



Planning Committee
4th July 2023

Application No	:	23/00525/FUL Full Application
Location	:	Land Between Peartree Cottage And Daffodil Cottage North East Of Ponside Nursery Braintree Road Little Waltham Chelmsford
Proposal	:	Demolition of existing storage buildings and construction of replacement 3-bedroom chalet bungalow and single cart lodge. To include a new access from the A131 via existing gateway.
Applicant	:	Mr & Mrs Andrew And Diana Parker Evergreen Landscapes
Agent	:	Mr Dean McLeod
Date Valid	:	14th April 2023

Appendices

Appendix 1 Consultations
Appendix 2 Drawings

1. Executive summary

- 1.1. This application is referred to planning committee at the request of a local ward councillor because the planned Chelmsford North East Bypass should be a material consideration both in terms of highway safety considerations and the impact of the development on the rural area. The development is smaller than Daffodil Cottage and would blend into the countryside and the lack of sustainability is subjective.
- 1.2. The application is for the demolition of the existing timber storage sheds and construction of a 3-bedroom chalet bungalow and single cart lodge, with new access and driveway.
- 1.3. The proposed scheme would contribute to the site having a significantly more developed and urbanised appearance than is the current situation. The resulting intensification of built form would detract from the wider character of the countryside. This would have a harmful visual impact on the simple rustic rural character of the area, which in turn harms the intrinsic character and beauty of the countryside.
- 1.4. The site is not in an area where growth is sought, and residential development of the site would conflict with the Spatial Strategy in the Chelmsford Local Plan.
- 1.5. Occupiers of the site would be solely reliant on private vehicle movements for their day to day trips and needs. The proposal would have a negative impact on the environment, with limited economic benefits. As a result the scheme does not represent or constitute sustainable development.
- 1.6. The new access would result in an unacceptable degree of hazard for both emerging and approaching vehicles and to other highway users to the detriment of highway safety and efficiency. The new access and associated use would lead to increased likelihood of conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the through road as a traffic carrier.
- 1.7. The application is recommended for refusal.

2. Description of site

- 2.1. The site is located outside of any defined settlement and within land designated in the Local Plan as Rural Area.
- 2.2. The site lies on the west side of the A131 which is designated as a strategic route, whose main function is to carry traffic safely and efficiently between major centres.
- 2.3. The site is in-between Peartree Cottage and Daffodil Cottage. It measures approximately 700sqm, containing three single storey timber sheds, with mature hedging and well-established trees. To the rear is a small landscaping contractors yard within the applicant's ownership.
- 2.4. The wider land surrounding the site consists of undeveloped arable farmland and clusters of wooded areas. The hamlet of Chatham Green lies about 300m to the west.

3. Details of the proposal

- 3.1. The application proposes to demolish two of the three existing single storey timber sheds and construct a detached one and half storey property and cart lodge. The application also includes a new access from the A131 and shows a large driveway to serve the new dwelling.
- 3.2. The existing buildings to be demolished together measure approximately 11.5m in width, 4m in depth and do not exceed 2.8m in height, providing 46sqm of floor space.
- 3.3. The proposed 3 bedroom dwelling measures approximately 14m in width, 10.55m in depth and 6m in height, providing 155sqm of floor space over two floors.
- 3.4. The proposed cart lodge would measure 7m in depth, 4m in width, providing a further 23sqm of floor space.
- 3.5. The drawings show a new driveway to serve the property which measures up to 20m in width and 9.3m in depth, measuring approximately 140sqm.
- 3.6. Part of the land proposed to site the dwelling and cart lodge constitutes previously developed land following the recent granting of a Lawful Development Certificate (LDC) 22/01735/CLEUD refers. The proposed driveway area falls outside of the area of the LDC.

4. Other relevant applications

- 4.1. 22/00850/FUL - Formation of access with associated trackway - Refused 24.06.23
- 4.2. 22/01735/CLEUD - Certificate of lawful use or development to regularise the use of the workshop and storage buildings in connection with a landscape contractor's business. The use to include outside storage for associated landscapers/building materials and equipment. Storage of antique furniture in the large storage building. – Certificate issued on 16.01.23
- 4.3. 17/01942/FUL - Construction of two 3 bedroom detached houses and associated cart lodge garages - Refused on 12.01.2018 - Associated appeal dismissed on 30.04.2018.
- 4.4. 16/02218/FUL - Construction of two 3 bedroom dwellings with two detached double cart lodges. – Refused on 20.02.2017 – Associated appeal dismissed on 30.04.2018

5. Summary of consultations

- ECC Historic Environment Branch – Recommends conditions for Archaeological trial-trenching and excavation
- Public Health & Protection Services – Recommends conditions for provision of EV charging points
- Essex County Council Highways - Proposal is not acceptable - The new access and associated use would likely to lead to increased conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the through road as a traffic carrier. This is detrimental to highway safety.

- Recycling & Waste Collection Services - No comments received
- Little Waltham Parish Council –Traffic concerns raised. the proposed property should not conflict with the public highway especially as this is an area where there will be a new road configuration as a result of the construction of the Chelmsford North East bypass
- Local residents – No comments received

6. Planning considerations

Main Issues

- 6.1. Whether the proposal would adversely impact the intrinsic character and beauty of the Rural Area.
- 6.2. Whether the proposal would accord with the spatial principles and strategy within the Chelmsford Local Plan with reference to locating development at well-connected and sustainable location as sought by the National Planning Policy Framework.
- 6.3. Whether the new access would lead to increased conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the through road as a traffic carrier.

Intrinsic character and beauty of the Rural Area.

- 6.4. Chapter 12 of the National Planning Policy Framework 2021 (NPPF) sets out planning principles and guidance in achieving well-designed places. This includes seeking to secure good design that would be sympathetic to local character and setting. Paragraphs 130 and 174 refer to development being sympathetic to and adding to the overall quality of an area, protecting and enhancing natural environments recognising the intrinsic character and beauty of the countryside.
- 6.5. Strategic Policy S11 states that when determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet identified development needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst ensuring that development does not have an adverse impact on the different roles and character of the countryside. All new development within the countryside will be considered within this context and against the specific planning objectives for each of the areas.
- 6.6. Section B of Local Planning Policy DM8 regarding the redevelopment of previously developed land states Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:
 - i. the size, scale, massing and spread of the new development compared to the existing; and
 - ii. the visual impact of the development compared to the existing; and

- iii. the impact of the activities/use of the new development compared to the existing; and
- iv. the location of the site is appropriate to the type of development proposed.

- 6.7. Policy DM10 (Change of Use (Land and Buildings) and Engineering Operations) states that: engineering operations will be permitted within the Rural Area where they do not adversely impact upon the identified intrinsic character, appearance and beauty of the Rural Area.
- 6.8. A LDC was issued earlier this year relating to the use of 3 small timber sheds and a small area of land surrounding in connection with a landscaping business. The current proposal is to replace this development with a single house and garage and this amounts to a proposal to redevelop previously developed land. Policy DM8 is applicable.
- 6.9. The proposed scheme proposed represents a considerable increase in size, scale, volume and spread of development when compared to the existing. The proposed house, on its own, would be over double the height, depth and volume of the structures identified to be replaced, with the proposed cart lodge adding further bulk and built form onto the land. The scheme would provide 178sqm of floor space, which represents a 314% increase in terms of floor space, over the structures to be replaced. The development departs from the simple and minor low-level form, appearing unduly bulky and prominent.
- 6.10. The increased dimensions, height, spread and volume of the proposed development, results in buildings that are bulkier and more imposing than the existing. There is a new gravel driveway identified to serve the property, which measures 20m in width and 9.3m in depth, and would see the replacement and removal of approximately 140sqm of grassland. The driveway sits outside of the land covered by the LDC. The proposal would result in the siting of an incongruous and visually dominating dwelling and cart lodge. The visual intrusion of the proposal would detract from the character of the area and would cause material harm to the intrinsic character and beauty of this part of the countryside. Whilst the site is located in-between Peartree Cottage and Daffodil Cottage, these open spaces are extremely important as they provide both visual and physical separation and prevent the countryside from appearing as a built-up area.
- 6.11. Given the siting and scale of the development it would be highly visible from the adjacent highway.
- 6.12. As a result the proposal fails to comply with the requirements of Policies DM8, and SP11 of the Local Plan and the objectives of Chapter 12 & 15 of the NPPF.

Spatial Strategy and Sustainability

- 6.13. Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 10 states that a presumption in favour of sustainable development is at the heart of the NPPF and should be pursued in a positive way. Paragraph 8 sets out the three dimensions to sustainable development: economic, social, and environmental roles. The roles should not be undertaken in isolation because they are mutually dependent. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously.
- 6.14. At a local policy level Strategic Policy S1 of the Chelmsford Local Plan sets out the Councils Spatial Principles. These principles include locating development at well-connected and suitable locations.

Policy S7 sets out the spatial strategy. This states that new housing should be focused in the most sustainable locations in accordance with the settlement hierarchy.

- 6.15. The site is located outside of any defined settlement. It is clear that occupiers of the proposed dwelling would be reliant on the private car to access a full range of community facilities such as shopping, healthcare, leisure and entertainment, given the distance to any services. Walking to local services would be unlikely to be a safe or desirable option. Although there is a bus stop located relatively close to the site (0.2km to the south), there are no pavements outside the application site or alongside the connecting roads, nor are there any streetlights. As a result individuals attempting to walk to the bus stop or the nearest settlement would need to walk on the grass verge, when available, and cross the highway which has the national speed limit in place. This would result in people walking in and adjacent the public highway where cars would be travelling at high speeds, meaning that walking these roads would be dangerous and undesirable for day to day services for the occupiers of the property. Even more so in poor weather conditions and within the autumn and winter months when the daylight is notably reduced. The proposal therefore fails to meet the social strand of sustainable development.
- 6.16. The proposal would have an economic role in supporting/creating jobs during the construction stage of the scheme and the new dwelling would provide a home to people who would be likely to support the existing local services and businesses in the nearby villages. However, this development would only provide one new dwelling and the growth needs of the Council's administrative area is being realised through the ability to demonstrate five years' worth of specific deliverable sites. Taking into consideration the minimal economic benefits, limited weight is attributed to the scheme in fulfilling its economic role of sustainable development.
- 6.17. In respect of the environmental role of sustainable development, the NPPF refers to protecting and enhancing the natural, built and historic environment. When considering the overall differences between the existing building and the proposed development, the dwelling would be notably greater in width, height, scale, volume and have a significantly larger floor area. The proposed dwelling would be significantly more visible, bulky and prominent within the plot, than the existing building. The dwelling would represent a substantial increase in built form, when compared to the existing. The dwelling would contribute to the site having a more developed and urbanised appearance, which would have a harmful visual impact on the rural character of the area. The proposal would therefore have a negative impact on the environment.
- 6.18. Overall, the site is located in an inaccessible location for day to day needs. It is not in an area where growth is sought and residential development of the site would conflict with the Spatial Strategy in the Chelmsford Local Plan. Occupiers of the site would be solely reliant on private vehicle movements for their day to day trips and needs. Walking to local services would not be a safe or desirable option.
- 6.19. Two planning applications relating to the land outlined in Blue, to the rear of the application site were refused planning permission (16/02218/FUL & 17/01942/FUL) with the subsequent appeals dismissed¹ Both appeals related to the construction of residential properties. The inspector stated that the schemes "*would not provide a suitable site for housing with regard to the location and would cause harm to the character of the appearance of the area*". They further stated that the proposals "*would not be sustainable development*" and "*would conflict with the development plan*".

¹ Appeal references APP/W1525/W/17/3169976 & W1525/W/17/3193972

6.20. In conclusion, the principles of sustainable development are not fulfilled, and the development does not amount to sustainable development of the purposes of paragraphs 8 and 10 of the National Planning Policy Framework and Strategic Policies S1 and S7 of the Chelmsford Local Plan, and Policy DM8(iv).

Highway Matters

6.21. The proposal includes a new vehicular access onto the adjacent A131, which is a Strategic Route in the Development Management Policies Route Hierarchy and carries high volumes vehicles, which travel at high-speed.

6.22. The new access associated with the proposed dwelling would allow for additional vehicular movements, into and emerging from the site on a fast section of carriageway, where the speed limit is 60 mph. This would lead to an increased chance of conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the through road as a traffic carrier.

6.23. Any large vehicles making left turn manoeuvres into the site on this fast section of carriageway would need to slow and swing out close to or over the centre line and with vehicles making right turn manoeuvres needing to cross the centre line completely. This would introduce additional points of conflict onto the carriageway, across the path of high-speed approaching traffic. These additional slow and oblique manoeuvres would lead to an increased likelihood of conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the route as a traffic carrier.

