

Planning Committee Agenda

9 June 2020 at 7pm

Remote Meeting

Membership

Councillor J A Sosin (Chair)

and Councillors

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

Local people are welcome to attend this meeting remotely, where your elected Councillors take decisions affecting YOU and your City. There is also an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please telephone Brian Mayfield in the Democracy Team on Chelmsford (01245) 606923 email brian.mayfield@chelmsford.gov.uk

PLANNING COMMITTEE

9 June 2020

AGENDA

1. CHAIR'S ANNOUNCEMENTS

2. ATTENDANCE AND APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

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

4. MINUTES

To consider the minutes of the meeting on 11 February 2020

5. PUBLIC QUESTION TIME

Any member of the public may ask a question or make a statement at this point in the meeting, provided that they have been invited to participate in this meeting and have submitted their question or statement in writing and in advance. Each person has two minutes and a maximum of 15 minutes is allotted to public questions/statements, which must be about matters for which the Cabinet is responsible. The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

Any member of the public who wishes to submit a question or statement to this meeting should email it to committees@chelmsford.gov.uk 24 hours before the start time of the meeting. All valid questions and statements will be published with the agenda on the website at least six hours before the start time and will be responded to at the meeting. Those who have submitted a valid question or statement will be entitled to put it in person at the meeting, provided they have indicated that they wish to do so and have submitted an email address to which an invitation to join the meeting and participate in it can be sent.

6. 10-12 AND 14 HANBURY ROAD, CHELMSFORD – 19/01917/FUL

7. 10-12 AND 14 HANBURY ROAD, CHELMSFORD – 19/01916/FUL

8. 10-12 AND 14 HANBURY ROAD, CHELMSFORD – 19/01692/FUL
9. LAND SOUTH OF 2 HAYES CHASE, BATTLESBRIDGE, WICKFORD – 20/00359/FUL
10. 90 BROOK LANE, GALLEYWOOD, CHELMSFORD – 20/00251/FUL
11. LAND SOUTH OF 69 TORQUAY ROAD, CHELMSFORD – 20/00094/FUL
12. SITE AT WRITTLE WICK FAMILY CENTRE, CHIGNAL ROAD, CHELMSFORD –
20/00396/FUL
13. SITE AT WRITTLE WICK FAMILY CENTRE, CHIGNAL ROAD, CHELMSFORD –
20/00397/LBC
14. PLANNING APPEALS

MINUTES

of the

PLANNING COMMITTEE

held on 11 February 2020 at 7:00 pm

Present:

Councillor J A Sosin (Chair)

Councillors L Ashley, H Ayres, A Davidson, S Dobson, P Hughes,
R J Hyland, R Lee, G H J Pooley, R J Poulter, S Rajesh,
T E Roper, R J Shepherd and M Springett

1. **Chair's Announcements**

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

2. **Apologies for Absence**

Apologies for absence were received from Councillors C Shaw and I Wright. Councillor Shaw had appointed Councillor Rajesh as her substitute.

3. **Declarations of Interests**

All Members were reminded to declare any Disclosable Pecuniary Interests (DPI) or other registerable interests where appropriate in any of the items of business on the meeting's agenda. Those declared are referred to in the relevant minutes below.

4. **Minutes**

The minutes of the meeting held on 14 January 2020 were confirmed as a correct record and signed by the Chair.

5. **Public Question Time**

Members of the public attended to ask questions and make statements on items 7 and 8 on the agenda. Details are recorded under the relevant minute numbers below.

6. **Land Adjacent to Rye Cottage, Larks Lane, Broad Green, Great Waltham – 19/01261/FUL**

(M8, PL26, 2020) At its meeting on 14 January 2020 the Committee had deferred for a site visit consideration of an application for the demolition of existing stables on land to the east of Rye Cottage, Larks Lane, Great Waltham and the construction of two residential dwellings with detached car ports.

The Committee discussed a motion that the application be refused on the grounds that it was contrary to policies DC 2 and DC 12 and emerging policy CO5 in that it was not an infill development as it was on a large site that could accommodate more than one property. Granting it would open up the possibility that the gaps between the new building and the properties on either site could themselves be the subject of infill applications in the future, altering the pattern of development in the village. The application was also considered to be damaging to the character of the surrounding area.

Those who spoke against the motion expressed the view that the application complied with emerging policy CO5. Officers confirmed that infill development in respect of sites similar to or wider than the application site had been granted or allowed on appeal. The application could only be considered on its merits, not in the context of whether it might create the potential for further infill development in the future.

On being put to the vote, the motion to refuse the application was lost. After a further vote, the majority were in favour of granting the application.

RESOLVED that subject to the completion of a Section 106 Agreement pursuant to the Town and Country Planning Act 1990 to secure the provision of a visibility splay across the frontage of Rye Cottage, the Director of Sustainable Communities be authorised to grant planning application 19/01261/FUL in respect of land adjacent to Rye Cottage, Larks Lane, Broad Green Great Waltham, subject to the conditions set out in the report to the meeting.

(7.05pm to 7.30pm)

7. **Land South-West of Broadacres, Lodge Road, Bicknacre, Chelmsford – 19/01800/FUL**

The Committee considered an application for the construction of six bungalows and three vehicular accesses with associated additional landscaping on land to the south-west of Broadacres, Lodge Road, Bicknacre.

One local resident attended to speak against the application and two residents and the agent for the applicant spoke in support of it. Councillor Poulter spoke on the application in his capacity as a ward councillor before withdrawing from the meeting during the Committee's discussion of and voting on it.

The resident opposed to the application referred to the increase in traffic the development would generate in the narrow Lodge Road, which already experienced parking problems associated with football matches taking place at the nearby sports ground. Those who spoke in favour of the development said that it would provide much needed purpose built accommodation for the elderly, had strong local support, was acceptable in its relationship with existing properties and in highways terms, and did no harm to the intrinsic character of the countryside.

Councillor Poulter said that the Committee had to consider whether the developer's intention to restrict the ownership of the property in perpetuity to people of 55 years of age and over with a local connection was sufficient to outweigh the apparent contravention of policies DC2 and CO4 governing the type of development permitted in the Rural Area. This was the focus of subsequent discussion among members of the Committee, some of whom pointed out that there was no condition requiring the age-related restriction proposed, that this could not be considered an exceptions site, was not within the defined settlement boundary of the village and could set a precedent if approved.

Officers informed the Committee that while this was not an exceptions site and was outside of the defined settlement boundary, it was in a sustainable location and did no harm to the character of the area. It was not possible to impose age-related restrictions on the occupation of the properties without clear evidence of the demand for such accommodation in the local area, which the applicant had not provided to the satisfaction of the Council. The developer could, however, include a covenant requiring that the properties only be sold to people with a local connection over the age of 55. The officers added that the application met current parking standards and was acceptable on highway and road safety grounds.

The Committee felt that it could not determine the application until it was clear that there was evidence of local need and demand for property specifically for the elderly in the Woodham Ferrers and Bicknacre area. It therefore deferred a decision to enable the applicant or others to provide that evidence, if it existed.

RESOLVED that application 19/01800/FUL in respect of land to the south-west of Broadacres, Lodge Road, Bicknacre be deferred to give the applicant or others the opportunity to produce evidence that there is a demand for accommodation in the area that would be restricted in perpetuity to those of 55 years of age or over with a connection to the Woodham Ferrers and Bicknacre area.

(7.30pm to 8.15pm)

8. **Land Rear of 101 New London Road, Chelmsford – 19/00126/FUL**

An application had been submitted for the construction of a five-storey block on land to the rear of 101 New London Road, Chelmsford to provide eight one- and two-bedroom flats. A Green Sheet distributed at the meeting corrected one of the measurements in the report on the application.

A local resident attended the meeting to speak against the application, stating that it was a poor quality design, had inadequate or problematic access for its residents, construction traffic and service vehicles, was overbearing and overlooked current and proposed residential properties and did not safeguard the amenities of neighbouring residents. The agent for the applicant was also in attendance and spoke of the refinements that had been made to the design of the application after discussions with planning officers, the fact that it provided much needed accommodation in the city centre, was in keeping with current and proposed developments nearby and mitigated overlooking.

Councillor Pooley, speaking in his capacity as a ward councillor for the area, said that he shared the following concerns of local residents about the application:

- its relationship to all three of the nearby developments given planning permission in recent years and to 101 New London Road;
- the application did not contribute to the overall improvement of the area and was a piecemeal development in the conservation area between New London Road and Moulsham Street;
- the access to the parking area for the development went beneath some of the flats and the incorporation of the bin storage area, which would also serve 101 New London Road, as part of the structure of the development would cause disturbance to its residents;
- no thought appeared to have been given to checking whether the site was contaminated;
- the site did not therefore lend itself to a high quality design or a good quality of life for those living in the development; and
- the height of the building and the presence of a roof garden would result in overlooking and an overbearing relationship with existing and planned residential properties nearby.

Before withdrawing during the Committee's discussion of and voting on the application, Councillor Pooley said that it should be refused on those grounds and that it was contrary to emerging policy MP1 due to the cumulative effect of development in the area.

In response to the comments made, officers said that this was a city centre site where change was to be expected and issues relating to access and relationships between building were not uncommon. In the case of this development there was adequate space between it and other residential sites; a construction management plan would ensure adequate and properly managed access for construction vehicles; a condition could be imposed requiring that the site be checked for contamination and any remediation work carried out before construction began (although the officers did not consider this to be necessary); the refuse store would also serve 101 New London Road, which currently lacked adequate storage of that type; and pedestrian access for the residents of the new development could be permitted through 101 New London Road. In response to a question about the parking for residents associated with the development, officers acknowledged that it was constrained, not ideally laid out and manoeuvring could be difficult, but imposing current space standards would reduce by more than half the number of vehicles that could be accommodated. On balance, it was acceptable because it was no different to the parking that currently existed, which, historically, appeared to work satisfactorily.

Whilst conscious of the development's limitations, the Committee felt that the application was acceptable and could see no reason to refuse it.

RESOLVED that application 19/00126/FUL in respect of the site at the rear of 101 New London Road, Chelmsford be approved, subject to the conditions set out in the report to the meeting.

(8.17pm to 9.07m)

9. **Planning Appeals**

RESOLVED that the information on appeal decisions between 3 and 30 January 2020 be noted.

(9.07pm to 9.08pm)

10. **Urgent Business**

There were no matters of urgent business brought before the Committee.

The meeting closed at 9.08pm.

Chairman

PLANNING POLICY BACKGROUND INFORMATION

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

SUMMARY OF POLICIES REFERRED TO IN THIS AGENDA

The Local Plan has been formally adopted and is now the statutory development plan for the purposes of decision making across the whole of the City Council's administrative area. All of the development plan documents previously adopted as part of the Local Development Framework have been formally revoked. It should be noted that there is a six week period for legal challenge to the Local Plan, however, the Plan has full statutory weight during this period.

POLICY DM4 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS

Policy DM4 - Employment Areas & Rural Employment Areas - The Council will seek to retain Class B or other sui generis uses of a similar employment nature within all Employment Areas, Rural Employment Areas and new Employment Site Allocations as shown on the Policies Map.

POLICY DM6 – NEW BUILDINGS IN THE GREEN BELT

Where new buildings are proposed within the Green Belt, inappropriate development will not be approved except in very special circumstances. Planning permission will be granted for the redevelopment of previously developed land and replacement buildings subject to meeting prescribed criteria.

POLICY DM10 - CHANGE OF USE (LAND & BUILDINGS) & ENGINEERING OPERATIONS

Planning permission will be granted for the change of use of buildings in the Green Belt, Green Wedges and Rural Area subject to the building being of permanent and substantial construction and where the building is in keeping with its surroundings. Engineering operations will be permitted within the Green Belt where they preserve openness, do not conflict with the purposes of including land in the Green Belt, and do not harm the character and appearance of the area. Changes of use of land will be permitted in the Green Wedges and Rural Area where the development would not adversely impact on the role, function and intrinsic character of the area.

POLICY DM13 – DESIGNATED HERITAGE ASSETS

The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. The Council will preserve Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments.

POLICY DM16 – ECOLOGY AND BIODIVERSITY

The impact of a development on Internationally Designated Sites, Nationally Designated Sites and Locally Designated Sites will be considered in line with the importance of the site. With National and Local Sites, this will be balanced against the benefits of the development. All development proposals should conserve and enhance the network of habitats, species and sites.

POLICY DM17 – TREES, WOODLAND AND LANDSCAPE FEATURES

Planning permission will only be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands. Development proposals must not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area.

POLICY DM21 – PROTECTING COMMUNITY FACILITIES

The change of use of premises or redevelopment of sites that provide valued community facilities will only be permitted where the site cannot be used for an alternative community facility or where there is already an adequate supply of that type of facility in the locality or settlement concerned. Existing open spaces, sports and recreational buildings and land will also be protected.

POLICY DM23 – HIGH QUALITY AND INCLUSIVE DESIGN

Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments and landscape. The design of all new buildings and extensions must be of high quality, well proportioned, have visually coherent elevations, active elevations and create safe, accessible and inclusive environments.

POLICY DM25 – SUSTAINABLE BUILDINGS

All new dwellings and non-residential buildings shall incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions and the use of natural resources. New dwellings and non-residential buildings shall provide convenient access to electric vehicle charging point infrastructure.

POLICY DM26 - DESIGN SPECIFICATION FOR DWELLINGS

All new dwellings (including flats) shall have sufficient privacy, amenity space, open space, refuse and recycling storage and shall adhere to the Nationally Described Space Standards. These must be in accordance with Appendix B. All houses in multiple occupation shall also provide sufficient communal garden space, cycle storage, parking and refuse and waste storage.

POLICY DM27 - PARKING STANDARDS

The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009) or as subsequently amended when determining planning applications.

POLICY DM29 - PROTECTING LIVING AND WORKING ENVIRONMENTS

Development proposals must safeguard the amenities of the occupiers of any nearby residential property by ensuring that development is not overbearing and does not result in unacceptable overlooking or overshadowing. Development must also avoid unacceptable levels of polluting emissions, unless appropriate mitigation measures can be put in place and permanently maintained.

POLICY DM30 – CONTAMINATION AND POLLUTION

Permission will only be granted for developments on or near to hazardous land where the Council is satisfied there will be no threat to the health or safety of future users and there will be no adverse impact on the quality of local groundwater or surface water. Developments must also not have an unacceptable impact on air quality and the health and wellbeing of people.

STRATEGIC POLICY S11 THE ROLE OF THE COUNTRYSIDE

The openness and permanence of the Green Belt will be protected. Inappropriate development will not be approved except in very special circumstances. The Green Wedge has an identified intrinsic character and beauty and is a multi-faceted distinctive landscape providing important open green networks. The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt is designated as the Rural Area. The intrinsic character and beauty of the Rural Area will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.

NPGB01

NPPF Part 13 Green Belt - inappropriate development

Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 144 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other consideration.

VDS

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

VILLAGE DESIGN STATEMENTS

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

NATIONAL PLANNING POLICY FRAMEWORK

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

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

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

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts

with an up-to-date development plan, permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.



