures have been embedded into the design of NRDR and Zone 3. The measures include the protection of characteristic landscape features, visual amenity and ecology during construction, a detailed lighting strategy for the primary roads, along with lighting principles for the rest of the combined site, limitations on building heights and green infrastructure parameters.
- 7.104. The conservation and enhancement measures set out in the LVIA are welcomed and would contribute to the objective of conserving and enhancing the existing landscaping ensuring compliance with the NPPF, the policies of the Chelmsford Local Plan, the Garden City Principles and the DFD.

Trees

- 7.105. Paragraph 136 of the NPPF recognises the important contribution which trees make to *‘the character and quality of urban environments’* whilst also helping to *‘mitigate and adapt to climate change’*. Planning decisions should ensure that *‘new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate mitigation measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible’*.
- 7.106. Strategic Policy S4 – Conserving and Enhancing the Natural Environment, as detailed above sets out the Council’s commitment to conserving and enhancing the natural environment.
- 7.107. Policy DM17 (b) – Trees, Woodland and Landscape Features states that planning permission will be granted for developments that do not result in unacceptable harm to the health of a preserved tree and natural landscape features that are important to the character and appearance of the area.
- 7.108. Policy DM24 – Design and Place Shaping Principles in Major Developments seeks to retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting.
- 7.109. The site policy for Strategic Growth Site 6 – North-East Chelmsford requires integration of landscape features.
- 7.110. The City Council published a Tree Planting Planning Advice Note in November 2022. The publication of the note follows the Council’s declaration of a Climate and Ecological Emergency to focus attention on reducing carbon and greenhouse gas emissions in Chelmsford to achieve a more sustainable future. The Council’s Climate and Ecological Emergency Action Plan include undertaking a greening programme to significantly increase the amount of woodland and the proportion of tree cover within Chelmsford. The Planning Advice Note indicates that the Council has an ambition to plant at least one tree for every existing resident and at least three trees per new dwelling.
- 7.111. The Garden Community is fundamentally landscape led, using existing and historical alignments and trees to define the development parcels. The trees and hedgerows within the wider site provide the core of the green infrastructure for the masterplan as well as framing the landscape. The DFD sets a target to deliver three new trees per dwelling; this accords with the Council’s ambition as set out in the Tree Planting Planning Advice Note.
- 7.112. The tree and woodland strategy for the NRDR is set out within the submitted Arboricultural Impact Assessment, which confirms that the construction of the road requires the removal of the majority of the trees within the red line boundary area. Concerns have been raised by the Chelmsford Garden Community Council regarding the extent of tree planting and species choice. The loss of trees whilst notable, but necessary, would be compensated by the submitted detailed landscaping proposals and additional landscaping proposals forming part of the application for Zone 3.
- 7.113. Trees and groups G2, T4-T6, T14, G27, G28 and T29 would be removed at the western end of the NRDR site adjacent to Essex Regiment Way and south of Wheelers Hill. Groups G1, G3 and G7 would be partially removed to facilitate the new road and connection to Essex Regiment Way and the new road connection to Wheelers Hill.

- 7.114. The development would necessitate the removal of a small number of trees within the central section of the site, located south of Powers Farm T44 (mature ash) and G45 (willow, ash and field maple) growing around a dry pond together with the removal of T221 and T222 (semi mature field maple and ash).
- 7.115. The eastern section of the NRDR site includes the removal of trees and groups adjacent to Domsey Lane, which is intersected by the new road; within this group are T248-T251 (all semi mature ash trees). Immediately to west a further group of trees would be removed (G266); this group includes mature field maples T262-265. Trees and groups located to the south of the existing Gypsy and Traveller site on Cranham Road would also be removed including a small woodland block (W305 and W308) including individual trees T291-T304 (including oak, field maple, pin oak and black poplar). 15m of two nearby parallel groups would also be removed (G310 and G312).
- 7.116. No Category A trees are to be removed. One ash tree protected by a TPO would be removed (TPO T3); this is a Category B tree under the British Standard and offers only localised visual amenity.
- 7.117. The proposed landscaping is limited to the immediate area surrounding the proposed road including verges and adjacent landscape spaces. The approach includes the planting of a significant number of new trees, which would provide screening, visual interest, biodiversity enhancement, and contribute to the character of the road corridor.
- 7.118. The overall net increase in trees across Zone 3 and the NRDR sites is shown to be approximately 11,500; this is welcomed and would ensure that Zone 3 and the NRDR exceeds the DFD targets of delivering 3 trees per dwelling. The application is also accompanied by a Landscape Design Statement which includes an overarching tree strategy for the NRDR and adjacent areas of landscaping within the Zone 3 application.
- 7.119. Tree planting along the route of the NRDR has been the subject of some discussion with the local planning authority, the County Council and Essex Highways. The concerns raised regarding tree planting and drainage is a matter for which a technical solution can be achieved and agreed as part of the required highway agreement, in discussion with the local planning authority. The proposed trees form an integral part of the character of the road, which is fundamentally landscape-led. Furthermore, the landscaped approach to the road corridor accords with one of the key TCPA Garden City Principles, which inform the basis of the ethos of a Garden Community; namely that development should enhance the natural environment and provide a comprehensive green infrastructure network. Extensive removal of the proposed tree planting would be the antithesis of the approach to the NRDR and in addition would contravene the requirements of paragraph 136 of the NPPF, which requires new streets to be tree lined.
- 7.120. The County Council have also raised concerns regarding the long-term management and maintenance of the streets, some elements of the surface water drainage network and areas of public realm, which they state cannot be equitably managed by the public purse. Discussions with the Council's Parks team have been initiated with one option being that the service assume the role of future management and maintenance, although it is permissible that other alternatives could be explored. Achieving excellent placemaking and maintaining the landscape led and design objectives of the NRDR is notably not incompatible with future maintenance of the road by the County Council.
- 7.121. The long-term success of the retained and proposed tree stock would be dependent upon good maintenance and management and in this respect a detailed management plan would be secured by condition – see Condition 21 – Landscape Management Plan.

- 7.122. Submission and approval of a detailed method statement in relation to tree protection would be required prior to commencement of development works and adequate supervision given throughout construction; the submission of a detailed method statement would be secured by condition – see Condition 16 – Arboricultural Method Statement & Tree Protection Plan.

Ecology

- 7.123. Paragraph 187 (d) of the NPPF advises that planning decisions should contribute to and enhance the natural and local environment by *‘minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs’*.
- 7.124. Paragraph 192 (b) states that to protect and enhance biodiversity and geodiversity, *‘plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species: and identify and pursue opportunities for securing measurable net gains for biodiversity.’*
- 7.125. Paragraph 193 (d) advises that *‘development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate’*.
- 7.126. Strategic Policy S4 – Conserving and Enhancing the Natural Environment sets out the Council’s commitment to the conservation and enhancement of the natural environment, whilst planning positively for biodiversity networks.
- 7.127. Local Plan Policy DM16 (a) states that developments which are likely to have an adverse impact (either individually or in combination with other developments) on European designated sites must satisfy the requirements of the Habitats Regulations, determine site specific impacts and avoid or mitigating against impacts where identified. Contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS), where appropriate.
- 7.128. Part (d) of Policy DM16 states that all development proposals should conserve and enhance the network of habitat and species and sites and give appropriate weight to their importance. Development proposals should avoid a negative impact on biodiversity and geodiversity, mitigate unavoidable impacts and as a last resort compensate for residual impacts. All development proposals are required to deliver a net gain in biodiversity where possible, by creating, restoring and enhancing habitats, and enhancing them for the benefit of species.
- 7.129. The site policy for Strategic Growth Site 6 seeks to deliver a network of green infrastructure, which would mitigate the visual, biodiversity and heritage impact of the development.
- 7.130. The Zone 3 and NRDR Environmental Statement sets out the baseline ecological position, identifies the effects on protected species and the scope of mitigation, if any, which would be required. The recommendations and position set out in the ES are supported by specific assessments of the protected species present on the site; these documents have all been comprehensively reviewed and specialist ecological advice provided by Essex Place Services.

- 7.131. Nine different habitat types are present within, and on, the boundaries of the NRDR site. The habitats comprise intensively managed arable land with a mix of cereal crops and other intensively managed crops, two hedgerows, two mixed scrub areas by the Wheelers Hill Roundabout and near the eastern boundary, small areas of grassland, very sparse and small woodlands, scattered trees, three ponds (eutrophic standing water), a ditch and ephemeral land at the eastern end of the site where the former quarry had been colonised by ruderal vegetation. All habitats were assessed as having site, or local value.
- 7.132. Priority habitats identified on site include hedgerows and standing water. Two hedgerows within the NRDR site are considered to be Habitats of Principal Importance. 3 ponds are situated within the NRDR site and two are considered to be Habitats of Principal Importance due to the presence of Great Crested Newts.

Great Crested Newts (GCN)

- 7.133. Two existing ponds (Pond 1 and 8) within the NRDR site would be lost to development. Pond 8 was found to support Great Crested Newts. Losses in respect of terrestrial habitat, were largely limited to areas of unsuitable habitat. During construction, the removal of habitats would result in harm to GCNs as well as indirect impacts such as light spillage. The impact on GCN would however be mitigated through entry into the CGN District Level Licensing Scheme.
- 7.134. The ES indicates that the applicant intends to register the site with the Essex District Level Licensing Scheme, which provides a strategic solution to GCN mitigation across Essex.
- 7.135. The applicant has applied to join the licensing scheme and has received a letter of assurance from Natural England, which states that the district level licence can be relied upon as a licensing option for Zone 3 and the NRDR. The Impact Assessment and Conservation Payment Certificate, countersigned by Natural England, has been submitted to confirm that Zone 3 and the NRDR has been accepted onto the district level licensing scheme and that the mitigation measures can be secured post determination.
- 7.136. A copy of the district level licence however is still required to be provided to give confirmation to the local planning authority that the mitigation has been delivered. The matter is secured by condition – see Condition 13 – Submission of a Copy of Natural England Mitigation Licence for Great Crested Newts.
- 7.137. The impacts during construction would be addressed by a Construction Ecological Management Plan – see Condition 28 – Construction Ecological Management Plan.

Bats

- 7.138. A preliminary assessment of the trees within the site, and bat surveys have been carried out. A total of 3 trees were shown to support potentially suitable features for bat roosting. Following the bat aerial tree inspection two of the trees were assessed as having 'low' bat roost potential and one 'moderate.' All three trees would be removed to facilitate the construction of the NRDR. Updated emergence surveys undertaken in relation to these trees identified these as having bat roost potential but recorded no bats emerging from the surveyed trees. Bats could however occupy these features at some point before construction. The matter is addressed by Condition 28 – Construction Ecological Management Plan.

- 7.139. An increase in artificial light would negatively impact foraging bats and other light sensitive species. Details of a lighting scheme within each phase or sub-phase of the development would be secured by condition – see Condition 24 – Lighting Scheme.

Breeding Birds

- 7.140. Breeding and wintering bird surveys have been carried out and these identified district value importance assemblages of both breeding and wintering birds.
- 7.141. The baseline Ecological Report has advised that some skylark territories would be displaced and a strategy for off-site mitigation for skylarks is proposed to be implemented. The provision of a proportionate number of off-site skylark nest plots would need to be secured for a period of 10 years. The matter is addressed by Condition 12 – Skylark Mitigation.

Badgers

- 7.142. Surveys in relation to badgers were carried out and this identified outlier setts on the site. Two outlier setts were found on the NRDR site. Both of these setts will be lost to development. The construction of the NRDR will also lead to temporary and permanent losses of surrounding habitats with effects on commuting and foraging routes. The two outlier setts will be subject to a period of monitoring and any setts found to be in current use will be subject to closure under a licence from Natural England. Habitat creation would be appropriately phased to ensure that commuting and foraging routes are maintained.
- 7.143. Given the legal protection afforded to badgers and their habitats and the sensitivities surrounding this, the local planning authority is not able to reveal the precise locations of the setts as the documents are treated as confidential, but it is satisfied, having sought specialist ecological advice, that badgers have been surveyed appropriately.
- 7.144. Mitigation details relating to badgers which will include the need for pre-construction surveys would be secured by conditions – see Condition 28 – Construction Ecological Management Plan.

Other Notable Species

- 7.145. Surveys were carried out to assess the presence of reptiles and dormice but neither species were found to be present during the phase two surveys. Precautionary mitigation measures would be required in relation to vegetation clearance and in the event that reptiles were encountered subsequently. The updated ecological assessment submitted concurrently with reserved matters applications would need to state whether or not updated surveys for reptiles and dormice were considered necessary. Hedgehogs, brown hare, common toads and harvest mice were all found to be present on site. The ES notes the need for inclusion of measures to ensure appropriate mitigation for these priority species. The matters raised within the ES would be addressed by Condition 28 – Construction Ecological Management Plan and Condition 21 – Landscape Management Plan.
- 7.146. The invasive non-native species Giant Hogweed was also found to be present across the site in several locations. A method statement would need to be prepared to ensure adequate control measures are adopted during construction to prevent further spreading of this non-native invasive species. The matter would be addressed by Condition 28 – Construction Ecological Management Plan noting that any removal would need to follow requirements for controlled waste.

- 7.147. Concerns have been raised by residents regarding the impact of the development on wildlife, the findings of the ecological survey report and a need for further survey work. The detailed application has been extensively reviewed by an experienced ecologist from Essex Place Services who is satisfied with the proposals. Conditions are recommended to compensate for the loss or displacement of on-site skylark territories – see Condition 12 – Skylark Mitigation, to require the submission of a copy of a licence from Natural England to authorise the specified activities/development to proceed – see Condition 13 – Submission of a Copy of Natural England Mitigation Licence for Great Crested Newts, the approval of a biodiversity enhancement strategy in respect of protected and Priority Species – see Condition 22 – Biodiversity Enhancement Strategy, approval to a construction ecological management plan – see Condition 28 – Construction Ecological Management Plan and completion of all mitigation and enhancement measures in accordance with the details contained within the submitted Ecological Baseline Report – see Condition 29 – Ecological Mitigation and Enhancement Measures.
- 7.148. The local planning authority is satisfied that the impacts of the development on protected sites and species has been correctly identified within the ES and that the mitigation measures identified would conserve and enhance protected and priority species present on the site and would comply with the requirements of the NPPF, the policies of the Local Plan, the Garden City Principles and the DFD.

Biodiversity Net Gain

- 7.149. Biodiversity Net Gain (BNG), which seeks to create and improve natural habitats and to ensure that development has a measurably positive impact on biodiversity compared to what was there before the development was made mandatory in the Environment Act (2021), which required all new developments to deliver a minimum of 10% BNG. The requirement came into force for major developments on 12th February 2024. The legislation includes a mandatory BNG condition which relates to all approved development. The Zone 3 application were submitted prior to the requirement coming into force.
- 7.150. Paragraph 187 (d) and 192 (b) of the NPPF as referenced above, set out requirements to protect and enhance biodiversity.
- 7.151. Policy DM16 (d) (iii) – Ecology and Biodiversity states that developments should deliver a net gain in biodiversity where possible, by creating, restoring and enhancing habitats, and enhancing them for the benefits of species.
- 7.152. The emerging Chelmsford Local Plan has amended the wording of Policy S4 to require that Garden Community developments deliver 20% biodiversity net gain. Limited weight can however be attached to the emerging Chelmsford Local Plan at this time. Amendments are also proposed to the site policy for Strategic Growth Site 6 – North-East Chelmsford to include a requirement to provide a minimum of 20% biodiversity net gain above the ecological baseline, or in accordance with the DFD.
- 7.153. The Garden City Principles advise that Garden Communities should enhance the natural environment providing net biodiversity gains.
- 7.154. The NRDR application was submitted before biodiversity net gain became mandatory however, the approved masterplan for the Garden Community sets out a target of 20% biodiversity net gain with each zone seeking to prioritise the delivery of at least a 10% net gain within their site area.

A Site Wide Biodiversity Net Gain Strategy has been agreed and is appended to the Planning Framework Agreement. The strategy details how the 20% target would be delivered across the CGC; it states that following the grant of outline planning permission, each zone would be required to submit a zone wide biodiversity net gain plan to detail how the 10% target for that zone would be achieved and when the net gain would be delivered.