6.24. The Chelmsford North East Bypass (CNEB), was granted approval 4th April 2022. The new vehicular access proposed would be located approximately 115m north west from the new Chatham Green roundabout stop line, in the approach arm. As a result this would introduce further points of conflict between vehicles approaching north east to the new roundabout and for those exiting the new roundabout from the south east. The conflict and risk would be further exacerbated by the presence of an existing gated field access opposite the proposed vehicular access and the associated slow and oblique manoeuvres with this. Therefore the proposal would likely to lead to increased conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the route as a traffic carrier.

6.25. Having regard to the comments of the Highway Authority, the proposed development would result in an adverse impact on highway safety and is not supported on this ground.

7. Community Infrastructure Levy (CIL)

7.1. This application may have been CIL liable. If the application had been recommended for approval, a CIL charge may have been payable.

RECOMMENDATION

The Application be REFUSED for the following reasons:-

Reason 1

Paragraph 174 of the National Planning Policy Framework 2021 (NPPF) states that decisions should contribute to and enhance the natural environment by recognising the intrinsic character and beauty of the countryside.

Strategic Policy S11 of the Chelmsford Local Plan relates to the role of the countryside. Part C relates to new development within the rural area. It states that within the rural area the intrinsic character and beauty will be recognised and assessed and development will be permitted where it would not adversely impact upon its identified character and beauty.

Policy DM8 of the Chelmsford Local Plan relates to new buildings in the rural area. It states that planning permission will be granted for new buildings where the development would not adversely impact upon the intrinsic character and beauty of the countryside. 6.8.

Section B of Local Planning Policy DM8 relates to the redevelopment of previously developed land. It states Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:

- i. the size, scale, massing and spread of the new development compared to the existing; and
- ii. the visual impact of the development compared to the existing; and
- iii. the impact of the activities/use of the new development compared to the existing; and
- iv. the location of the site is appropriate to the type of development proposed.

The proposed development would represent a considerable increase in size and scale compared to the existing development appearing unduly bulky and prominent. The proposal would result in the siting of a visually dominant dwelling and cart lodge. The visual intrusion of the proposal would detract from the character of the area and would cause harm to the intrinsic character and beauty of this part of the countryside.

The increased dimensions, height, spread and volume of the proposed development, creates buildings that are much bulkier and more imposing than the existing. This would have an adverse impact on the character and appearance of the countryside.

The associated driveway would consume undeveloped and vacant grassland considerably beyond anything currently in situ and would see development encroaching onto open and undeveloped land resulting in further harm to the rural character of the countryside.

As a result the proposal would be contrary to the objectives of Chapter 12 & 15 of the NPPF 2021 and local planning policies DM8, DM10 and SPS11.

Reason 2

Paragraph 8 of the National Planning Policy Framework 2021 (NPPF) sets out the dimensions of sustainable development: economic, social and environmental. Paragraph 10 of the NPPF sets out the approach to the presumption in favour of sustainable development.

Strategic Policies S1 and S7 of the adopted Chelmsford Local Plan reflects the sustainability objectives of the NPPF and seeks to locate new housing in the most sustainable location.

The development is contrary to the Council's development plan. It would lie outside of any Defined Settlement and would conflict with the Council's Borough-wide spatial strategy.

There is a very limited bus service from the nearby bus stops with limited pavement links and no street lighting leading to the bus stops. Future residents of the large family home would be reliant on private vehicles for accessing almost all day-to-day needs. Such reliance is clearly at odds with the Framework's objectives to promote sustainable transport and a reduction in carbon emissions. This lack of choice would lead to a car orientated modal form of development which weighs significantly against the development.

Taking into consideration the economic benefits, limited weight is attributed to the proposal for one dwelling in fulfilling its economic role of sustainable development. The new dwelling would be harmful to the character of the site, it would be visually prominent from Main Road and not protect or enhance the rural environment.

The principles of sustainable development are not fulfilled, and the development does not amount to sustainable development of the purposes of paragraphs 8 and 10 of the National Planning Policy Framework and Strategic Policies S1 and S7 of the Chelmsford Local Plan.

Reason 3

The proposed access introduces an unnecessary new point of conflict onto an A-road that carries high volumes of vehicles travelling at high speeds. The proposal would allow additional vehicular movements, into and emerging from the site on a fast section of carriageway. The slow and oblique manoeuvres required by larger vehicles attending the site across the path of high-speed approaching traffic, would add further pressure and increased likelihood of conflict and risk of collisions to the general detriment of highway safety for all highway users.

The proposal does not ensure that safe and suitable access to the site can be achieved for all users and would instead increase the likelihood for conflicts between vehicles. The new access would result in an unacceptable degree of hazard for both emerging and approaching vehicles and to other highway users to the detriment of highway safety and efficiency. As a result the proposed development would be in direct conflict with the objectives of the National Planning Policy Framework 2021.

Positive and Proactive Statement

The Council offers a pre-application advice service to discuss development proposals and ensure that planning applications have the best chance of being approved. The applicant did not take advantage of this service. The local planning authority has identified matters of concern with the proposal and the report clearly sets out why the development fails to comply with the adopted development plan. The report also explains why the proposal is contrary to the objectives of the National Planning Policy Framework to deliver sustainable development.

ECC Historic Environment Branch

Comments

The above application has been identified on the weekly list by the Historic Environment Advisor to Chelmsford City Council as having archaeological implications.

The Essex Historic Environment Record (EHER) shows that Braintree Road is on the line of the Chelmsford-Braintree-Long Melford Roman Road (EHER 6057). Archaeological remains relating to this historic routeway, such as roadside ditches and metalling, may survive and be impacted by the proposed development. Extramural Roman remains may survive on either side of this routeway, including evidence of agricultural features, subsistence activity and land management.

Additionally, in close proximity to the proposed development several Medieval and post-medieval coins have been recovered.

Archaeological features or deposits relating to the remains described above may project into the proposed development site and be negatively impacted by the groundworks associated with the development.

Given the above, this office recommends that the following conditions are placed on any consent, in line with the National Planning Policy Framework, paragraph 205:

RECOMMENDATION: Archaeological trial-trenching and excavation

(i) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation which has been submitted by the applicant, and approved in writing by the local planning authority.

(ii) No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the Written Scheme of Investigation defined in (i) above.

(iii) The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the 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 work will comprise an archaeological trial-trenching evaluation of the proposed development site before the commencement of the development. Depending on the results of this evaluation, it may then be followed by excavation areas focused on any archaeological deposits identified, and/or monitoring of groundworks associated with the development.

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

Public Health & Protection Services

Comments

This residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated).

Essex County Council Highways

Comments

Recommendation for Refusal

From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:

1. The Highway Authority will protect the principle use of the highway as a right of free and safe passage of all highway users. This proposal for a new vehicular access to the A131 Braintree Road, which is a Strategic Route in the Development Management Policies Route Hierarchy and which carries high volumes of high speed traffic.

2. The proposal to create a new access on the A131, outside the defined settlement area, is contrary to the policies listed below.

A. General Policy DM1 - The Highway Authority will protect the highway network for the safe and efficient movement of people and goods by all modes of travel by ensuring that:

- i. all proposals are assessed and determined in relation to the Development Management Route Hierarchy Policies (Policies DM2 ? DM5);
- ii. where vehicular access is accepted in principle; the number of access points will be kept to a minimum on roads designated within the Development Management Route Hierarchy;
- v. all proposals are assessed and determined against current standards for the category of road having regard to the capacity, safety and geometry of the highway network;
- vii. proposals will not create a significant potential risk or be detrimental to the safety of the highway network.

B. Policy DM2 Strategic Routes/Main Distributors - The Highway Authority will protect the function of Strategic Routes/Main Distributors between defined settlement areas by:

- ii. prohibiting direct access;

2. The proposal site has benefit of vehicular access via an existing and satisfactory gated vehicular access to the rear from Chatham Green, which is a lower category road. There is therefore no need for an additional access to the property in highway terms.

3. The proposed new access would introduce additional turning movements, into and emerging from the site where they are not expected on a fast section of carriageway, where the speed limit is 60 mph. This would likely to lead to increased conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the through road as a traffic carrier.

4. Large vehicles making left turn manoeuvres into the site on this fast section of carriageway would need to slow and swing out close to the centre line and vehicles making right turn manoeuvres would need to cross the centre line across the path of high speed approaching traffic crossing the carriageway centre line. These additional slow and oblique manoeuvres would likely to lead to increased conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the route as a traffic carrier.

5. The Chelmsford North East Bypass (CNEB), planning application reference CC/CHL/85/21, was granted approval 4th April 2022. The new vehicular access proposed would be located 115 metres north west from the new Chatham Green roundabout stop line, in the approach arm. The concerns raised in condition 3 and 4 above would apply, for vehicles approaching north east to the new roundabout and for those exiting the new roundabout from the south east. The conflict and risk would be further exacerbated by the presence of an existing gated field access opposite the proposed vehicular access and the associated slow and oblique manoeuvres would likely to lead to increased conflict and risk of collisions to the general detriment of highway safety for all highway users and to the efficiency of the route as a traffic carrier.

Recycling & Waste Collection Services

Comments

No response received

Little Waltham Parish Council

Comments

17.05.2023 - Little Waltham Parish Council wishes to comment that it is concerned that any access to the proposed property should not conflict with the public highway especially as this is an area where there will be a new road configuration as a result of the construction of the Chelmsford North East bypass.

Local Residents

Comments

Representations received – No comments received



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1:1,000



Planning Committee
23/00525/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