Planning Committee
9th June 2020

Application No	:	19/01917/FUL Full Application
Location	:	10 - 12 & 14 Hanbury Road Chelmsford Essex CM1 3AE
Proposal	:	Change of Use from B2 (Printing Press) and B8 (Storage) to Sui Generis (Builders Merchants)
Applicant	:	Mr G Toomey PGR Timber and Builders Merchants Ltd / Laindon Trading
Agent	:	R Kemball
Date Valid	:	18th November 2019

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings
Appendix 3	Transport Statement
Appendix 4	Applicants Noise Impact Assessment
Appendix 5	Residents Noise Impact Assessment

1. Executive summary

- 1.1. Three planning applications are referred to Planning Committee at the request of a local ward member due to concerns in relation to the impact of the entire development on neighbouring amenity through noise and light disturbance.
- 1.2. The Committee are asked to review the merits of three applications within one report. Each application concerns a composite part of the wider site for which, should permission be granted, would function as a singular commercial unit. This report is prepared and sets out the merits of all three planning proposals.
- 1.3. The three planning applications are:
 - 19/01917/FUL - Change of use from b2 (printing press) and b8 (storage) to sui generis (builders merchants)
 - 19/01916/FUL - Rear and side extension. Construction of three metre high acoustic fencing. Retrospective permission for exterior works to building.
 - 19/01692/FUL - Demolition of the western part of Unit 14 (area approx 368 sqm) and the Offices to the south frontage (area approx 106 sqm). Replace and repair remaining roof and wall cladding and install signage. Construct perimeter 2.1 m fencing (metal pallisade).
- 1.4. The application site forms an irregular square shaped parcel and is located within Chelmsford Urban Area where the principle of development is acceptable. The site forms part of the designated Widford Industrial Estate and is well located to public transport links and main arterial routes into the City Centre.
- 1.5. The immediate character of the site is industrial with built form nearby being defined by utilitarian warehouse type buildings and a variety of commercial and light industrial uses throughout. To the immediate west of the site the land is an open and undeveloped expanse of the Green Belt where the land is green and gently undulating. To the north of the site residential properties within Longacre abut the site. These properties are semi-detached and have rear gardens in excess of 12 metres in length.
- 1.6. The site comprises two units at present (No. 10-12 located to rear & No. 14 to front) both of which are to be redeveloped in order for the site to be used as a single retail Builders Merchant. As part of the redevelopment, the western half of the front building (No. 14) is to be demolished leaving a narrower building and the building to the rear (No. 10-12) is to be extended backwards to infill existing space around the building.
- 1.7. The scheme has been revised during the life of the application and the impact of the development has been carefully considered. The redevelopment of the site would see the buildings retain their utilitarian warehouse appearance to complement the surrounding character of the area whilst the scheme has been designed to mitigate and prevent noise or light impact. Noise impact and highway safety have been carefully considered by the Council's experts and is acceptable.
- 1.8. Overall the site is an appropriate location for use as a Builders Merchant, the development is considered acceptable in its impact on surrounding neighbours and has an acceptable relationship with its surrounding character.

- 1.9. The proposals are acceptable in all other impacts and therefore all applications are recommended for approval.

2. Description of site

- 2.1. The site is located within Chelmsford Urban Area where the principle of development is acceptable, and growth is directed towards. The site lies within a large and active industrial estate close to main arterial routes (Writtle Road and A1016) where public transport links are readily available. Hanbury Road is a loop that join Robjohns Road to the east and serves the surrounding commercial and industry units within the vicinity. The site, although currently vacant, has a lawful use for B2 (General Industrial) Use purposes at no. 14 and B8 (Storage) Use purposes at no. 10-12.
- 2.2. The site is on the north side of Hanbury Road where the road bends around to traverse southwards through the estate. The site is bounded by industrial land uses on two sides with open farmland to the west and residential properties to the north. Houses in Longacre border the entire northern boundary of Widford Industrial Estate where industrial and commercial units are occupied by companies such as Bookers Wholesale and APL Light Distributors. This area of the Industrial Estate, where it meets the residential estate is therefore characterised by large wholesale premises whose business practice involve storing goods prior to retail sale from site. There is a noticeable difference in ground level between the rear of 10-12 Hanbury Road and the gardens of Longacre, with the industrial unit on lower ground than the neighbouring houses
- 2.3. The existing buildings on site are large in area and scale and set out in a L-shape across the site. The buildings are two storey in nature and retain heights around 8 metres from ground level. They are simple in design with hipped roofs and linear proportion. The buildings are constructed from utilitarian material with a single storey course of brick and sheet metal panelling covering the walls and roofs. The units surrounding the site are of similar design, size and proportion.
- 2.4. The site is accessed from Hanbury Road using two points of access which formerly served an area of parking to the front of the unit at no. 14. The site is entirely laid to concrete hardstanding around the buildings. A narrow corridor of hard surfaced space between the buildings and neighbours to the north exists around the northern building.
- 2.5. By virtue of the lawful status of no. 14 for B2 (Printing Press) purposes, there is not any restriction on the hours of use of the front area of the site. The rear building (10-12) is subject to historic planning permission 06/01613/ECC3 which defines the hours of vehicle movements allowed within the building to 7am to 6pm on any day of the week. This includes a permitted 25 instances per year when vehicles may be carried out between 6am-7am and 6pm-9pm.

3. Details of the proposal

- 3.1. When considered together, the three applications seek permission to change the use of the site away from a mixed use (B2 and B8) to a Sui Generis Use (Builders Merchant). This would seek to utilise the enlarged and altered buildings on site for storing building materials that would be available for retail to paying members of the public and trade members. A front portion of the retained building would be used as a trade desk dispensing goods.

- 3.2. Secondly the applications seek the redevelopment and reconfiguration of the buildings within the site. The large square building sited on the front half of the site (No. 14) is to be demolished leaving half its area and leaving the area around to be used for external storage.
- 3.3. To the rear, the existing building (No. 10-12) is to be extended to infill existing space surrounding the unit. This extension is to be a single storey lean-to addition that would slope down from the eaves height of the existing building. The rear extension would infill existing space behind no. 10-12 and would extend along the rear boundary of residential properties no. 52- 70 Longacre. This would infill an external strip of land by around 5 metres in depth and sit 1 metres from the shared boundary. The extension is a lean-to style addition and would stand at an eaves height of 4.3 metres at its closest point to the neighbouring property. Taking account in the change in levels the rear wall would represent 3.8 metres of built form along the boundary. A narrow space would be retained around the building for maintenance purposes. The building would be accessed externally from two openings at the front of the building.
- 3.4. The proposal would rely on the existing points of access and vehicle parking would be provided to the front of the front facing building.
- 3.5. On the western side of the site, a 15 metre run of 3 metre high acoustic fencing would be constructed to screen noise and views of the items stored with the yard. Two metres high metal palisade fencing would be constructed around the site.
- 3.6. The application in part seeks retrospective permission for alterations to the existing building that occurred prior to the submission of the applications. The applicant, at this time, believed the use of the site as a Builders Yard to fall under a B8 (Storage) Use whereby the development would benefit from deemed consent. Those alterations and building operations for which retrospective permission is sought are included under application 19/01916/FUL.

4. Other relevant applications

- 4.1. 19/01152/CLOPUD – Refused – 24th September 2019
Use of buildings and site for b8 storage / warehouse use with an ancillary trade counter and/or offices being less than 30% of the building area.
- 4.2. 06/01613/ECC3 – Essex County Council Approval – 2nd October 2006
Continuation of use for vehicle parking without compliance with condition 3 of planning application cc/chl/01/06 to allow 'wastebuster' to be used between the following hours 06:00 and 21:30 any day of the year.
- 4.3. 05/01749/ECC3 – Essex County Council Approval – 10th October 2005
Change of use to allow storage for wastebuster educational bus within the existing building.

5. Summary of consultations (All Submitted against 19/01692/FUL, 19/01916/FUL & 19/01917/FUL)

- ECC Minerals & Waste Planning
 - o No Comments
- Parish Council
 - o No Comments

- Public Health & Protection Services
 - o **19/01692/FUL** - If permission is given the applicant should consult with the Health and Safety Executive prior to any demolition of the building with respect to any required asbestos management plan or similar.
 - o **19/01916/FUL & 19/01917/FUL** - The proposed change of use has the potential to cause noise disturbance to local residents. The latest revision of the submitted acoustic report has generally addressed the major issues with respect to possible noise generation/disturbance from the proposed use and assessed the predicted levels against the relevant criteria. The report has assessed the predicted noise levels generated from internal activities within the two buildings, and from activities which will take place outside to the front of the main unit. The assessment has also included two noise sensitive receivers, one at (one of) the closest properties to the site by distance, and one that is further away but has a direct line of sight to where the external activities will take place. The report indicates that in the predicted worst-case scenario the noise levels at the noise sensitive properties will be comply with the relevant criteria and indicates a low impact on residents. The proposal is acceptable subject to conditions.

- Essex County Council Highways
 - o The applicant has amended the proposal. A revised Transport Statement includes; swept path drawing to demonstrate that an articulated lorry can enter and leave the site in forward gear with a new layout that includes appropriate off-street parking provision.
 - o A draft Travel Plan has been submitted. However, the proposed operation is expected to employ 6no. people. The threshold for a Travel Plan requirement is 50 employees or more.
 - o The development proposed by applications 19/01692/FUL & 19/01916/FUL do not impact upon the use of the highway
 - o From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the inclusion of Planning Conditions

- Local Residents – Objections received from **39** local residents across all applications, comments are summarised as follows:
 - o Parking and Highway Safety Issues
 - o Public transport and cycling cannot serve site
 - o Not an appropriate site or location for the proposal
 - o Will cause serve noise disturbance to nearby residents
 - o Extension will be overshadowing
 - o Rear area should not be developed
 - o Extension is poorly designed
 - o Application documents are incorrect and misleading
 - o Materials of extension will shine into nearby windows
 - o Harm of scheme vastly outweighs benefit

6. Planning considerations

6.1. The following matters will be considered as part of this report:

(a) Impact on Employment Area

- (b) Residential Amenity – Noise Impact
- (c) Residential Amenity – Rear Extension
- (d) Design
- (e) Highways and Parking
- (f) Other Matters

Impact on Employment Area

- 6.2. The existing site is located with Widford Industrial Estate, a designated employment area and a location where the Council's new Strategic Planning Policies seek to direct economic growth and employment through the creation of new jobs.
- 6.3. Adopted Planning Policy DM4, concerns development within Employment Areas and states that the Council will seek to retain Class B uses or other 'sui generis' uses of a similar employment nature. Planning permission will be granted for the redevelopment or change of use for non/Class B uses where; the use does not fall within Class A Use Classes unless limited small-scale and ancillary; and the use provides employment at the application site; and the use will not adversely impact upon the operation and function of the Employment Area or Rural Employment Area.
- 6.4. The Council will seek to retain Class B Uses or other 'Sui Generis' Uses of a similar employment nature within employment areas. The current lawful use of the site is a Mixed Use of B8 (Storage) and B2 (Printing Press) although the site is not actively used following the vacation of the former operation.
- 6.5. The use of the site is proposed to change to a Sui Generis Use as builders' merchant which is not strictly a Class B Use inasmuch that it represents a combination a small element of Class A (Retail) and Class B8 (Storage) Uses. Without the retail element of the proposal the applicant would be able to store building materials on site without the grant of planning permission. The Builders Merchant would be found within a stretch of similar wholesale operations whereby goods are stored on site for visiting retail customers. The application would provide employment to the application site, this is listed as being six employees within the application. The site will also re-use two vacant buildings and therefore will provide an active and economically vibrant use to enhance the wider operation and function of the employment area.
- 6.6. The use of the site is similar in employment nature to a Class B Use and to those units surrounding it. The redevelopment of the entire site is acceptable in principle and is considered an appropriate location for a builder merchants.
- 6.7. The works (incl. demolition and extension) to create the Builders Merchant facility raise no objection in principle, subject to the impact being acceptable as considered below.

Residential Amenity - Noise

- 6.8. The application site is backs on to houses located in Longacre, where rear gardens of the houses abut the northern boundary of the site. Considerable concern has been raised locally that the incumbent use of the site would result in an unacceptable level of noise generated from within the extended element of the building and the wider external areas.

6.9. The National Planning Practice Guidance document provides advice on how planning can manage potential noise impacts in new development. Through decision-making noise impact should be considered by taking account of the acoustic environment and in doing so consider:

- o Whether or not a significant adverse effect is likely to occur
- o Whether or not an adverse effect is likely to occur
- o Whether or not a good standard of amenity can be achieved

The effect of noise can be considered in three levels:

- o Significant observed adverse effect level: This is the level of noise exposure above which significant adverse effects on health and quality of life occur.
- o Lowest observed adverse effect level: this is the level of noise exposure above which adverse effects on health and quality of life can be detected.
- o No observed effect level: this is the level of noise exposure below which no effect at all on health or quality of life can be detected.

6.10. The above levels do not provide specific numerical scale to indicate the effect of noise however British Standard BS8233:2014 provides desirable indoor ambient noise levels for daytime hours; these are 35dB(A) for a living room and bedroom and 40dB(A) for a dining room. For traditional external areas such as gardens and patios the upper guideline noise level is 55dB(A).

6.11. The Council's Planning Policy DM29 requires that development safeguards the amenities of the occupiers of any nearby residential property by ensuring that the development is not overbearing and does not result in unacceptable overlooking or overshadowing. The development shall also not result in excessive noise, activity or vehicle movements; and is compatible with neighbouring or existing uses in the vicinity of the development and protects the wider amenities of the area by ensuring that the development, and its relationship with the surrounding area, avoids unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless appropriate mitigation measures can be put in place and permanently maintained.

6.12. The applicant has revised the application during its life to enclose the open area behind the rear building (no. 10-12). This is to ensure that the stored items and the activities within are enclosed and screen any noise impact from nearby residents.

6.13. The applicant has provided the Council with a Noise Impact Assessment professionally compiled and undertaken by HA Acoustics Ltd. A copy of this Report is available to the rear of this document.

6.14. The submitted Noise Impact Assessment has recorded the background noise of the site and recorded noise emitted at the PGR Builders Merchant facility in Braintree. Taking account of the rear extension and the use of the proposed site, the report assesses the likely noise levels experienced from the Builders Merchants at two points within the rear gardens of Longacre. At each point the external noise level from the site is predicted to be 44 dB(A) and 45 dB(A). This is below the desired British Standard for external space and internal space when considering the attenuation offered by the walls and openings of the dwellings.

6.15. From the HA Acoustics Noise Impact Assessment, in relation the BS4142:2014 Method for Rating and Assessing industrial and Commercial Sound, it is concluded that the Noise rating level from

the site operations are similar to existing background levels and are an indication of the specific sound source having a low impact.

- 6.16. Local residents have commissioned an independent Noise Consultant (dB Consultation Ltd) to assess the HA Acoustic statement. Comments provided by dB Consultation Ltd disagree with the findings of the applicants report and suggest that significant adverse impact is likely to occur.
- 6.17. The Council's Public Health and Protection Services have been consulted during the life of the application and have considered both reports. No objection to the proposal is raised by the Public Health and Protection team who are satisfied that the applicant's submitted acoustic report indicates that in the predicted worst-case scenario the noise levels at the noise sensitive properties will be comply with the relevant criteria and indicates a low impact on residents.
- 6.18. The proposed use of the site as a builder's merchant would not therefore result in any excessive noise and avoids unacceptable levels of noise. The proposal protects the wider amenities of the area and is compatible with its surrounding uses. The proposal would have an acceptable relationship with all neighbouring properties in terms of noise.

Residential Amenity – Rear Extension

- 6.19. Residential properties in Longacre maintain an intimate relationship with the existing building which stands at a total height of 8 metres close to the boundary. Rear windows and gardens of the properties in Longacre are faced by the tall external envelope and large form of the existing building.
- 6.20. The proposed extension would not change the existing relationship held by the building and neighbouring dwellings. Whilst the extension would bring the building closer to the boundary, there would not be any discernible visual difference in relationship between the rear wall currently present and the proposed roof slope. The extension would sit a height of 3.8 metres on the boundary, at a single storey level this is not unacceptable nor likely to hold any increase overshadowing.
- 6.21. The gardens attached to the properties in Longacre are generally in excess of 12 metres in length such that the extension would not be overbearing nor hold any prominence beyond the existing relationship. Some sense of enclosure is already present, and this will not materially increase. The extension would not overlook the neighbouring gardens.
- 6.22. Overall, the rear extension to the building would not change the existing relationship between it and neighbouring properties. The development would not increase the height or prominence of the building and therefore the extension will not result in any unacceptable overlooking nor overshadowing.
- 6.23. Translucent panels have been included within the roof slope of the main building. These are between a height of 6 metres and 8 metres from ground level whilst the roof slope retains a slope of 15 degrees. The roof panels therefore face directly skywards, and any light emitted from within -whilst limited to short periods in the winter evenings- would not shine towards neighbouring properties.
- 6.24. The remaining works to the site would not impact upon any neighbouring properties. Overall the scheme would have an acceptable relationship with all neighbouring properties.