- 7.155. The application has been supported by a Biodiversity Net Gain report and the Biodiversity Net Gain Metric, which confirm on-site provision of approximately 31% biodiversity net gain; this is welcomed and exceeds the requirements of the DFD in relation to the entire Garden Community and the zone-specific target of 10%.
- 7.156. The submission and approval of a Biodiversity Enhancement Strategy would be required prior to the opening of the NRDR – see Condition 22 – Biodiversity Enhancement Strategy.
- 7.157. Biodiversity net gain in accordance with the target set out in the DFD would be achieved within Zone 3; compliance with the requirements of the NPPF, the policies of the Local Plan and the Garden City Principles is also achieved.

Drainage

- 7.158. Paragraph 182 of the NPPF states that *‘applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff and which are proportionate to the nature and scale of the proposal.’* Sustainable drainage systems *‘should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity’.*
- 7.159. Policy S2 – Addressing Climate Change and Flood Risk requires that all development is safe, considering the expected life span of the development, from all types of flooding and appropriate mitigation measures are identified, secured and implemented.
- 7.160. Policy DM18 – Flooding/SUDS advises that all major development will be required to incorporate water management measures to reduce surface water run-off and to ensure that it does not increase flood risk elsewhere. The principal method being through the use of Sustainable Drainage Systems (SuDS) and that where possible, these should be multi-functional to deliver benefits for the built, natural and historic environment.
- 7.161. Strategic Growth Site Policy 6 requires the Garden Community to provide suitable SuDS and flood risk management.
- 7.162. A network of sustainable drainage measures is proposed across the Garden Community to build in resilience to climate change. The approach is multi-functional providing landscape, biodiversity and health and wellbeing benefits to local residents through their dual role as an amenity space and drainage resource. The DFD required each outline planning application to be accompanied by a Surface Water Drainage Strategy and a Framework SuDS Maintenance Plan.
- 7.163. The NRDR and Zone 3 applications have been accompanied by a Flood Risk Assessment, Landscape Design Statement, Drainage Strategy and associated drainage technical plans. A Technical Note reviewing the amendments made to the drainage strategy was produced in November 2024. The ES Addendum has concluded that the amendments made to the drainage strategy during the course of the application, including to the detailed design of the SuDS ponds and the positioning

of drainage and swales do not alter the conclusions set out in the Hydrology and Hydrogeology Chapter of the ES.

- 7.164. The operational effects identified in the ES remain similar in nature, so too, the principles of the sustainable drainage strategy, with a significant focus on integration of basins with the landscape design proposals and delivering biodiversity enhancements. The ES Addendum concludes that the amendments would not reduce the scale of adverse impacts or the magnitude of impacts, and therefore the associated effect levels identified in the ES would remain unchanged for the operational phase of the Zone 3 application. All mitigation identified in the Hydrology and Hydrogeology ES Chapter would remain in place.
- 7.165. The drainage strategy and SuDS proposals within the NRDR application interface with proposals within the Zone 3 application with the overarching strategy including interdependencies between both proposals.
- 7.166. The introduction of SuDS drainage, utilising SuDS attenuation basins, swales and filter drains is proposed prior to outfall into existing watercourses. Flow control chambers have been introduced into the design to limit outfall to a maximum of 2.3 l/s/ha up to, and including, the 1 in 100 year rate plus 40% climate change allowance. Attenuation basins and further attenuation within the drainage system are designed to prevent unacceptable flooding during storm events.
- 7.167. Five SuDS ponds are proposed along the route of the NRDR. Pond 1 within the north-western corner of the site would be permanently wet, forming a key part of the gateway into the site. The remaining basins would be seasonally wet and would have fluctuating water levels. The predominately dry basins would support shrub, trees and grass planting to the edges, with gentle banks, which could offer opportunities for interaction along some edges. Pond 3 sits within the Zone 3 heritage corridor and forms part of the discovery trail within the wider site; it would be similar in nature to the other dry basins, but would also need to include planting, which facilitates views along the corridor between the existing heritage assets at Powers Farm and Peverels Farm.
- 7.168. The detailed landscaping proposals relate to one of the basins (Pond 1). All other basins would only be formed and seeded as part of the NRDR works. The detailed landscaping for these features would be brought forward via reserved matters submissions under the Zone 3 outline application to ensure that the approach to landscaping reflects the wider landscape spaces and design approach of the adjacent built form. The basins would present opportunities to increase biodiversity and tree planting in addition to their primary purpose of delivering sustainable drainage across the site.
- 7.169. ECC in their role as the Lead Local Flood Authority (LLFA) has raised no objections to the application subject to a series of conditions; these are included within the recommendation – see Conditions 11 – Surface Water Drainage & Management, 20 – Drainage Basins and 23 – Sustainable Drainage Systems (SUDS) Maintenance Plan.
- 7.170. Representations have been received from local residents regarding the impact of development on any change in the water table. The applicant would be expected to assess and mitigate the impact of the development on groundwater; measures are proposed in this respect in relation to infiltration, surface water run-off and site investigations and contamination assessments as set out above, and in the technical matters section of the report.

- 7.171. The drainage provision along the route of the NRDR would achieve compliance with the requirements of the NPPF, the policies of the Local Plan and the requirements of the Garden City Principles and the DFD.

Built Heritage

- 7.172. Paragraph 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any special features of special architectural or historic interest which it possesses.
- 7.173. Paragraph 208 of the NPPF states that *'all local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by the proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise'*.
- 7.174. The NPPF goes on to advise that *'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'* (paragraph 212).
- 7.175. Paragraph 215 of the NPPF advises that *'where a proposed development would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimal viable use.'*
- 7.176. Strategic Policy S3 - Conserving and Enhancing the Historic Environment states that the Council will conserve, and where appropriate enhance, the historic environment recognising the positive contribution that it makes to the character and distinctiveness of Chelmsford through the diversity and quality of heritage assets. The Council will place great weight on the preservation or enhancement of designated heritage assets and their setting when assessing applications for development.
- 7.177. Policy DM13 – Designated Heritage Assets advises that where there is less than substantial harm to a heritage asset this will be weighed against the public benefits of the development proposal, including securing the optimum viable use of the heritage asset.
- 7.178. Strategic Growth Site Policy 6 states that the Garden Community should preserve, and where appropriate, enhance the listed buildings and their settings and provide a generous landscape buffer to preserve the settings of nearby heritage assets including Powers Farm, Peverel's Farm, Park Farm, Channels, Belsteads and those on Wheelers Hill / Cranham Road.
- 7.179. The DFD states that the Garden Community is to take account of the desirability to sustain and enhance the significance of its heritage assets and their settings to provide distinctiveness.
- 7.180. The scheme for the NRDR has been informed by previous work on the DFD and by a Heritage Asset Assessment. The Heritage Asset Assessment confirms that no designated heritage assets are located within the NRDR site area, and the development would not therefore cause any direct impacts to designated heritage assets. Five designated heritage assets situated within the immediate vicinity of the site, these are all Grade II listed buildings and comprise Shuttleworth, Hobbits, Shoulderstick Haul, Power's Farmhouse and Peverel's Farmhouse. The NRDR proposals

would cause indirect impacts to these heritage assets through changes to their setting. Twelve other Grade II listed buildings were identified within the Heritage Asset Assessment study area; however, these are sufficiently separated from the site for changes to their setting to be imperceptible.

Shuttleworth

- 7.181. Shuttleworth is located on the northern side of Wheelers Hill. The southern agricultural setting would change to a suburban one, due to the NRDR and Zone 3 residential parcel south of Wheelers Hill. The property is however screened from the development by existing vegetation south of Wheelers Hill, which is considered acceptable. Further enhancement would be provided by landscaping proposals within the Zone 3 application. The removal of through traffic from Wheelers Hill by the construction of the NRDR, would be beneficial. The development would result in a low level of less than substantial harm to the designated heritage asset.

Shoulderstick Haul

- 7.182. Shoulderstick Haul is also located on the northern side of Wheelers Hill. The property is largely screened from the NRDR site by the grounds of Power's Farm and mature vegetation, which lines the south side of Wheelers Hill. The wider agricultural setting of the property would change, but this would be little noticed in the immediate context. The property would also benefit from the removal of through traffic from Wheelers Hill. The development would result in a low level of less than substantial harm to the designated heritage asset.

Hobbits

- 7.183. Hobbits is located on Leighs Road and has a greater degree of separation from the site. The wider agricultural setting of the property would change but this will be little noticed in the immediate context. The property would also benefit from the removal of through traffic from Wheelers Hill. The development would result in a low level of less than substantial harm to the designated heritage asset.

Peeverels and Powers Farms

- 7.184. Powers Farmhouse is located south of Wheelers Hill. The farm forms the immediate setting of the farmhouse. The NRDR would run close to the southern boundary of the farm with residential development parcels within Zone 3 to the south, east and west. The property has a strong green buffer to the west, but less dense vegetation to the south and east. The agricultural setting of the property would be significantly compromised and the intervisibility with Peeverel's Farm would also be at risk from the construction of the NRDR.
- 7.185. Peeverel's Farmhouse is located on Domsey Lane, south of the NRDR site. The farmyard forms the immediate setting of the farmhouse, and it retains a strong buffer to the north and west in the form of existing paddocks. The agricultural setting would change to a suburban one due to the NRDR and the Zone 3 residential development parcel south of Wheelers Hill. The intervisibility with Powers Farm would also be at risk from the construction of the NRDR.
- 7.186. Following a site visit attended by the Council's heritage officer and the applicant's landscape and heritage consultants, the proposals for the heritage corridor have been amended and now indicate a green space c.37m wide with c.57m between building frontages. The direct line of site between the two sites, currently glimpsed between vegetation would be lost, but the direct line

of sight from the bend in Domsey Lane, south of Peverels, where both farmhouses can be seen would be retained. A viewing platform is proposed approximately two thirds south along the corridor, offering elevated views of both farmsteads. The open corridor would provide a landscape link between the farms, recognising the historical visual connection. The connection would be part of a discovery trail, as described in greater detail below, which would extend through the Garden Community, including interpretation, play equipment and landscaping.

- 7.187. The detailed design of the heritage corridor would come forward as part of a future reserved matters submission and as part of the design code – see Condition 20 – Detailed Design Code of the outline planning application; subject to the design of the adjacent proposed dwellings, layout, landscaping and interpretation, the corridor provides an opportunity to celebrate the views between the farmsteads and contribute to the character and distinctiveness of the new community.
- 7.188. A fundamental change to the rural setting associated with the listed buildings would still result, which would be harmful to their settings, amounting to a moderate level of less than substantial harm.

Wheelers Hill

- 7.189. Amendments have since been made to the landscaping plans and the discrepancies between drawings corrected. A minimum 20m buffer is indicated to the edge of Wheelers Hill, whilst less than anticipated within the DFD, given the separation to the development parcel, widening of planting to the north and the additional landscaping between the buffer and built form, the impact would provide acceptable filtering and screening from the listed building group.
- 7.190. A change from rural to an urban context would still result in respect of the non-designated Wheelers Farm and Cottage, but this would amount to a low level of harm to the non-designated heritage assets.

Little Waltham Conservation Area

- 7.191. The southern part of the Conservation Area lies to the north-west of the application site, beyond Essex Regiment Way and part of Zone 1. The parish church of St Martin, Grade II listed, lies within this part of the Conservation Area with a group of other Grade II buildings, including the manorial hall. The rural setting to the Conservation Area is important.
- 7.192. The relationship with the application site has been eroded by Essex Regiment Way, but there still remains a visual connection with views from the high ground, including glimpses of St Martins tower, acknowledged within the supporting documents. The roofscape on the higher ground, including the relationship with Zone 1 beyond, would be important in the detailed design. The layout would also need to recognise and preserve glimpse views to and from the Conservation Area and St Martins Church, as a key part of placemaking. The view has been identified in the site constraints, but it was not clear that it had been acknowledged in the indicative layouts.
- 7.193. The revised Design & Access Statement notes the potential for views to Little Waltham Conservation Area and St Martins Parish Church; these glimpse views could be a powerful tool in placemaking and legibility. The potential to retain, or create views, could be explored in future detail design work.

- 7.194. The slight adverse impact, a low level of less than substantial harm identified with the Heritage Impact Assessment is concurred with.

Historic Lanes

- 7.195. Domsey Lane and Wheelers Hill are of medieval, or earlier origins, they link the existing historic farmsteads and have considerable character.
- 7.196. Domsey Lane would be bisected by the NRDR, which would impact its character, by imposing this major infrastructure across it, hedge removal and the introduction of traffic, noise and lighting within its setting.
- 7.197. Amendments have been made to the treatment of the Domsey Lane edges reducing the impact on the character of the lane. The development would create a low level of harm to a non-designated heritage asset.
- 7.198. Design Codes and reserved matters within Zone 3 will ensure detailed matters of layout, design, landscaping, materials and boundary treatments would be sufficient to minimise the impact on the setting of the heritage assets.
- 7.199. The low-moderate harms to designated heritage assets identified and the low levels of harm to the non-designated heritage assets must be weighed against any public benefits. Given the strategic importance of the NRDR in terms of transport and active travel, to which very significant weight is attached, the identified harm is demonstrably outweighed by the public benefits arising from the NRDR; this applies when the assets are considered both individually and cumulatively. Further, it is noted that additional mitigation would be provided by detailed proposals within the Zone 3 application site, but this does not form part of the balance that has been carried out. The proposal would achieve compliance with the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF, the policies of the Local Plan and the requirements of the Garden City Principles and the DFD.

Cultural Heritage

- 7.200. Paragraph 207 of the NPPF states that where a site on which *'development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk based assessment and, where necessary, a field evaluation'*.
- 7.201. Strategic Policy S3 – Conserving and Enhancing the Historic Environment refers to Policy DM15.
- 7.202. Policy DM15 – Archaeology advises that planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings. Applications shall have assessed the site in consultation with the Historic Environment Record and taken account of the archaeological importance of those remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site by record.
- 7.203. Strategic Growth Site Policy 6 requires an archaeological assessment to be undertaken for the development.

- 7.204. A Written Scheme of Investigation and Method Statement have been submitted. The ECC Historic Environment team have reviewed the documents and noted that archaeological investigation of the proposed development site, comprising geophysical survey and trial-trenching, had exposed extensive evidence of settlement and associated agricultural landscapes, largely dating from the prehistoric and Roman periods. The findings included settlement enclosures, possible structural remains, boundary ditches, cremation burials and ring ditches.
- 7.205. The investigations make clear that archaeological remains would likely be negatively impacted by the groundworks associated with the proposed development. The ES identified that a programme of archaeological mitigation would be required in advance of any construction, and this position is supported by the ECC Historic Environment team. The County team are satisfied that the scheme would provide suitable mitigation for the archaeological impacts associated with the Zone 3 groundworks. A condition relating to the submission of a Post Excavation Assessment is recommended – see Condition 9 - Archaeology: Post-Excavation Assessment.
- 7.206. Further archaeological mitigation would be required, and this is secured by condition; this proposal would achieve compliance with the requirements of the NPPF, the policies of the Local Plan and the requirements of the Garden City Principles and the DFD.

Detailed Landscape Design

- 7.207. The NRDR is a significant piece of infrastructure, which would run east-west across the northern part of Zones 2 and 3. The Design and Access Statement sets out a series of planning benefits, including placemaking, economic, heritage and environmental, which collectively provide an ambitious vision for the road.
- 7.208. The NRDR is primarily a transport corridor, whilst this is its principal function it would also make a significant contribution to the character of the Garden Community and define much of the northern edge of the community and its relationship with the wider landscape setting.
- 7.209. The detailed landscaping proposals are limited to the immediate vicinity of the proposed road; however, these detailed elements would sit within larger areas of landscape that would form part of later detailed proposals to be submitted in relation to the Zone 3 outline application. The Landscape Design Statement (LDS) and LDS Addendum discuss the design approach to these landscape spaces and the role they play within the Green Infrastructure Strategy for Zone 3.
- 7.210. The landscape design has sought to reduce the dominance of the road by ensuring that the soft landscaping responds to the existing and proposed landscape features across the length of the proposed route. The approach ensures that the character of the road varies, and the experience of the road alters as it passes key markers such as Domsey Lane and the Discovery Park; these are described below.