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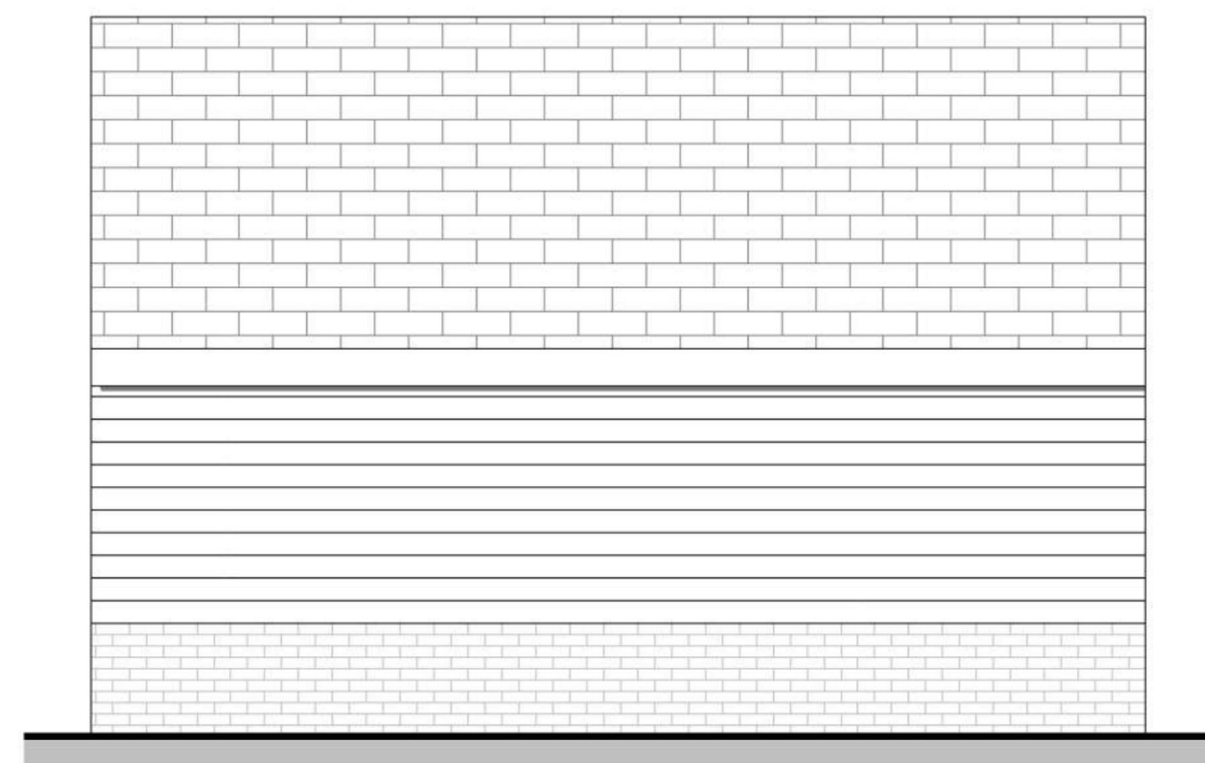
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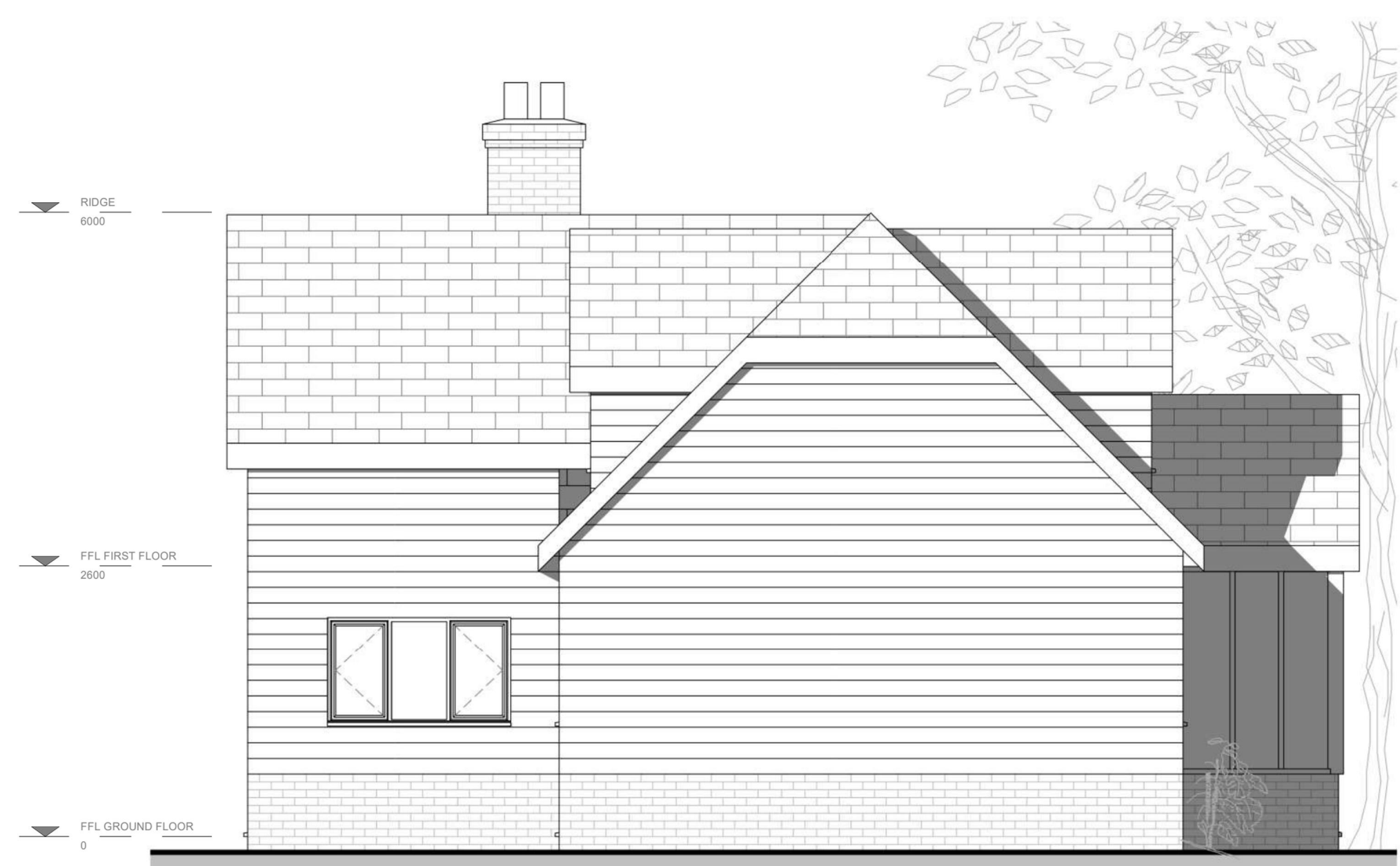


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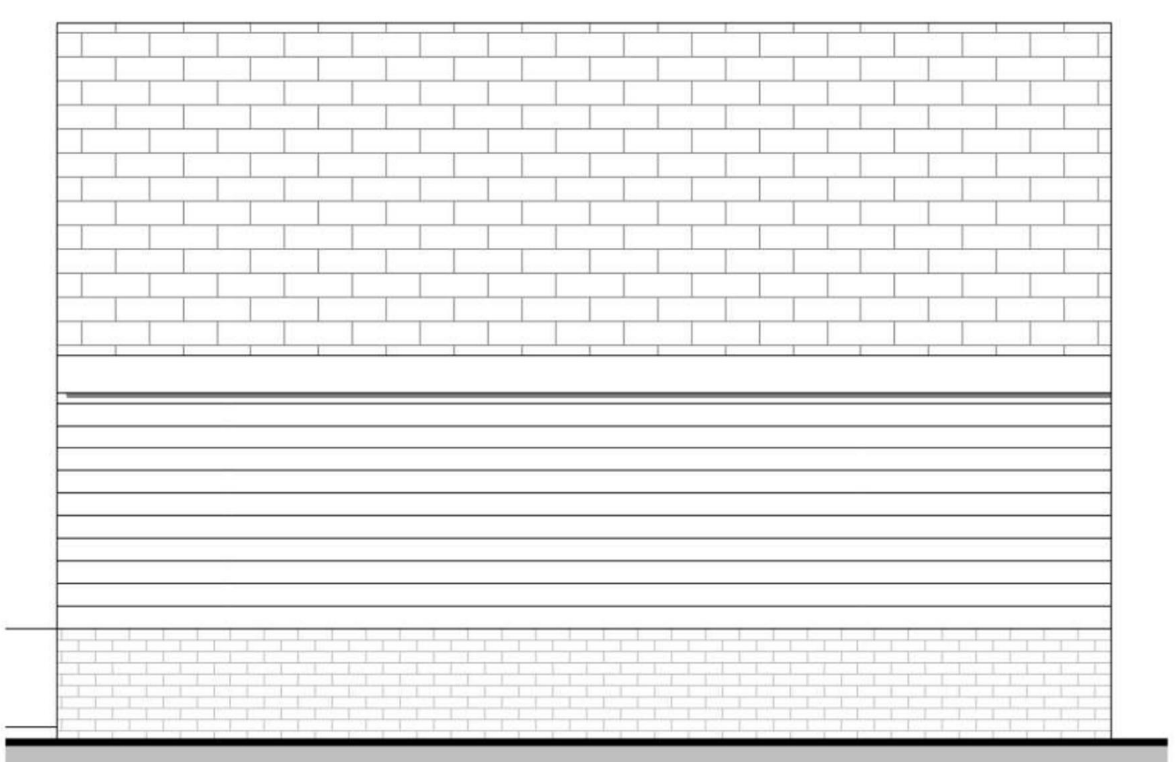


3 GARAGE SIDE ELEVATION 1
1 : 50

MATERIALS
ROOF - GREY TILES
WALLS - TIMBER WEATHERBOARD CLADDING AND RED BRICK PLINTH
DOORS AND WINDOWS - DARK GREY FRAMES



2 SIDE ELEVATION 2
1 : 50



4 GARAGE SIDE ELEVATION 2
1 : 50

DEMOLITION OF EXISTING OUTBUILDINGS AND CONSTRUCTION OF CHALET BUNGALOW AND DETACHED GARAGE. NEW ACCESS FROM A131 AT EXISTING GATE LOCATION

Pondside Nursery and Yard, Chatham Green Lane, Little Waltham, Chelmsford CM3 3LE

No	Description	Date
Revisions		

1 : 50 @ Sheet Size A1
SIDE ELEVATIONS

Drawn by Author

1164-05



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1 FRONT ELEVATION
1 : 50

MATERIALS
ROOF - GREY TILES
WALLS - TIMBER WEATHERBOARD CLADDING AND RED BRICK PLINTH
DOORS AND WINDOWS - DARK GREY FRAMES



2 REAR ELEVATION
1 : 50

DEMOLITION OF EXISTING OUTBUILDINGS AND CONSTRUCTION OF CHALET BUNGALOW AND DETACHED GARAGE. NEW ACCESS FROM A131 AT EXISTING GATE LOCATION

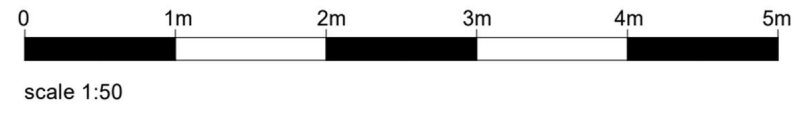
Pondside Nursery and Yard, Chatham Green Lane, Little Waltham, Chelmsford CM3 3LE