Design

- 6.25. The building on site are utilitarian warehouse type buildings of simple proportion and linear form. The materials are within the site and area are archetypal for an industrial estate being brick and sheet metal. The scheme has been designed to re-use the existing form and layout of the site whilst the materials to be used mirror those used throughout the area.
- 6.26. The elevations of the buildings would remain well-proportioned and visually coherent whilst the extension would maintain the utilitarian appearance of the warehouse and industrial estate therein and would read visually as a genuine extension to the envelope of the building. The size, scale and massing of the extension is considered acceptable in its subservient and set down proportion such that it would not prejudice the appearance of the buildings.
- 6.27. The proposals are considered to be compatible with the character and appearance of the area in which it is located by responding to its context. The design of the proposals are acceptable.

Highways and Parking

- 6.28. The site is located within a sustainable location within walking distance to public transport links and the city centre. The use of the site will rely of the two points of existing access that lead from Hanbury Road and the existing hardstanding with be used for car parking.
- 6.29. Essex County Council Highway Authority have been consulted during the life of the application and provided comment that the scheme is acceptable. A transport statement has been provided including a Swept Path Analysis that demonstrates that the site can be accessed by an articulated lorry can enter and leave the site in forward gear.
- 6.30. The proposal provides adequate off-street parking whilst the Transport Statement demonstrates that the Trip Generation of the site would not have a negative impact on the surrounding road network.
- 6.31. The proposals are acceptable from a Highways Standpoint.

Other Matters

- 6.32. An area to the front of the site would be available for the storage of waste materials and refuse and recycling. This allows kerbside collection from the access points on Hanbury Road. This arrangement is acceptable.
- 6.33. Mention has been made of a water culvert running along the rear of the site, this remains a matter primarily for Building Regulations in regard to the safe construction of the rear extension. The site is not located within any Flood Zone.

7. Community Infrastructure Levy (CIL)

- 7.1. This application is not CIL Liable and there would not be a CIL charge Payable

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

The use hereby permitted shall only take place between the following hours:

07:00 - 17:30 Mondays - Fridays;

07:30 - 12:30 Saturdays;

The facility shall be closed on Sundays and Bank Holidays.

Reason:

In the interests of protecting the living environment of occupiers of neighbouring dwellings in accordance with DM29 of the Chelmsford Local Plan.

Condition 4

Prior to first occupation the 10no. vehicle parking space as shown in principle in the Whole Site Layout Block Plan, drawing no. 1953.4 A contained in the Transport Statement, JTP245 January 2020 at Appendix 3, shall be laid out in accordance in with the drawing as approved and the vehicle parking area and associated turning area shall be retained in this form at all times.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM27 of the Chelmsford Local Plan.

Condition 5

Prior to first use the eastern point of access as shown on the Vehicle Tracking drawing no. DR2 shall be extended to a minimum width of 9 metres and permanently retained in this form at all times.

Reason:

To ensure safe access can be achieved in the interest of highway safety.

Condition 6

No processing of materials including the use of timber saw machinery shall take place on the site at any time.

Reasons:

In the interests of the amenities of occupiers of nearby residential properties.

Condition 7

There shall be no use of non-electric powered forklift trucks within the site at any time.

Reason:

To ensure that the development does not prejudice the amenity of neighbouring occupiers in accordance with DM29 of the Chelmsford Local Plan.

Notes to Applicant

1 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 circumstance further restrictions may be necessary.

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

Party Wall Act

The Party Wall Act 1996 relates to work on existing walls shared with another property or excavation near another building.

An explanatory booklet is available on the Department for Communities and Local Government website at

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

2 The Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting the existing highway. Contact details are:

Development Management Team,
Essex Highways,
Springfield Highways Depot,
Colchester Road,
Chelmsford
CM2 5PU.

Telephone: 0845 603 7631. Email: development.management@essexhighways.org.

Positive and Proactive Statement

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

Background Papers

Case File

ECC Minerals & Waste Planning**19/01692/FUL, 19/01916/FUL & 19/01917/FUL**

Comments

No response received

Parish Council**19/01692/FUL, 19/01916/FUL & 19/01917/FUL**

Comments

No response received

Public Health & Protection Services**19/01692/FUL**

Comments

12.12.2019 - If permission is given the applicant should consult with the Health and Safety Executive prior to any demolition of the building with respect to any required asbestos management plan or similar.

Please add the construction/demolition times informatives.

19/01916/FUL & 19/01917/FUL

Comments

19.03.2020 - The proposed change of use has the potential to cause noise disturbance to local residents. The latest revision of the submitted acoustic report has generally addressed the major issues with respect to possible noise generation/disturbance from the proposed use and assessed the predicted levels against the relevant criteria. I note that report has assessed the predicted noise levels generated from internal activities within the two buildings, and from activities which will take place outside to the front of the main unit. The assessment has also included two noise sensitive receivers, one at (one of) the closest properties to the site by distance, and one that is further away but has a direct line of sight to where the external activities will take place. The report indicates that in the predicted worst case scenario the noise levels at the noise sensitive properties will be comply with the relevant criteria and indicates a low impact on residents.

If permission is given I would suggest the following conditions are imposed:

- The acoustic fence to be installed as per submitted plans prior to the first use of the building.
- Only electric fork lift trucks to be used at premises.

- Only equipment specified in the submitted acoustic report to be used at the premises, i.e. no timber saw machinery, or similar, to be used.

- The hours of opening proposed by the applicant are imposed as a condition.

Please add the standard informatives regarding (i) construction times and (ii) Health and Safety at Work.

Essex County Council Highways

19/01916/FUL

Comments

02.04.2020 - Your Ref: 19/01916/FUL

Our Ref: CO/EGD/SD/RM/CHL/19/1916/37795

Date:- 2nd April 2020

The applicant has amended the proposal for the related planning application 19/01917/FUL. It included a revised Transport Statement includes; swept path drawing to demonstrate that an articulated lorry can enter and leave the site in forward gear with a new layout that includes appropriate off-street parking provision.

The proposals in this application do not impact the highway directly .

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority as it is not contrary to the following Development Management policies: -

A) Safety Policy DM1 ' DM7 of the Highway Authority's Development Management Policies February 2011.

B) Accessibility Policy DM9 and DM11 of the Highway Authority's Development Management Policies February 2011.

C) Efficiency/Capacity Policy DM1 ' DM6 of the Highway Authority's Development Management Policies February 2011.

D) Road Hierarchy Policy DM2 - DM5 of the Highway Authority's Development Management Policies February 2011.

E) Parking Standards Policy DM8 of the Highway Authority's Development Management Policies February 2011 which refers to the Parking Standards Design and Good Practice September 2009 (Essex Planning Officers Association/ECC)

Comments
<p>Your Ref: 19/01917/FUL</p> <p>Our Ref: CO/EGD/SD/RM/CHL/19/1917/37795</p> <p>Date:- 2nd April 2020</p> <p>The applicant has amended the proposal. A revised Transport Statement includes; swept path drawing to demonstrate that an articulated lorry can enter and leave the site in forward gear with a new layout that includes appropriate off-street parking provision.</p> <p>A draft Travel Plan has been submitted. However, the proposed operation is expected to employ 6no. people. The threshold for a Travel Plan requirement is 50 employees or more.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:</p> <p>1. The “In” vehicular access shown on the Vehicle Tracking drawing, no. DR2 contained in the Transport Statement, JTP245 January 2020 at Appendix 3, shall be extended to suit the swept path for the articulated lorry shown. This is within the adopted highway. Therefore prior to any work in the highway, the applicant must make an application to the Development Management Team (See the informative below for contact details) to agree the construction and design details with the Highway Authority when the applicant applies to the Highway Authority for the permit required to complete the highway works.</p> <p>Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.</p> <p>2. The 10no. vehicle parking bays as shown in principle in the Whole Site Layout – Block Plan, drawing no. 1953.4 A contained in the Transport Statement, JTP245 January 2020 at Appendix 3, shall be laid out in accordance with the EPOA Parking Standards and constructed ready for use, hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times.</p> <p>Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8.</p> <p>3. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility</p>

shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

4. The operation is expected to employ 6 people. If the applicant wishes to proceed with provision of a Travel Plan, the draft Travel Plan provided would require some amendments, to be agreed with the Essex County Council, Travel Plan Team. Such approved travel plan shall be actively implemented for a minimum period of 5 years. It shall be accompanied by a monitoring fee of £5,000 (plus the relevant sustainable travel indexation) to be paid to cover the 5 year period.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Informatives:

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

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford CM2 5PU

Local Residents – All Applications (19/01692/FUL, 19/01916/FUL & 19/01917/FUL)

Comments

Representations received from 79 residents summarised as follows:

- o Applicant has failed to provide the correct information a number of times

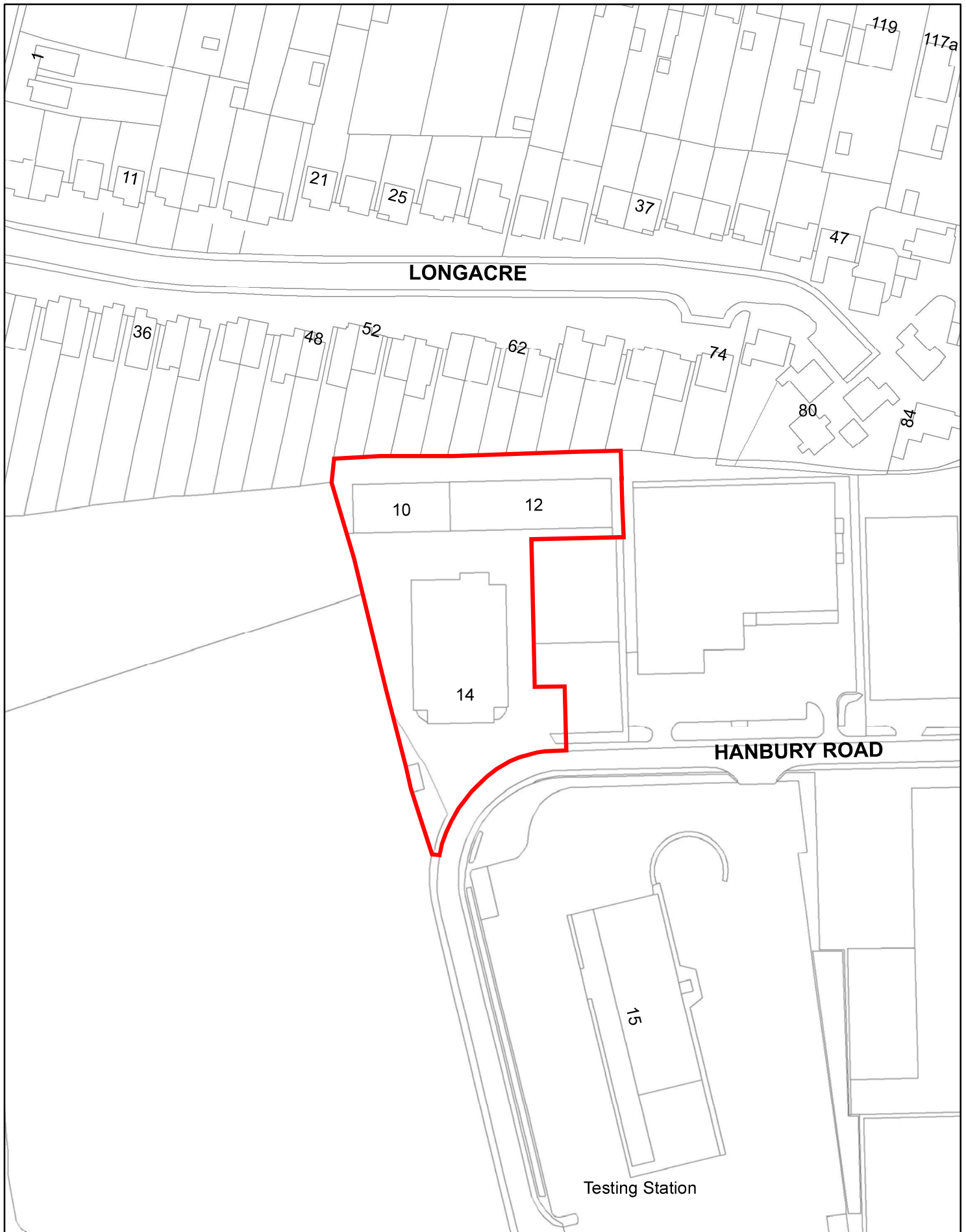
- o Applicant has failed to demonstrate that the development won't impact badly on residents
- o Application fails to provide enough parking
- o Claims that site will be accessed by public transport and foot are unrealistic
- o Applicant has included land beyond their ownership
- o Use of site by HGVs with poor access creates a serious road hazard and safety risk
- o Noise of reversing HGVs and engines will impact upon neighbouring amenity
- o No consideration for fire and emergency access to rear area
- o Submitted Noise Report is taken from one location in the site which isn't close to residential boundaries
- o Noise disturbance will be detrimental to amenity
- o Electric forklifts will not be suitably powerful enough to load materials onto racking
- o Electric and diesel forklift noise will be harmful to amenity
- o Stop, horn and double beep and proceed system will create significant increase in noise
- o Conversation chatter and mobile phone use will create noise disturbance
- o The site will use a noisy timber saw
- o Area of use at front of site will be for unspecified noisy activities
- o Resident noise expert suggests cumulative undertaking PGR propose will add significant detrimental noise to all houses in Longacre
- o Both Planning Policies PA1 and DC4 seek to protect neighbouring amenity
- o Errors on the application form
- o The change of use cannot be carried out under Permitted Development
- o The applicant has cleared all greenery from the site
- o The site is a watercourse and the floods team must be consulted
- o The site is adjacent to Green Belt land
- o The site is adjacent to a sub-station and access to this must be retained at all times
- o Use will generate trade waste
- o Application should provide details of proposed hour of use
- o Details should be provided of hazardous waste
- o Recent CLOPUD application established that B8 use is not acceptable in this

location

- o Misinformation about whether applicant has received Pre-application advice
- o 10-12 Hanbury Road, was itself designed as a "buffer", to sit between the residents of Longacre and the main industrial estate - separating the two
- o Reference should be made to historic applications on the site and their conditions
- o Palisade fence is unsightly and will not provide adequate protection for public
- o No size indicated within proposed signs
- o No reason given why hardstanding needed to store materials
- o Plenty of building merchants in city centre
- o Dust will blow on to gardens where children play
- o Impact on Robjohns Road will be unacceptable and the road itself is in disrepair
- o Large increase in traffic upon immediate road network
- o Parking and HGV access has been shoehorned in
- o The Parking Layout plans are dangerous
- o EPOA Standards not complied with
- o By including the footpath, the applicant has land grabbed an area of the highway
- o SPA Route is a slalom route
- o No parking provision for vans
- o Unclear how west of site will be used by applicant
- o No cycle parking nor blue badge parking
- o Small nature of this business development will bring little benefit to the local economic environment
- o The negative impacts on our local environment including road safety, far outweigh any perceived benefits from this development.
- o The new metal roof reflects sunlight into our rear habitable windows, the roof should be non-reflective
- o Roof has poor soundproofing properties
- o Applicant is attempting to abuse planning system
- o Rear area was always intended to be kept as scrubland
- o Rainwater from racking will fall onto rear gardens
- o The extension will be overbearing and have a harmful visual impact
- o The drawings are misleading and the extension will tower over dwellings more than

perceived

- o Outlook for neighbours would be a lot worse with extension
- o Extension will move noisy activity and building close to property
- o Extension has no sound proofing qualities
- o The metal roof of the building is unacceptable and causes glare, this will be exacerbated by extension
- o The design of the extension is contrary to every aspect of Policy MP1.
- o The eaves height of the extension should be lowered
- o The extension should have a green roof and a planting scheme
- o Conditions should restrict use of the rear building
- o Conditions should restrict use and manner of vehicles on site
- o Screening and protection for residents must be provided during construction phase
- o The submitted Noise Report remains inadequate and PHPS Health comments are not acceptable
- o The submitted Noise Report is not correct
- o The Noise in rear gardens would be 60db and a significant adverse impact
- o The mentioned hours of use in the Noise Report is unacceptable
- o Residents have commissioned an Independent Noise Report that shows that there would be a Significant Adverse Impact on neighbours and identifies a number of issues with the applicant's Noise Impact Assessment
- o The works to the extension will cause vibration to our properties and someone will have to pay for the damage
- o The proposed acoustic fencing is inadequate
- o The parking is inadequate for the deliveries and staffing numbers
- o The lighting of the site will disturb residents
- o The clear panels in the roof will allow light to escape the building on dark nights