Western Gateway

- 7.211. The western end of the NRDR would act as an important gateway into Zone 3 and the wider Garden Community. The proposal maintains an open landscape character to the north of the NRDR with development areas set back from Essex Regiment Way. Two wet ponds would appear as distinctive features within the landscape, with isolated trees on the NRDR edge providing filtered views through to the residential parcels. The existing vegetation to the north would also be enhanced with additional planting to provide strong separation between the NRDR and

properties on Wheelers Hill. The treatment of landscaping becomes more formal as the road corridor continues east where the proximity of development would introduce a more urban character.

Discovery Park

- 7.212. The Discovery Park is intended to be key area of open space within Zone 3. The NRDR would pass immediately north of the park, with a further informal area of landscaping provided to the north, extending to Wheelers Hill. The extension of this area of landscaping creates an important link with the wider countryside to the north. The treatment of the NRDR reflects this with the introduction of greater tree planting to the south to mark the edge of the sports pitches, whereas to the north the active travel route has been pulled further into the informal landscape, allowing for more planting near the road and creating a more meaningful link between the two landscape spaces.

Powers Farm and Heritage Corridor

- 7.213. The NRDR route passes to the south of Powers Farm (Grade 2 listed building), at which point, it would run north of an important proposed heritage corridor which is intended to safeguard a landscape link between the historic farmsteads at Powers Farm and Peverels Farm. The landscape treatment here seeks to maintain openness, to facilitate views, with fewer trees proposed on the edge of the NRDR. Planting beyond the NRDR to the north, would enhance existing vegetation around the edge of Powers Farm.

Domsey Lane

- 7.214. Further east, the NRDR route would intersect the northern section of Domsey Lane. The route would disrupt the existing lane, however, the presence of the lane, and associated hedgerows and trees would provide an important break assisting in providing variation to the character of the NRDR. The loss of existing trees would be kept to a minimum and those retained protected by condition – see Condition 30 – Protection of Retained Trees & Hedges and further planting would bring the vegetation as close to the NRDR as possible to limit the scale and extent of the break and ensure that the road responds to the greenway that extends along the edge of Domsey Lane.

Eastern Section

- 7.215. The road would pass through Zone 2, at its eastern end, and connect to the North-East Bypass; this area would be defined by the employment land to the north of the NRDR and the Willow Hill Village Centre occupying a development parcel directly to the south. The detailed landscaping proposals, in response, include a consistent verge and regular tree planting to the south providing a more formal landscaping arrangement, which would occupy a more urban setting. The approach would be supported by landscaping proposals, which would come forward in relation to Zone 2.

Drainage Basins

- 7.216. The detailed landscaping proposals only include one of the basins covered under the NRDR application (Pond 1). All other basins would only be formed and seeded as part of the NRDR works. The detailed landscaping for these features would be brought forward via reserved matters submissions under the Zone 3 outline application, to ensure that the approach to landscaping reflects the wider landscape spaces and design approach of the adjacent built form.

Wheelers Hill Roundabout

- 7.217. Detailed landscaping proposals would be required for a limited area north of Wheelers Hill Roundabout. The area sits within the highway but beyond the red line boundary of the Zone 3 application; these details would be secured by condition – see Condition 26 - Wheelers Hill: Northern Area & Retained Spur – Soft Landscaping Works.
- 7.218. The detailed landscaping proposals respond to the existing and emerging context surrounding the NRDR and would support, and enable, further landscaping proposals as indicated by the wider Zone 3 Green Infrastructure Strategy to establish a road of varied character, which would define much of the northern edge of the Garden Community.

Conclusion

- 7.219. The proposals for the NRDR are considered acceptable and would achieve compliance with the requirements of the NPPF, the policies of the Local Plan and the requirements of the Garden City Principles and the DFD.

Technical Matters

Local Plan Strategic Priorities: 1 – Sustainable Development Patterns, 7 – Protecting and Enhancing the Natural Environment

Local Plan Strategic Growth Site Policy 6, Strategic Policies: S4, DM29, DM30

Policy Position

NPPF & National Government Guidance

Soils and Agricultural Land

- 7.220. Planning decisions should contribute to and enhance the natural and local environment by *‘protecting and enhancing geological value and soils (in a manner commensurate withtheir identified quality in the development plan)’* (paragraph 187 (a)).

Contamination

- 7.221. Planning decisions should ensure that *‘a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising fromany proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation)’* (paragraph 196 (a)), *after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990* (paragraph 196 (b)); and *‘adequate site investigation information, prepared by a competent person, is available to inform these assessments’* (paragraph 196 (c)). Paragraph 197 advises that *‘where a site is affected by contamination responsibility for securing a safe development rests with the developer and/or landowner’*.

Minerals

- 7.222. Paragraph 223 (c) of the NPPF advises that planning policies should *‘safeguard mineral resources by defining Mineral Safeguarding Areas and Mineral Consultation Areas; and adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided’*.

- 7.223. Paragraph 200 advises that where the operation of an existing business, in this case the quarry, *‘could have a significant adverse effect on new development in its vicinity, the applicant (or ‘agent of change’)* (in this case the Garden Community) *should be required to provide suitable mitigation before the development has been completed.*

Noise & Lighting

- 7.224. Paragraph 187 (e) advises that planning decisions should *‘prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution. Development should, wherever possible, help to improve local environmental conditions such as air and water quality’.*
- 7.225. The NPPF goes on to note that planning decisions should also ensure that *‘new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life, (b) identify and protect tranquil areas, which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and (c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.’*
- 7.226. The Government noise policy set out in the ‘Noise Policy Statement for England’ (NPSE) requires noise and vibration assessments to identify effects from a development that would result in significant adverse impacts on health and quality of life. The NPSE vision is to *‘promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.’*

Air Quality

- 7.227. Paragraph 187 (e) applies also to air quality; in addition, paragraph 199, advises that *‘opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.*

Adopted Chelmsford Local Plan

- 7.228. The reasoned justification for site policy Strategic Growth Site 6 – North-East Chelmsford notes that the allocation includes areas which have been consented for long-term minerals extraction. The masterplanned development will require careful phasing together with an application from the mineral operator to modify the phasing programme for mineral extraction, which would be determined by the Minerals Planning Authority (para. 7.224). Para. 7.225 notes that the strategic site lies within a Minerals Safeguarding Area and in line with the Minerals Planning Authority, developers will be required to undertake a Minerals Resource Assessment to assess if further areas of the site contain a viable minerals resource that would require extraction prior to development.
- 7.229. Policy DM29 of the Local Plan advises that planning permission will be granted for development provided it (i) safeguards the living environment of the occupiers of any nearby residential property by ensuring it does not result in excessive noise, activity or vehicle movements; and (ii)

is compatible with neighbouring or existing uses in the vicinity of the development by ensuring it avoids unacceptable levels of polluting emissions by reason of noise, light ... or other issues, unless appropriate mitigation measures can be put in place and permanently maintained.

- 7.230. Policy DM30 advises that for developments on land which is contaminated, or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that A) (i) there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and (ii) there will be no adverse impact on the quality of local groundwater or surface water and B) For developments where an air quality assessment has been provided, permission will only be granted where the Council is satisfied that after selection of appropriate mitigation the development will not have an unacceptable impact on air quality and the health and wellbeing of people.

Minerals Local Plan

- 7.231. The currently adopted Minerals Local Plan designates Mineral Safeguarding Areas (MSAs) where mineral bearing land is inferred based on data held by the British Geological Survey. Mineral Consultation Areas (MCAs) are designated at 250m from all existing, permitted and allocated mineral infrastructure which includes mineral extraction sites.

Agricultural Land & Soils

- 7.232. The application has been supported by a report which identifies the geological characteristics of the site and potential sources of contamination, and this is contained within Chapter L of the Environmental Statement.
- 7.233. The NRDR would result in the permanent loss of around 7.5 hectares of Grade 2 and 3 agricultural land representing a moderate adverse effect, which is considered to be significant but reduced to minor adverse and not significant with the implementation of a Soil Resource Survey and a Soil Management Plan.
- 7.234. No effects on agricultural soils are anticipated once the proposed development is complete and operational.
- 7.235. The scheme achieves compliance with the NPPF.

Minerals

- 7.236. Two minerals planning permissions affect the site; these are Park Farm – planning permission CHL/1890/87 granted in 1990 by Essex County Council and recently varied in 2024 (ESS/36/13/CHL and ESS/147/20/CHL) ‘Park Farm Permission’ and Boreham – planning permission CHL/1019/87 granted in 1990 by Essex County Council and also recently varied in 2024 (ESS/148/20/CHL and ESS/37/15/CHL) ‘Boreham Permission’.
- 7.237. The application has been supported by a Minerals Infrastructure Impact Assessment (MIIA); this confirms that there would be no potential conflict between the development and the effective operation of Park Farm Quarry.

Hillside

- 7.238. The Hillside case (Hillside Parks Ltd v Snowdonia National Park Authority [2022] UKSC 30 established the principles of whether a new planning permission could co-exist with an existing permission if the new planning permission were different. The courts determined that if a new planning permission was physically incompatible with an earlier planning permission (i.e. the original permission could no longer be built out or complied with as a result of the new permission), the earlier planning permission could be deemed to be void.
- 7.239. The local planning authority is required to establish whether the NRDR application would be physically incompatible with the Park Farm Permission and the Boreham Permission and whether the developments can be carried out independently of each other. The issue in relation to the Boreham permission, in particular, is whether the restoration plan can continue to be complied with even if the NRDR application, if granted planning permission, was then implemented.
- 7.240. Essex County Council raised a potential Hillside issue in relation to part of the land required for the NRDR, which also extends onto part of a parcel(s) of land, which have the benefit of an existing planning permission for minerals development. The two minerals planning permissions are Park Farm – planning permission CHL/1890/87 granted in 1990 by ECC and recently varied in 2024 (ESS/36/13/CHL and ESS/147/20/CHL) ‘Park Farm Permission’ and Boreham – planning permission CHL/1019/87 granted in 1990 by ECC and also recently varied in 2024 (ESS/148/20/CHL and ESS/37/15/CHL) ‘Boreham Permission’.
- 7.241. The NRDR land does not fall within land subject to the Park Farm permission; accordingly, no Hillside issues arise, as the construction of the NRDR would not impact upon the ability for the Park Farm permission to continue to be carried out. The Park Farm permission can be carried out independently of the NRDR application.
- 7.242. The restoration works associated with the Boreham permission on the proposed NRDR land have been completed. No future physical works are to take place on the NRDR land as a result of the Boreham permission as such there is a relatively low risk that the NRDR permission would be incompatible with the Boreham permission and cause any Hillside issues. The NRDR application would not restrict the Boreham permission from being complied with and no future works are anticipated; as such the NRDR application cannot physically prevent the Boreham permission, particularly the restoration plan from being complied with on the NRDR land.
- 7.243. The National Planning Practice Guidance makes it clear that planning obligations may ‘*only constitute a reason for granting planning permission if they meet the test that they are necessary to make the development acceptable in planning terms, are directly related to the development, and fairly and reasonably related in scale and kind to the development*’. The test is also enshrined in statute pursuant to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).
- 7.244. An obligation to seek to vary a planning condition on an extant consent is not necessary to make the development acceptable in this case, particularly as it relates to a development which the applicant has no interest or control over. The County corporate response has confirmed that the mineral planning authority does not require the ‘overlap’ land to be brought into beneficial use or require aftercare.
- 7.245. The local planning authority has overlaid the NRDR site location plan and the Minerals Restoration Plan (Drawing 8669/2a dated December 1988). The applicant and their consultant team have undertaken the same exercise. Having regard to the restoration plan and the landscaping drawings provided as part of the NRDR application, the local planning authority are satisfied with the relationship which would exist between the NRDR and the Boreham site, noting the concerns

expressed by the Mineral Planning Authority that the land abutting the NRDR is unlikely to be able to be fully restored to a beneficial after use. The ECC MPA have since advised that the overlays undertaken indicate that the NRDR would not significantly impact the approved restoration levels but have requested that consideration is given to ensure a means of access is maintained to the land north and south of the NRDR within the planning permission for Bulls Lodge, to enable restoration to agricultural and woodland use in accordance with the approved restoration scheme.

- 7.246. Planning conditions on the Boreham permission retain the ability for amendments to the existing restoration plan to be approved without the need for a non-material or s73 application; this is because Condition 61 of the permission permits any variation to be approved in writing. Condition 61 of the Boreham permission which requires an aftercare scheme for restoring land to agricultural and woodland use to be submitted to and approved in writing by the mineral planning authority within 6 months of the date of the planning permission. The condition specifically states that *'any variation of the approved measures shall be approved by the Mineral Planning Authority in writing'*. Consequently, amendments to the restoration plan can be agreed without the need for a formal application. ECC could reasonably liaise with the minerals operator, Heidelberg, to agree an approach for the submission of a revised restoration proposal, which would remove the NRDR land.
- 7.247. Having sought its own independent legal advice, the local planning authority is satisfied that no Hillside issues arise and the request from ECC for a legal agreement, fails to meet the requirements of Regulation 122 of the Community Infrastructure Levy.
- 7.248. The establishment of a Progress Delivery Group will be a requirement of the PFA, and its role will include a review of ongoing mineral activity.
- 7.249. The scheme achieves compliance with the NPPF, the Minerals Local Plan and Policy DM29 of the Chelmsford Local Plan.

Contamination

- 7.250. The application has been supported by a report which identifies the geological characteristics of the site and potential sources of contamination, and this is contained within Chapter L of the Environmental Statement.
- 7.251. Construction activity has the potential to impact upon the quality of groundwater and surface water, through sediment runoff to surface water, de-watering of excavations and leaching of soluble contaminants within made ground. The effects on groundwater and surface water have been assessed as minor adverse, subject to appropriate mitigation to manage risk and employing best practice measures including adherence to a Construction Environmental Management Plan; this is to be secured by condition – see Condition 27 – Construction Environmental Management Plan.
- 7.252. Once operational, the NRDR may introduce potential sources of contamination, including spillages of fuel from vehicles with the potential for groundwater and surface water to become contaminated. Embedded mitigation measures are proposed including the incorporation of petrol/oil receptors into the surface water drainage systems, the effect of which would be a minor adverse and not significant impact on groundwater and surface water courses.

- 7.253. Condition 8 of the planning permission for the enabling works associated with the NRDR (24/00810/FUL refers) required that no development should commence in the areas identified as contamination hotspots on the approved drawing, until a scheme to deal with the risks associated with the contamination of the land for the development had been submitted to and approved in writing by the local planning authority. No hot spots were identified along the Northern RDR route itself, only within a wider area covered by the enabling works application, as such there is no need for a further condition in relation to contamination.
- 7.254. The information contained within Chapter L of the ES in relation to ground conditions and contamination has been reviewed by the Council's Public Health and Protection Service and is considered acceptable. The scheme achieves compliance with the NPPF and Policy DM30 of the Chelmsford Local Plan with the condition as recommended.

Noise

- 7.255. A detailed noise assessment has supported the application and is contained within Chapter L of the Environmental Statement. The assessment has considered the potential noise and vibration effects on nearby existing residential properties and on the proposed dwellings during the period of enabling works and the construction phase and following completion of the development.
- 7.256. During the construction phase of the development, an additional 190 HGV trips could be generated per day. The increase in traffic having regard to its temporary nature, and with the implementation of best practice measures including adherence to a Construction Environmental Management Plan has been assessed as having an unlikely perceivable difference in background noise in relation to baseline levels. A requirement for the applicant to obtain approval to a Construction Environmental Management Plan in respect of the elements for which detailed planning permission is sought is also recommended – see Condition 27 – Construction Environmental Management Plan. The effects of construction activities would be negligible and unlikely to result in a perceivable difference in background noise.
- 7.257. Existing dwellings would experience a negligible increase in noise levels in the longer terms due to increased traffic associated with the operation of the Northern RDR and the Zone 3 development, however, this has been assessed as having a negligible effect, which is not significant. A sustainable Garden Community cannot be predicated on the use of the car; the wider development in this respect is underpinned by a modal share target of at least 60% of all trips originating within the development to be by non-car means upon completion of the development. Attainment of this target which is embedded in the DFD and where non-compliance is controlled by penalty payments and the introduction of additional active travel measures to seek to ensure the target is achieved, should assist in reducing traffic levels below what they might otherwise have been.
- 7.258. The information contained within Chapter L of the ES in relation to noise and vibration has been reviewed by the Council's Public Health and Protection Service and is considered acceptable. The scheme achieves compliance with the NPPF and Policy DM29 of the Chelmsford Local Plan with the condition as recommended.