No	Description	Date
Revisions		

1 : 50 @ Sheet Size A1
FRONT AND REAR ELEVATIONS

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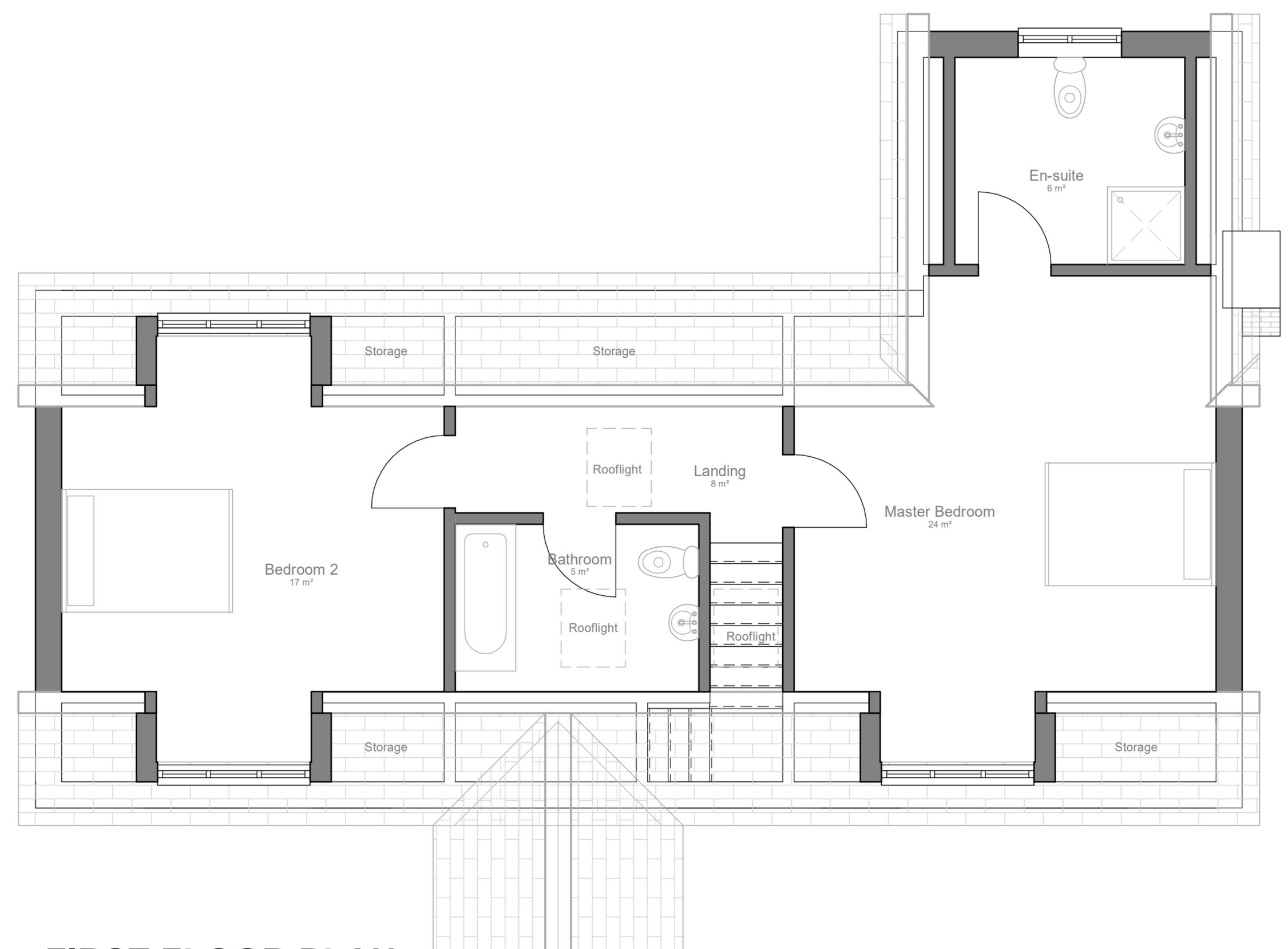
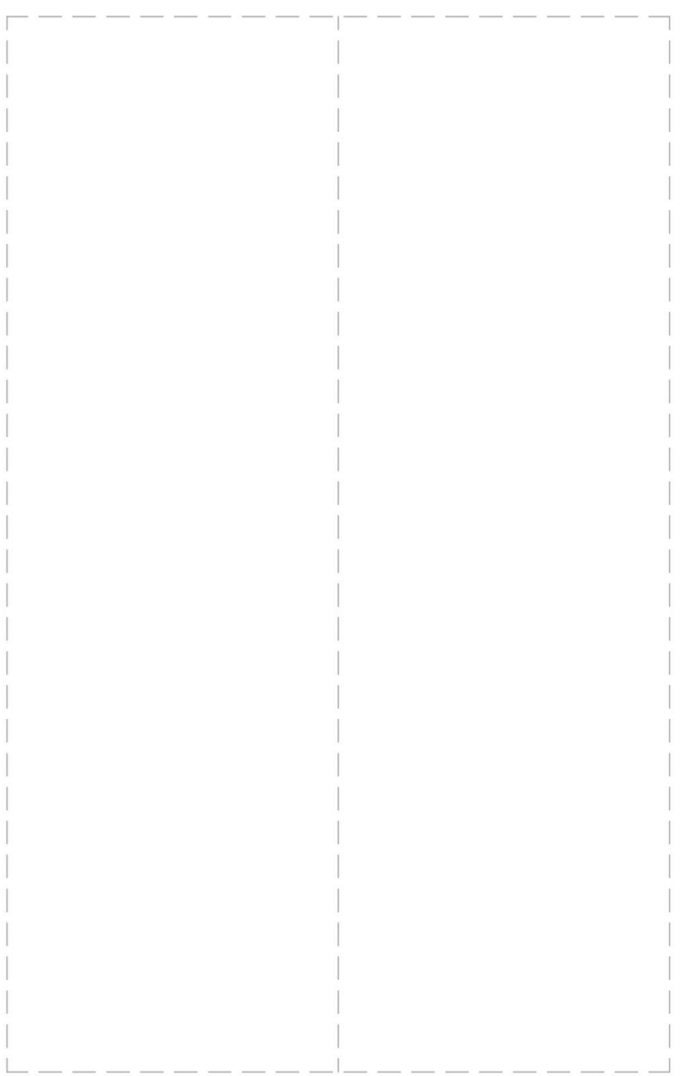
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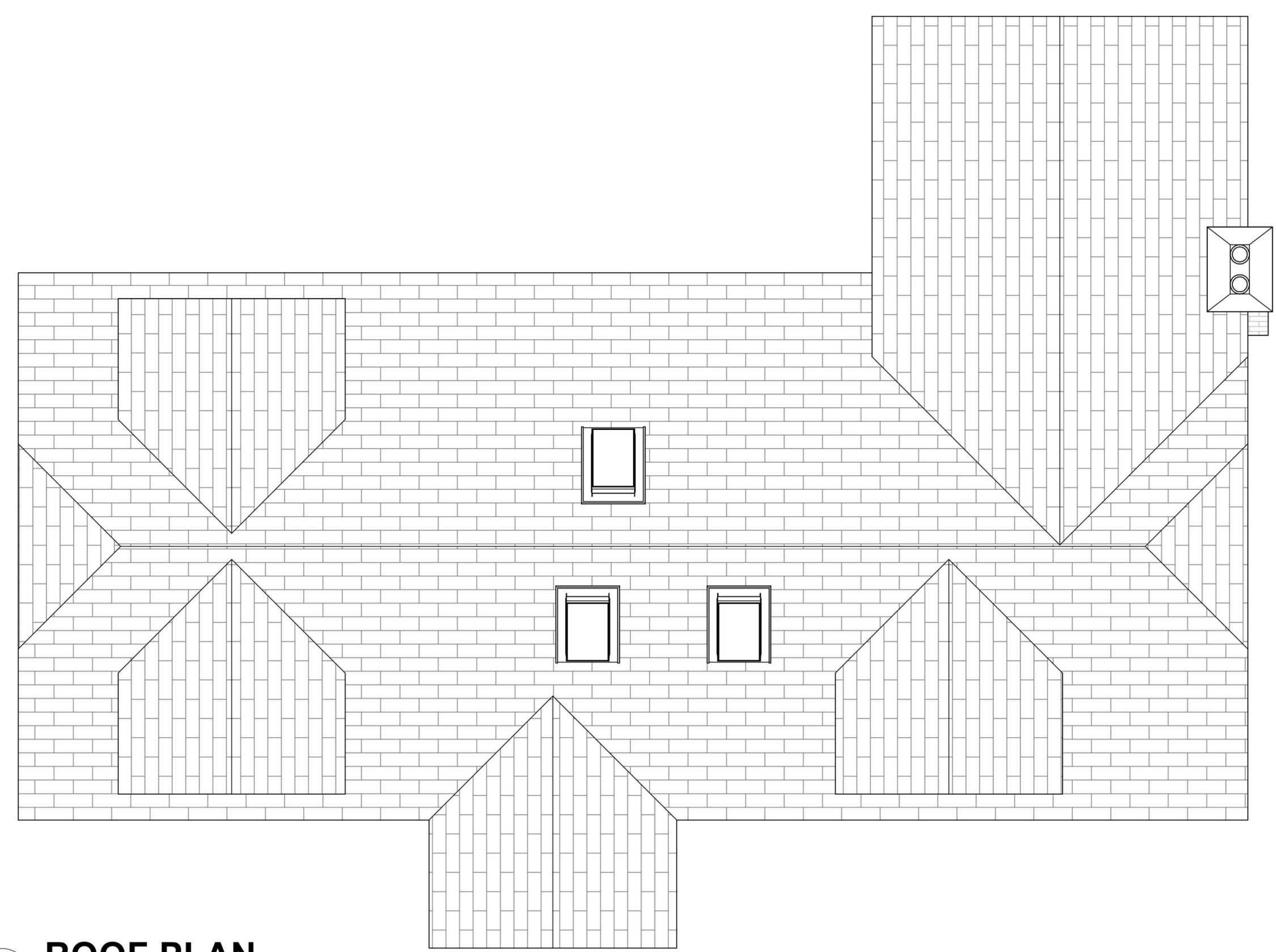
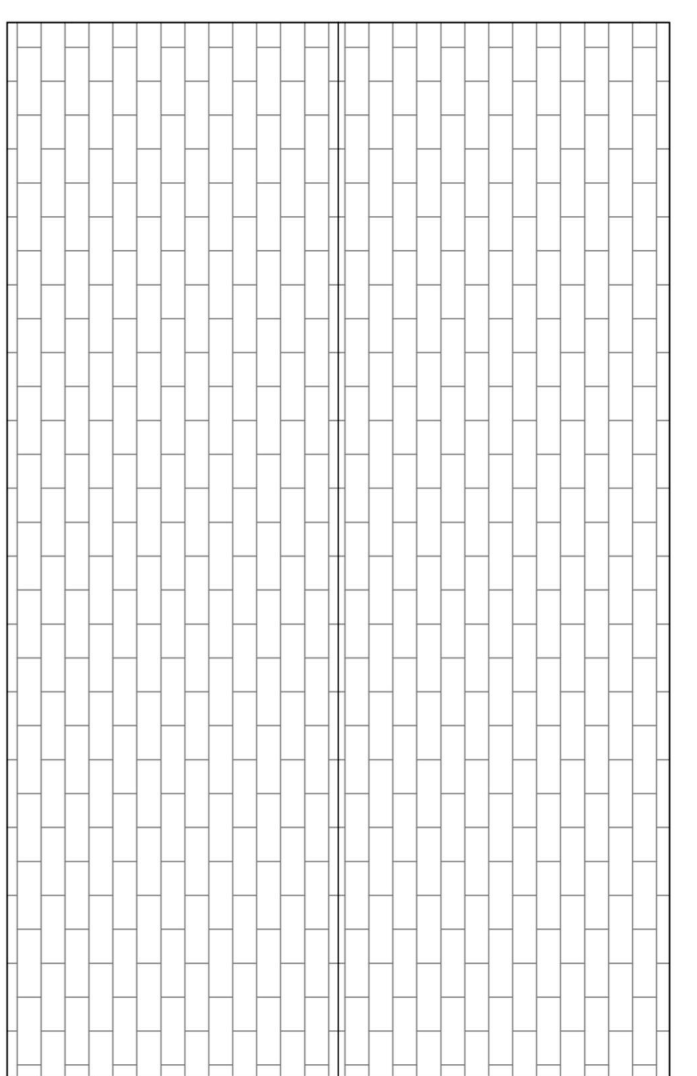
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DEMOLITION OF EXISTING OUTBUILDINGS AND CONSTRUCTION OF CHALET BUNGALOW AND DETACHED GARAGE. NEW ACCESS FROM A131 AT EXISTING GATE LOCATION

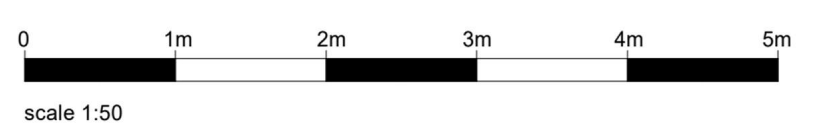
Pondside Nursery and Yard, Chatham Green Lane, Little Waltham, Chelmsford CM3 3LE



1 FIRST FLOOR PLAN
1 : 50



2 ROOF PLAN
1 : 50



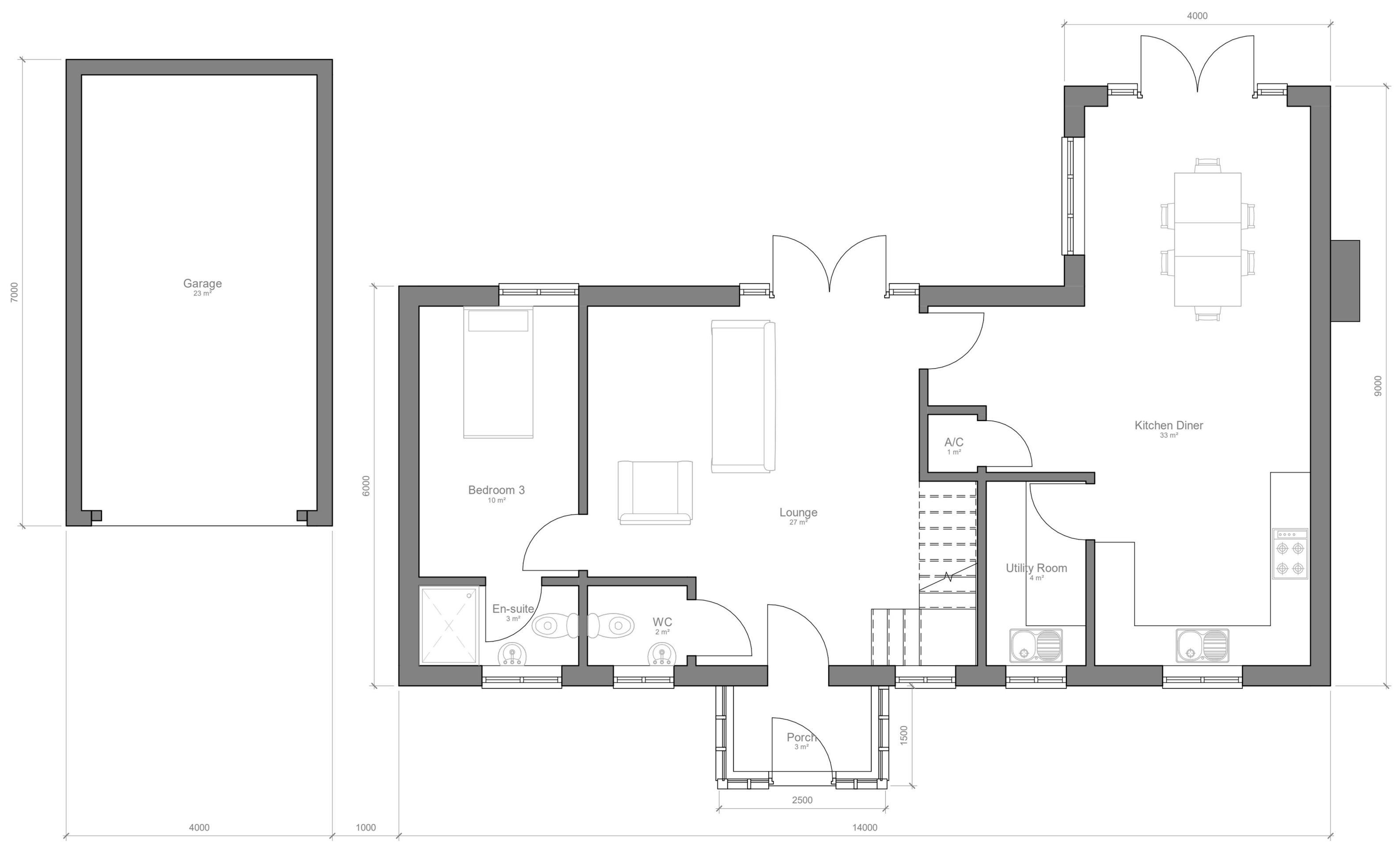
No	Description	Date
Revisions		

1 : 50 @ Sheet Size A1
FIRST FLOOR AND ROOF PLANS

Drawn by Author

1164-03

PLANNING STAGE
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1 GROUND FLOOR PLAN
1 : 50