0 12.5 25 50 Metres

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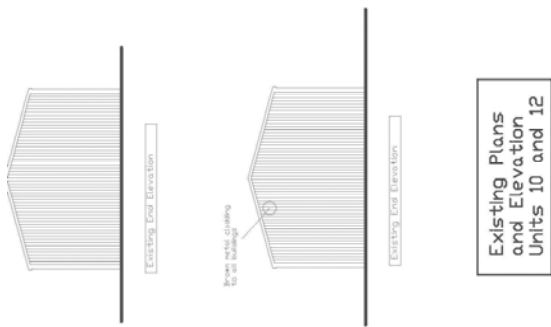
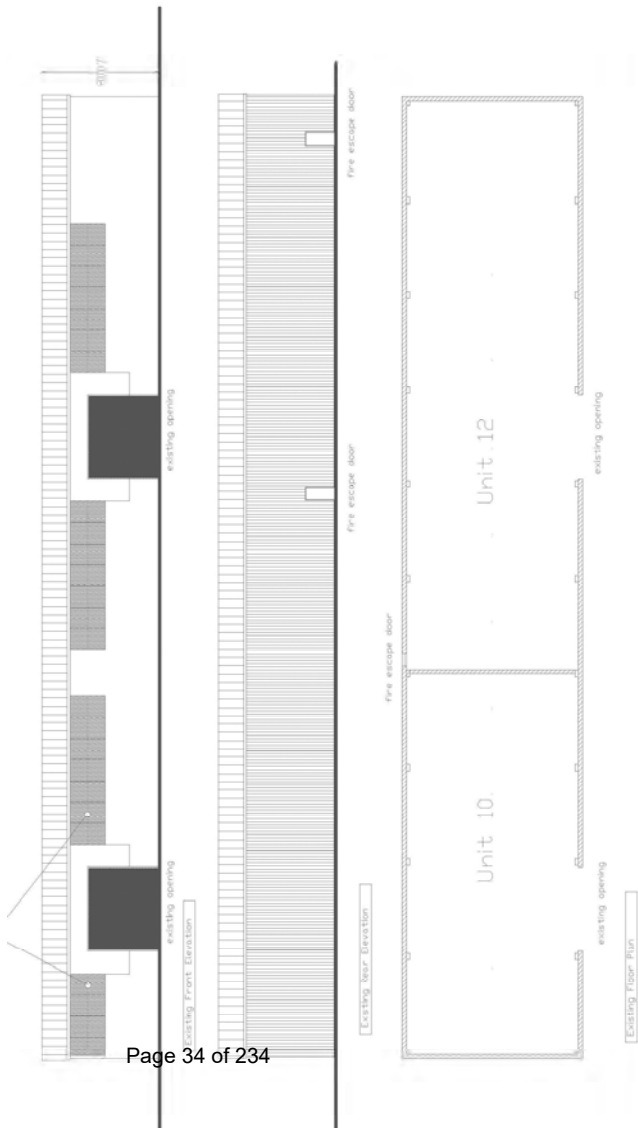
Planning Committee
19/01917/FUL

Planning & Development Management
Directorate for Sustainable Communities

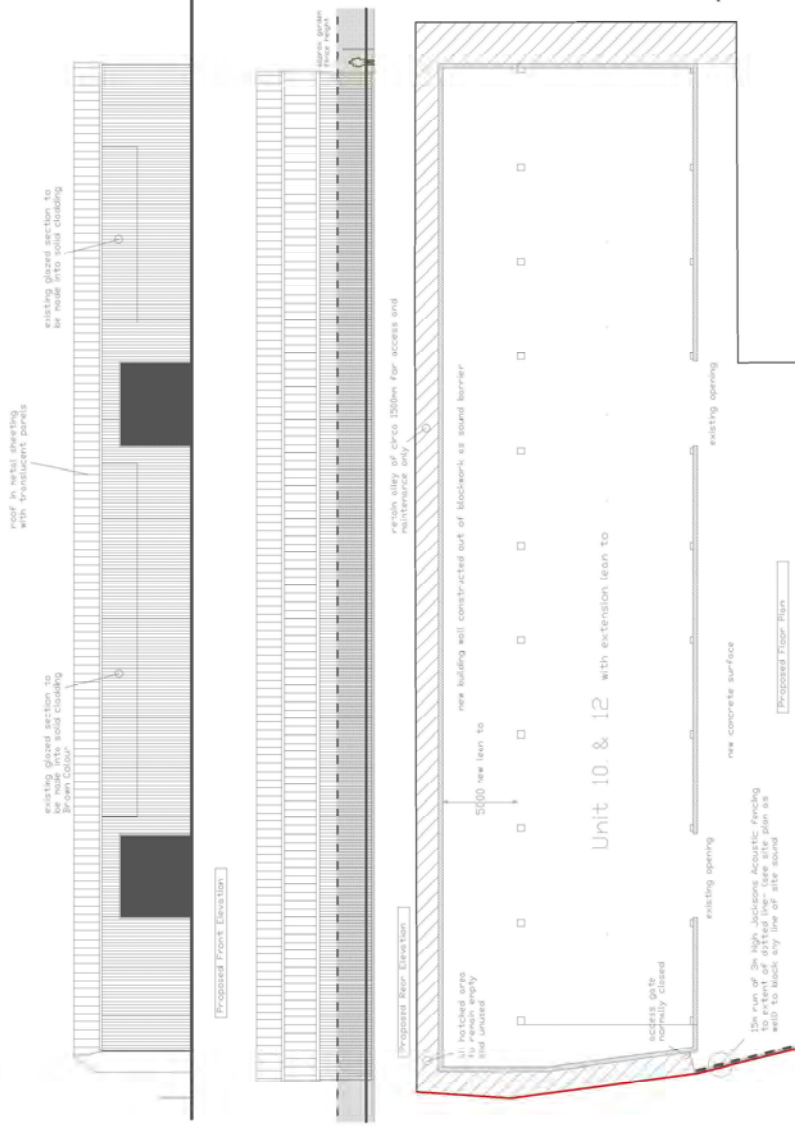
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Duke Street, Chelmsford, CM1 1XP

Telephone: 01245 606826

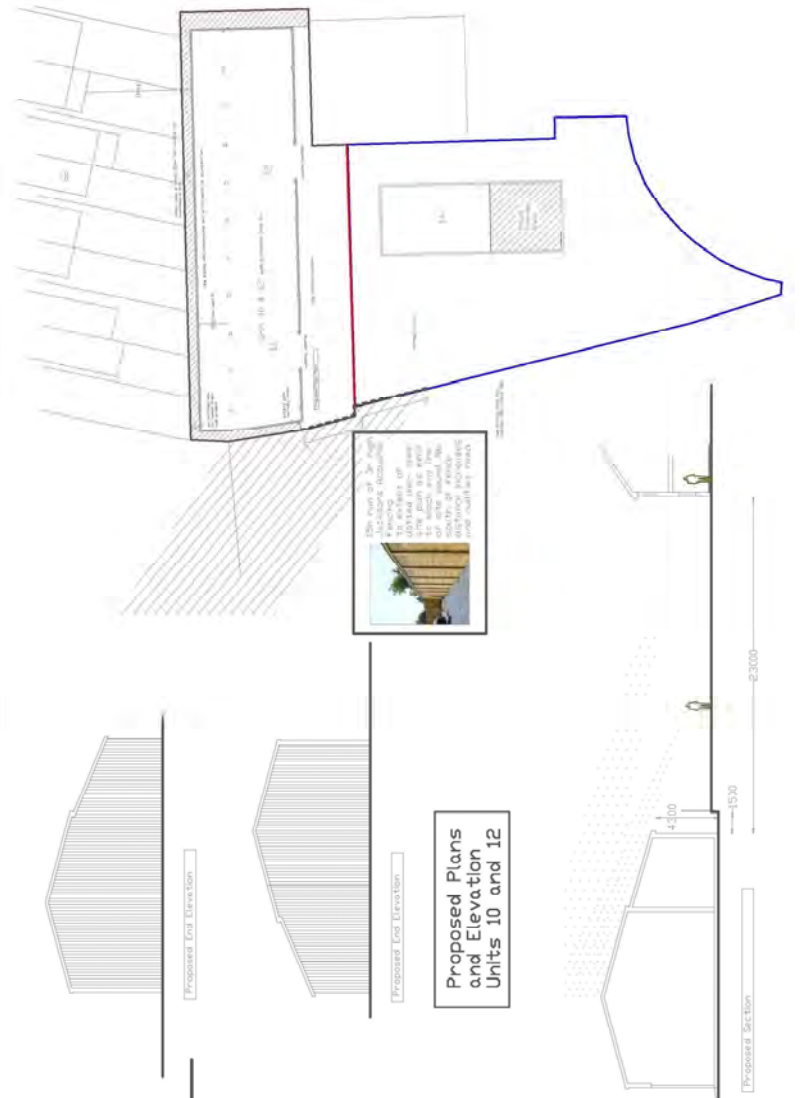




Existing Plans and Elevation Units 10 and 12



Proposed Plans and Elevation Units 10 and 12



Transport Statement



Ref	JTP245
Site Name	10-12 & 14 Hanbury Road, Chelmsford
Date	January 2020

Quality Assurance

Site name: 10-12 & 14 Hanbury Road, Chelmsford

Client name: Mr G Toomey

Type of report: Transport Statement

Prepared by: Matthew Stevens BA (Hons)

Signed



and Reviewed by: Steve Amann BSc (Hons) MSc (Eng)

Signed



Date: January 2020

10-12 & 14 Hanbury Road, Chelmsford

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Appendices

Appendix 1	Site Location
Appendix 2	Public Transport Information
Appendix 3	Illustrative Development Proposals
Appendix 4	TRICS Data
Appendix 5	Proposed Access Arrangements

10-12 & 14 Hanbury Road, Chelmsford

1 Introduction

Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Mr G Toomey to undertake a Transport Statement in support of a planning application to Chelmsford County Council pursuant to new proposals for alterations to B2 and B8 industrial use buildings to Sui Generis (Builders Merchants) land use, at 10-12 & 14 Hanbury Road, Chelmsford. The location of the site is illustrated in **Appendix 1**.

Background

- 1.2 This Transport Statement provides a summary of investigations at the site and its access pursuant to demonstrating the proposal will not have a detrimental impact on highway safety or capacity in the vicinity of the site and moreover that the proposal is suitably located for access via means other than the private car.
- 1.3 The following matters are considered in this appraisal:
- Site Assessment
 - National Policy Review
 - Development Proposals and assessment of the traffic impact of the proposal
 - Parking and servicing appraisal

10-12 & 14 Hanbury Road, Chelmsford

2 Site Assessment

Existing Information

- 2.1 10-12 & 14 Hanbury Road is a collection of industrial units located in south west Chelmsford comprising of approximately 1700sqm of B2 and B8 industrial use buildings.
- 2.2 Access to these units is available from Hanbury Road to the south east via two entry and exit private access points.
- 2.3 Hanbury Road is subject to a 30mph speed limit and is around 5.5m in width with footways on both sides.

Public Transport Information

- 2.4 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequency of services.
- 2.5 Three bus stops exist within a 600m distance of the site. Robjohns Road South bus stops exists roughly 600m south east while the Robjohns Road and Westlands Estate bus stop exist roughly 400m north of the site.
- 2.6 The services highlighted in **Table 2.1** operate from these bus stops and have been labelled accordingly

Table 2.1 Bus services available in the vicinity of the proposal site

Route Number	Bus Stop	Route	Frequency	Operator
32	Robjohns Road	Ongar to Chelmsford	Every 2 hours	First
45/45A	Westlands Estate	Oxney Green to Moulsham Lodge	Every 15 minutes	First
45C	Westlands Estate	Oxney Green to Chelmer Village	Hourly Sunday service	First
46	Robjohns Road	Ongar to Chelmsford	Every 2 hours	First
351	Robjohns Roads South	Worley to Chelmsford	Half hourly	First

- 2.7 The full service details are held in **Appendix 2**.
- 2.8 Given the range and frequency of services available the site is considered to be well served by bus based public transport.
- 2.9 The bus services available stop at key commuter locations such as Chelmsford Rail Station, Brentwood and Shenfield and therefore offers a great opportunity for access other than via private vehicle.
- 2.10 The provision of rail based public transport in the area has been assessed in terms of access routes and frequency of services.

10-12 & 14 Hanbury Road, Chelmsford

2.11 Chelmsford Rail Station is located 2.4km north east of the proposal site.

2.12 The services provided at Chelmsford Rail Station have been highlighted in **Table 2.2**

Table 2.2 Rail services available from Chelmsford Rail Station

Route	Frequency	Operator
Ipswich to London Liverpool Street	Hourly	Greater Anglia
Clacton-on-Sea to London Liverpool Street	Hourly	Greater Anglia
Norwich to London Liverpool Street	Hourly	Greater Anglia
Colchester Town to London Liverpool Street	Hourly	Greater Anglia
Braintree to London Liverpool Street	Hourly	Greater Anglia

2.13 Given the range and frequency of services available the site is considered to be well served by rail based public transport.

Cycling Assessment

2.14 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. Cycle access to the proposal site has been considered in detail. For the purposes of cycle accessibility, a cycling time of 20 minutes, which equates to five kilometres at an average speed of 15kph, has been assumed.

2.15 The five kilometre catchment area of the proposal site includes Chelmsford Town Centre, Chelmsford Rail Station and the residential areas of Westlands, Springfield and Moulsham and as such is within reasonable cycling distance of a wide range of associated facilities, amenities and essential services.

2.16 The roads in the vicinity are of a good quality and given the reasonably flat nature of the area it can be considered suitable for cycling.

2.17 The proposal site is located approximately 2.4km south west of Chelmsford Rail Station, where 960 covered cycle parking spaces are available. Chelmsford Rail Station offers hourly services to London Liverpool Street as well as Ipswich, Clacton-on-Sea, Norwich, Colchester Town and Braintree.

2.18 In consideration of the site and its connections with the wider area, the site offers opportunities for access by bike.

Walking Assessment

2.19 With respect to pedestrian access walking offers potential to replace short car trips, particularly those under 2km and is generally considered the maximum acceptable distance to directly access any local facility or amenity.

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- 2.20 The site is within walking distance of residential parts of Chelmsford and Moulsham. Many local bus stops can also be found within this area.
- 2.21 The footways on both sides of the road within the vicinity of the site are in good condition and vary between 1 and 1.5 metres in width.
- 2.22 In consideration of the above, the site is suitably located in accessibility terms by foot and provides opportunities for access via means other than the private car.

Safety Considerations and Accident Analysis

- 2.23 The accident record in the vicinity of the site has been considered and the Essex County Council database indicates that there have been no reported incidents on Hanbury Road in the latest available 3 year period between 2017 and 2019.
- 2.24 In consideration of the above, the highway network in the immediate vicinity of the site has a good safety record.

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3 National Policy

Background

- 3.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at national level in the following document:
- the National Planning Policy Framework
- 3.2 This document set the context in which the proposals have been assessed.

The National Planning Policy Framework (NPPF)

- 3.3 The National Planning Policy Framework (NPPF,2019) in this document the government sets out its core principles for the planning system in England.
- 3.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Promoting Sustainable Transport

- 3.5 The NPPF in promoting sustainable transport considers that for sites to be allocated for development in plans, or specific applications for development, it should be ensured that:
- A. *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - B. *safe and suitable access to the site can be achieved for all users; and*
 - C. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 3.6 The framework goes on to re-iterate that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 3.7 The NPPF sets out in the context of applications for development that they should:
- A. *give priority first to pedestrian 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;*
 - B. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - C. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - D. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

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- E. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*
- 3.8 The chapter concludes that ... All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 3.9 The policies set out in the NPPF have been considered in this statement and the proposals accord with aims and objectives of those policies.

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4 Development Proposals

Description of Proposal

- 4.1 The proposals seek alterations and the conversion of existing B2 and B8 industrial buildings to form a Builders Merchants with trade counter.
- 4.2 The proposal will also look to introduce off-road parking
- 4.3 In terms of traffic impact, the proposal will result in the conversion of approximately 1700sqm of B2 and B8 industrial use floor space to approximately 1300sqm Builders Merchants.
- 4.4 A layout plan of the proposed development is shown in **Appendix 3**.