Air Quality

- 7.259. An Air Quality and Odour Assessment has supported the application and is contained within Chapter J of the Environmental Statement. The Assessment has been carried out to assess both the construction and operational impacts of the NRDR and the Zone 3 application.

- 7.260. During the construction phase, the assessment concludes that the NRDR site would release dust and particulate matter however with the adoption of best practice dust control measures as set out within a Construction Environmental Management Plan, the impact would be effectively mitigated, and the resultant impact is expected to be negligible. A requirement for the applicant to obtain approval to and adhere to the detailed measures contained within a Construction Environmental Management Plan in respect of the elements for which detailed planning permission is sought is also recommended - see Condition 26 – Construction Environmental Management Plan. The plan would include measures to control the emission of dust and dirt during construction.
- 7.261. Predicted concentrations of nitrogen dioxide and particulate matter are predicted to be well below air quality objectives set for the protection of health and consequently the development would not introduce new exposure to poor air quality; the effects are considered to be negligible.
- 7.262. A Health Impact Assessment has been submitted as part of the Environmental Statement, whilst this does not cover the NRDR in its own right, it does apply to the wider Zone 3 site which overlaps with the NRDR and covers land directly to the south and north. The local planning authority is satisfied that the cross-cutting elements and dependencies such as air quality and noise, which are important health considerations have been considered in detail both within the HIA, the ES and its supporting assessments.
- 7.263. The scheme achieves compliance with the NPPF and Policy DM29 of the Chelmsford Local Plan with the condition as recommended.

Lighting

- 7.264. An Ecology and Biodiversity Assessment has supported the application and is contained within Chapter E of the Environmental Statement.
- 7.265. The assessment advises that to address potential lighting impacts to retained habitats during construction and operation of the development, a sensitive lighting scheme has been prepared in accordance with the latest guidance from the Institution of Lighting Professionals and Bat Conservation Trust's Guidance Note 08/18 Bats & Artificial Lighting in the UK (2018). The assessment notes that particular care is required to ensure that connectivity is maintained for bat species where required.
- 7.266. A condition is recommended to require approval to a detailed lighting scheme for each phase of the NRDR; this would include details of the location and design of all artificial lighting having specific regard to Guidance Note 08/23 Institute of Lighting Professionals – see Condition 24 – Lighting Scheme.

Assessment of Alternatives & Cumulative Impacts

Local Plan Strategic Priorities: 1 – Sustainable Development Patterns, 5 – Strategic Infrastructure, 6 – Local Infrastructure, 9 – Reinforcing Chelmsford's Regional Role
Local Plan Strategic Growth Site Policy 6

Alternatives

- 7.267. The EIA Regulations require that consideration is given to any alternatives to the NRDR which might have been considered by the applicant and to a scenario whereby the NRDR were not to proceed.
- 7.268. Policy SGS6 Strategic Growth Site 6 – North-East Chelmsford of the Chelmsford Local Plan allocates land for a high-quality, comprehensively planned, new sustainable Garden Community that will provide a significant amount of new housing and employment, whilst maximising opportunities for sustainable travel in a landscaped setting. Should the Northern RDR and Zone 3 application not come forward, it is possible that a development similar to that considered within the Environmental Impact Assessment could be brought forward. Alternatively, were no development of the site to progress, then the site could remain in its current condition, which is primarily agricultural.
- 7.269. The detailed application for the Northern RDR sits alongside three outline planning applications, which have been submitted by each member of the developer consortium. Collectively these applications form the Stage 2 Masterplan and follow approval of the Stage 1 Masterplan Framework for the Chelmsford Garden Community. Development of the Northern RDR is an integral part of the policy requirements, which support these applications.
- 7.270. Given this clear policy context, no alternatives (including as to design) have been considered. The Northern RDR site forms part of a masterplanned development and its design has been derived from the principles and masterplan established by the three documents, which form part of the Stage 1 Masterplan; the Development Framework Document (DFD), the Infrastructure Delivery Plan (IDP) and the Planning Framework Agreement (PFA), which have guided the delivery of the Chelmsford Garden Community, which is allocated for development in the Chelmsford Local Plan. The site is considered to be a wholly appropriate location for the proposed development.
- 7.271. The ‘no development’ option has not been considered since the Northern RDR is critical to the delivery of the Chelmsford Garden Community, which itself delivers much needed homes (including affordable homes).

Cumulative Impact

- 7.272. Chapter N of the ES – Cumulative Impacts and Appendix N1 and N2 reference the full list of baseline and cumulative schemes and associated maps. The City Council’s scoping opinion referenced a series of applications which should be referred to in the assessment of cumulative impact. All of the applications shown in the scoping opinion are referred to in the assessment.
- 7.273. Schemes to be included within a cumulative effects assessment are those which have full planning permission, or a resolution to grant consent and where there is to be an uplift of more than 10,000m² of mixed-use floorspace, or over 150 residential dwellings.
- 7.274. The Environmental Impact Assessment has considered the potential cumulative effects of the wider development proposals within the Chelmsford Garden Community in combination with the proposed development, as well as with other strategic sites set out within the Chelmsford Local Plan.
- 7.275. During the course of the construction works, the ES has concluded that the following significant environmental effects would likely result:

- Traffic & Transport – An additional 190 HGV trips would expect to be generated each day however due to the baseline noise level, the temporary increase in traffic would be unlikely to result in a perceivable difference in background noise.
- Land Take & Soils – The NRDR would result in the permanent loss of 7.5ha of Grade 2 and 3 agricultural land representing a moderate adverse effect. A Soil Resource Management Plan would be implemented to mitigate adverse impacts on site and mitigation would follow the Defra Construction Code of Practice for the Sustainable Use of Soils.
- Biodiversity – The effects on Great Crested Newts would be moderate beneficial due to extensive district level habitat provision incorporated as embedded mitigation. Mitigation is also proposed in the form of badger sett monitoring and closure (if needed), pre-construction surveys, phased habitat creation and the implementation of herbicides by specialists. Off-site compensation for skylarks is also required to mitigate the effect of the loss of arable land and grassland.

7.276. The ES has identified the following likely significant environmental effects once complete and operational:

- The construction of the Northern RDR whilst part of Zone 3 and the Chelmsford North-East Bypass would redistribute traffic away from the proposed development onto these major road links.
- Ecology & Biodiversity - Measures are proposed to retain mature/veteran trees or native species rich hedgerows on site. Biodiversity enhancements are to be secured through a Biodiversity Net Gain Management & Monitoring Plan. A Landscape and Ecological Management Plan would be implemented including measures to negate potential impacts to bats. A proportionate number of off-site skylark next plots would be secured for a period of 10 years as part of the s106 Agreement.

7.277. Having regard to further development, which is intended to come forward as part of the wider Garden Community, the ES has considered the potential cumulative effects of the wider development parcels and other strategic sites identified within the Chelmsford Local Plan, in combination with the Zone 3 development. Three scenarios have been accounted for; scenario 1 comprises Bulls Lodge Quarry, the Beaulieu and Channels developments, Regiment Business Park and the Chelmsford North-East Bypass; these have been assessed alongside the Northern RDR were it delivered in isolation as assessed in this report and separately where the NRDR and the Zone 3 development is delivered collectively (addressed within the report for that application 23/00124/OUT refers). Scenario 2 assumes the same split assessment but includes the Zones 2 and 3 applications. Scenario 3 assumes Scenarios 1 and 2 and progression of development within the strategic site allocations at Great Leighs, North Broomfield, Broomfield Hospital, the Longfield Solar Farm, the East Anglia Green Energy Enablement Project and the A12 to A120 (Junctions 19-25 of the A12) Widening Scheme (DCO Scheme).

7.278. Based on a position where the NRDR is delivered alongside each of the three scenarios outlined above, the key cumulative effects would be as follows.

Scenario 1

7.279. During construction, the NRDR would be visible together with the North-East Bypass from local sensitive receptors however the impacts whilst direct would be of medium magnitude and of moderate adverse significance. Likely significant effects in relation to biodiversity would be limited to the site and an area up to 500m from the site. A net increase in habitat loss would cumulatively result however, this would be temporary and short term. Construction of the

development and cumulative projects would generate opportunities for employment, training and skills development. Paragraph 6.25 of the Chelmsford Local Plan accepts that a loss of agricultural land would be inevitable to facilitate future development within the area, including the NRDR and Zone 3. Approximately 446ha of Grade 3 agricultural land and 252ha of Grade 2 agricultural land would likely be lost of which the NRDR application accounts for approximately 0.06%. Cumulatively all Greenhouse Gas emissions would have the potential to exacerbate the effects of climate change, however, it has not been considered proportionate to include an assessment of all global emissions as part of the assessment.

- 7.280. Once operational, and in combination with adjacent committed developments, it is expected that a small component of Landscape Character Area B21 Boreham Farmland Plateau would change from agricultural land and a former quarry to a new neighbourhood.

Scenario 2

- 7.281. During construction and in scenario 2, changes to the significance of the historic landscape would be fundamental and could not be mitigated at a macro level, although Zones 1 and 2 allow for the retention of significant landscape features, which are intended to assist with the future legibility of the historic landscape. The construction of the developments to varying construction timelines is such that a degree of overlap would inevitably occur, generating a temporary, short-term and moderate beneficial effect at both the local and wider spatial levels. The development would result in the loss of agricultural land as outlined under scenario 1.
- 7.282. Once operational, and in combination with adjacent committed developments and Zones 1 and 2 of the Chelmsford Garden Community, the key cumulative effects would be largely similar to those identified for scenario 1.

Scenario 3

- 7.283. During construction and once operational the cumulative effects would be principally as set out for scenarios 1 and 2.
- 7.284. The NRDR application has considered the potential for cumulative effects having regard to other strategic site allocations and developments coming forward within the surrounding area. No significant adverse cumulative effects would result. Best practice measures and appropriate mitigation can be incorporated to address the potential for cumulative effects.

Other Matters

- 7.285. ECC has referred specifically to potential employment and skills opportunities associated with the NRDR. Commercial delivery and employment matters are proposed to be reviewed through the establishment of a Progress Delivery Group, which is a requirement of the Planning Framework Agreement. The applicant and other consortium partners would be required to monitor CGC wide progress in relation to the delivery of the employment and skills strategy contained within the DFD and the approved Site Wide Employment Statement.

8. Conclusion

- 8.1. The purpose of the planning system, as set out in paragraph 7 of the NPPF is *'to contribute to the achievement of sustainable development, including the provision of homes, commercial*

development and supporting infrastructure in a sustainable manner'. Paragraph 8 advises that *'achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways'* these are economic, social and environmental. Sustainable development is to be pursued in a positive way, *'at the heart of the Framework is a presumption in favour of sustainable development'* (paragraph 10).

- 8.2. Construction of the NRDR is proposed to commence in summer 2026 and to be completed in August 2027. The early delivery of this key piece of infrastructure ahead of any built development on site is supported by the local planning authority, Essex County Council, Homes England and National Highways. The early delivery of the road is entirely consistent with paragraph 20 of the NPPF, ensuring that strategic infrastructure is delivered at an early stage in the development of the Garden Community. The DFD, the Local Plan and the NPPF encourage housing and economic growth, supported by essential infrastructure. The NRDR is critical to unlocking housing delivery and essential components of the Garden Community.
- 8.3. Economically the road forms an essential component in the delivery of large scale investment in infrastructure within the area, which the Chelmsford Garden Community will provide, unlocking the delivery of the Chelmsford North-East Bypass (which is reliant upon HIF funding which is timebound) and providing the strategic transport link to it from Wheelers Hill. The route is essential in providing linkages into the Chelmsford Garden Community, its development parcels and employment, community infrastructure, education and other supporting infrastructure.
- 8.4. The scheme complies with the vision set out in the DFD, delivers on several of the key guiding principles, allows for the delivery of infrastructure ahead of any further residential development at the Garden Community and ensures early delivery of a strategic route. The construction of the development would have notable positive economic and social impacts both in facilitating timely delivery of housing, employment, community and education facilities, but also through employment opportunities relating to the construction of the road itself.
- 8.5. The NRDR is identified within Policy S9 of the Chelmsford Local Plan as an important infrastructure requirement to help reduce congestion, and to provide important links to new developments and the strategic road network. Considerable care has been given to the landscaping and design of the road corridor whilst also ensuring that it supports the delivery of a comprehensive network of active travel routes. The EIA process has been undertaken in a rigorous manner and mitigation to remove, or reduce environmental impacts is proposed, and secured through planning conditions.
- 8.6. Delivery of the NRDR unlocks and improves connections to the strategic road network, provides traffic relief to the local road network and ensures the delivery of key infrastructure to support the wider delivery of growth within the Chelmsford Garden Community. The scheme provides a significant public benefit with the potential to provide both notable economic and social benefits also; it is consistent with the DFD, the adopted Local Plan Policies and the NPPF and benefits from the statutory presumption in favour of development set out in s38(6) of the Planning & Compulsory Purchase Act 2004 (as amended). The scheme constitutes sustainable development within the meaning of the NPPF.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Time Limits and Compliance

Condition 1 Time Limits for Applications

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

Reason:

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

Condition 2 Conformity with Detailed Plans

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

Reason:

In order to achieve satisfactory development of the site

Condition 3 Conformity with Approved Details

With respect to any condition that requires the prior written approval of the local planning authority, the works thereby approved shall be carried out in accordance with that approval unless a further submission is subsequently made to the local planning authority, in which case the works shall be carried out in accordance with that subsequent approval.

Reason:

To ensure that the proposed development is functionally and visually satisfactory and does not prejudice the appearance of the locality in accordance with Policies SGS6 and DM24 of the Chelmsford Local Plan.

Condition 4 Tree Surgery / Removal Works / Archaeology

No development shall commence save for:

- (i) any tree surgery / tree removal works as specifically approved in accordance with Condition 16 - Arboricultural Method Statement & Tree Protection Plan parts (i) and (ii), and
- (ii) any archaeological works in accordance with Condition 8 – Programme of Archaeological Work

until such time as the Planning Framework Agreement pursuant to s106 of the Town and Country Planning Act 1990 and s111 of the Local Government 1972 (being the agreement required as part of the Stage 1 Masterplan for the Chelmsford Garden Community (of which this development forms part) as resolved by the Cabinet decision on 24th January 2023 and a draft of which is in a substantively agreed form at the date of this permission)) binding relevant legal and equitable interests in the land required for the development has been entered into.

Reason:

To ensure the timely delivery of the Northern Radial Distributor Road in accordance with the NRDR Programme as will be set out in the Planning Framework Agreement and to ensure that all relevant third party interests are bound in accordance with Policy SGS6 of the Chelmsford Local Plan.

Sequence of Implementation, Construction Programme & Grampian Conditions**Condition 5 Phasing**

No development shall commence on any phase of the Northern RDR until a detailed Phasing Strategy for the full delivery of the Northern RDR has been submitted to and approved in writing by the local planning authority.

The strategy shall outline the key elements and projected timeline of each phase of the development, and how each will be delivered. The following can each be considered a phase:

- (i) Earthworks.
- (ii) Sustainable Drainage Systems (SuD's) / Drainage.
- (iii) Strategic Landscaping.
- (iv) Services / Utilities.
- (v) Roads (including all new junctions and accesses to the site, pedestrian and cycle routes);

The development shall be implemented in accordance with the Phasing Strategy as approved or updated and agreed in writing with the local planning authority. All references to a 'phase', 'phases' or 'sub-phase' shall be interpreted as being a reference to a 'phase', or (if proposed) 'sub-phase' as defined in the Phasing Strategy approved or subsequently updated pursuant to this condition.