DEMOLITION OF EXISTING OUTBUILDINGS AND CONSTRUCTION OF CHALET BUNGALOW AND DETACHED GARAGE. NEW ACCESS FROM A131 AT EXISTING GATE LOCATION

Pondside Nursery and Yard, Chatham Green Lane, Little Waltham, Chelmsford CM3 3LE

No	Description	Date
Revisions		

1 : 50 @ Sheet Size A1
GROUND FLOOR PLAN

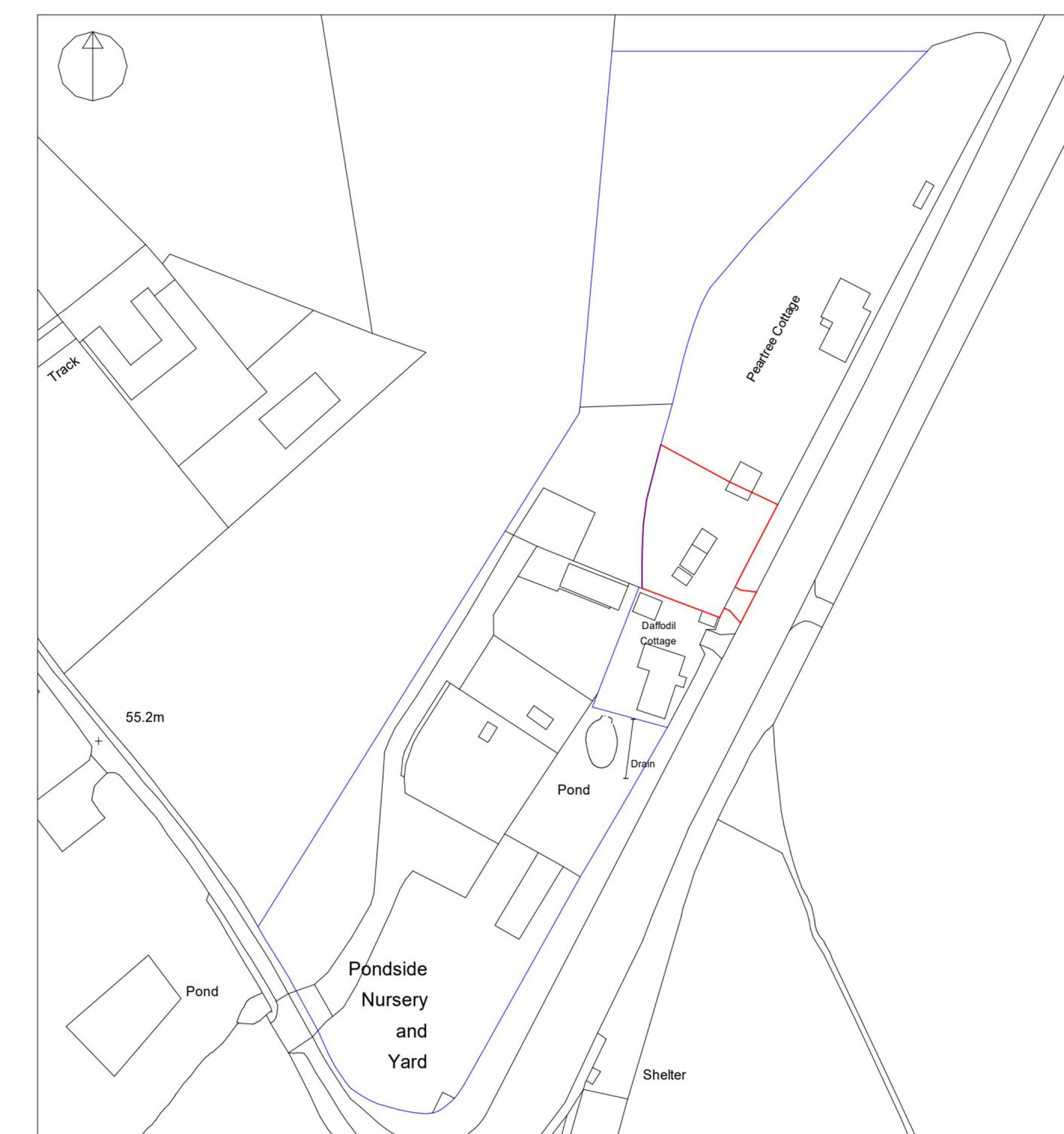
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1164-02

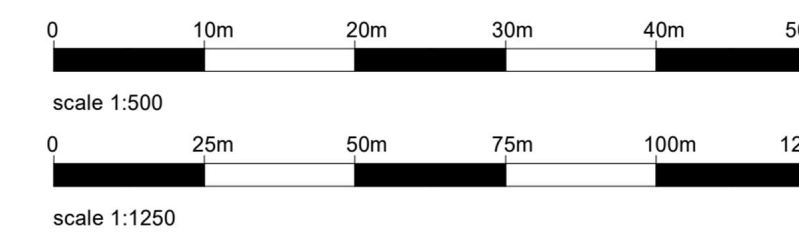




1 EXISTING BLOCK PLAN
1 : 500



2 SITE LOCATION PLAN
1 : 1250



CROXTONS MILL, BLASFORD HILL
LITTLE WALTHAM, CHELMSFORD
ESSEX, CM3 3PJ
01245 363421

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DEMOLITION OF EXISTING OUTBUILDINGS AND CONSTRUCTION OF CHALET BUNGALOW AND DETACHED GARAGE. NEW ACCESS FROM A131 AT EXISTING GATE LOCATION

Pondside Nursery and Yard, Chatham Green Lane, Little Waltham, Chelmsford CM3 3LE

No	Description	Date
Revisions		

As indicated @ Sheet Size A1
EXISTING SITE LOCATION AND BLOCK PLANS

Drawn by Author

1164-07

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PROPOSED CHALET BUNGALOW AND DETACHED GARAGE
 DEMOLITION OF EXISTING OUTBUILDINGS AND CONSTRUCTION OF CHALET BUNGALOW AND DETACHED GARAGE. NEW ACCESS FROM A131 AT EXISTING GATE LOCATION
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: 03/04/23
 SCALE: 1:100

1 BLOCK PLAN
1 : 100

DEMOLITION OF EXISTING OUTBUILDINGS AND CONSTRUCTION OF CHALET BUNGALOW AND DETACHED GARAGE. NEW ACCESS FROM A131 AT EXISTING GATE LOCATION

Pondside Nursery and Yard, Chatham Green Lane, Little Waltham, Chelmsford CM3 3LE

No	Description	Date
A	Planning amendment	03/04/23
Revisions		



1 : 100 @ Sheet Size A1
PROPOSED BLOCK PLAN

Drawn by Author

1164-01-REV A

PLANNING, DESIGN & ACCESS STATEMENT

Demolition of existing storage buildings and construction of replacement 3-bedroom chalet bungalow and single cart lodge. To include a new access from the A131 via existing gateway.

Pondside Nursery & Yard, Chatham Green, Little Waltham

Applicant: Mr & Mrs A Parker

Agent: DLM Design

Date: 24 March 2023

3D IMAGES OF PROPOSAL



CONTENTS

1. INTRODUCTION	PAGE 2
2. PREVIOUS PLANNING APPLICATIONS RELATING TO THE SITE	PAGE 2
3. SITE & SURROUNDINGS	PAGE 2
4. THE PROPOSAL	PAGE 4
5. PLANNING ASSESSMENT	PAGE 5
6. SUSTAINABILITY	PAGE 11
7. NEW ACCESS AND HIGHWAY ISSUES	PAGE 14
8. DEVELOPMENT STANDARDS & LANDSCAPING	PAGE 21
9. CONCLUSION	PAGE 22

1. INTRODUCTION

This statement has been prepared to accompany a planning application submitted to Chelmsford City Council regarding Pondside Nursery and Yard, Chatham Green. This application outlined in red on the accompanying site plan, seeks consent to change the current use to residential with the demolition of existing commercial buildings and replacement with a modest one and a half storey 3-bedroom dwelling and single cart lodge, plus the construction of a new access from the A131 via existing gates.

The purpose of this statement is to assess and justify the proposed development within the planning policy context. The statement will seek to establish that a change of use to residential development of this site is achievable, deliverable and suitable, and will enhance the site and the surrounding area.

2. PREVIOUS PLANNING APPLICATIONS RELATING TO THE SITE

22/00850/FUL - Formation of access with associated trackway – Refused.

22/01735/CLEUD Site for the use of the workshop and storage buildings in connection with a landscape contractors' business. The use to include outside storage for associated landscapers/building materials and equipment. Storage of antique furniture in the large storage building. – Approved.

3. SITE & SURROUNDINGS

The site is situated adjacent the A131 in the village of Chatham Green, close to the two major settlements of Braintree and Chelmsford city which are approximately 6 miles away in each direction. The site is served by a good regular bus service with bus stops within 100m walking distance to the site and is also on a main transport corridor. Both Braintree and Chelmsford provide a wide range of services to an extensive rural catchment area.

Application Site

The application site relates to an area of Pondside Nursery and Yard situated between Daffodil Cottage and Peartree Cottage.

The site is an irregular shaped parcel of land that was purchased by the applicant from the owner of Peartree Cottage in 2001, as residential garden land and is approximately 712sqm in total, fronting onto the A131 at Chatham Green.

The site lies within a rural area outside the green belt and is not within any special landscape areas or nature conservation zones.

PLANNING, DESIGN & ACCESS STATEMENT
Pondside Nursery & Yard, Chatham Green

The site benefits from a recently acquired CLEUD ref 22/01735/CLEUD, which regularised the use of the workshop and storage buildings in connection with a landscape contractor's business. The use set out in the CLEUD to include the outside storage for associated landscaper's/building materials and equipment, including the storage of antique furniture in the large storage building.

There are 3 timber clad storage/workshop buildings [1 of which is to stay to serve as a shed for the property]. The other two buildings to be demolished, together measure approximately 11.5 metres x 4 metres in total with a floor area approximately 46 square metres. The maximum height of the buildings is 2.8 metres. See photos below.

Photo 1 - Buildings to be demolished



Photo 2 - Building to remain as shed for occupants



There is a hard standing area to the back of the buildings to be demolished, approximately 4.3 metres x 13.3 metres currently used for **unrestricted** open outside storage of landscapers/building materials and equipment. See photo 1 above. There is also a metre wide strip of hard standing at the front of the buildings. The total area equates to approximately 70.5 square metres, making the total area for development as 116.5sqm.

The site is fenced on three sides with a partly piped ditch to the rear. (The partly piped ditch will not form part of the application site). The area outside the buildings and storage area is laid to grass.

There are existing shrubs at either side of the site, plus an Oak, Field Maple, Black Ash and a large Leylandii to the back of the site.

The site also has an existing 4m wide gate to the front of the site for pedestrian use only. The front hedging consists of Leylandii, which are very old, thick, and woody and will be replaced as part of the application.

The application site is located within the rural area and is currently outside the Defined Settlement Boundary of Chatham Green.

4. THE PROPOSAL

Description of Development

The application is submitted as a full application.

Details provided demonstrate how the application seeks to change the use of the site to residential from the current B1, B8 Sui Generis Business uses, thereby making as much use as possible of a brownfield site in line with the NPPF Policy 11 para 119 and point 4.5 of the adopted local plan.

Permission is sought to demolish two existing storage buildings and change the current use of the site from B1, B8, Sui Generis use to residential, replacing the storage buildings and outside unrestricted storage area with a carefully designed one and a half storey 3-bedroom dwelling and single cart lodge. Permission is also sought to include a new residential access from the A131 via the existing gates.

The design of the dwelling has been carefully considered to appeal to a range of occupiers including the elderly/disabled, who may appreciate the downstairs living arrangements and growing families and commuters working locally or in the capital.

The irregular shaped application site is made-up of previously developed land which is easily big enough for the dwelling, cart lodge, L shaped driveway and garden.

Access

Access to the site will be from the existing gates onto the A131.

Pre-application Discussions

This planning application follows on from a pre application submitted late in 2019 refers: 19/08580/PE, enquiring about the possible residential redevelopment of the site.