Trip Generation

- 4.5 In accordance with standard transport assessment guidelines, the proposals have been considered with respect to the likely level of trips that could be generated and the impact they would have on the local highway network.
- 4.6 Sites within the database have been interrogated to consider sites that are similar in land use, location and size to the existing use and as such, the data associated with B2 industrial use is considered to provide an appropriate basis for the assessment.
- 4.7 The TRICS 7.6.4 trip generation database has been interrogated to assess the likely number of vehicular trips that could be associated with the existing use at the Hanbury Road site.
- 4.8 The data obtained from TRICS is shown in **Appendix 4**.
- 4.9 **Table 4.1** summarises the trip generation rates and provides an estimate of vehicular movements associated with the existing permitted configuration.

Table 4.1 Existing Hanbury Road Trip Generation Summary

	AM Peak (06:00-07:00)		PM Peak (16:00-17:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate per 100sqm	0.298	0.043	0.051	0.220
Trips per 1700sqm	5	1	1	4

- 4.10 **Table 4.1** indicates that the existing permitted B2 and B8 industrial land use results in around 6 trips in the AM peak and 5 trips in the PM peak.
- 4.11 Given that the proposals will change the existing permitted B2 and B8 industrial land use, an assessment of the impact of 1300sqm new Builders Merchants use has been undertaken utilizing data obtained from the TRICS 7.6.4 trip generation database.
- 4.12 **Table 4.2** summarises the trip generation rates and provides an estimate of vehicular movements associated with 1700sqm of Builders Merchants land use.

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Table 4.2 Proposed Trip Generation Summary for 1300sqm Builders Merchants

	AM Peak (08:00-09:00)		PM Peak (12:00-13:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate per 100sqm	0.391	0.276	0.284	0.322
Trips per Proposed 1300sqm	5	4	4	5

- 4.13 **Table 4.2** demonstrates that the proposal to develop 1300sqm Builders Merchants would be likely to generate 9 trips in the AM peak and 9 trips in the PM peak.
- 4.14 **Table 4.3** provides a summary of the total potential impact of the proposed conversion of 1700sqm of B2 and B8 industrial land use to 1300sqm Builders Merchants.

Table 4.3 Proposed Trip Generation Summary for conversion of B2 and B8 land use to a Builder's Merchants

	AM Peak (for the land use)		PM Peak (for the land use)	
	Arrivals	Departures	Arrivals	Departures
Total trips per existing 1700sqm B2 & B8 Industrial land use	5	1	1	4
Trips per proposed 1300sqm Builders Merchants	5	4	4	5
Net trip change	-	+3	+3	+1

- 4.15 **Table 4.3.** demonstrates that the conversion of 1700sqm of B2 and B8 industrial land use to 1300sqm Builders Merchants would generate approximately 3 more trips in the AM peak and approximately 4 more trips in the PM peak.
- 4.16 The proposed conversion therefore of the current 1700 sqm of B2 and B8 industrial land use to 1300sqm Builders Merchants would result in a slight increase in the number of vehicles on the road at the peak times shown.
- 4.17 The proposal would slightly increase the number of vehicles on the local road network but given the difference in peak times between to existing and proposed land uses, the proposed change of land use would result in these vehicular trips being moved to a more manageable time of the day.
- 4.18 The opening hours of the proposed Builders Merchant would be between 7:00am and 5:00pm on weekdays and between 7:30am and 12:30pm on Saturday, with the site being closed on Sundays. This suggests that opening staff will be arriving before 7:00am and therefore will be using the local road network outside of conventional peak times.
- 4.19 As the members of staff would be part time and not full time, it would lead to staff arrival and leaving movements being spread throughout the day rather than intensifying at any given point, as all 6 members of staff would not be arriving and then leaving at the same time. This would help to lessen the effect of staff leaving the premises at 5:00pm.
- 4.20 In order to further decrease the potential vehicular movements on the site by staff, a Travel Plan has been provided.

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- 4.21 In consideration of the foregoing the proposed change of land use would result in an insignificant increase in vehicular trips on the local road network.

Vehicle Parking

- 4.22 Currently, based on The Essex County Council: Parking Standards Design and Good Practice (2009) there are no standards for the proposed Sui Generis (Builders Merchants) land use. Considering this, minimum parking standards have been assumed based on the data obtained from the TRICS 7.6.4 trip generation database.
- 4.23 The concluded minimum standards for Sui Generis (Builders Merchants) parking provision has been developed from the data shown in **Table 4.4**. 2 vehicles being present at the site before surveyed hours has been assumed.

Table 4.4. Approximated car park usage for Builders Merchants

Time Range	Estimated Arrivals	Estimated Departures	Net Arrivals	Approximate Total Vehicles in Car Park
- 06:00	-	-	-	2
06:00 – 07:00	0.896	0.000	0.896	3
07:00 – 08:00	3.686	2.789	0.897	4
08:00 – 09:00	5.080	3.586	1.494	5
09:00 – 10:00	3.486	3.486	0.000	5
10:00 – 11:00	4.482	3.785	0.697	6
11:00 – 12:00	4.184	3.984	0.200	6
12:00 – 13:00	3.686	4.184	-0.498	6
13:00 – 14:00	3.287	3.486	-0.199	5
14:00 – 15:00	3.486	3.984	-0.498	5
15:00 – 16:00	2.988	3.287	-0.299	5
16:00 – 17:00	1.793	3.686	-1.893	3
17:00 – 18:00	0.100	0.797	-0.697	2

- 4.24 **Table 4.1** indicates that at maximum usage a Builders Merchants of the proposed 1700sqm would have 6 vehicles parked on site.
- 4.25 The data obtained from TRICS is shown in **Appendix 4**
- 4.26 The development proposes a total of 6 members of staff to be employed at the Builders Merchants who will not all be present on site at one time due to shift patterns.

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- 4.27 Due to the accessibility of the site by foot, cycle and public transport it can be assumed that given the type of development in the proposal that not all employees will use a private vehicle. The 2 vehicles already assumed to be on site in **Table 4.1** can account for the employees that will use private vehicles.
- 4.28 In consideration of the foregoing a car park layout with 10 vehicle spaces has been designed to comfortably accommodate the approximated usage.
- 4.29 HGV parking for loading and unloading is available in the west of the site. This will still allow for the safe passage of visitor vehicles through site and will not inhibit access to the car park.
- 4.30 The proposed car park layout is shown in **Appendix 3**.

Access and Servicing

- 4.31 The access for the Hanbury Road site is provided via the two current entry and exit points on Hanbury Road. The proposal would adapt this slightly to only allow entry from Hanbury Road via the eastern most access point and exit on to Hanbury Road via the western most access point.
- 4.32 The car park layout is designed to allow safe access to the site for HGV's, enabling them to both enter and exit the site in forward gear. The access and servicing arrangements can be seen in **Appendix 5**.
- 4.33 Visibility at both access points is above the standard required for a 30mph road, and therefore the slight intensification of use will not have a detrimental impact on the highway safety at the access.
- 4.34 As a part of the proposals the entry access drop kerb will be extended appropriately to accommodate the swept path of the largest vehicle likely to access the site.
- 4.35 Emergency vehicle and refuse servicing will be allocated for with parking and turning space in the western half of the site and due to the open nature of the proposal, all areas of the forecourt will be accessible. A bin store is provided in the south west of the site.
- 4.36 The general design and layout of the site is available in **Appendix 3**.

10-12 & 14 Hanbury Road, Chelmsford

5 Summary and Conclusions

Summary

- 5.1 This Transport Statement has been provided in support of a planning application to Chelmsford County Council for the redevelopment of buildings at 10-12 & 14 Hanbury Road, Chelmsford, from B2 and B8 industrial use to Sui Generis (Builders Merchants).
- 5.2 Access to the site is proposed to be maintained via the existing access points onto Hanbury Road with entry from Hanbury Road via the eastern most access point and exit on to Hanbury Road via the western most access point.
- 5.3 The site layout has been developed in order to allow HGV's to park and load/unload safely, as well as both enter and exit the site in forward gear.
- 5.4 The TRICS trip generation assessment demonstrates that the proposal would not significantly increase the number of peak trips and would therefore would not have a negative impact on highway safety and capacity on the local highway infrastructure.
- 5.5 The assessment demonstrates that the vehicular trips can be accommodated on the local highway network without having a detrimental or significant impact in terms of either highway safety or capacity.
- 5.6 The site is considered to be in an accessible location for the purposes of access via means other than the private car.
- 5.7 The proposed change of use will incorporate an additional 10 parking space within the site to accommodate both visitor and staff parking requirements.
- 5.8 Cycle parking is proposed in accordance with current standards.

Conclusions

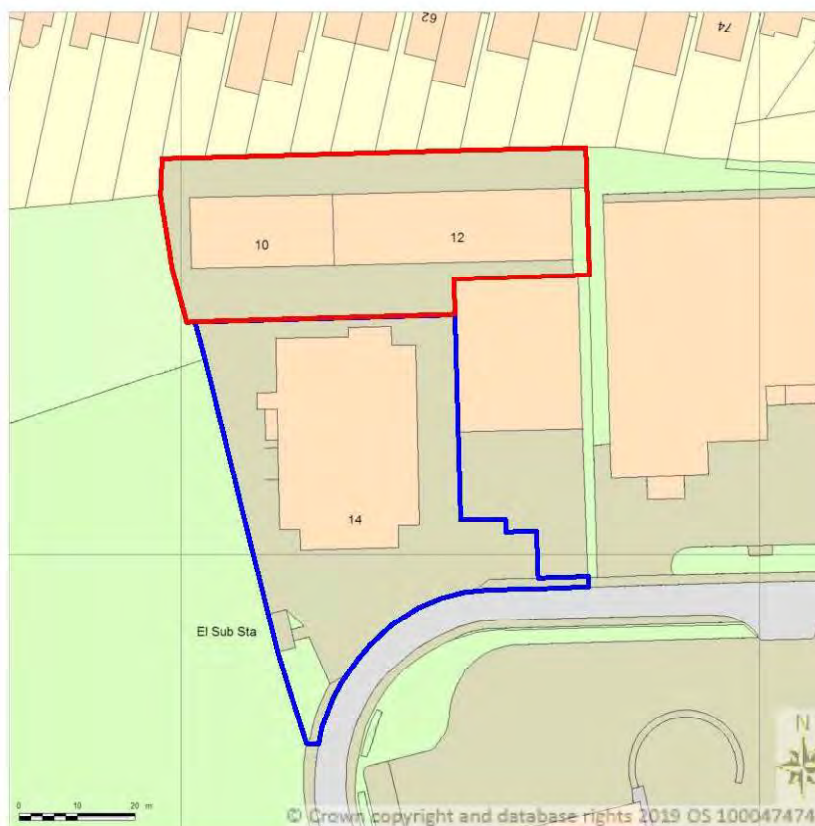
- 5.9 This Transport Statement demonstrates that the proposals have been developed in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant or severe impact on the efficiency or safety of the local transport network.
- 5.10 In view of the foregoing, it is considered that there are no substantive highway or transportation reasons why the proposals as submitted should not be permitted.



Appendix 1

Site Location

**SITE LOCATION PLAN
AREA 2 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 569041, 205823**



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Appendix 2

Public Transport Information

First 32 Ongar-Chelmsford

Mondays to Fridays (from 2 February 2019)

	service no.	32	32	32	32	32	32	32
	notes	Sch	NSch					
Ongar, Two Brewers	0717	0732	0957	1157	1357	1707	1843	
High Ongar, Church	0727	0738	1003	1203	1403	1713	1848	
Blackmore, The Green	0738	0747	1012	1212	1412	1722	1856	
Highwood, The Green Man	0747	0756	1021	1221	1421	1731	1904	
Oxney Green, Ongar Road	0751	0800	1025	1225	1425	1735	1908	
Writtle, Writtle Green	0755	0803	1028	1228	1428	1738	1910	
Chelmsford, South Lodge Hotel	0806	0810	1035	1235	1435	1745	1916	
Chelmsford, Bus Station Stand 9	0819		1042	1242	1442			
Chelmsford, Bus Station Stand 9	0820		1045	1245	1445			
Chelmsford, Bus Station Stand 5		0817				1752	1921	
Chelmsford, St John Payne School	0829	-				-	-	
Chignall Estate, Trent Road Shops	-	-	1055	1255	1455	-	-	

Explanation of notes:

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 32 Ongar-Chelmsford

Saturdays (from 2 February 2019)

	service no.	32	32	32	32	32	32
	notes						
Ongar, Two Brewers	0732	0957	1157	1357	1557	1841	
High Ongar, Church	0738	1003	1203	1403	1603	1846	
Blackmore, The Green	0747	1012	1212	1412	1612	1854	
Highwood, The Green Man	0756	1021	1221	1421	1621	1902	
Oxney Green, Ongar Road	0800	1025	1225	1425	1625	1906	
Writtle, Writtle Green	0803	1028	1228	1428	1628	1908	
Chelmsford, South Lodge Hotel	0810	1035	1235	1435	1635	1914	
Chelmsford, Bus Station Stand 9		1042	1242	1442	1642		
Chelmsford, Bus Station Stand 9		1045	1245	1445	1645		
Chelmsford, Bus Station Stand 5	0817					1919	
Chignall Estate, Trent Road Shops	-	1055	1255	1455	1655	-	

First 32 Chelmsford-Ongar

Mondays to Fridays (from 2 February 2019)

	service no.	32	32	32	32	32	32	32
	notes					NSch	Sch	
Chignall Estate, Trent Road Shops	-	0900	1100	1300	1500	-	-	-
Chelmsford, St John Payne School	-					-	1558	-
Chelmsford, Bus Station Stand 5	-	0911	1111	1311	1511	-	1613	-
Chelmsford, Bus Station Stand 5	0637	0913	1113	1313	-	1615	1615	1757
Chelmsford, Rail Station Stand 11	0638	0914	1114	1314	-	1616	1616	1758
Chelmsford, BBC Essex	0642	0921	1121	1321	-	1626	1626	1808
Writtle, Writtle Green	0647	0926	1126	1326	-	1633	1633	1813
Oxney Green, Ongar Road	0649	0928	1128	1328	-	1635	1635	1815
Highwood, The Green Man	0653	0932	1132	1332	-	1639	1639	1819
Blackmore, The Green	0701	0940	1140	1340	-	1648	1648	1827
High Ongar, Church	0709	0949	1149	1349	-	1656	1656	1835
Ongar, Two Brewers	0714	0954	1154	1354	-	1702	1702	1840

Explanation of notes:

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 32 Chelmsford-Ongar

Saturdays (from 2 February 2019)

	service no.	32	32	32	32	32	32	32
	notes							
Chignall Estate , Trent Road Shops	-	0900	1100	1300	1500	1700	-	
Chelmsford , Bus Station Stand 5	-	0911	1111	1311	1511	1711	-	
Chelmsford , Bus Station Stand 5	0637	0913	1113	1313	1513	-	1757	
Chelmsford , Rail Station Stand 11	0638	0914	1114	1314	1514	-	1758	
Chelmsford , BBC Essex	0642	0921	1121	1321	1521	-	1805	
Writtle , Writtle Green	0647	0926	1126	1326	1526	-	1810	
Oxney Green , Ongar Road	0649	0928	1128	1328	1528	-	1812	
Highwood , The Green Man	0653	0932	1132	1332	1532	-	1816	
Blackmore , The Green	0701	0940	1140	1340	1540	-	1824	
High Ongar , Church	0709	0949	1149	1349	1549	-	1832	
Ongar , Two Brewers	0714	0954	1154	1354	1554	-	1838	

First 45 45A Oxney Green-Moulsham Lodge

Mondays to Fridays (from 5 January 2020)