Reason:

To clarify the order by which the NRDR is to be delivered and to assist with the determination of the subsequent discharge of conditions applications, to ensure that environmental mitigation is provided in time to cater for the needs and impacts arising from the development and to ensure the satisfactory development of the site in accordance with Policies SGS6, S9 and S10 of the Chelmsford Local Plan.

Condition 6 Operational Waste Management Plan

No development shall commence until an Operational Waste Management Plan and Circular Economy Statement has been submitted to and approved in writing by the local planning authority. The Plan and Statement shall have regard to the principles contained in the approved Waste and Circular Economy Strategy - Chelmsford Garden Community NRDR prepared by Turley Sustainability dated March 2024.

The Operational Waste Management Plan shall demonstrate how the commitments to a circular economy approach, and to sort and divert waste from landfill in accordance with the waste hierarchy (reduce, reuse, recycle, recover) according to the waste groups would be achieved.

The Circular Economy Statement shall adhere to the principles set out in the Waste and Circular Economy Strategy - Chelmsford Garden Community NRDR prepared by Turley Sustainability dated March 2024

The development shall be implemented in accordance with the details set out in the Operational Waste Management Plan and Circular Economy Statement approved in writing by the local planning authority and permanently maintained thereafter.

Reason:

To ensure that the vision and core targets contained within the approved Development Framework Document, which focus upon the concept of a circular economy with fully integrated sustainable waste management at the forefront of the approach, ensuring the prevention, re-use, and recycling of waste, reducing its impact on the environment, and facilitating the more sustainable use of resources is achieved in accordance with Policy S2 of the Chelmsford Local Plan.

Condition 7 Strategy for the Control of the Spread of Giant Hogweed

No development shall commence on any phase of the Northern RDR until a method statement detailing the control and avoidance measures for off-site Giant Hogweed *Heracleum Mantegazzianum* in respect of that phase has been submitted to and approved in writing by the local planning authority.

Should, during the construction of each phase of the development, Giant Hogweed be identified within the phase boundary itself, the method statement shall be updated to include a programme of eradication and submitted to and approved in writing by the local planning authority. The method statement, as varied, shall be adhered to throughout the duration of the construction works.

Reason:

To ensure that the proposed development does not result in the spread of Giant Hogweed, which is an invasive and poisonous plant, in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 8 Archaeology: Programme of Archaeological Work

No development shall commence on any phase of the Northern RDR as shown on the plans hereby approved, until the archaeological mitigation strategy defined in the previously approved Written Scheme of Investigation - Powers Farm Chelmsford, Essex Ref: HN1596 prepared by Heritage Network updated December 2023, has been delivered in respect of that phase to the satisfaction of the local planning authority and approved by it in writing (acting through its historic environment advisors).

The analysis, recording and publication (if relevant) of the findings of the said archaeological strategy shall accord with the approved scheme.

Reason:

To ensure that appropriate mitigation, excavation and recording of sites of archaeological importance is undertaken in advance of, and during the development, in accordance with Policy DM15 of the Chelmsford Local Plan.

Condition 9 Archaeology: Post-Excavation Assessment

A Post Excavation Assessment shall be submitted to the local planning authority within six months of the completion of the archaeological fieldwork, unless otherwise agreed in advance with the local planning authority (acting through its historic environment advisors). The assessment shall lead to a programme of post-excavation analysis, the preparation of a report for publication, and the preparation of a full site archive for deposition at a registered museum or other public building, which is suitable for the long term storage of an archaeological archive, as agreed with the local planning authority.

Reason:

To ensure that adequate archaeological records can be made in respect of the site in accordance with Policy DM15 of the Chelmsford Local Plan.

Condition 10 Safeguarding of Existing Public Rights of Way

No development shall commence on any phase of the Northern RDR, which includes, or is located immediately adjacent a public right of way, until a detailed plan in respect of that phase, outlining the mechanisms for safeguarding the existing public rights of way network in that location and any cycle tracks that may replace them has been submitted to and approved in writing by the local planning authority.

The detailed plan shall accommodate each of the following public rights of way, as relevant, along their existing or diverted alignment (as appropriate) and without detriment to their historic or legal width, use and enjoyment except as necessary by the permanent road including footways and cycleways:

Chelmsford Garden 22

Chelmsford Garden 23

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

Reason:

To ensure the public's use of the existing public rights of way are not adversely affected by the proposed development in accordance with Policies SGS6, S9 and DM24 of the Chelmsford Local Plan and the NPPF.

Condition 11 Surface Water Drainage & Management

No development shall commence in each phase until a detailed surface water drainage scheme for that phase, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the local planning authority.

The surface water drainage scheme shall include, but not be limited to:

- (i) Verification of the suitability of infiltration of surface water for the development; this shall be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in Chapter 25.3 of The CIRIA SuD's Manual C753,
- (ii) Limiting discharge rates to 2.3 l/s/ha/1in1 Greenfield rate for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change. All relevant permissions to discharge from the site into any outfall shall be demonstrated.
- (iii) Demonstrate that all storage features are able to accommodate a 1 in 10 year storm event within 24 hours of a 1 in 30 year event plus climate change.
- (iv) Final modelling and calculations for all areas of the drainage system.
- (v) The appropriate level of treatment for all run-off leaving the site, in line with the Simple Index Approach in Chapter 26 of the CIRIA SuDS Manual C753.
- (vi) Detailed engineering drawings of each component of the drainage scheme including any root management measures to be incorporated.
- (vii) A final drainage plan, which details exceedance and conveyance routes, the location and sizing of any drainage features and details of how the road interfaces with these drainage features.
- (viii) A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The development shall be implemented in accordance with the approved surface water drainage scheme.

Reason:

To prevent environmental and amenity problems arising from flooding, ensure maintenance and efficient use and management of water within the site and that the quality of water entering receiving watercourses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site in accordance with Policy DM18 of the Chelmsford Local Plan.

Condition 12 Skylark Mitigation

No development shall commence until a Skylark Mitigation Strategy, to compensate for the loss or displacement of on-site skylark territories in the form of new skylark nest plots and/or off-site compensation measures has been submitted to and approved in writing by the local planning authority.

The strategy shall include the following:

- (i) Purpose and conservation objectives of the proposed compensation measures including new nest plots,

- (ii) Detailed methodology for the skylark nest plots following the Agri-Environment Scheme Option 'AB4: Skylark Plots',
- (iii) Locations of the compensation measures in nearby agricultural land by appropriate maps and/or plans,
- (iv) Persons responsible for implementing the compensation measure; and
- (v) A programme for its implementation.

The measures to compensate for the loss of on-site skylark territories shall be implemented in accordance with the approved Skylark Mitigation Strategy and all features shall be retained for a minimum period of 10 years.

Reason:

To allow the local planning authority to discharge its duties under the NERC Act 2006 (Priority Habitats & Species) and in the interest of wildlife habitat protection in accordance with Policies S4 and DM16 of the Chelmsford Local Plan.

Condition 13 Submission of a Copy of Natural England Mitigation Licence for Great Crested Newts

No phase of the development, which will impact the breeding/resting place of Great Crested Newts, shall commence until the local planning authority has been provided with either:

- (i) A licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorising the specified activity/development to proceed; or
- (ii) A Great Crested Newt District Level Licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorising the specified activity/development to proceed

The development shall be carried out in accordance with the relevant licence.

Reason:

To conserve protect species and allow the local planning authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s17 of the Crime & Disorder Act 1998.

Condition 14 Footway Construction

Footways, cycleways and shared surface base courses shall be provided and maintained in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within, or bordering pedestrian or cycling routes, until final surfacing is completed.

Reason:

To provide a satisfactory interim standard of access and safety in accordance with Policies SGS6, S9 and DM24 of the Chelmsford Local Plan.

Details to be Submitted for Approval – Design Drawings

Condition 15 Levels

No development shall commence, until detailed drawings and sections showing the finished levels of the Northern RDR in relation to the levels of the surrounding area, have been submitted to and approved in writing by the local planning authority.

The development shall be implemented in accordance with the approved details.

Reason:

To ensure that the development is constructed at suitable levels in relation to its surroundings, is visually satisfactory by avoiding abrupt changes in levels between the Northern RDR and adjacent residential parcels and to ensure a satisfactory relationship with the surrounding topography so as not to prejudice the lasting quality of the Chelmsford Garden Community in accordance with Policy DM23 of the Chelmsford Local Plan.

Condition 16 Arboricultural Method Statement & Tree Protection Plan

No development shall commence within any relevant phase of the Northern RDR until an Arboricultural Method Statement and Tree Protection Plan for that phase to include the following has been submitted to and approved in writing by the local planning authority:

- (i) Details of trees and hedges to be retained and removed,
- (ii) Details of tree surgery work to retained trees,
- (iii) Specification for tree protection including layout and type of tree protection for construction including change that may occur during development,
- (iv) Location and installation of services, utilities, and drainage,
- (v) Details of construction within the root protection area of retained trees,
- (vi) Details of site access, temporary parking, welfare facilities, loading and unloading, storage of equipment, materials, fuel, and waste,
- (vii) Tree protection plan,
- (viii) Boundary treatments within the root protection areas,
- (ix) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.

The development shall then be carried out in accordance with the approved Arboricultural Method Statement.

Reason:

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

Condition 17 Drainage & Service Runs

No development shall commence within any relevant phase of the Northern RDR, until full details of the alignment and depth of the proposed sub-surface drainage and utility runs (including cables, pipes, surface water drains, foul water drains and public utilities) and their means of installation, where they pass underneath the canopy of any retained tree within, adjacent to, or which overhangs the development site, for that phase have been submitted to and approved in writing by the local planning authority. No services shall be laid beneath the canopy of any tree identified for retention.

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

Reason:

To ensure that utilities installation does not constrain the layout of the landscape and to safeguard the existing trees in accordance with Policies S4 and DM17 of the Chelmsford Local Plan.

Condition 18 Road Surface Materials

No development shall commence on any relevant phase of the Northern RDR, until full details of the road surface materials for that phase have been submitted to and approved in writing by the local planning authority. The details shall include the following:

- (i) Drawings showing the proposed roads/footways/footpaths and cycleways including all relevant horizontal and longitudinal cross-sections showing existing and proposed levels, gradients, surfacing, kerbs, road markings and means of surface water drainage.

- (ii) A schedule of materials to be used in the paving of the ground surfaces including details of the product name, number, colour, and manufacturer and a materials use drawing.

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

Reason:

To ensure that the proposed road surfaces are visually satisfactory, are safe and equitable providing for users of all abilities, can be maintained in the long term suitable for drainage purposes, ensures that materials sourcing is resource efficient, and which do not prejudice the lasting quality of the Chelmsford Garden Community in accordance with Policies SGS6 and DM24 of the Chelmsford Local Plan and the National Planning Policy Framework.

Condition 19 Street Signage & Name Plates

No street name plates, wayfinding signage and any other signage shall be provided within the development until full details of a wayfinding strategy including full details of the location and design of all signage has been submitted to and approved in writing by the local planning authority.

The street name plates, wayfinding signage and other signage shall be implemented in accordance with the approved details prior to the opening of the roads.

Reason:

To ensure that the proposed development is visually satisfactory, to avoid street clutter by rationalising the number of signposts in public spaces, for safety, traffic management including efficient emergency access, to promote sustainable transport and to ensure lasting environmental quality and the delivery of consistent overarching design quality across the Chelmsford Garden Community in accordance with Policies SGS6 and DM24 of the Chelmsford Local Plan.

Condition 20 Drainage Basins

Pond 1 shall be constructed in accordance with Drawing No FAB-XX-00-DR-L-3103 Rev PL07 prior to the opening of the development hereby permitted, unless opening is proposed outside a planting season, in which case the soft landscaping works shall be carried out in the next available planting season.

Ponds 2, 3, 4 and 5 shall be constructed in accordance with the levels and banking profile, shape and size and the specification for the inlets and outlets and headwall details as shown on Drawing No(s) FAB-XX-00-DR-L-3107 Rev PL07, FAB-XX-00-DR-L-3108 Rev PL07, FAB-XX-00-DR-L-3109 Rev PL07 and FAB-XX-00-DR-L-3112 Rev PL07 and grass seeded prior to the opening of the road.

Reason:

To ensure that the approved drainage basins have a satisfactory relationship with the adjoining landscape and do not prejudice the lasting quality of the Garden Community in accordance with Policies SGS6, S4, DM17 and DM24 of the Chelmsford Local Plan.

Details to be Submitted for Approval – Statements of Intent

Condition 21 Landscape Management Plan

Prior to the opening of the Northern RDR, a Landscape Management Plan detailing the maintenance arrangements for the landscaped areas associated with the road and adjacent landscaped areas, including the long term landscape design objectives, who is responsible for the different elements of the landscaping and a programme of maintenance activities, and their frequencies shall be submitted to and approved in writing by the local planning authority.

The landscaped areas shall thereafter be maintained in accordance with the approved Landscape Management Plan.

Reason:

To ensure that satisfactory arrangements are put in place to allow for the proper management and maintenance of all landscaped areas so as not to prejudice the lasting quality of the Chelmsford Garden Community in accordance with Policies SGS6, S4 and DM17 of the Chelmsford Local Plan.

Condition 22 Biodiversity Enhancement Strategy

Prior to the opening of the Northern RDR, a Biodiversity Enhancement Strategy for protected and Priority Species prepared by a suitably qualified ecologist, shall be submitted to and approved in writing by the local planning authority.

The content of the Biodiversity Enhancement Strategy shall include the following:

- (i) Purpose and conservation objectives for the proposed enhancement measures,
- (ii) Detailed designs or product descriptions to achieve the stated objectives,
- (iii) Locations, orientations and heights of proposed enhancement measures by appropriate maps and plans (where relevant),
- (iv) Persons responsible for implementing the enhancement measures,
- (v) A programme for its implementation, and
- (vi) Details of initial aftercare and long-term maintenance (where relevant).

The proposed measures shall be implemented in accordance with the approved Biodiversity Enhancement Strategy for a minimum of 30 years.

Reason:

To enhance protected and Priority Species and Habitats and allow the local planning authority to discharge its duties under the NPPF and s40 of the NERC Act 2006 (Priority Habitats & Species).

Condition 23 Sustainable Drainage Systems (SuDS) Maintenance Plan

Prior to the opening of any section of the Northern RDR, a Drainage and SuDS Maintenance Plan, detailing the maintenance arrangements for the drainage and SuDS features, including who will be responsible for different elements of the surface water drainage systems, the maintenance activities proposed and their frequencies to keep the system functioning as intended shall be submitted to and approved in writing by the local planning authority.

Should any part of the SuDS surface water drainage systems be maintainable by a maintenance company, details of the long term funding arrangements shall also be submitted to and approved in writing by the local planning authority.

The drainage system and SuDS features shall thereafter be maintained in accordance with the approved Drainage and SuDS Maintenance Plan.

The applicant or any successor in title, must maintain yearly logs of maintenance to the surface water drainage system, which shall be carried out in accordance with the approved Drainage and SuDS Maintenance Plan; these logs must be available for inspection upon a request in writing by the local planning authority.

Reason:

To ensure that the development is drained sustainably, and appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk and pollution hazard in accordance with Policies SGS6, S4 and DM18 of the Chelmsford Local Plan.

Details to be Submitted for Approval – Detailed Specifications

Condition 24 Lighting Scheme

No development shall commence within a relevant phase until a detailed lighting scheme has been submitted to and approved in writing by the local planning authority for that phase. The scheme shall include details of the location and design of all artificial lighting and shall have regard to any relevant ecological considerations as set out in the OPA3 & NRDR Ecological Baseline Report Rev C prepared by Southern Ecological Solutions dated September 2023 and be carried out in accordance with Guidance Note 08/23 Institute of Lighting Professionals. Specifically, the strategy shall:

- (i) Identify those areas/features on site, which are particularly sensitive for bats and that are likely to cause disturbance in, or around, their breeding sites and resting places, or along important routes used to access key areas of their territory, for example, for foraging, and
- (ii) Identify how and where external lighting would be installed (through the provision of lighting contour plans and technical specifications), so that it can be clearly demonstrated that areas to be lit would not disturb, or prevent, the above species using their territory, or from having access to their breeding sites and resting places.