Relevant issues from the Council suggested that:

- i. an application for a Certificate of Lawfulness to prove the commercial use of the land would be beneficial in order to establish the use of the site as previously developed land (Brownfield Land).*

This has now been processed and the site benefits from a recently acquired CLEUD, ref 22/01735/CLEUD as follows: *site for the use of the workshop and storage buildings in connection with a landscape contractors' business. The use to include outside storage for associated landscapers/building materials and equipment. Storage of antique furniture in the large storage building.*

- ii. The Council did not consider the site to be sustainable or well-connected and that sustainability would be a major issue in respect of any future plans for the site.*

Item ii. above and other issues will be addressed further on in this document.

Whilst the pre application is now three years old, it should be noted that the prospects for this site have significantly and positively changed as follows:

- the site being now classified as Previously Developed land (Brownfield Land)
- Chatham Green has now been proven to be sustainable. This is evidenced as part of the Chelmsford Local Plan Review in the Sustainable Accessibility Mapping & Appraisal document, Appendix E RAG Assessment for each settlement area, as carried out by Essex Highways; (see table discussed under Section 6 Sustainability - later on in this document)
- the new access will be onto a road that is expected to have significantly reduced traffic levels, also with slower moving traffic due to the building of CNEB and Chatham Green Roundabout. This is evidenced by emails from CNEB Essex Highways (copies included later in this document)
- the first stages of the New Local Plan issues and options, that recognise Chatham Green as a place for housing and growth along transport corridors

Some of these views will be more fully addressed further on in this document.

5. PLANNING ASSESSMENT

The following key considerations are identified as being important to the determination of this application. An assessment of these principles against the relevant Development Plan policy and the NPPF is set out below.

The starting point for the determination of all planning applications is the adopted Local Development Plan.

The NPPF is also a material consideration in determining applications. As stated in the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. This means contributing to the following objectives: • Economic; • Social; and • Environmental.

The NPPF also states that decisions should apply a presumption in favour of sustainable development.

Policy DM8A of the Chelmsford Local Plan states that *“planning permission will be granted for new buildings in the rural area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside”*.

Part B of this policy is of relevance to this application and relates to the redevelopment of previously developed land. It states that *“planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area”*.

This assessment is based on the following:

- i] The size, scale, massing and spread of the development compared to the existing, and
- ii] The visual impact of the development compared to the existing, and
- iii] The impact of the activities/use of the new development compared to the existing, and
- iv] The location of the site is appropriate to the type of development proposed.

i] The size, scale, massing and spread of the development compared to the existing:

The two existing buildings to be demolished, together measure approximately 11.5 metres x 4 metres in total with a floor area of approximately 46 square metres. The maximum height of the buildings is 2.8 metres.

The hard standing area to the back of the buildings which we believe should also be included in the footprint, which is discussed further on, is approximately 4.3 metres x 13.3 metres and used for unrestricted amounts of open outside storage of landscapers/building materials and equipment. There is also a metre wide strip of hard standing storage area at the front of the buildings. The total area equates to 70.5 square metres. If you add this to the area for the buildings to be demolished the total footprint area = 116.5 square metres. The total area outlined in red by the Council on the decision notice for 22/01735/CLEUD equates to approximately 193 square meters.

The new one and a half storey dwelling being proposed will have a L shaped footprint and sit centrally on the plot. It would have a width of 6m enlarging to 9m when including the L shape with an overall length of 14m. The roof would be hipped at either end to help reduce the bulk and presence and match Daffodil Cottage next door. The new dwelling will have a height of approximately 6m and an overall footprint of approximately 99sqm which includes the porch. **This is less than the current combined buildings and open storage area footprint of 116.5sqm.** The proposed single cart lodge would sit to the south of the new dwelling but sit slightly further back. This proposed new dwelling would also have a smaller footprint to Daffodil cottage which is approximately 113 sqm.

Photo Showing the neighbouring property Daffodil Cottage



This is relevant to this application **because Daffodil Cottage was also part of Pondside Nursery and Yard, also PDL, and was allowed to the size it currently is after several applications to increase the size.** See Applications 14/00386/OUT 14/00386/MAT 14/00386/MAT/1 and 16/01463/FUL.

The size, scale, massing and spread of the development would not have a significant impact and would not appear visually out of place on the site and the area as it is very similar in design to Daffodil Cottage.

The officers report to planning permission 16/01463/FUL, regarding Daffodil Cottage, argued information pertinent to this current application and to the footprints points above, relating to policy DM8 part B. Relevant points are shown in bold in the following text taken from the officer's report:

"The starting point for this application is whether or not the development would be more harmful to the intrinsic character and beauty of the countryside than the existing situation. The three approved planning applications are, however, material planning considerations as they constitute a fall-back position. The existing building on the site is low rise and unobtrusive. In considering the previous applications for the site, weight was given to the fact that there were no restrictions on the land in relation to outdoor storage. The commercial use would have had outdoor storage of plant machinery, materials and equipment; this would not be the case with a domestic use. The proposed dwelling would be larger than the existing building on the site; it would also be larger

*than the two previous permissions. **That said, the roadside frontage is the most prominent elevation and the rear of the building would barely be visible from public vantages due to the presence of the neighbouring boundary vegetation and a horticultural business on the land behind the site.** The only really perceptible difference to the building compared with the most recent permission would be its increase in height and depth. The increases are, however, minor only at 0.48 metres and 1 metre respectively. Where the additional space has been gained in the new full height wing to the rear, this would not be readily visible from the roadside. **Given the specific circumstances and layout of the site and the fall back position of the previous permissions, the size of the dwelling is, on balance, acceptable and would result in no harm to the intrinsic character and beauty of the countryside. The building is clearly larger than the existing workshop structure and is at the upper limit of acceptability.** A dwelling any larger than that now proposed would be likely to tip the balance of acceptability the other way.*

*For the reasons given above and having regard to all other matters raised it is concluded that the **proposed development is acceptable in accordance with the adopted Development Plan Policies.***

Whilst this application was in 2016, it is still relevant to the argument regarding the intrinsic character and beauty of the countryside in this location - which is about to change with the building of the new Chelmsford North East Bypass and new roundabout. It is also relevant because this was based on a footprint of 113sqm with a height of 5.98m. The applicant's proposal is of a smaller footprint of approximately 99sqm with a height of 6m (2cm taller) but on a bigger piece of land 712sqm, so therefore should be considered within the realms of acceptability in relation to size.

ii] The visual impact of the development compared to the existing

It is considered that the visual impact of the development of one single dwelling will be insignificant compared to the development which has been permitted and shortly to be built as part of the CNEB application CC/CHL/85/21. This is a material and significant consideration.

When the new dwelling is finally built the visual impact of this area will have significantly altered, with the building of the large new Chatham Green roundabout which is virtually opposite to the application site. See map below for comparison. The impact of this large new roundabout approximately 115 meters from the application site, with all the paraphernalia that goes with it, will far outweigh the impact of a modest new one-and-half storey dwelling. However, even excluding this large new roundabout, the new dwellings impact will be minimal, and blend with its surroundings and adjacent dwellings like Daffodil Cottage. Properties along this stretch of road are all different in design and size, most of which are larger.

In addition, as part of the landscaping detail, the front boundary will be replaced with new evergreen hedging of a standard which will screen the dwelling for the occupiers, from the A131 and new Chatham Green roundabout.

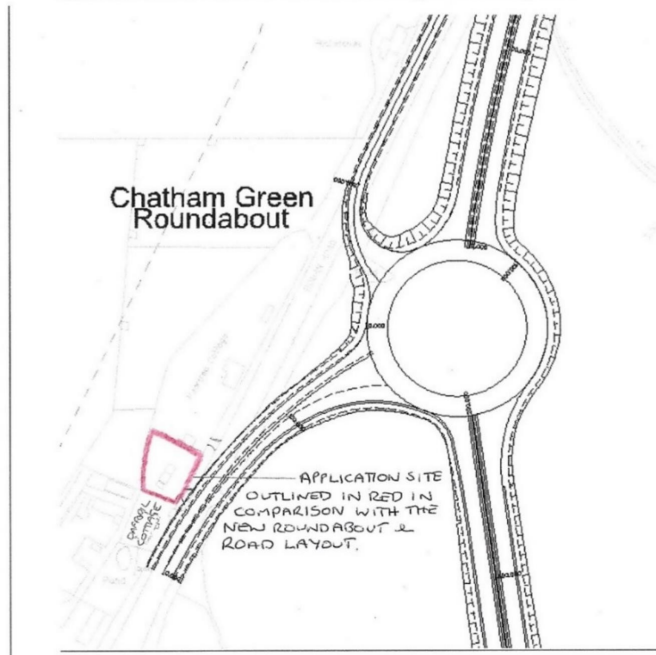
The image below shows the application site outlined in red, against the new roundabout layout highlighting the impact of the new road and roundabout against the new dwelling.

speed is less than the current 100kph design speed for the A131 and would therefore require the introduction of a speed limit of 50mph on the approach to the junction (Figure 37).

For access to properties to the north of Chatham Green roundabout along the existing A131 and into Whitbread Farm Lane a 6m wide service road could be provided along a section of A131 made redundant by the new bypass (Figure 38).

For properties in Main Road/ Strawbrook Hill access to the highway network would be via Main Road and the existing link to Deres Bridge roundabout (Figure 39).

Figure 37: connection from Chatham Green roundabout to existing A131 south of the junction



CNEB-JAC-GEN-00-TN-Z-0002

53

It should also be noted that during the consultation process, in respect of the application for the new CNEB, Chelmsford City Council Planning department did not indicate that they had any concerns regarding the visual impact of the new large roundabout and how it will affect the intrinsic character and beauty of the countryside. It is therefore reasonable to concur that a small dwelling would also have no impact on the intrinsic character and beauty of the countryside in this location.

We will detail the CNEB and any highway issues and how the new entrance and dwelling will fit in with the existing A131 later under a separate paragraph.

Photo showing view from the site access which will be significantly changed when new roundabout is built.



iii] The impact of the activities/use new development compared to the existing

The proposed development would create a change of use of the site from commercial to domestic. The current commercial business/use with the buildings and unrestricted open outside storage of associated landscapers /building materials and equipment would change to a new domestic use comprising of a single dwelling/cart lodge and garden. Whilst the two uses are very different, the new use would be less harmful to the area than the existing use **which could intensify in its activities**. Weight should also be given to the fact that there are no restrictions on the site in relation to outdoor storage on the application site. It should also be noted that a new residential use would fit better with the neighbouring properties of Daffodil Cottage and Peartree Cottage rather than the existing unrestricted commercial use, which could cause commercial disturbance to domestic properties. The new dwelling would have an independent access point so there would be no conflict between any activity or movements associated with the neighbouring dwellings.

There would be no loss of employment by developing the site to residential, as the applicant will relocate their business activities to the adjoining commercial site in his ownership.

6. SUSTAINABILITY

iv] The location of the site is appropriate to the type of development proposed.

Under Policy S1 – Spatial Principles Point 4.9 of Chelmsford current Local Plan states “development will be focused at well connected locations for example along strategic transport corridors close to existing local services and in areas with a good level of existing or **proposed transport infrastructure** including sustainable transport. This will help reduce the need to travel and encourage the use of non-car modes”.

The application site is situated on the A131 strategic transport corridor, in an area with a **good level of existing AND proposed transport infrastructure** including sustainable transport links via a regular bus service linking villages and major towns. Local services include a Public House, 2 shops, a Village Green and Whitbread’s Business centre. Chatham Green comes under the Parish of Little Waltham. The village of Little Waltham – 1 mile south of Chatham Green - is recognised in the Local Plan as a service settlement. The village includes a Primary School, Doctors, Village Halls, Church, a Public House, recreation grounds and a shop. To the north, at just over a mile away, the key service settlement of Great Leighs is situated, where 1100 houses are to be built under the current Local Plan and where further facilities such as a school, nursery, village hall, recreation ground, post office and other shops, can be found. **Chatham Green is therefore a well-connected location as it meets all the criteria of point 4.9 above.**

In addition, the newly approved bypass will provide cycle lanes and foot paths directly outside the application site further meeting the criteria of point 4.9 by encouraging the use of non-car modes.

Point 4.10 of Policy S1 states “Creating development that is accessible by different modes of transport, especially walking and cycling and the use of public transport is essential in promoting sustainable development as it reduces car dependency”.....”All major development should follow the modal hierarchy by providing access for all of the following:

i. Walking and providing access for people with mobility impairment ii. Cycling iii. Public transport”

The development will be accessible by different modes of transport as the newly approved bypass application will enhance the transport modes by providing new footpaths and cycle lanes in addition to the already existing excellent bus service, thereby reducing the need of car dependency and enhancing the site locations sustainability. **The application site therefore meets all the criteria of 4.10 above.**

In the most recent review of the Chelmsford Local Plan Issues and Options Stage, under the heading **Growth Along Transport Corridors**, Chatham Green has been recognised as providing opportunities for locating growth in a sustainable way. Whilst this is the first stage of the review of the Local Plan, it is significant as it adds weight to the sustainability claims.