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Writtle, Writtle Green	0537	-	-	-	0633	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxney Green, Lodge Road	0540	0555	0613	0626	0636	0648	0702	0714	0726	0738	0748	0758	0813	0828	0845	0900	0915	0930
Westlands Estate, Forest Drive Shops	0548	0603	0621	0634	0644	0657	0711	0723	0735	0748	0759	0809	0824	0839	0854	0909	0924	0939
Chelmsford, Rail Station Stand 10	0556	0611	0629	0642	0652	0706	0720	0732	0744	0800	0812	0822	0837	0852	0904	0919	0934	0948
Chelmsford, Rail Station Stand 10	0559	0614	0632	0645	0655	0709	0723	0735	0747	0802	0814	-	0839	0854	0907	0922	0937	0951
Great Baddow, The Beehive	0607	0622	0640	0653	0703	0717	0731	0743	0755	0813	0825	-	0850	0905	0918	0933	0947	0959
Moulsham Lodge Estate, Heath Drive	0612	0627	0645	0658	0708	0723	0737	0749	0801	0820	0832	-	0857	0912	0925	0940	0953	1005
	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Writtle, Writtle Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxney Green, Lodge Road	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200	1215	1230	1245	1300	1315	1330	1345	1400
Westlands Estate, Forest Drive Shops	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409
Chelmsford, Rail Station Stand 10	1003	1018	1033	1048	1103	1118	1133	1148	1203	1218	1233	1248	1303	1318	1333	1348	1403	1418
Chelmsford, Rail Station Stand 10	1006	1021	1036	1051	1106	1121	1136	1151	1206	1221	1236	1251	1306	1321	1336	1351	1406	1421
Great Baddow, The Beehive	1014	1029	1044	1059	1114	1129	1144	1159	1214	1229	1244	1259	1314	1329	1344	1359	1414	1429
Moulsham Lodge Estate, Heath Drive	1020	1035	1050	1105	1120	1135	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405	1420	1435
	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Writtle, Writtle Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxney Green, Lodge Road	1415	1430	1445	1500	1515	1530	1545	1600	1615	1630	1645	1705	1720	1735	1750	1805	1820	1840
Westlands Estate, Forest Drive Shops	1424	1439	1454	1509	1524	1539	1554	1609	1624	1639	1654	1714	1729	1744	1759	1814	1829	1849
Chelmsford, Rail Station Stand 10	1433	1448	1503	1518	1533	1549	1604	1619	1634	1649	1704	1724	1739	1755	1809	1824	1838	1858
Chelmsford, Rail Station Stand 10	1436	1451	1506	1521	1536	1552	1607	1622	1637	1652	1707	1727	1742	1757	1812	1827	1841	1901
Great Baddow, The Beehive	1444	1459	1514	1529	1544	1603	1618	1633	1648	1703	1718	1738	1753	1808	1823	1838	1849	1909
Moulsham Lodge Estate, Heath Drive	1450	1505	1520	1535	1550	1610	1625	1640	1655	1710	1725	1745	1800	1815	1830	1845	1855	1915
	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Writtle, Writtle Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxney Green, Lodge Road	1900	1915	1930	1945	2000	2100	2200	2307										
Westlands Estate, Forest Drive Shops	1909	1924	1939	1954	2009	2107	2207	2314										
Chelmsford, Rail Station Stand 10	1918	1933	1948	2003	2018	2117	2217	2324										
Chelmsford, Rail Station Stand 10	1921	1936	1951	2006	2021	2117	2217	-										
Great Baddow, The Beehive	1929	1944	1959	2014	2029	2124	2224	-										
Moulsham Lodge Estate, Heath Drive	1935	1950	2005	2020	2035	2129	2229	-										

First 45 45A Oxney Green-Moulsham Lodge

Saturdays (from 5 January 2020)

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Writtle, Writtle Green	0622	-	0738	-	0818	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxney Green, Lodge Road	0625	0725	0741	0801	0821	0841	0900	0920	0937	-	1000	1015	1030	1045	1100	1115	1130	1145
Westlands Estate, Forest Drive Shops	0632	0732	0749	0809	0829	0849	0909	0929	0946	0958	1009	1024	1039	1054	1109	1124	1139	1154
Chelmsford, Rail Station Stand 10	0639	0739	0757	0817	0837	0857	0919	0939	0956	1008	1020	1035	1050	1105	1120	1135	1150	1205
Chelmsford, Rail Station Stand 10	0640	0740	0759	0819	0839	0859	0921	0941	0958	1010	1023	1038	1053	1108	1123	1138	1153	1208
Great Baddow, The Beehive	0647	0747	0807	0827	0847	0907	0929	0949	1006	1020	1034	1049	1104	1119	1134	1149	1204	1219
Moulsham Lodge Estate, Heath Drive	0652	0752	0812	0832	0852	0912	0935	0955	1012	1027	1041	1056	1111	1126	1141	1156	1211	1226

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Writtle, Writtle Green	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxney Green, Lodge Road	1200	1215	1230	1245	1300	1315	1330	1345	1400	1415	1430	1445	1500	1515	1530	1545	1600	1615
Westlands Estate, Forest Drive Shops	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424	1439	1454	1509	1524	1538	1553	1608	1623
Chelmsford, Rail Station Stand 10	1220	1235	1250	1305	1320	1335	1350	1405	1420	1435	1450	1505	1520	1535	1546	1601	1616	1631
Chelmsford, Rail Station Stand 10	1223	1238	1253	1308	1323	1338	1353	1408	1423	1438	1453	1508	1523	1538	1549	1604	1619	1634
Great Baddow, The Beehive	1234	1249	1304	1319	1334	1349	1404	1419	1434	1449	1504	1519	1534	1548	1559	1614	1629	1644
Moulsham Lodge Estate, Heath Drive	1241	1256	1311	1326	1341	1356	1411	1426	1441	1456	1511	1526	1541	1555	1605	1620	1635	1650

	service no.	45	45	45	45	45	45	45	45	45	45	45	45
	notes												
Writtle, Writtle Green	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxney Green, Lodge Road	1630	1645	1705	1725	1745	1805	1830	1900	1930	2000	2100	2200	2307
Westlands Estate, Forest Drive Shops	1638	1653	1713	1733	1753	1813	1838	1907	1937	2007	2107	2207	2314
Chelmsford, Rail Station Stand 10	1646	1701	1721	1741	1801	1821	1846	1915	1945	2015	2117	2217	2324
Chelmsford, Rail Station Stand 10	1649	1704	1724	1744	1804	1824	1849	1917	1947	2017	2117	2217	-
Great Baddow, The Beehive	1659	1714	1734	1754	1814	1834	1859	1924	1954	2025	2125	2225	-
Moulsham Lodge Estate, Heath Drive	1705	1720	1740	1800	1820	1840	1905	1929	1959	2029	2129	2229	-

First 45 45A Oxney Green-Moulsham Lodge

Sundays and Public Holidays (from 5 January 2020)

	service no.	45	45	45	45A	45	45	45A	45	45	45A	45	45	45A	45	45	45A	45	45
	notes																		
Oxney Green, Lodge Road	0900	-	-		1006	-	-	1106	-	-	1206	-	-	1306	-	-	1406	-	-
Westlands Estate, Forest Drive Shops	0908	-	-		1014	-	-	1114	-	-	1214	-	-	1314	-	-	1414	-	-
Chelmsford, Bus Station Stand 3		0945	1012		1042	1112		1142	1212		1242	1312		1342	1412		1442	1512	
Chelmsford, Rail Station Stand 10	0916	0946	1013		1043	1113		1143	1213		1243	1313		1343	1413		1443	1513	
Chelmsford, Rail Station Stand 10	0916	0946	1013		1043	1113		1143	1213		1243	1313		1343	1413		1443	1513	
Chelmsford, Rail Station Stand 11				1022			1122			1222			1322			1422			
Chelmsford, H&M Stop Da				1023			1123			1223			1323			1423			
Great Baddow, The Beehive	0923	0953	1023		1053	1123		1153	1223		1253	1323		1353	1423		1453	1523	
Moulsham Lodge Estate, Heath Drive	0928	0958	1028		1058	1128		1158	1228		1258	1328		1358	1428		1458	1528	
Chelmer Village, Shopping Centre	-	-	-	1035	-	-	1135	-	-	1235	-	-	1335	-	-	1435	-	-	
Chelmer Village, Golding Thoroughfare	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

	service no.	45A	45	45	45A	45	45A	45A	45A	45A	45A	45A
	notes											
Oxney Green, Lodge Road	1506	-	-		1606	-	1706	1805	1905	2005	2105	2305
Westlands Estate, Forest Drive Shops	1514	-	-		1614	-	1714	1812	1912	2012	2112	2312
Chelmsford, Bus Station Stand 3		1542	1612		1712							
Chelmsford, Rail Station Stand 10		1543	1613		1713							
Chelmsford, Rail Station Stand 10		1543	1613		1713							
Chelmsford, Rail Station Stand 11	1522			1622		1722	1821	1921	2021	2121	2221	2321
Chelmsford, H&M Stop Da	1523			1623		1723	1823	1923	2023	2123	2223	2323
Great Baddow, The Beehive		1553	1623		1723							
Moulsham Lodge Estate, Heath Drive		1558	1628		1728							
Chelmer Village, Shopping Centre	1535	-	-	1635	-	1735	1830	1930	2030	2130	2230	2330
Chelmer Village, Golding Thoroughfare	-	-	-	-	-	-	1834	1934	2034	2134	2234	2334

First 45 45A Moulsham Lodge-Oxney Green

Mondays to Fridays (from 5 January 2020)

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Moulsham Lodge Estate, Heath Drive	0520	0540	0553	0606	0618	0630	0642	0653	0703	0713	0728	0740	0755	0810	0825	0840	0900	0915
Great Baddow, The Beehive	0526	0546	0559	0612	0624	0636	0648	0659	0710	0720	0735	0748	0803	0818	0832	0847	0907	0922
Chelmsford, Bus Station Stand 9	0535	0555	0608	0621	0635	0647	0659	0710	0725	0735	0750	0805	0820	0834	0847	0902	0920	0935
Chelmsford, Bus Station Stand 9	0537	0557	0610	0623	0637	0649	0701	0712	0728	0738	0753	0808	0823	0837	0850	0905	0923	0938
Westlands Estate, Savernake Road	0543	0603	0616	0629	0644	0656	0708	0719	0736	0746	0801	0816	0831	0845	0858	0913	0930	0945
Writtle, Writtle Green	0547	0607	0620	0633	0649	0701	0713	0724	0741	0751	0806	0821	0836	0850	0903	0918	0935	0950
Oxney Green, Lodge Road	0550	0610	0623	0636	0653	0705	0717	0728	0746	0756	0811	0826	0841	0855	0908	0923	0939	0954
Writtle, Loves Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Moulsham Lodge Estate, Heath Drive	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200	1215	1230	1245	1300	1315	1330	1345
Great Baddow, The Beehive	0937	0952	1007	1022	1037	1052	1107	1122	1137	1152	1207	1222	1237	1252	1307	1322	1337	1352
Chelmsford, Bus Station Stand 9	0950	1005	1020	1035	1050	1105	1120	1135	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405
Chelmsford, Bus Station Stand 9	0953	1008	1023	1038	1053	1108	1123	1138	1153	1208	1223	1238	1253	1308	1323	1338	1353	1408
Westlands Estate, Savernake Road	1000	1015	1030	1045	1100	1115	1130	1145	1200	1215	1230	1245	1300	1315	1330	1345	1400	1415
Writtle, Writtle Green	1005	1020	1035	1050	1105	1120	1135	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405	1420
Oxney Green, Lodge Road	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424
Writtle, Loves Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Moulsham Lodge Estate, Heath Drive	1400	1415	1430	1445	1500	1515	1525	1540	1555	1615	1630	1645	1700	1715	1730	1750	1805	1820
Great Baddow, The Beehive	1407	1422	1437	1452	1507	1522	1532	1547	1602	1622	1637	1652	1707	1722	1737	1757	1811	1826
Chelmsford, Bus Station Stand 9	1420	1435	1450	1505	1520	1535	1547	1602	1617	1637	1652	1707	1722	1737	1752	1812	1822	1837
Chelmsford, Bus Station Stand 9	1423	1438	1453	1508	1523	1538	1550	1605	1620	1640	1655	1710	1725	1740	1755	1815	1824	1839
Westlands Estate, Savernake Road	1430	1445	1500	1515	1530	1545	1558	1613	1628	1648	1703	1718	1733	1748	1803	1823	1831	1846
Writtle, Writtle Green	1435	1450	1505	1520	1535	1550	1603	1618	1633	1653	1708	1723	1738	1753	1808	1828	1836	1851
Oxney Green, Lodge Road	1439	1454	1509	1524	1539	1554	1608	1623	1638	1658	1713	1728	1743	1758	1813	1833	1840	1855
Writtle, Loves Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1842	-

	service no.	45	45	45	45	45	45	45	45
	notes								
Moulsham Lodge Estate, Heath Drive	1835	1850	1905	1920	1940	2005	2030	2130	2230
Great Baddow, The Beehive	1841	1856	1911	1926	1946	2011	2035	2135	2235
Chelmsford, Bus Station Stand 9	1852	1907	1922	1937	1957	2022	2043	2143	2243
Chelmsford, Bus Station Stand 9	1854	1909	1924	1939	1959	2024	2043	2143	2250
Westlands Estate, Savernake Road	1901	1916	1931	1946	2006	2031	2050	2150	2257
Writtle, Writtle Green	1906	1921	1936	1951	2011	2036	2054	2154	2301
Oxney Green, Lodge Road	1910	1925	1940	1955	2015	2040	2058	2158	2305
Writtle, Loves Walk	-	-	-	-	2017	2042	-	-	-

First 45 45A Moulsham Lodge-Oxney Green

Saturdays (from 5 January 2020)

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Moulsham Lodge Estate, Heath Drive	0653	0723	0753	0815	0835	0855	0915	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200
Great Baddow, The Beehive	0659	0729	0800	0822	0842	0902	0922	0937	0952	1007	1022	1037	1052	1107	1122	1137	1152	1207
Chelmsford, Bus Station Stand 9	0708	0738	0810	0832	0852	0912	0934	0950	1005	1020	1035	1050	1105	1120	1135	1150	1205	1220
Chelmsford, Bus Station Stand 9	0710	0740	0813	0835	0855	0915	0937	0953	1008	1023	1038	1053	1108	1123	1138	1153	1208	1223
Westlands Estate, Savernake Road	0716	0746	0820	0842	0902	0922	0944	1001	1016	1031	1046	1101	1116	1131	1146	1201	1216	1231
Writtle, Writtle Green	0720	0750	0824	0846	0906	0926	0949	1006	1021	1036	1051	1106	1121	1136	1151	1206	1221	1236
Oxney Green, Lodge Road	0723	0753	0828	0850	0910	0930	0953	1010	1025	1040	1055	1110	1125	1140	1155	1210	1225	1240
Writtle, Loves Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	service no.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	notes																	
Moulsham Lodge Estate, Heath Drive	1215	1230	1245	1300	1315	1330	1345	1400	1415	1430	1445	1500	1518	1535	1553	1610	1630	1650
Great Baddow, The Beehive	1222	1237	1252	1307	1322	1337	1352	1407	1422	1437	1452	1507	1525	1542	1559	1616	1636	1656
Chelmsford, Bus Station Stand 9	1235	1250	1305	1320	1335	1350	1405	1420	1435	1450	1505	1520	1537	1552	1607	1624	1644	1704
Chelmsford, Bus Station Stand 9	1238	1253	1308	1323	1338	1353	1408	1423	1438	1453	1508	1523	1540	1555	1610	1627	1647	1707
Westlands Estate, Savernake Road	1246	1301	1316	1331	1346	1401	1416	1431	1446	1501	1516	1531	1547	1602	1616	1633	1653	1713
Writtle, Writtle Green	1251	1306	1321	1336	1351	1406	1421	1436	1451	1506	1521	1536	1551	1606	1621	1638	1658	1718
Oxney Green, Lodge Road	1255	1310	1325	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625	1642	1702	1722
Writtle, Loves Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	service no.	45	45	45	45	45	45	45	45	45
	notes									
Moulsham Lodge Estate, Heath Drive	1710	1730	1755	1825	1855	1930	2000	2030	2130	2230
Great Baddow, The Beehive	1716	1736	1801	1831	1901	1935	2005	2035	2135	2235
Chelmsford, Bus Station Stand 9	1724	1744	1809	1839	1909	1943	2013	2043	2143	2243
Chelmsford, Bus Station Stand 9	1727	1747	1812	1842	1912	1943	2014	2043	2143	2250
Westlands Estate, Savernake Road	1733	1753	1818	1848	1918	1950	2020	2050	2150	2257
Writtle, Writtle Green	1738	1758	1823	1853	1923	1954	2024	2054	2154	2301
Oxney Green, Lodge Road	1742	1802	1827	1857	1927	1958	2028	2058	2158	2305
Writtle, Loves Walk	-	-	-	-	-	-	2030	-	-	-