The external lighting shall be installed in accordance with the specifications and locations set out in the approved lighting scheme and maintained thereafter in accordance with the scheme; under no circumstances should any other external lighting be installed without the prior written consent from the local planning authority.

Reason:

To allow the local planning authority to discharge its duties under the Conservation of Habitats & Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority Habitats & Species) and to ensure that the proposed development is visually satisfactory, is appropriately illuminated for highway safety and the promotion of active travel, reduces the undesirable effects of light pollution on the amenities of the occupiers of neighbouring residential properties and future residents of the development, avoids street clutter and would not result in disturbance or harm to ecologically protected species in accordance with Policies DM16 and DM23 of the Chelmsford Local Plan.

Condition 25 Domsey Lane Access

Prior to the opening of the section of the Northern RDR that includes the junction with Domsey Lane, a scheme to prevent vehicular access to the section of Domsey Lane between the Northern RDR and Wheelers Hill (East) / Cranham Road junction, shall be submitted to and approved in writing by the local planning authority in liaison with Essex County Council as highway authority. The scheme shall include details of any necessary Traffic Regulation Orders and programme for its implementation.

The scheme shall be implemented in accordance with the approved details.

Reason:

To mitigate adverse impacts from the development on the transport network, reduce delay and safety risk through vehicle manoeuvres and promote walking and cycling in accordance with the NPPF.

Condition 26 Wheelers Hill: Northern Area & Retained Spur – Soft Landscaping Works & Boundary Treatments

Prior to the completion of the upgrade of the Wheelers Hill Roundabout, full details of the soft landscaping works including works to the boundary hedgerow for the northern area and retained Wheelers Hill spur as shown on Drawing No. FAB-00-XX-DR-L-3101 Rev PL05 together with the full details of the proposed acoustic fence as shown on Drawing No. FAB-00-XX-DR-1-3102 Rev PL07 shall be submitted to and approved in writing by the local planning authority. The accompanying plans shall include full details of the soft landscaping treatment and works including the boundary hedgerow and the programme for implementation of the planting.

All soft landscaping works and installation of the acoustic fence shall be carried out in accordance with the approved details and prior to the opening of the Northern RDR, unless opening is proposed outside a planting season, in which case the soft landscaping works only shall be carried out in the next available planting season following opening of the road.

Reason:

To ensure that the approved road has a satisfactory relationship with the adjoining landscape and does not prejudice the lasting quality of the Garden Community, to prevent glare in the interests of highway safety and to ensure appropriate measures are installed to safeguard the amenities of future residents of the development in accordance with Policies SGS6, S4, DM17, DM24 and DM29 of the Chelmsford Local Plan.

Conditions Relating to the Construction Period**Condition 27 Construction Environmental Management Plan**

No development shall commence within each phase of development until a Construction Environmental Management Plan (CEMP) for that phase has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following:

- (i) The management and routing of construction traffic including: the location of access points for site traffic, routes within the site to be kept free of obstruction, details of the routing of construction traffic including arrangements of any abnormal loads, any temporary traffic management/signage, vehicle and cycle parking arrangements for construction vehicles and vehicles of site operatives and visitors, directional signage on and off-site.
- (ii) Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.
- (iii) Details of annual photographic highway network condition surveys to completion of the development.
- (iv) A travel plan for construction workers including details of access routes to the site compound for staff walking, cycling and using public transport.
- (v) Measures to prevent and mitigate deposition onto the highway of soil, silt or other debris from construction vehicles including monitoring and enforcement procedures.
- (vi) Arrangements and areas for the loading and unloading of plant and materials.
- (vii) The location and size of site compounds and areas for storage of plant and materials.
- (viii) The location and form of temporary buildings and temporary lighting, and details of the erection and maintenance of security hoardings, including the contractor company name and contact numbers covering office and out of office hours.
- (ix) A scheme to control surface water run-off, prevent surface water discharges onto the highway, prevent pollution (including the incorporation of Petrol/oil interceptors if necessary), and manage flood risk.
- (x) A scheme for the handling and storage of topsoil.
- (xi) Pollution incident response and reporting.
- (xii) Measures, including the construction of exclusion zones, to prevent soil compaction in large scale planting areas, and measures to remediate soil compaction.

- (xiii) Measures to control the emission of dust and dirt during construction.
- (xiv) Measures for the control of noise and vibration during construction, including delivery and construction working hours.
- (xv) Procedures for maintaining good public relations, including complaint management procedures, community consultation and liaison.
- (xvi) Management, monitoring and review of the CEMP in conjunction with the local planning authority including an assessment of cumulative impact of any committed scheme with potential additional construction traffic impact.
- (xvi) Management, monitoring and review of the CEMP in conjunction with the local planning authority including an assessment of cumulative impact of any committed scheme with potential additional construction traffic impact.

The approved Construction Environmental Management Plan shall be adhered to throughout the duration of the construction period.

Reason:

In the interests of highway safety, to mitigate impacts of construction traffic on the highway network and to ensure the environmental impact of the construction of the development is adequately mitigated whilst also safeguarding the amenities of the occupiers of neighbouring residential properties and future residents of the development in accordance with Policies S2, DM24 and DM29 of the Chelmsford Local Plan.

Condition 28 Construction Ecological Management Plan

No development shall commence within each phase of development until a Construction Ecological Management Plan for that phase has been submitted to and approved in writing by the local planning Authority. The Construction Ecological Management Plan shall include:

- (i) Risk assessment of potentially damaging construction activities to existing habitats and biodiversity features.
- (ii) Identification of biodiversity protection zones, particularly with regard to bats and reptiles.
- (iii) Practical measures (both physical measures and sensitive working practices) to avoid or reduce ecological impacts during construction (may be provided as a set of method statements) and include any non-licensed method statements for Great Crested Newts.
- (iv) The location and timing of sensitive works to avoid harm to biodiversity features.
- (v) The times during construction when specialist ecologists need to be present on site to oversee works.
- (vi) Lines of communication and the role and responsibilities on site of an Ecological Clerk of Works, or similarly competent person.
- (vii) Use of protective fences, exclusion barriers and warning signs.
- (viii) Measures for removal of invasive species within the site; this would include the known presence of Giant Hogweed on site.

The approved Construction Ecological Management Plan shall be adhered to throughout the duration of the construction period of the relevant phase or sub-phase of the development.

Reason:

To conserve protected and Priority Species, to allow the local planning authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority Habitats & Species) and in the interest of wildlife habitat protection in accordance with Policies S4 and DM16 of the Chelmsford Local Plan.

Condition 29 Ecological Mitigation & Enhancement Measures

All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the OPA3 & NRDR Ecological Baseline Report (Southern Ecological Solutions, Updated September 2023 Rev C) and the Environmental Statement Chapter E: Biodiversity dated January 2023. An ecological clerk of works (or other suitably qualified person) shall be appointed to provide on-site ecological expertise during construction. All mitigation and enhancement measures and/or works shall be completed in accordance with the approved report.

Reason:

To conserve and enhance protected and Priority species and to allow the local planning authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority Habitats & Species) (as amended).

Condition 30 Protection of Retained Trees & Hedges

No tree, shrub, or hedge shall be pruned, felled, or removed without the prior written approval of the local planning authority, save for any pruning, tree surgery works or felling specifically shown in the tree protection plans contained within the Arboricultural Method Statement approved pursuant to Condition 16.

Should during construction of the development, or within a period of five years of its completion, any tree, shrub, or hedge die, or become damaged, destroyed, diseased or dangerous, it shall be replaced during the following planting season by another tree, shrub, or hedge as the case may be, of a similar size and species; thereafter any such replacement planting shall be maintained or further replaced as necessary for five years after replacement.

Reason:

In the interests of safeguarding trees and hedgerows that are worthy of retention in accordance with Policies S4 and DM17 of the Chelmsford Local Plan.

Post Completion and Occupation Controls

Condition 31 Soft Landscaping Works

Should any tree/hedge/plant, which is planted pursuant to this permission be removed, uprooted, destroyed, or becomes, in the opinion of the local planning authority, seriously damaged within a period of five years from the date of planting, then another tree/hedge/plant of the same size and species as the original, shall be planted in the same place, unless the local planning authority give its written consent to any variation.

Reason:

To ensure that the approved road has a satisfactory relationship with the adjoining landscape and does not prejudice the lasting quality of the Garden Community and satisfactory arrangements are put in place to allow for the replacement of any damaged or dying planting in accordance with Policies SGS6, S4, DM17 and DM24 of the Chelmsford Local Plan.

Condition 32 Speed Safety Camera System

Within three months following the opening of the Northern Radial Distributor Road (NRDR) to traffic between the roundabout junctions with Essex Regiment Way and the Chelmsford North-East Bypass (CNEB) as shown on Drawing No's VD22681-VEC-HGN-NRDR-DR-CH-0100 Rev P10, VD22681-VEC-HGN-NRDR-DR-CH-0101 Rev P08, VD22681-VEC-HGN-NRDR-DR-CH-0102 Rev P11 and VD22681-VEC-HGN-NRDR-DR-CH-0103 Rev P12, or such subsequent revisions as may be approved in writing by the local planning authority, automatic speed surveys shall be undertaken in locations along the NRDR to a specification that shall previously have been agreed in writing by the local planning authority in consultation with the highway authority. The results of the speed survey shall thereafter be submitted to the local planning authority within four months of the opening of the NRDR.

Within two years of opening of the NRDR, and should the 85th percentile speeds from the speed survey, in either direction, recorded over any 7 day 24 hour per day period exceed the National Police Chief's Council (NPCC) enforcement threshold for the posted speed limit, a Home Office Type Approved (HOTA) speed camera system or HOTA average speed camera system shall be installed at locations along the NRDR and to a specification that shall previously have been agreed in writing by the local planning authority in consultation with the highway authority.

Ducting to enable installation of a speed camera system shall be installed along the NRDR in accordance with details, which shall have previously been submitted to and approved in writing by the local planning authority. The details shall include the identification of suitable power supply points.

Reason:

To ensure that vehicle speeds at any point along the NRDR do not significantly exceed the speed limit, in the interests of highway safety and to create places, which are safe and minimise the scope for conflicts between pedestrians, cyclists and vehicles in accordance with the NPPF.

Notes to Applicant

1 Works Affecting the Highway

The Local Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting the existing highway. Contact details are Telephone: 0845 603 7631. Email: development.management@essexhighways.org.

2 Design Manual for Roads & Bridges

You are advised to refer to the Design Manual for Roads & Bridges CD 109 - Highway Link Design and CD 116 - Geometric Design of Roundabouts in respect of junction visibility.

3 Active Travel Infrastructure

Active Travel England recommends that the detailed design of active travel infrastructure within, and outside the development be informed by the use of the ATE design tools, which bring together the guidance in LTN1/20, Manual for Streets, Inclusive Mobility and other key design documents, to ensure the provision of high quality infrastructure.

4 Street Naming & Numbering

The development will result in the need for a new postal address. Applicants should apply in writing, email or by completing the online application form which can be found at www.chelmsford.gov.uk/streetnaming. Enquires can also be made to the Address Management Officer by emailing Address.Management@chelmsford.gov.uk

5 Essex Police – Designing Out Crime

Your attention is drawn to the comments set out in the consultation response from Essex Police - Designing Out Crime dated 22nd March 2023, particularly in respect of advice relating to lighting, lighting and landscape considerations and compound security.

6 Natural England – Annex A Additional Advice

Your attention is drawn to the Annex A - Additional Advice appended to the consultation response from Natural England dated 22nd February 2023 and referred to in their subsequent consultation responses. Specific reference is made to guidance on soil protection as set out on the Defra website 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' and Natural

England's 'Green Infrastructure Framework' which provided advice and tools on how to deliver and manage green infrastructure.

7 Environment Agency

The applicant is to be referred to guidance on permitting discharge to ground or surface water - www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits and to consider regulatory position statement 261 for temporary dewatering discharges - www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water

8 Essex Fire Service

Your attention is drawn to the comments set out in the consultation response from the Essex Fire and Rescue Service dated 16th March 2023.

9 Hours of Work During Construction

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

Noisy Work

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

Light Work

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

In some circumstances further restrictions may be necessary.

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

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.

Plans to be listed on any Decision Notice:

Consultations

The most recent representation from each consultee has been summarised below and where consultees have made additional representations to cover each iteration of the application, previous representation dates have been referenced. All representations can be viewed in full on the Chelmsford City Council website.

Chelmsford Garden Community Council

Comments
<p>13.06.25</p> <p>Chelmsford Garden Community Council has submitted the following comments:</p> <ul style="list-style-type: none">• Noise Mitigation - Mitigation of any noise generated by the road for residents living in close proximity to the road should be secured.• Road Crossings 0 Little explanation has been provided in relation to the crossings of the road, with concern that there would divide the community living on each side of the road.• Pedestrian / Cycle Bridge over Essex Regiment Way - Road is due to be downgraded; there does not seem to be a need for a footbridge over the road especially as this would be extremely expensive and does not lead to any specific facility. A controlled road crossing would be more suitable.
<p>10.05.24</p> <ul style="list-style-type: none">• Speed Camera System - A planning condition should be added to require the developers to carry out a speed survey upon the road within 6 months of it opening. Should the survey demonstrate that traffic is regularly travelling over the speed limit, then there should be a requirement for speed cameras to be installed.
<p>13.10.23</p> <ul style="list-style-type: none">• Tree Planting - Trees are relatively sparse. A swale including pedestrian and cycle provision would provide distance to the residential properties on one side of the road, whereas on the house, dwellings would be close indeed to the road with only a hedge for protection.• Tree Species - Trees proposed to be planted in the swale should be species which thrive in wet conditions, however, due to the way in which swales drain water, the trees should be species more suited to dry conditions; it is important that appropriate species are planted across the development so as to be sustainable.• Speed Monitoring - Amended documents do not include any provision for the monitoring of speed once the road is open; this should be a planning condition.
<p>06.10.23</p> <ul style="list-style-type: none">• Screening & Acoustic Measures - Planting of trees alongside the road appears to be sparse with little acoustic screening for properties proposed to be built in close proximity. Better acoustic protection should be provided for the properties.

- Speed Monitoring - A condition is recommended such that once the NRDR is open the developer is obliged to carry out speed monitoring to ascertain if average speed cameras may be required and that if so, the developer installs cameras. The road should be designed in such a way as to deter speeding.

Little Waltham Parish Council

Comments
08.03.23, 22.11.23, 15.05.24, 01.07.24
No comments to make on the application.

Braintree District Council

Comments
18.04.23
No specific comments to make noting that ECC Highways will be heavily involved.

CCC Public Health & Protection Services

Comments
09.06.25
No further comments.
The Public Health & Protection Service had previously advised on 21.02.23 that they accepted the findings of the Air Quality Assessment and were satisfied that traffic emissions from the proposed road would not cause dwellings on the adjacent proposed development to be in an area of poor air quality, and that the air quality impact at existing dwellings would be negligible.

South Essex Parking Partnership

Comments
07.07.23
The South Essex Parking Partnership (SEPP) request that the Traffic Regulation Order Team are consulted with at the earliest opportunity to agree and approve the most appropriate types of parking controls for the proposed development. SEPP has requested that there are clear distinctions either by change of road surface or appropriate signage between land that will be public highway and any land that remains in private use. All necessary public highway parking restrictions and clear demarcation of private land should be agreed and implemented before occupation of the properties commence and made clear to future occupiers of the new development.