The following tables display the sustainability of the application site and Chatham Green. It can no longer be argued therefore that Chatham Green is not a well-connected and sustainable location.

Table 1 has been prepared by the applicant. Table 2 has been prepared by **Essex Highways**.

TABLE 1

PONDSIDE NURSERY AND YARD, CHATHAM GREEN
<p><u>Settlement boundary</u> Chatham Green has a defined settlement boundary and is therefore considered sustainable – (small settlement under the settlement hierarchy) even though there is no direct footpath from the main village centre to the bus stops. The bus stops are, however, directly opposite and adjacent to the application site, making the application site much more sustainable than the main village.</p>
<p><u>Roads</u> The site is directly adjacent to the A131 strategic trunk route and is therefore easily accessible and well connected</p>
<p><u>Bus service</u> The site is virtually opposite the bus stop that serves Little Waltham (the very next stop). Little Waltham has a school, doctors’ surgery and pharmacy. The same bus also serves Broomfield Hospital, (Chelmsford’s largest employer), Chelmsford City and Chelmsford Railway station with further links to London. The bus stop on the same side of the road as the application site serves Great Leighs, Braintree and Colchester. The bus service is from 7am till 11pm and every 30 minutes</p>
<p><u>Footpaths</u> There is a footpath and verges on the main A131 where the bus stops are situated and there will be new lit footpaths and cycleways built as part of the CNEB directly outside the site</p>
<p><u>Public houses</u> There is a public house in the village</p>
<p><u>Village Green</u> There is a village green/recreation area</p>
<p><u>Shops</u> There are 2 shops selling non-essential items ie Grasshopper Garden Machinery and Zigis Fireplaces both within walking distance of the application site</p>
<p><u>Other amenities</u> The Wilderness Foundation serves the local area with learning activities for local children also within walking distance</p>
<p><u>Doctors Surgery</u> The doctor’s surgery at Little Waltham & Brook Hill Pharmacy are situated 1.25 miles from the site or one bus stop away</p>
<p><u>Rural employment</u> Rural employment opportunities are available at Whitebreads Business Centre</p>
<p><u>Neighbouring settlements</u> The villages of Little Waltham – 1 mile away and identified as a service settlement in the local plan and Great Leighs – just over 1 mile away and identified as a key service settlement in the local plan (settlement hierarchy)</p>
<p><u>Hospitals</u> The nearest general hospital, Broomfield Hospital is 3 miles away accessible via regular bus transport</p>

Schools

The nearest school is Little Waltham Primary School approximately 1 mile away, which can be reached via bus and Great Leighs Primary School is also a short distance accessible by bus in the opposite direction

Towns

Chelmsford City is the nearest major town/city at 6.3 miles with major shops & railway station

Park & Ride

The nearest park and ride is at Chelmer Valley at 2.5 miles away

The following document, prepared by **Essex Highways**, as part of the supplementary information for the local plan review, **shows Chatham Green with a higher score for sustainable accessibility than Great Leighs** particularly in respect to accessibility to healthcare, internet connectivity and public transport. Officers will note from this chart that Chatham Green, being a small settlement, scores higher with 1.79 than some Key Service Settlements and Service Settlements.

The application site itself is within 100m walking distance to the bus stops which is closer than the main village centre of Chatham Green, so the application site would score 1.80 if assessed in isolation. For comparison, Great Leighs scores 1.57 where 1100 new homes are being built.

TABLE 2

Chelmsford Local Plan Review
Sustainable Accessibility Mapping & Appraisal: Appendices
Appendix E – Results of the RAG assessment



Table E.1 – RAG assessment for each proposed settlement area (SA).

	SA 1a. Chignall/Bobborne	SA 1b. Springfield	SA 1c. City Centre	SA 1d. North of the River	SA 1e. Great Baddow	SA 1f. SW Chelmsford/Worford	SA 2a. West Chelmsford	SA 2b. East Chelmsford	SA 3. North of South Woodham Ferris	SA 4. NE Chelmsford - Existing	SA 4. NE Chelmsford - Potential	SA 5. Bicknacre	SA 5b. Boreham	SA 5c. Broomfield	SA 5d. Danbury	SA 5e. Great Leighs	SA 6a. East Hemmingford	SA 6b. Fore End	SA 6c. Great Waltham	SA 6d. Little Waltham	SA 6e. Westwood Piece	SA 6f. Woodham Ferris	SA 7a. Chatham Green	SA 7b. Howe Green	SA 7c. Rattlesden Common	SA 8. Harmondale Farm	
Accessibility to urban centres	3	3	3	3	3	3	3	2	3	1	1	1	2	2	2	2	2	1	3	2	2	2	1	2	2	2	2
Accessibility to employment locations	3	3	3	3	3	3	3	3	3	1	3	2	3	3	3	2	2	2	3	3	1	2	2	2	1	2	2
Accessibility to rail stations (walking and cycling)	3	3	3	3	3	3	3	1	2	3	3	3	3	3	3	1	1	3	3	3	1	2	1	1	1	1	1
Accessibility to rail stations (public transport)	3	3	3	3	3	3	3	3	2	1	3	2	3	3	3	1	3	3	1	3	2	2	3	3	1	3	3
Weekday bus services and frequency	3	3	3	3	3	3	2	3	3	1	3	2	3	3	3	3	1	1	3	3	1	3	3	1	1	1	3
Saturday bus services and frequency	3	3	3	3	3	2	2	3	1	1	3	1	3	3	2	2	1	1	3	3	1	1	2	1	1	1	2
Sunday and night (Ox) frequency	2	2	3	2	1	1	1	1	1	1	2	2	1	2	1	1	1	2	2	1	1	1	1	1	1	1	1
Walking access to bus stops	3	3	3	3	3	3	2	3	2	1	3	2	2	2	2	2	1	2	2	3	1	1	2	1	1	1	2

Chelmsford Local Plan Review
Sustainable Accessibility Mapping & Appraisal: Appendices



	SA 1a. Chignall/Bobborne	SA 1b. Springfield	SA 1c. City Centre	SA 1d. North of the River	SA 1e. Great Baddow	SA 1f. SW Chelmsford/Worford	SA 2a. West Chelmsford	SA 2b. East Chelmsford	SA 3. North of South Woodham Ferris	SA 4. NE Chelmsford - Existing	SA 4. NE Chelmsford - Potential	SA 5. Bicknacre	SA 5b. Boreham	SA 5c. Broomfield	SA 5d. Danbury	SA 5e. Great Leighs	SA 6a. East Hemmingford	SA 6b. Fore End	SA 6c. Great Waltham	SA 6d. Little Waltham	SA 6e. Westwood Piece	SA 6f. Woodham Ferris	SA 7a. Chatham Green	SA 7b. Howe Green	SA 7c. Rattlesden Common	SA 8. Harmondale Farm	
UFBB Internet connectivity	3	3	3	3	3	3	1	3	1	2	2	2	1	2	1	1	3	3	1	1	2	1	2	1	2	1	1
Car driver mode share	2	2	3	2	2	2	2	1	2	1	1	1	1	2	1	1	3	1	1	1	1	1	1	1	1	1	1
Accessibility to healthcare	3	3	3	3	3	3	2	2	3	2	3	3	3	3	3	2	3	2	3	2	2	2	2	2	2	2	2
Accessibility to nurseries	3	3	3	3	3	2	2	1	3	3	3	3	3	3	3	3	1	3	3	3	2	1	1	1	1	1	1
Accessibility to primary schools	3	3	3	3	3	2	2	1	3	1	3	2	3	3	3	1	3	3	2	2	2	2	1	1	1	1	1
Accessibility to secondary schools	3	3	3	3	2	3	1	3	2	1	3	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Site average RAG score	2.85	2.96	3.00	2.86	2.71	2.57	2.67	3.00	2.34	1.21	2.57	1.64	2.21	2.29	2.00	1.57	1.50	1.57	1.86	2.36	1.71	1.71	1.79	1.71	1.21	1.64	
Location average RAG score	2.81			2.04				2.34		1.14			2.57			1.94			1.68			1.79			1.64		

7. NEW ACCESS AND HIGHWAY ISSUES

As part of this application for a new single dwelling, a new access from the A131 Braintree Road and a driveway is also being sought.

The new access would be from the existing 4m gates that are currently being used for pedestrian access. The gates are currently over 6m from the curb and will be more when the new road is built.

Photo showing existing access



View showing visibility splay travelling south from the site



It should be noted that the leylandii conifer trees on the front of the site, will be removed as part of this application and replaced with something more suitable making for a clearer site line looking north. In addition, and with consideration of the new CNEB and the positioning of the Chatham Green roundabout, the visibility splays will also be vastly improved.

See new road layout plan below with application site outlined in red.

BEAULIEU PARK JUNCTION AND DERES BRIDGE
STUDIES TECHNICAL NOTE

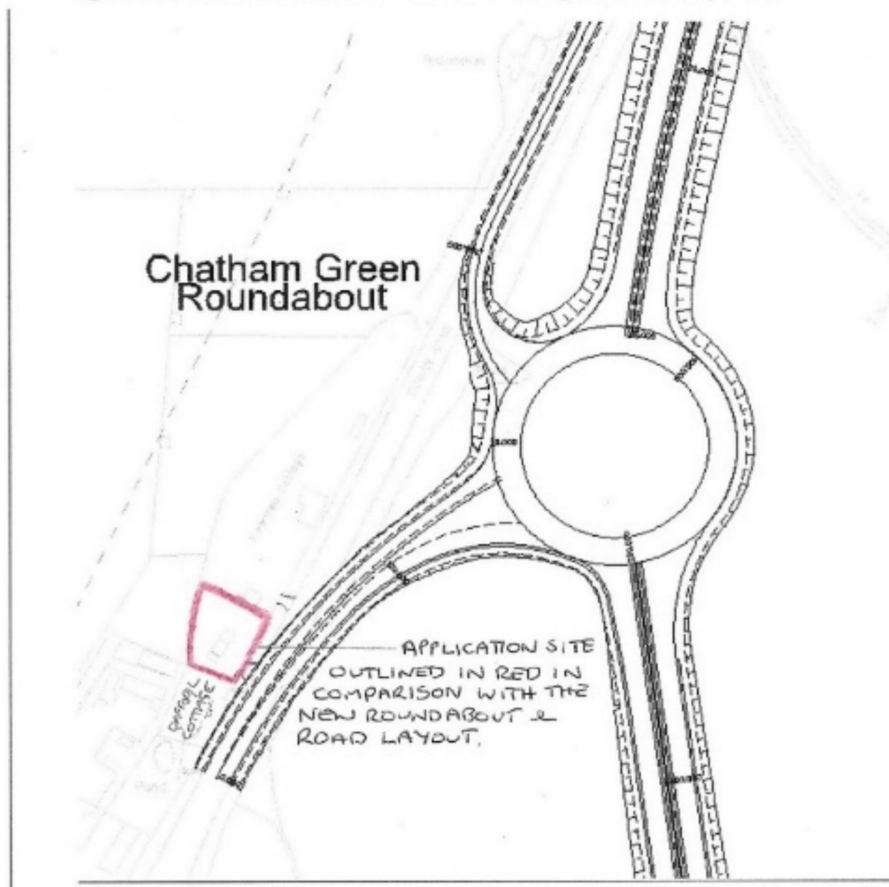
JACOBS

speed is less than the current 100kph design speed for the A131 and would therefore require the introduction of a speed limit of 50mph on the approach to the junction (Figure 37).

For access to properties to the north of Chatham Green roundabout along the existing A131 and into Whitbreads Farm Lane a 6m wide service road could be provided along a section of A131 made redundant by the new bypass (Figure 38).

For properties in Main Road/ Strawbrook Hill access to the highway network would be via Main Road and the existing link to Deres Bridge roundabout (Figure 39).

Figure 37: connection from Chatham Green roundabout to existing A131 south of the junction



Provision of New Access

It is anticipated that given the size of the dwelling, there would be a limited number of vehicular movements totaling around two to six movements a day, i.e., the same as Daffodil Cottage which has never caused any highway problems to date.

The Highways recommendation for Daffodil Cottage application ref 14/00386/OUT formally known as Chatham Green Yard, and formerly in the ownership of the applicant, stated that “the NPPF requires only significant traffic impacts to result in rejecting development”. The NPPF 2021 now states “Development should only be prevented or refused on Highways grounds if there would be an unacceptable impact on Highway safety, or the residual cumulative impacts on the road network would be severe”.

As the Highway Authority did not raise an objection in 2014 to the access (for the dwelling that is now Daffodil Cottage), from commercial to residential, it can be assumed that the Highway Authority believe that a residential use would not be in direct conflict with the objectives of the NPPF.