First 45 45A Moulsham Lodge-Oxney Green

Sundays and Public Holidays (from 5 January 2020)

	service no.	45	45	45	45A	45	45	45A	45	45	45A	45	45	45A	45	45	45A	45	45
	notes																		
Chelmer Village, Golding Thoroughfare		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chelmer Village, Shopping Centre		-	-	-	1013	-	-	1113	-	-	1213	-	-	1313	-	-	1413	-	-
Moulsham Lodge Estate, Heath Drive		0828	0931	1001		1031	1101		1131	1201		1231	1301		1331	1401		1431	1501
Great Baddow, The Beehive		0834	0937	1007		1037	1107		1137	1207		1237	1307		1337	1407		1437	1507
Chelmsford, Bus Station Stand 9		0843	0947	1017		1047	1117		1147	1217		1247	1317		1347	1417		1447	1517
Chelmsford, Bus Station Stand 9		0843	0949	1019		1049	1119		1149	1219		1249	1319		1349	1419		1449	1519
Chelmsford, Bus Station Stand 3					1025			1125			1225			1325			1425		
Westlands Estate, Savernake Road		0850	0956	1026	-	1056	1126	-	1156	1226	-	1256	1326	-	1356	1426	-	1456	1526
Writtle, Writtle Green		0854	1000	1030	-	1100	1130	-	1200	1230	-	1300	1330	-	1400	1430	-	1500	1530
Oxney Green, Lodge Road		0858	1003	1033	-	1103	1133	-	1203	1233	-	1303	1333	-	1403	1433	-	1503	1533
Writtle, Loves Walk		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	service no.	45A	45	45	45A	45	45	45A	45A	45A	45A	45A
	notes											
Chelmer Village, Golding Thoroughfare	-	-	-	-	-	-	1837	1937	2037	2137	2237	
Chelmer Village, Shopping Centre	1513	-	-	1613	-	-	1841	1941	2041	2141	2241	
Moulsham Lodge Estate, Heath Drive		1531	1601		1631	1731						
Great Baddow, The Beehive		1537	1607		1637	1737						
Chelmsford, Bus Station Stand 9		1547	1617		1647	1747	1851	1951	2051	2151	2251	
Chelmsford, Bus Station Stand 9		1549	1619		1649	1749	1851	1951	2051	2151	2251	
Chelmsford, Bus Station Stand 3	1525			1625								
Westlands Estate, Savernake Road	-	1556	1626	-	1656	1756	1858	1958	2058	2158	2258	
Writtle, Writtle Green	-	1600	1630	-	1700	1800	1902	2002	2102	2202	2302	
Oxney Green, Lodge Road	-	1603	1633	-	1703	1803	1905	2005	2105	2205	2305	
Writtle, Loves Walk	-	-	1634	-	-	-	-	-	-	-	-	

First 45C Oxney Green-Chelmer Village

Sundays and Public Holidays (from 5 January 2020)

	service no.	45C	45C	45C	45C	45C	45C
	notes						
Oxney Green, Lodge Road	-	1036	1136	1236	1336	1436	1536
Westlands Estate, Forest Drive Shops	-	1044	1144	1244	1344	1444	1544
Chelmsford, Rail Station Stand 11	-	1052	1152	1252	1352	1452	1552
Chelmsford, Rail Station Stand 11	0954	1054	1154	1254	1354	1454	1554
Chelmer Village, Berkley Drive	1004	1104	1204	1304	1404	1504	1604
Chelmer Village, Shopping Centre	1011	1111	1211	1311	1411	1511	1611

First 45C Chelmer Village-Oxney Green

Sundays and Public Holidays (from 5 January 2020)

	service no.	45C	45C	45C	45C	45C	45C	45C	45C
	notes								
Chelmer Village, Shopping Centre	0937	1037	1137	1237	1337	1437	1537	1637	1737
Chelmer Village, Berkley Drive	0944	1044	1144	1244	1344	1444	1544	1644	1744
Chelmsford, Bus Station Stand 3	0955	1055	1155	1255	1355	1455	1555	1655	1755

First 46 Ongar-Chelmsford

Mondays to Fridays (from 2 February 2019)

	service no.	46	46	46	46	46	46
	notes						
Ongar, Two Brewers	0720	0920	1110	1335	1525	1715	
Ongar, The Kings Inn	0722	0922	1112	1337	1527	1717	
Ongar, Four Wantz	0725	0925	1115	1340	1530	1720	
Fyfield, The Queens Head	0730	0929	1119	1344	1534	1724	
Willingale, The Maltsters Arms	0737	0936	1126	1351	1541	1731	
Roxwell, St Michael's Drive	0747	0946	1136	1401	1551	1740	
Roxwell, Village Hall	0749	0948	1138	1403	1553	1742	
Roxwell, The Hare	0752	0951	1141	1406	1556	1745	
Writtle, Agricultural College	0757	0956	1146	1411	1601	1750	
Chelmsford, Retail Market Stop 2	0816	1007	1157	1422	1612	1803	
Chelmsford, Bus Station Stand 1	0819	1009	1159	1424	1614	1805	

First 46 Ongar-Chelmsford

Saturdays (from 2 February 2019)

	service no.	46	46	46	46	46	46
	notes						
Ongar, Two Brewers	0730	0920	1110	1335	1525	1715	
Ongar, The Kings Inn	0732	0922	1112	1337	1527	1717	
Ongar, Four Wantz	0735	0925	1115	1340	1530	1720	
Fyfield, The Queens Head	0739	0929	1119	1344	1534	1724	
Willingale, The Maltsters Arms	0746	0936	1126	1351	1541	1731	
Roxwell, St Michael's Drive	0757	0946	1136	1401	1551	1741	
Roxwell, Village Hall	0758	0948	1138	1403	1553	1743	
Roxwell, The Hare	0801	0951	1141	1406	1556	1746	
Writtle, Agricultural College	0806	0956	1146	1411	1601	1751	
Chelmsford, Retail Market Stop 2	0818	1007	1157	1422	1612	1802	
Chelmsford, Bus Station Stand 1	0820	1009	1159	1424	1614	1804	

First 46 Chelmsford-Ongar

Mondays to Fridays (from 2 February 2019)

	service no.	46	46	46	46	46	46
	notes						
Chelmsford, Bus Station Stand 1	0825	1015	1240	1430	1620	1810	
Chelmsford, H&M Stop Dc	0827	1017	1242	1432	1624	1813	
Writtle, Lordship Road	0841	1028	1253	1443	1635	1824	
Roxwell, The Hare	0846	1033	1258	1448	1640	1829	
Roxwell, Village Hall	0849	1036	1301	1451	1643	1832	
Roxwell, St Michael's Drive	0851	1038	1303	1453	1645	1834	
Willingale, The Maltsters Arms	0857	1048	1313	1503	1655	1843	
Fyfield, The Queens Head	0901	1055	1320	1510	1702	1850	
Ongar, Four Wantz	0908	1059	1324	1514	1706	1854	
Ongar, The Kings Inn	0915	1102	1327	1517	1709	1857	
Ongar, Two Brewers	0917	1104	1329	1519	1712	1859	

First 46 Chelmsford-Ongar

Saturdays (from 2 February 2019)

	service no.	46	46	46	46	46	46
	notes						
Chelmsford , Bus Station Stand 1	0825	1015	1240	1430	1620	1810	
Chelmsford , H&M Stop Dc	0827	1017	1242	1432	1622	1812	
Writtle , Lordship Road	0838	1028	1253	1443	1633	1823	
Roxwell , The Hare	0843	1033	1258	1448	1638	1828	
Roxwell , Village Hall	0846	1036	1301	1451	1641	1831	
Roxwell , St Michael's Drive	0848	1038	1303	1453	1643	1833	
Willingale , The Maltsters Arms	0858	1048	1313	1503	1653	1843	
Fyfield , The Queens Head	0905	1055	1320	1510	1700	1850	
Ongar , Four Wantz	0909	1059	1324	1514	1704	1854	
Ongar , The Kings Inn	0912	1102	1327	1517	1707	1857	
Ongar , Two Brewers	0914	1104	1329	1519	1710	1859	

First 351 Chelmsford-Warley

Mondays to Fridays (from 5 January 2020)

	service no.	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351
	notes			Sch	NSch	Sch	NSch												
Chelmsford, Bus Station Stand 6		0620	0650	0720	0730	0755	0805	0900	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435
Chelmsford, Cemetery		0628	0659	0730	0739	0810	0814	0911	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444
Chelmsford, Robjohns Road South		0631	0702	0733	0742	0815	0817	0914	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447
Margaretting, The Black Bull		0638	0710	0741	0750	0823	0825	0922	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455
Ingatestone, Market Place		0643	0715	0746	0755	0828	0830	0927	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500
Mountnessing, Post Office		0648	0720	0753	0800	0833	0835	0933	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505
Shenfield, The Green Dragon		0654	0726	0807	0806	0843	0841	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511
Brentwood, High Street Stop G		0658	0730	0813	0810	0848	0845	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515
Brentwood, Rail Station		0702	0735	0818	0815	0853	0850	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520
Warley, Eagle Way		-	-	0822	0819	-	-	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524

	service no.	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351
	notes																		
Chelmsford, Bus Station Stand 6		1505	1535	1605	1640	1720	1805	1905											
Chelmsford, Cemetery		1514	1544	1615	1651	1734	1816	1912											
Chelmsford, Robjohns Road South		1517	1547	1618	1655	1738	1820	1915											
Margaretting, The Black Bull		1525	1555	1627	1704	1747	1827	1922											
Ingatestone, Market Place		1531	1601	1633	1709	1753	1832	1927											
Mountnessing, Post Office		1536	1606	1638	1715	1758	1837	1932											
Shenfield, The Green Dragon		1545	1615	1645	1722	1805	1843	1938											
Brentwood, High Street Stop G		1549	1619	1649	1726	1809	1847	1942											
Brentwood, Rail Station		1555	1625	1655	1732	1815	1852	1946											
Warley, Eagle Way		-	-	-	-	-	1856	1950											

Explanation of notes:

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

First 351 Chelmsford-Warley

Saturdays (from 5 January 2020)

	service no.	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351
	notes																		
Chelmsford, Bus Station Stand 6		0712	0742	0810	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535
Chelmsford, Cemetery		0719	0749	0817	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544
Chelmsford, Robjohns Road South		0722	0752	0820	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547
Margaretting, The Black Bull		0729	0759	0827	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555
Ingatestone, Market Place		0734	0804	0832	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
Mountnessing, Post Office		0739	0809	0837	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605
Shenfield, The Green Dragon		0745	0815	0843	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611
Brentwood, High Street Stop G		0749	0819	0847	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
Brentwood, Rail Station		0754	0824	0852	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620
Warley, Eagle Way		0758	0828	0856	0924	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524	1554	1624

	service no.	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351
	notes																		
Chelmsford, Bus Station Stand 6		1615	1705	1805	1905														
Chelmsford, Cemetery		1624	1714	1812	1912														
Chelmsford, Robjohns Road South		1627	1717	1815	1915														
Margaretting, The Black Bull		1635	1725	1822	1922														
Ingatestone, Market Place		1640	1730	1827	1927														
Mountnessing, Post Office		1645	1735	1832	1932														
Shenfield, The Green Dragon		1651	1741	1838	1938														
Brentwood, High Street Stop G		1655	1745	1842	1942														
Brentwood, Rail Station		1700	1750	1846	1946														
Warley, Eagle Way		1704	1754	1850	1950														

First 351 Chelmsford-Brentwood

Sundays and Public Holidays (from 5 January 2020)

service no.	351	351	351	351	351	351	351
notes							
Chelmsford, Bus Station Stand 6	0740	0940	1140	1340	1540	1740	1940
Chelmsford, Rail Station Stand 10	0741	0941	1141	1341	1541	1741	1941
Chelmsford, Cemetery	0748	0948	1148	1348	1548	1748	1948
Chelmsford, Robjohns Road South	0748	0948	1148	1348	1548	1748	1948
Margaretting, The Black Bull	0756	0956	1156	1356	1556	1756	1956
Ingatestone, Market Place	0801	1001	1201	1401	1601	1801	2001
Mountnessing, Post Office	0805	1005	1205	1405	1605	1805	2005
Shenfield, The Green Dragon	0811	1011	1211	1411	1611	1811	2011
Brentwood, High Street Stop G	0815	1015	1215	1415	1615	1815	2015
Brentwood, Rail Station	0819	1019	1219	1419	1619	1819	2019

First 351 Warley-Chelmsford

Mondays to Fridays (from 5 January 2020)

service no.	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351
notes			Sch	NSch														
Warley, Eagle Way	0624	-	-	-	0830	-	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1500
Brentwood, Rail Station	0628	0708	0742	0752	0835	0900	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1505
Brentwood, High Street Stop A	0633	0715	0752	0759	0842	0910	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1512
Shenfield, The Green Dragon	0635	0717	0755	0801	0844	0912	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1515
Mountnessing, Post Office	0642	0724	0804	0808	0852	0920	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1523
Ingatestone, Market Place	0648	0730	0810	0814	0900	0926	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1529
Margaretting, The Black Bull	0653	0735	0815	0819	0905	0931	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1534
Chelmsford, Robjohns Road South	0659	0742	0825	0826	0912	0937	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1540
Chelmsford, Cemetery	0702	0745	0829	0829	0915	0939	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1543
Chelmsford, Rail Station Stand 12	0711s	0756s	0843s	0840s	0925s	0949s	1024s	1054s	1124s	1154s	1224s	1254s	1324s	1354s	1424s	1454s	1524s	1553s
Chelmsford, Bus Station Stand 6	0713	0758	0845	0842	0927	0950	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555

service no.	351	351	351	351	351	351	351	351
notes								
Warley, Eagle Way	1530	-	-	-	-	-	1902	1957
Brentwood, Rail Station	1535	1605	1635	1705	1740	1825	1907	2002
Brentwood, High Street Stop A	1543	1613	1643	1713	1748	1832	1912	2007
Shenfield, The Green Dragon	1546	1616	1646	1716	1750	1834	1914	2009
Mountnessing, Post Office	1555	1625	1655	1725	1758	1841	1920	2015
Ingatestone, Market Place	1601	1631	1701	1731	1803	1846	1925	2020
Margaretting, The Black Bull	1606	1636	1706	1736	1808	1851	1930	2025
Chelmsford, Robjohns Road South	1612	1642	1712	1742	1814	1857	1936	2031
Chelmsford, Cemetery	1615	1645	1715	1745	1817	1859	1937	2032
Chelmsford, Rail Station Stand 12	1626s	1656s	1726s	1756s	1826s	1907s	1944s	2039s
Chelmsford, Bus Station Stand 6	1628	1658	1728	1758	1828	1908	1945	2040

Explanation of notes:

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

s this journey stops here to drop off only

First 351 Warley-Chelmsford

Saturdays (from 5 January 2020)

	service no.	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351	351
	notes																		
Warley, Eagle Way	0713	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	
Brentwood, Rail Station	0717	0807	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1508	1538	1608	
Brentwood, High Street Stop A	0722	0812	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	
Shenfield, The Green Dragon	0724	0814	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617	
Mountnessing, Post Office	0732	0822	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	
Ingatestone, Market Place	0738	0828	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	
Margaretting, The Black Bull	0743	0833	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	
Chelmsford, Robjohns Road South	0749	0839	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	
Chelmsford, Cemetery	0751	0841	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	
Chelmsford, Rail Station Stand 12	0759s	0849s	0924s	0954s	1024s	1054s	1124s	1154s	1224s	1254s	1324s	1354s	1424s	1454s	1524s	1554s	1624s	1654s	
Chelmsford, Bus Station Stand 6	0800	0850	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	

	service no.	351	351	351	351	351
	notes					
Warley, Eagle Way	1633	1710	1800	1857	1957	
Brentwood, Rail Station	1638	1715	1805	1902	2002	
Brentwood, High Street Stop A	1645	1722	1811	1907	2007	
Shenfield, The Green Dragon	1647	1724	1813	1909	2009	
Mountnessing, Post Office	1655	1732	1819	1915	2015	
Ingatestone, Market Place	1701	1738	1824	1920	2020	
Margaretting, The Black Bull	1706	1743	1829	1925	2025	
Chelmsford, Robjohns Road South	1712	1749	1835	1931	2031	
Chelmsford, Cemetery	1714	1751	1837	1932	2032	
Chelmsford, Rail Station Stand 12	1724s	1759s	1844s	1939s	2039s	
Chelmsford, Bus Station Stand 6	1725	1800	1845	1940	2040	