ECC Major Development & New Communities

Comments
<p data-bbox="164 264 272 293">03.12.25</p> <p data-bbox="164 338 1465 584">The Northern Radial Distributor Road (NRDR) would provide the main vehicular access to CGC and by connecting the Chelmsford North-East Bypass (CNEB) with Essex Regiment Way (ERW) (A130) would form part of an important strategic traffic route. ECC would propose that it becomes part of the A131 (along with the CNEB) and Channels Drive, and the western length of Beaulieu Parkway would be reclassified; this is in line with the Local Transport Plan and Transport Strategy for Chelmsford, by providing an alternative route for traffic that does not need to route along Essex Regiment Way, along with the park and ride services, towards the City Centre.</p> <p data-bbox="164 622 1465 835">The NRDR would also provide sustainable and active travel connectivity through the Garden Community, linking Little Waltham through to Zone 2 and includes safe multi- user crossings. Whilst this is a standalone planning application, it is integral to the Garden Community, alongside other infrastructure requirements. ECC also understands the need to deliver a quality of place and achieve a development which, at least, meets the Town and Country Planning Association's (TCPA) Garden City principles, as well as which meets national and local planning policy requirements and guidance.</p> <p data-bbox="164 873 1465 976">The ability of the public to use the whole NRDR is essential for the three outline planning applications (OPA's) that make up Stage 2 of the CGC Masterplan. Delivery of the complete NRDR, amongst other matters, will need to be appropriately secured against each of the OPAs for ECC to withdraw its objections to them.</p> <p data-bbox="164 1014 1465 1155">ECC note that the Chelmsford North-East Bypass Section 1a, which is currently being delivered and is on schedule, will have no public benefit until the NRDR is opened. ECC would be prepared to consider whether it could be utilised as an alternative haul route for construction of the NRDR, avoiding Channels Drive and Essex Regiment Way (from the A12).</p> <p data-bbox="164 1193 1465 1335">ECC have worked very closely, and positively engaged, with CCC and the applicant in helping to shape and refine the planning application for CGC NRDR through pre- and post-submission discussions and consultations. ECC have no outstanding issues with the application taking account of the amendments made to the proposal and the draft conditions, which have been agreed.</p> <p data-bbox="164 1373 453 1402"><u>Place Making & Phasing</u></p> <p data-bbox="164 1440 1198 1469">ECC has no further comments to make. The comments submitted on 08.07.25 include:</p> <ul data-bbox="164 1507 1465 1975" style="list-style-type: none"> <li data-bbox="164 1507 1465 1693">• The NRDR has a key role to play, not only in delivering planned increased road capacity, but in knitting together the proposed development to the north with the wider Garden Community. The NRDR should ensure adequate and inclusive connectivity through well thought out, legible design to encourage, and support, safe and active travel for all residents. The NRDR needs to contribute to wider place making of the Garden Community. <li data-bbox="164 1693 1465 1879">• The DFD has been prepared on a 'land ownership blind' which is a welcome approach to ensuring the Garden Community can function as one place with a sense of cohesiveness and belonging. The approach should be followed for the three outline/hybrid applications to ensure key infrastructure aligns seamlessly and avoids any ransom issues, which is particularly important for the NRDR, which traverses all three planning zones. <li data-bbox="164 1939 1283 1975">• ECC welcomes the proposal to deliver the whole of the NRDR and not to phase it linearly.

- Discussions have taken place with ECC and CCC colleagues on potential timescales for delivery and backstop positions, should there be any delays to the delivery of the NRDR. The matters are to be addressed within the PFA.

Long- Term Stewardship

ECC has no further comments to make. The comments submitted on 08.07.25 include:

- Key principles for future stewardship of the CGC are set out within the DFD and reflected in the PFA. ECC expects that there would be one stewardship body adopted for the whole Garden Community (including features of the NRDR, as appropriate) to ensure a consistent and coherent approach to the long-term management and maintenance of community assets and public spaces across all three planning zones in perpetuity.
- ECC anticipates that agreement would be reached for the authority to adopt the NRDR as highway maintainable at the public purse, however, the adopted model must not include elements that cannot equitably be managed through the public purse e.g. street trees, some surface water drainage network features and public realm/spaces (subject to safety and legal reasons); it may be necessary to include this requirement within an appropriate legal agreement.
- ECC whilst acknowledging the benefits that trees can bring to the street, as prospective asset owners of the road and the highway drainage system, it cannot accept trees planted on top of pipes under the swales, as they would likely compromise the performance of the drainage system in time. Unfortunately for ECC to adopt the roads, either most of trees would need to be deleted, repositioned so that the pipe may be protected, or an alternative drainage design provided, which would not be compromised by the trees in their proposed positions, or a combined approach.
- ECC strongly welcome continuing to be part of ongoing discussions on the approach to stewardship for CGC, with CCC and the applicant, as well as the wider Developer Consortium.

Movement and Access

Officers of the County Council have undertaken extensive investigation and analysis of the submitted drawings, supporting documentation and the additional information supplied since first submission by the applicant. Significant improvements have been made as a result. The work has concluded that subject to a limited number of conditions, the County Council does not object to the application on highway and transport grounds.

ECC recommends that all the agreed draft conditions are necessary to make the development acceptable. ECC, as highway and transportation authority does not object to the drawings (“for approval”) listed in the application covering letter’s Appendix 1: OPA Resubmission Documents - May 2025. The “Illustrative Plans”, “Reports” and “ES Addendum Appendices” (as relevant to this application and to highway and transportation) are noted.

Commentary

- The Northern Radial Distributor Road (NRDR) is required for the CGC (as set out in responses to the outline planning applications for Zone 1 and Zone 3); however, in itself (along with the Chelmsford North-East Bypass (CNEB)) it should have acceptable traffic impacts.

- The NRDR would become part of the local strategic highway network (A131) until phase 1 of the CNEB is completed; only Section 1a, which would link the NRDR to Beaulieu Parkway to the south, is currently under construction. ECC would expect that the street lights will be kept on throughout the night, in accordance with exception criteria to the highway authority's policy on part-night lighting¹; however, this has yet to be confirmed.
- A Stage 2 (Detailed Design) Road Safety Audit has been completed for the proposal. The audit is in excess of the usual requirement for a Stage 1 RSA (also completed), and it enables plans to be approved with limited conditions.
- The proposal will assist people to walk and cycle between Little Waltham and the rural roads north of CGC and maintains connectivity to the highway network including public rights of way, either side of the NRDR. Further pedestrian and cycle crossings will minimise the severance impact of the new carriageway.
- Separate applications are being processed to divert the existing public rights of way that the NRDR will affect, and it is anticipated that the routes will align with the proposed footway and shared surface routes, which would be offered for adoption by the highway authority in due course.
- The speed limit for the NRDR is proposed to be 40mph; whilst this is the same as Beaulieu Parkway, the design is significantly different, which gives some confidence that similar speeding concerns are less likely; nevertheless, it is similar enough that ECC recommends a condition (this has been agreed) on highway safety grounds, as exceeding the speed limit is a major contributing factor to increased road safety risk. ECC understands that the Safer Essex Roads Partnership supports this approach. Traffic speeds also have a bearing on the qualities of the place, including noise and emissions.
- The application boundary line overlaps the three outline planning application areas. The coloured areas and features on the plans are taken to form the proposal, and the clear areas are to be covered by the OPA's.
- The proposal includes a close-boarded fence around the severed end of Wheelers Hill East; whilst this is acceptable, it would need to be set back to screen it with planting and maintain the verge width. A condition has been agreed that addresses this.
- The proposal includes an uncontrolled crossing of the southern roundabout access to Zone 3, which is acceptable, noting it has potential to be upgraded should it be deemed necessary in the future.
- The design incorporates several features that should make cycling along and across the corridor easier than typical practice to date, that said, it is noted that the new roundabout does not incorporate design features specifically for the benefit of cyclists on the carriageway. The proposal is acceptable on the basis that alternative crossings and convenient safe routes through Zone 3 are to be provided.
- Similarly, no facilities for pedestrians or cyclists are proposed along the NRDR between the east Zone 2 NRDR access and the CNEB roundabout, as an alternative route is to be provided through Zone 2 along with a pedestrian/cycle bridge to reach the east side of the CNEB.
- Priority junctions are proposed for the six new accesses off the NRDR. Four of these would be crossed by footway/cycleway, which have been diverted away from the NRDR carriageway to enable a vehicle to stop to give way to pedestrians and cyclists in line with the Highway Code. The design is in line with national guidance². The precise change at the boundary between the NRDR accesses and the application (23/00124/FUL) streets needs to be confirmed for the highway agreements.
- Vehicles are to be prohibited from using Domsey Lane to the north of the NRDR. A left-in, left-out priority junction is proposed for the southern length of Domsey Lane, which differs to the new access junctions because the land required is not available to provide a full vehicle set back distance to the give-way markings to the footway/cycleway. The proposed partial set back is acceptable due to very low anticipated vehicular use and other design features.
- A traffic signal-controlled crossing for pedestrians and cyclists is proposed a few metres to the east of the Domsey Lane junction to maintain the north-south route for pedestrians and cyclists. A residual concern remains regarding pedestrian and cyclist connectivity between Domsey Lane and the NRDR;

however, this can be resolved through the Zone 2 OPA.

- The potential exists for a pair of bus stops to be introduced on the NRDR, if required, in addition to those necessary to implement the CGC Bus Strategy. Details of raised kerbs for passive provision should be provided in due course through the Road Surface Materials condition.
- The City Council will need to give the NRDR a street name, along with all the new roads/ streets connected to it, before street nameplates can be installed.
- Lengths of footpath and active travel route paving are missing across the verge beside the link road to Wheelers Hill; these need to be secured through the Zone 3 OPA permission, if a condition is not to be required on any permission granted for this application. A separate highway agreement would be required if the works are not carried out through the NRDR Agreement.
- A condition "Road Surface Materials" is proposed. A detailed design matter is the means of segregation between the footway and cycleway; this is to be by means of level difference by appropriately splayed (30 degrees from horizontal) kerbing; this is forgiving ("safe") for errant cycle wheels, yet discernible by all pedestrians and is an example of CGC implementing best practice design.
- ECC would agree that for consistency locally, the cycleways, including the shared route, should be buff coloured. The above condition would control this and the footway colour, which should be contrasting to the buff.
- Essex Highways Engineers will address the speed ramps to ensure that they are consistent and suitable through the NRDR [highway] Agreement; however, the above condition provides control of this too. Similarly, the western cycleway (drawing VD22681-VEC-HGN-NRDR-DR-CH-0717 P03) should have a level section introduced to equally divide the long relatively steep gradient to comply with guidance in LTN 1/20, which the condition would control.
- No drainage infrastructure is currently proposed along the western cycleway, although it would drain to Essex Regiment Way. The Surface Water Drainage & Management condition would cover this.
- The Typical Sections NRDR drawing (0120 Rev. A) is not found on the application web page, although it is listed in the latest submission. The above condition would control these details adequately too.
- Details of the buried utility runs within the Zone 2 length of the proposal have not been provided; these could affect the surface finishes, as such a "Drainage & Service Runs" condition is recommended that is not just limited to avoiding any impact on landscaping and trees. See ECC's response dated 2nd December to application 23/00124/OUT (Zone 3) for comments under 'Landscaping' on the relationship between trees in the base of swales and drainage pipes underneath them (ref: drawing 11098-02-516_002 D); for this application, the Arboricultural Method Statement & Tree Protection Plan condition would control this.

Flood Risk and Drainage

Discussions have taken place with CCC and the applicant on the draft conditions, and these have now been agreed.

Minerals and Waste Planning

ECC have reconsidered its previous concerns regarding the potential conflict between the NRDR application, if granted, and the extant and future Bulls Lodge Quarry (Boreham Airfield) permissions with regards to permitted restoration proposals in relation to the Hillside judgement. ECC have concluded that the NRDR would not significantly impact the approved restoration details. Consideration would still need to be given to ensuring that a means of access is maintained for land north and south of the NRDR within the Bulls Lodge planning permission to enable restoration to agricultural and woodland use in accordance with the approved restoration scheme. ECC have no further comments to make.

Employment and Skills

ECC has no further comments to make. The comments submitted on 08.07.25 include:

- An Employment and Skills Plan (as advised in the Essex Developers' Guide to Infrastructure Contributions) would help to formalise potential employment and skills opportunities associated with the NRDR and ensure that these are maximised for local residents.

Public Health and Wellbeing

ECC has no further comments to make. The comments submitted on 08.07.25 include:

- The submitted Health Impact Assessment does not specifically refer to the NRDR in its own right. The HIA has an important role in considering the health and wellbeing implications of proposed development and the many cross-cutting elements and dependencies, such as access to open space, air quality and noise, which are important health considerations.

Climate Resilience and Sustainability

ECC has no further comments to make. The comments submitted on 08.07.25 include:

- The submitted Energy and Carbon Strategy primarily relates to the hybrid application for Zone 3. The applicant has advised that the strategy can be disregarded in relation to the NRDR application. No further comments on climate resilience and sustainability matters.

Environment and Green Infrastructure

ECC has no further comments to make. The comments submitted on 08.07.25 include:

- Reference to the Essex Green Infrastructure Standards and the use of Building with Nature Standards to guide the design are welcomed.
- Confirmation of the Habitat Management and Monitoring Plan condition is welcomed with the main priority being to secure the BNG proposal for 23.80% habitat net gain and 336.53% for hedgerows, to ensure it is not reduced and for its long-term management and maintenance.
- Conditions related to green infrastructure (as drafted by CCC) are agreed in principle.

Conditions

ECC has recommended conditions to help make the proposal acceptable and in line with its position on the planning application, as set out in this and our previous corporate responses. Discussions have taken place with CCC and the applicant, and draft conditions covering matters relevant to ECC have been agreed.

Conclusion

ECC has positively engaged with CCC and the applicant to discuss areas of concern raised in our previous corporate responses to this application. A number of issues have been discussed at length and can be resolved to our satisfaction through the application of the draft conditions. ECC therefore have no outstanding issues with this planning application.

Previous responses were received on 08.07.25, 11.03.25, 15.07.24, 31.01.24, 01.11.23, 27.06.23 and 09.06.23.

Essex County Council Historic Environment Branch

Comments

27.02.23, 13.06.25

The Updated Written Scheme of Investigation reflects discussions between the ECC Historic Environment team and the applicant's archaeological consultant and the reality of the ongoing archaeological excavation areas, which are currently being undertaken within the proposed development site.

Conditions are recommended to secure the following:

1. No development or preliminary groundworks to commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the approved mitigation strategy, and which has been approved in writing by the local planning authority.
2. The applicant to submit a Post Excavation Assessment to the local planning authority within six months of the completion of the fieldwork, unless otherwise agreed in writing with the local planning authority, this will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum and submission of a publication report.

The archaeological fieldwork on the proposed development site has one phase of work to be completed, following which a Post-Excavation Report should be submitted to the local planning authority for approval, in preparation for a publication report.

Active Travel England

Comments

27.06.25

Active Travel England (ATE) recommends approval of the application, subject to agreement and implementation of planning conditions and/or obligations as detailed.

ATE has had ongoing communication with the planning and highway authorities and applicant since the application was submitted and all parties have worked proactively to address initial concerns.

The design of the road includes walking and cycling infrastructure on both sides and controlled crossings along desire lines to ensure connectivity across the road with walking, wheeling and cycling accesses into each part of the development.

ATE has concerns that when the development is fully built out, the uncontrolled crossing to the south of roundabout 3 will not be appropriate for the numbers and speed of vehicles on the access road, therefore a condition is recommended that takes a monitor and manage approach and requires action to be taken if the traffic conditions indicate an uncontrolled crossing is not appropriate.

A connection to Little Waltham will be important, particularly in the early stages of the development, where there are a few facilities on site. A condition is recommended to ensure a link is provided to Bridleway 55 (Little Waltham) at the same time as the construction of the NRDR allowing onward journeys on foot or by cycle.

ATE has no objection to the application subject to the following matters being addressed by conditions / obligations:

1. Works on Wheelers Hill East
2. Uncontrolled Pedestrian & Cycle Crossing South of Roundabout Junction 3

Informative

ATE recommends that the detailed design of active travel infrastructure within, and outside the development be informed by the use of the ATE design tools, which bring together the guidance in LTN1/20, Manual for Streets, Inclusive Mobility and other key design documents, to ensure the provision of high quality infrastructure.