It should be noted that it would not be possible to have access to this new dwelling via the access from Chatham Green Lane as this serves the businesses that use the area covered by application 17/00539/CLEUD. Should the dwelling on the application site ever be sold off, it would need its own independent access.

The dropped curb required to access the application site from the A131, can be facilitated in conjunction with the construction works being installed as part of the CNEB. (This was suggested by Mark Eves project sponsor for this project). We therefore believe this application will not interfere with the works soon to start regarding the CNEB and the applicants are happy to work with the CNEB project so as not to cause any problems.

Prior to this application and the previous CLEUD application, an application for an access and associated trackway for the commercial business was refused refers. 22/00850/FUL . The reasons for this in Highway terms are set out below:

The proposed access introduces an unnecessary new point of conflict onto an A-road that carries high volumes of vehicles travelling at high speeds. The proposal would allow additional vehicular movements, into and emerging from the site on a fast section of carriageway. The slow and oblique manoeuvres required by larger vehicles attending the site across the path of high-speed approaching traffic, would add further pressure and increased likelihood of conflict and risk of collisions to the general detriment of highway safety for all highway users. The proposal does not take the opportunity to improve the area and would instead increase the chances of conflict between users of the highway. The proposal does not ensure that safe and suitable access to the site can be achieved for all users and would instead increase the likelihood for conflicts between vehicles. The new access would result in an unacceptable degree of hazard for both emerging and approaching vehicles and to other highway users to the detriment of highway safety and efficiency. As a result the proposed development would be in direct conflict with the objectives of the National Planning Policy Framework 2021

In response to the statement the following should be taken into account:

1. This application is for a residential access rather than a new access for potentially busier commercial access, with larger /slower vehicles. The new access will be from an existing 4m gateway and be situated next to Daffodil Cottages access.
2. This application would create an insignificant amount of additional movements i.e. approx. 2-6 a day and therefore would not cause an unacceptable impact on highway safety and would not be in conflict with the NPPF Policy 9 para 111 and the residual cumulative impacts on the road network would not be severe.
3. This application is insignificant in Highway terms compared to the new access that has been approved and is being constructed on the A131 just down the road from the application site with a maximum of a 100 HGV movements a day [large slow-moving lorries] into and emerging onto a fast section of the carriageway. - refers application ESS/01/18/CHL land at Sheepcotes Farm. This access has been allowed on the basis that it is temporary for 5-6 years, and a splitter island is being built. However, the above risk would still be present and just because the access is temporary does not negate the safety concerns. In addition, the application site for the new dwelling will no longer be positioned on a fast section of the carriageway due to the highway improvements being undertaken and confirmed in our correspondence with CNEB – Essex Highways (see emails below)

If necessary, a splitter island approach for the access on to the site could be imposed rather than refusing this new access. However, any vehicles exiting the site would most likely turn left and go around the new roundabout to be situated just 115 metres away, even if they wanted to ultimately travel south. The same approach might also be taken by the occupants of Daffodil Cottage and Peartree Cottage.
4. The applicant is happy to negotiate a contribution towards the new dropped curb which would need to be created and has already spoken to Mark Eves Project Sponsor for the CNEB regarding this. Mr Eves also stated that in his opinion this new access for one single dwelling should not cause any issues regarding the changes/improvements to this part of the road regarding the CNEB project.
5. The planned improvements to this stretch of road as part of the CNEB, will significantly benefit this new access and existing accesses.
6. The gated entrance opposite Peartree Cottage is a rarely used agricultural access and may be relocated as part of the CNEB. This has been confirmed by the farmer who owns the field beyond this access.

The applicant has had direct communication with the Stakeholder Engagement Team who has answered his questions as set out in the email extracts below:

The following 3 emails, between the Stakeholder Engagement Team, Essex Highways and the applicant, demonstrate that the stretch of road outside the application site will be vastly improved with reduced traffic, slower moving traffic, and new advanced direction signs on

all approaches to the Chatham Green roundabout, advising of the junction ahead. New footpaths, toucan crossing and cycleways etc making it easier to get to the bus stops at Chatham Green and making it safer for pedestrians, cyclists and horse riders, will also be built and in addition the road surface will be quieter for the residential properties that front this road including the new dwelling at the application site.

Email 1

Mon, Aug 2,
2021, 8:49 PM

CNEB <CNEB@essexhighways.org>
to me, CNEB

Dear Andy ,

Apologies for the delay in responding.

In response to your question **there will be a footpath in the plans from the entrance of Chatham Green Lane on the A131 to the new toucan crossing next to the proposed roundabout as part of the CNEB.**

More details will be released during planning submission later this summer. Information regarding the planning submission will be featured on he website.

Many thanks

Stakeholder Engagement Team
Essex Highways

Email 2

RE: CNEB Questions



CNEB <CNEB@essexhighways.org>

Fri, Sep 23,
2022, 9:09 AM

Email2

Dear Mrs Parker,

Thank you for your email and interest in the Chelmsford North East Bypass. Please see our responses to your questions below.

1. Do you envisage the traffic being drastically reduced on the current A131 outside Chatham Green as part of this new Bypass?

Based on our latest traffic modelling, a small decrease in traffic flows is predicted on the A131, west of the scheme, after the opening of the Chelmsford North East Bypass.

- 2 Will the speed of the traffic going past Chatham Green in both directions, but particularly towards the new Chatham Green Roundabout and crossing, be reduced with warning signs to tell traffic to slow down, so it's safe to use the proposed toucan crossing to access the bus stop on the other side of the road?

A speed limit of 50mph will be imposed between the new roundabout and a point just south of the existing Braintree-bound bus stop. The signals at the crossing point should be visible for some distance given the straight alignment of the road, and new Advanced Direction Signs (ADS) will be provided on all approaches to the roundabout, advising of the junction ahead.

3. Do you envisage the CNEB with the New Chatham Green Roundabout, pathways and Toucan crossing making this existing stretch the A131 road past Chatham Green, being safer than the current 60mph fast flowing road?

The separation of pedestrians, cyclists and horse-riders from the existing road/verge on to dedicated routes broadly between Deres Bridge and the Chatham Green bus stops should make it safer for these more vulnerable road users. The proposed route is not anticipated to create an adverse impact on other road users.

4. Will this stretch of the current A131 road past Chatham Green, be reduced to 50mph from the current 60mph speed limit, and be made into a B road once the new CNEB is finished?

As noted above, the speed limit will be reduced to 50mph for a stretch. The route strategy is still to be finalised, however the existing A131 south of Chatham Green is likely to be reduced in priority (i.e. not a major or locally strategic route) and take a different route number, but is still likely to be 'A' classification. The route strategy will be published as part of the Side Roads Order in due course.

5. Will this stretch of the current A131 road past Chatham Green be quieter?

All new and improved roads are required to be paved with low noise surfacing. Additional planting and bunding will also help mitigate the noise impact of the scheme.

For all the latest information about the Chelmsford North East Bypass scheme and to subscribe to our project e-newsletter, please visit: www.essex.gov.uk/chelmsford-north-east-bypass.

Kind regards,

The Chelmsford North East Bypass engagement team

Email 3

CNEB <CNEB@essexhighways.org>

Tue, Nov 15,
2022, 11:29 AM

to me, CNEB

Dear Mrs Parker,

Thank you for your emails and apologies for the long delay in replying.

We can confirm that it is the same road, between Sheepcotes Roundabout and the new Chatham Green Roundabout.

As you have highlighted from the planning application documentation, the Chelmsford **North East Bypass scheme is expected to provide significant relief to the existing north to south routes between Braintree and Chelmsford, including the A131 south of the new roundabout in Chatham Green and various other routes.**

Based on our latest traffic modelling, it is predicted that traffic levels will decrease by about 15% to 20% on the A131 west of the scheme after the opening of the bypass.

Describing the scale or significance of something is always slightly subjective, which may explain some of the misunderstanding, but we would expect this reduction in traffic levels to provide significant relief. We are sorry for any confusion caused and hope this response has helped to clarify matters.

Please let us know if you have any further queries.

Many thanks.

Chelmsford North East Bypass & Beaulieu Station Scheme Engagement Team

8. DEVELOPMENT STANDARDS & LANDSCAPING

Policy DM26 of the Chelmsford Local Plan requires that all new dwellings achieve suitable privacy and living environment for future occupants, provide a suitable private amenity space and achieve appropriate internal space.

The dwelling would have a private rear garden/amenity area of 250sqm which would be in excess of the required 100sqm and so would be of an appropriate size for a dwelling of this proportion.

The garden/amenity area would be made up of grassed areas, patios areas and shrub borders.

The boundaries will be made up of new and existing 6ft close boarded fencing to all sides.

The patio will be of an L shaped design, at the rear of the dwelling, which will complement the design of the dwelling.

Shrub borders will consist of mixed existing and new shrubs. The existing Oak, Field Maple and Ash tree will remain at the rear boundary but may need to be reduced in size. The large Leylandii conifer tree at the rear will be removed.

The Leylandii trees at the front of the dwelling nearest the road, will be removed and replaced with a more suitable evergreen hedge which will enhance the visual impact for the occupants.

The existing workshop/shed adjacent to the garage of Peartree Cottage will remain in place for the benefit of the occupants of the new dwelling. This could be used as a cycle store, alongside the cart lodge.

Sufficient space would be allocated to provide a storage area for bins and recyclables. This would be situated next to the gate area by the front of the dwelling. See plans.

The dwelling will be served by adequate windows allowing for a good level of light and a good living environment for future occupants and would therefore comply with the Nationally Described Space Standards. It would also meet the Development Standards in terms of internal spaces.

Other

Renewable and low energy technologies will be used where possible.

Sustainable urban drainage techniques will be employed. A private drainage system will be employed for foul water discharge (bio-disk/Klargester or similar). All surface water discharge will be to soakaways set within garden areas.

The dwelling will be provided with an Electric Vehicle (EV) charging point in conjunction with **policy DM25** of the Chelmsford Local Plan.

Adequate parking including the cart lodge, in conjunction with **Policy DM27 Parking Standards** of the Local Plan will be provided, in addition to adequate turning space to allow for front facing manoeuvres onto and off the site. See plans.

9. CONCLUSION & PLANNING BALANCE

This Statement has comprehensively assessed the proposals against national and local planning policy. It demonstrates that:

- **the site is a brownfield site as evidenced by the CLEUD.** Point 4.5 of the current Local Plan states *“In order to make the best use of land and to ensure that new development is located in sustainable locations, there is a need to make the most of PDL, provided that it is not of high environmental value and represents a sustainable location.* The site is also in line with the NPPF Policy 11 para 119.
- **the application site is located in a sustainable location** as evidenced in the statement by Essex Highways Sustainable Accessibility Mapping and Appraisal as part of the supplementary information for the Local Plan Review. This scores Chatham Green higher for sustainability than many other villages including Great Leighs where many houses are being built. The site **is situated next to bus stops at a well-connected location along a strategic transport corridor** in conjunction with point 4.9 of the current Local Plan. Chatham Green has also been identified for growth in the first review of the new Local Plan as a sustainable location along transport corridors. The CNEB including a new Chatham Green Roundabout and improvements to the area, which are soon to be built, makes the application site an even more viable option.
- the NPPF 2021 states *“Development should only be prevented or refused on Highways grounds if there would be an unacceptable impact on Highway safety, or the residual cumulative impacts on the road network would be severe”.*
The impact of a new access with approximately 2 to 6 car movements a day will not be significant and therefore would not have an unacceptable impact on Highway safety (much the same as Daffodil Cottage which was acceptable by Highways on this stretch of road), and the cumulative impact of a single dwelling would not be severe. **In addition, as part of the CNEB the updated A131 will be slower and safer for road users.**

- **the visual impact of the one and a half storey dwelling in this location would have no more of an adverse effect than Daffodil Cottage** which the Council found to be acceptable and will be insignificant compared to the impact that the new large roundabout which will significantly alter the character of the area.
- there are **no technical reasons that prevent the delivery of the site** and its development on a Brownfield site will make a positive contribution towards meeting sustainable housing need in Chelmsford and this area.
- the reuse of the site from business use with all the unrestricted outside storage to a well-designed residential dwelling will make a **positive contribution to the intrinsic character and beauty of the countryside** and will blend in with the neighbouring properties in contrast to its current use which could intensify in both activities and noise. The **development will be less intrusive than the new roundabout** shortly to be built at Chatham Green some 115m from the application site.
- the development is deliverable in the next 1-5 years.

We trust that the Officer of the Council will acknowledge all the above information this planning statement presents and grant planning permission for the proposal.

However, the applicants would like to be pro-active in the processing of this application and would welcome any discussions with the planning officer.