ATE previously commented on 21.05.24, 02.11.23, 11.08.23 and 19.06.23. All previous comments have now been addressed.

National Highways

Comments

05.12.25

Following ongoing discussions with Essex County Council, the DfT, Ministry Homes Communities and Local Government and Homes England, National Highways has advised that they are now satisfied that their previous holding response in relation to Zones 1 and 3 can now be removed. The holding response was in place whilst suitable trigger points for the delivery of an agreed mitigation scheme at A12 Junction 19 were being established.

The National Highways planning response will include a condition requiring National Highways agreement to the content of the PFA, which is linked to site specific s106 Agreements. Additionally, a condition will require that Section 1a of the proposed Chelmsford North-East Bypass remains restricted to bus use only until practical completion of the A12 Junction 19 Scheme, subject to the necessary legal processes. National Highways has advised that if the latter cannot be secured for any reason, agreement with National Highways would be needed to implement an alternative solution.

The letter provides provisional confirmation of the position whilst the PFA is being drafted by Chelmsford City Council, Essex County Council and the developer consortium. National Highway's agreement remains subject to the completion of a legal review of the PFA.

The key provisions of the PFA relevant to National Highways are as follows:

- Zones 1 and 3 are subject to a trigger limiting occupation to no more than 558 dwellings until the Northern Radial Distributor Road (RDR) is completed and open to traffic.

- Section 1a (Chelmsford Bypass) shall remain restricted to bus use only until the Junction 19 Scheme is practically completed, subject to the necessary legal processes.

National Highways are currently reviewing a proposal to include an occupation restriction of 875 dwellings on Zone 2 in relation to the strategic road network and it is hoped that the holding response in relation to this zone can be removed shortly. National Highways will endeavour to be in a position to remove the holding objection on Zone 2 by the Planning Committee on 15th December.

Regarding the funding contribution towards the mitigation scheme at A12 Junction 19, National Highways is unable to provide definitive confirmation at the present time.

National Highways core funding is set through the Road Investment Strategy (RIS) process, normally in 5 year cycles called Road Investment Periods. The start of the next 5 year Road Investment Period (RIS3) will begin in April 2026. A draft RIS3 was published in August, outlining a key role the RIS has in supporting the Government's missions and critical work to enhance, renew and maintain the strategic road network, which includes a key role in supporting the Government's housing goals. The draft RIS3 set out the public funds available for the period (April 2026 – March 2031) of £24.983 billion. RIS3 is due to be published in March 2026.

Any funding for the scheme's construction, understood to be required from 2027/28 would need to come from available RIS3 allocations, once this is confirmed and will be subject to normal governance and due diligence arrangements.

Given the timescales involved and the alignment between the project and the likely RIS3 outcomes supporting the Government's housing priorities, National Highways will continue to work with Essex County Council and Chelmsford City Council to enable necessary preparatory work, including further design development to be continued. The pace could therefore be maintained in seeking the contribution in the required timescales, whilst enabling National Highways to undertake further assurance.

National Highways recognise the substantial potential for the project in Essex to support national housing growth and can commit to supporting the authorities in seeking to secure the funding within the required timescales.

Previous responses were received on 30.10.25, 26.09.25, 15.08.25, 18.07.25, 24.04.25, 23.01.25, 01.11.24, 19.09.24, 21.06.24, 12.03.24, 21.11.23, 26.10.23, 05.09.23, 17.04.23 and 13.03.23.

Ramblers Association

Comments

16.06.25

The Ramblers Association has repeated reference to its earlier comments in 2023 below.

The Ramblers Association commented as follows on 27.02.23:

1. The Environmental Statement, Chapter F, page 17, Table F4.1 correctly identifies Public Rights of Way, which either bound or pass through the Zone 3 site; these are Footpaths 225_4, 225_33, 225_35, 225_36 and 225_37.

2. The Statement does not appear to address the use of the Public Rights of Way during the construction phases, or the provision of suitable alternatives, Table 8.1: Summary of Effects just confirms that the potential effect on pedestrians is "Negligible and Not Significant". Land for division is only shown for Footpath 225_33.
3. Ultimately the Public Rights of Way provisions would be both maintained and improved.
4. Full details of Public Rights of Way diversions, improvements and restricted/ceased use should be identified and the necessary provisions made to the satisfaction of the Highway Authority.

Essex and Suffolk Water

Comments
No response.

Anglian Water Services Ltd

Comments
25.02.23
No comments; the development falls outs of the Anglian Water statutory sewage boundary.

Environment Agency

Comments
20.07.23
No objections noting that the submitted CEMP covers the main points the Agency would wish to see addressed.
The applicant is to be referred to guidance on permitting discharge to ground or surface water – www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits and to consider regulatory position statement 261 for temporary dewatering discharges – www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water

Essex County Fire & Rescue Service

Comments
16.03.23
Essex County Fire and Rescue Service has commented as follows:

Access

Access for Fire Service purposes appears to be acceptable subject to satisfactory compliance with Building Regulations B5.

Building Regulations

The responsibility of anyone carrying out building work is to comply with the relevant requirements of the Building Regulations; an applicant can decide whether to apply to the Local Authority for Building Control or to appoint an Approved Inspector.

Water Supplies

The architect or applicant is reminded that additional water supplies for firefighting may be necessary for the development. The applicant is advised to contact the Water Section at Service Headquarters, tel: 01376 576000.

Sprinkler Systems

Essex County Fire & Rescue Service (ECFRS) uses every occasion to urge developers to consider the installation of Automatic Water Suppression Systems (AWSS). ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy. ECFRS recommends a risk based approach to AWSS and encourages developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.

Essex Police – Strategic Planning Team

Comments

24.03.23

The Essex Police Strategic Policing Team has commented as follows:

- A significant focus is placed upon alternative modes of transport and removing the need for a car within the Garden Village.
- 20mph zones within the Garden Village should be self-enforcing through good design; if there is a need for enforcement within this zone then the design has failed. Compliance with lower speed limits on distributor roads should contribute to safety of all road users.
- Studies of 20mph implementation have indicated that reduced speeds alone do not create mode shift towards active/sustainable modes and there must be provision of infrastructure for active/sustainable modes if mode shift is to be achieved. The infrastructure must be of sufficient quality to cater for the most vulnerable.
- Essex Police seeks assurance by the developers, that average speed enforcement systems can be included within the scheme design, to fully support the aims and objectives of delivering a safe environment for all road users, especially those most at risk.

- Consideration should be given to including average speed enforcement systems on main routes to the east and west of the development. The public must be afforded safe routes when leaving the Garden village, acknowledging that the east and west routes will continue to become very strategically important to through and local traffic.

Essex Police - Designing Out Crime

Comments
<p>22.03.23</p> <p>The Essex Police – Designing out Crime Office (DOCO) recognise the level of complexity and challenges the proposal offers but view this as an opportunity to create a safe, secure, and sustainable scheme. The following comments have been submitted:</p> <p><u>Road Infrastructure</u></p> <p>Urgent liaison with the Essex Police – Roads Policing Team is advised, regarding the potential impact on the road network. Consideration is given throughout the application process to emergency service access; it is essential that emergency vehicles can gain rapid access to any incident occurring within the whole development and surrounding neighbourhoods.</p> <p>Developers should consider use of the “Safe System Approach”, accounting for the various road user groups (i.e. cyclists and equestrians) who wish to access these roads.</p> <p><u>Designing out Crime Considerations</u></p> <p>The team would welcome the opportunity to discuss the following at the appropriate time within the planning process:</p> <ul style="list-style-type: none"> • Material Consideration - Site specific assessments, such as risk and security, will be pertinent across all components of the design, throughout the life cycle of the scheme i.e. pre-enabling work, construction process and road operation. Essex Police recommending adopting crime as a material consideration and the foreseeability of crime throughout a development. Scheme designs should encourage connectivity, with appropriate levels of permeability across development proposals; developers should be cognisant of potential crime implications. • Permeability with Connectivity - Places should be designed with well-defined routes, spaces and entrances, which provide convenient movement without compromising security, especially when addressing existing Public Rights of Way. • Subliminal Crime Prevention - Public realm spaces should be designed such that safety and security is subliminal to the user of that space. The DOCO would welcome the opportunity to further discuss the green architecture and appropriate landscaping plan, especially regarding the use and management of the proposed public realm spaces. • Landscape Consideration - Landscape provision should be is carefully considered across the scheme; it is imperative that the planting design takes full account of all other opportunities for crime that it may generate.

- Lighting - Lighting plays a pivotal role in deterring criminal activity but also promotes a feeling of safety within that space. Lighting can reduce the potential for crime, and this should be considered when designing both public and private space. Lighting provision should provide uniform illumination allowing for true colour rendition with due consideration given to the spill of light and ecological considerations. Essex Police would recommend inclusion of detailed lighting design, evidencing current, and/or relevant industry standards within all public realm areas as to not promote the perception, actuality, and fear of crime.
- Lighting and Landscape Considerations - The landscape architect and lighting designers should co-ordinate their plans to avoid conflict between lighting, planting strategies and conservation.
- Compound Security – Careful consideration to be given to the location of the proposed site compounds, due to the potential risk of these sites to criminality and ASB. The DOCO would insist on utilising applicable security standards across all components of the proposal wherever appropriate.

Natural England

Comments
<p>22.02.23 & 17.10.23</p> <p>No objections: based on the submitted plans Natural England consider that the proposed development would not have significant adverse impacts on the statutorily protected nature conservation sites or landscapes.</p> <p>General advice on the consideration of protected species and other natural environment issues has been provided as an annex to their response.</p> <p>Natural England were consulted on amendments to the scheme and have advised that the advice set out above applies equally to the amendment.</p>

Essex Wildlife Trust

Comments
No response.

Historic England

Comments
<p>28.02.23</p> <p>Historic England has advised the local planning authority to seek the views of its specialist conservation and archaeological advisers and noted that it was unnecessary for them to be consulted again unless there were material changes to the proposals.</p>

Local Residents

Comments
<p>Four letters of objection have been received from local residents raising the following points:</p> <p><u>Impact on Wildlife</u></p> <ul style="list-style-type: none"> • Impact – Adverse impact on wildlife within the immediate vicinity, as well as neighbouring areas such as Shuttleworth Hall. • Wildlife Mitigation – Provision adjacent Wheelers Hill should be increased given the large number of protected birds, reptiles and flowers recorded as being very close to the proposed development and the huge effect the scheme would have. • Bats – Reports focus on the impact of development on bats within the immediate vicinity; no consideration of the impact on the population in the Shuttleworth Hall woodland and Hobbits grounds. Shuttleworth Hall – in excess of 1000 trees, supporting a bat population within the preserved woodland. Significant bat activity from May – September, which would be adversely affected. Increased noise and light pollution by construction activity, car traffic and human activity places bat population at risk of extinction. Bats are protected by law under Schedule 5 of the Wildlife and Countryside Act (1981) and their roosting's protected under the Conservation of Habitats and Species Regulations (2017). Offence to intentionally or recklessly disturb bats, or damage and destroy their breeding sites. Development would harm other bat populations within the surrounding area. Proposed development would have an adverse effect on their roosting, foraging and commuting habitats. • Snakes, Adders and Grass Snakes – Absence of reptile activities between September 2022 and October 2022 is incorrect and not supported by on the ground evidence. Evidence of adder and grass snake activities in both 2020 and 2021. Adder snakes observed in the woodland areas in September 2020 and grass snakes in May 2021. Findings should be discounted. • Birds of Prey – No provisions made to provide mitigation for the significant number of birds of prey, which are protected by law under Schedule 1 of the Wildlife and Countryside Act 1981. • Bees – Marsh and bee orchids are present (protected under Schedule 13). No assessment of the impact of development on the insect population, particularly bees. Devastating impact on bee flows and numbers. Existing fruit trees reliant on bees for pollination. • Mitigation – Measures to support and minimise the impact on wildlife directly contradicts proposed plans. • Loss of Continuous Existing Hedge – Proposed exit from the NRDR would break the continuous hedge, essential to supporting wildlife such as bats, birds and foxes negating any mitigation measure needed to minimise disruption to existing wildlife. Hedge should remain undisturbed. • Buffer Planting – Proposed hedge and woodland area adjacent to Wheelers Hill between the NRDR and housing development should be expanded beyond the suggested 50-100m to at least 3km dense and contain no parks or human activities. Independent expert should be appointed by Essex Wildlife Trust to undertake the task. • Further Study Work – In-depth research needed to study the impact of development on the protected wildlife within the development vicinity and surrounding area including Shuttleworth Hall. Study to confirm the extent of damage to wildlife and mitigation measures to protect bats, snakes and other endangered animals. • Ecological Survey Report – Findings incorrect and rely on a desk study to support findings and not latest evidence.

Noise and Air Pollution

- Residential Amenity – Noise and air pollution resulting from building work and additional residential development adjacent Wheelers Hill.
- Wildlife – Large scale vibration, noise and air pollution for a prolonged period causing long term irreparable damage to bat populations. Mitigation measures serve to provide maximum commercial benefit and profit to the developer by using the maximum space available for housing development without due care to the impact on the endangered wildlife and heritage settings of Shuttleworth Hall and other properties over 600 years old.

Wheelers Hill & Traffic Impacts

- Road Details – Wheelers Hill is 5.5m wide in numerous places, narrower than the 6.75m recommended width for a road designed for buses and HGV's. Immediate restriction required to limit use to cars and light vehicles only. Referral of the matter to ECC Highways requested for additional signage and enforcement of a lower speed limit at the earliest opportunity.
- Lighting – No street lighting or pavements along Wheelers Hill with poor sight lines and surface water drainage unsuited to vulnerable users. Accident reports do not accurately reflect the position. Damage caused to the brick wall outside Shuttleworth Hall by a lorry due to the narrowness of the road; a short distance from the proposed exit to the development.
- Traffic & Speed Limit – 60mph speed limit on Wheelers Hill; should be reduced to 40mph or 30mph from the junction with Leighs Road to the Wheelers Hill Roundabout; help reduce traffic on Wheelers Hill and encourage traffic to flow via the NRDR assisting with accident reduction and reduced flow of traffic and improved safety.
- Proposed Layout – Design and NRDR exit on Wheelers Hill would generate additional traffic avoiding the NRDR, which would have a slower speed limit and causing increased local traffic and congestion on Wheelers Hill leading to the roundabout.
- Proposed Exit from NRDR onto Wheelers Hill – Exit should be removed and local traffic encouraged to use the NRDR route without encouraging drivers to use short cut options onto Wheelers Hill.

Ground Water

- Condition – Level and purity of ground water is likely to be affected during construction and completion of the development. Closest property contains a wooden framed timber well. Concerns regarding the impact of the development on any change in the water table; steps to redress the issue by property owners, would this be for the City Council to address if they grant planning permission.

A12 Widening

- The impact the development will have on the traffic in and around the A12 and local roads in Chelmsford, Beaulieu and Channels should the three zones be allowed to proceed despite the cancellation of the widening.
- National Highways Agency had a holding objection on all three of the aforementioned applications which would only be removed if the A12 was widened; this must also apply to this application.
- Chelmsford traffic is already heavily congested and with any traffic abnormality anywhere in Chelmsford brings the roads to a standstill, even local roads are congested for many hours every day. The increase of local traffic as a result of these developments being approved without the widening of the A12 will cause even more problems.

- Residents have always been led to believe that no new development can proceed without the proper infrastructure being in place so until the commencement of the A12 widening takes place there should be no approval given for these three new zones.

Other

- Query the full details and maps of the proposal; impossible to comment on the extensive proposals without the full information.



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KEY:

RED LINE BOUNDARY

D	Boundary Updated	MP	MT	MT	28.05.24
C	Boundary Updated	MP	MT	MT	22.05.24
B	Boundary and Network Updated	MP	MT	MT	19.05.24
A	First Update	MP	MT	MT	12.05.24
-	First Issue	SMG	MT	MT	18.07.24

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Halley Developments

Powers Farm

**NRDR
Planning Boundary Plan**

Status		Status Date
Tender		July 2024
Drawn	Checked	Date
SMG	MT	18.07.24
Scale	Number	Rev
NTS	11098-02-005	D

NTS

METRES