Explanation of notes:

s this journey stops here to drop off only

First 351 Brentwood-Chelmsford

Sundays and Public Holidays (from 5 January 2020)

	service no.	351	351	351	351	351	351
	notes						
Brentwood, Rail Station	0850	1050	1250	1450	1650	1850	2050
Brentwood, High Street Stop A	0854	1054	1254	1454	1654	1854	2054
Shenfield, The Green Dragon	0857	1057	1257	1457	1657	1857	2057
Mountnessing, Post Office	0903	1103	1303	1503	1703	1903	2103
Ingatestone, Market Place	0907	1107	1307	1507	1707	1907	2107
Margaretting, The Black Bull	0912	1112	1312	1512	1712	1912	2112
Chelmsford, Robjohns Road South	0918	1118	1318	1518	1718	1918	2118
Chelmsford, Cemetery	0920	1120	1320	1520	1720	1920	2120
Chelmsford, Rail Station Stand 12	0926s	1126s	1326s	1526s	1726s	1926s	2126s
Chelmsford, Bus Station Stand 6	0927	1127	1327	1527	1727	1927	2127

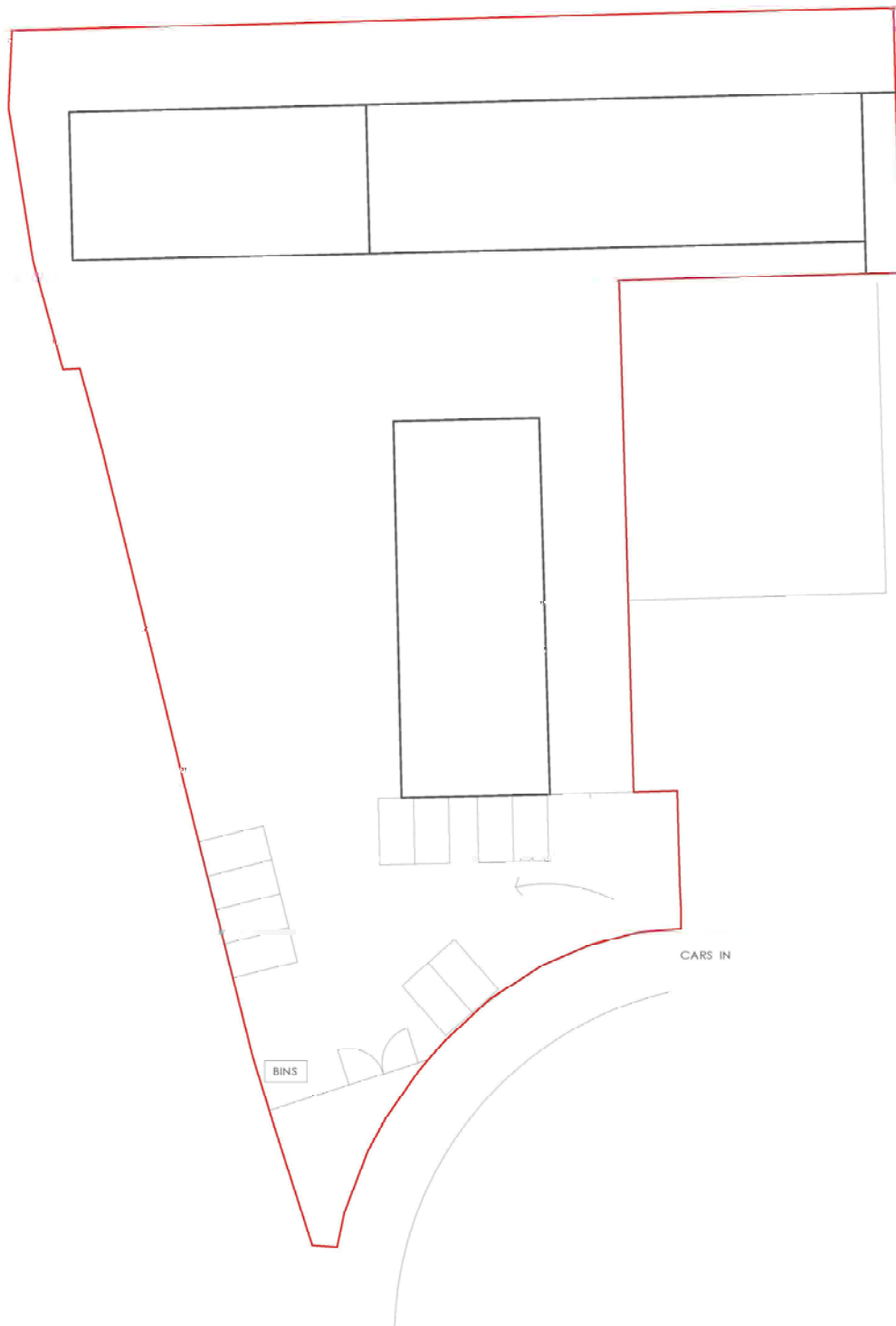
Explanation of notes:

s this journey stops here to drop off only



Appendix 3

Illustrative Development Proposals



scale	date	drawn	drawing no.	revision	client
1:200	Jan 20	R.K.	1953.4	A	Lalndon Trading - PGR Timber
drawing					site
Whole Site Layout - Block Plan					10,12 & 14 Hanbury Road Chelmsford Essex CM1 3AE

notes
Materials:

Robert Kemball
Ash Cottage
Green Lane
Great Waltham
Essex CM3 1EB
Tel: 01203 205046
Email: rook@rkbarchitect.com

RIBA Architect



Appendix 4

TRICS Data

Calculation Reference: AUDIT-757101-200107-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

VEHICLESSelected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
RE READING	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
DV DEVON	2 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
LC LANCASHIRE	3 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
CF CARDIFF	1 days
11 SCOTLAND	
SR STIRLING	1 days
12 CONNAUGHT	
RO ROSCOMMON	1 days
13 MUNSTER	
CR CORK	1 days
14 LEINSTER	
KK KILKENNY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 150 to 20000 (units: sqm)
 Range Selected by User: 150 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 24/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	10 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	11

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	13 days
B2	5 days
B8	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	12 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	19 days
----	---------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	19 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE BRISTOL		
	Edge of Town Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	CF-02-C-02	BAKERY	CARDIFF
	MAES-Y-COED ROAD CARDIFF		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	14125 sqm	
	Survey date: THURSDAY	06/10/16	Survey Type: MANUAL
3	CH-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE
	JUPITER DRIVE CHESTER CHESTER W. EMP. PARK		
	Edge of Town Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
4	CR-02-C-01	FABRI CATIONS	CORK
	CORK WALLINGSTOWN IND. EST.		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	1175 sqm	
	Survey date: THURSDAY	13/12/12	Survey Type: MANUAL
5	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC T STREET DERBY		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
6	DV-02-C-01	TUBE MANUFACTURE	DEVON
	PLYMBRIDGE ROAD PLYMOUTH ESTOVER		
	Edge of Town Industrial Zone		
	Total Gross floor area:	20000 sqm	
	Survey date: TUESDAY	17/07/12	Survey Type: MANUAL
7	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
8	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE BASINGSTOKE		
	Edge of Town Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
9	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE	KILKENNY
	HEBRON IND. ESTATE KILKENNY		
	Edge of Town Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	26/10/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	LC-02-C-02	RECYCLING CO.	LANCASHIRE
	ESSEX STREET		
	PRESTON		
	RED SCAR IND ESTATE		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL
11	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
12	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
13	RE-02-C-01	SHEET METAL FABRI CATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
14	RO-02-C-02	METAL COMPANY	ROSCOMMON
	MOYDRUM ROAD		
	ATHLONE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5600 sqm	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL
15	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
16	SR-02-C-01	SPECIALIST MODEL MAKING	STIRLING
	BORROWMEADOW ROAD		
	STIRLING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2350 sqm	
	Survey date: MONDAY	16/06/14	Survey Type: MANUAL
17	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
18	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

19	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 1700 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2350	0.298	5.064	1	2350	0.043	0.723	1	2350	0.341	5.787
07:00 - 08:00	19	4472	0.219	3.722	19	4472	0.035	0.600	19	4472	0.254	4.322
08:00 - 09:00	19	4472	0.260	4.422	19	4472	0.067	1.141	19	4472	0.327	5.563
09:00 - 10:00	19	4472	0.184	3.122	19	4472	0.109	1.861	19	4472	0.293	4.983
10:00 - 11:00	19	4472	0.137	2.321	19	4472	0.108	1.841	19	4472	0.245	4.162
11:00 - 12:00	19	4472	0.093	1.581	19	4472	0.104	1.761	19	4472	0.197	3.342
12:00 - 13:00	19	4472	0.132	2.241	19	4472	0.131	2.221	19	4472	0.263	4.462
13:00 - 14:00	19	4472	0.190	3.222	19	4472	0.141	2.401	19	4472	0.331	5.623
14:00 - 15:00	19	4472	0.120	2.041	19	4472	0.186	3.162	19	4472	0.306	5.203
15:00 - 16:00	19	4472	0.077	1.301	19	4472	0.178	3.021	19	4472	0.255	4.322
16:00 - 17:00	19	4472	0.051	0.860	19	4472	0.220	3.742	19	4472	0.271	4.602
17:00 - 18:00	19	4472	0.082	1.401	19	4472	0.197	3.342	19	4472	0.279	4.743
18:00 - 19:00	18	4589	0.022	0.370	19	4472	0.118	2.001	18	4589	0.140	2.371
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.865	31.668			1.637	27.817			3.502	59.485

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT / TRP * FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	150 - 20000 (units: sqm)
Survey date range:	01/01/11 - 24/09/19
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-757101-200106-0107

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : L - BUILDER'S MERCHANTS

VEHICLESSelected regions and areas:

05 EAST MIDLANDS
 LN LINCOLNSHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 13051 to 13051 (units: sqm)
 Range Selected by User: 600 to 13051 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 11/06/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

A1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

15,001 to 20,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):Population within 5 miles:

50,001 to 75,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count

0 days

Excluded from count or no filling station

1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No

1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-01-L-02	JACKSON BUILDING CENTRE	LINCOLNSHIRE
	SOUTH PARADE		
	GRANTHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	13051 sqm	
	Survey date: TUESDAY	11/06/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

VEHICLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 1300 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	13051	0.069	0.896	1	13051	0.000	0.000	1	13051	0.069	0.896
07:00 - 08:00	1	13051	0.284	3.686	1	13051	0.215	2.789	1	13051	0.499	6.475
08:00 - 09:00	1	13051	0.391	5.080	1	13051	0.276	3.586	1	13051	0.667	8.666
09:00 - 10:00	1	13051	0.268	3.486	1	13051	0.268	3.486	1	13051	0.536	6.972
10:00 - 11:00	1	13051	0.345	4.482	1	13051	0.291	3.785	1	13051	0.636	8.267
11:00 - 12:00	1	13051	0.322	4.184	1	13051	0.306	3.984	1	13051	0.628	8.168
12:00 - 13:00	1	13051	0.284	3.686	1	13051	0.322	4.184	1	13051	0.606	7.870
13:00 - 14:00	1	13051	0.253	3.287	1	13051	0.268	3.486	1	13051	0.521	6.773
14:00 - 15:00	1	13051	0.268	3.486	1	13051	0.306	3.984	1	13051	0.574	7.470
15:00 - 16:00	1	13051	0.230	2.988	1	13051	0.253	3.287	1	13051	0.483	6.275
16:00 - 17:00	1	13051	0.138	1.793	1	13051	0.284	3.686	1	13051	0.422	5.479
17:00 - 18:00	1	13051	0.008	0.100	1	13051	0.061	0.797	1	13051	0.069	0.897
18:00 - 19:00												
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:				2.860	37.154		2.850	37.054		5.710	74.208	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 13051 - 13051 (units: sqm)
Survey date range: 01/01/11 - 11/06/13
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix 5

Proposed Access Arrangements & HGV Tracking

DOCUMENT REFERENCE: HA/AB808/V4

NOISE IMPACT ASSESSMENT:
PROPOSED BUILDERS MERCHANTS

UNITS 10-14 HANBURY ROAD, CHELMSFORD,
ESSEX CM1 3AE



Our Ref HA/AB808/V4
Site Address Units 10-14, Hanbury Road, Chelmsford, Essex CM1 3AE
For PGR Timber and Builders Merchants c/o Mr Robert Kemball
Client Address Laindon Training (PGR Timber and Builders Merchants), PGR Timber Courtauld House, Courtauld Road, Basildon, Essex SS13 1RZ
Date of Report 4 March 2020
Author Miss Josie Nixon MSc BA (Hons) AMIOA
Checked by Mr Stuart J G Nixon MSc BSc (Hons) MIOA MCIEH



Healthy Abode Ltd
Company No. 07429355 (England & Wales)
Office Address: Healthy Abode, Office F9, Allen House Business Centre, The Maltings, Station Road, Sawbridgeworth, Essex CM21 9JX
Registered Business Address: Abacus House. 68a North Street, Romford, London, RM1 1DA
E-mail: info@HA-acoustics.co.uk
Website: www.HA-acoustics.co.uk
Telephone: (Chelmsford) 01245 206 250

This report has been prepared by Healthy Abode Limited t/a HA Acoustics with all reasonable expertise, care and diligence. The survey and report has been undertaken in accordance with accepted acoustic consultancy principles, it takes account of the services and terms and conditions agreed verbally and in writing between HA Acoustics and our client. Any information provided by third parties and referenced is considered to have undergone suitably thorough third-party checks to ensure accuracy. We can accept no liability for errors with a third-party data. This report is confidential to our client and therefore HA Acoustics accepts no responsibility whatsoever to third parties unless formally agreed in writing by HA Acoustics. Any such party relies upon the report at their own risk.

EXECUTIVE SUMMARY

- Mr Robert Kemball on behalf of PGR Timber and Builders Merchants instructed Healthy Abode Ltd t/a as HA Acoustics to undertake a noise impact assessment for the proposed Builder's Merchants at Units 10-14, Hanbury Road, Chelmsford, Essex CM1 3AE.
- HA Acoustics has undertaken an environmental noise survey at the site in order to determine prevailing background noise levels that are representative of the nearest noise sensitive receptors (NSR). Due to the nature of the site, the distance between the noise source and 1m from the residential façade varies. The distance from the nearest boundary of the site to 1m from the NSR is approximately 12m.
- Properties exist to the north-west of the site (38-44 Longacre), there is potential for a degree of line-of-sight to the external goods yard. A distance calculation from the dwellings with potential for line of sight to centre of goods yard at approximately 85m distance has been considered, to address this the client will incorporate acoustic mitigation in the form of a 3m high acoustic fence, to run a minimum 15metre length.
- A baseline noise survey and assessment has been undertaken in line with the guidance contained in BS 4142:2014, measurements being taken over continuous 15-minute periods.
- The unattended surveys were conducted between Wednesday 18th December 2019 – Monday 23rd December 2019, at two fixed monitoring points, located at the rear of the site.
- Manual Measurements were undertaken at an existing PGR Timber and Merchant Yard on Wednesday 8 January 2020 to determine potential noise levels. Calculations have utilised these measurements along with manufacturer's data.
- The operation of the proposed builder's merchants shall be as required, 07:00 – 17:30 hours Monday to Saturday and 07:30 – 12:30 Saturdays, Closed Sundays and Bank Holiday Mondays.
- The typical background noise level has been calculated at 45dB $L_{A90, \text{operational hours}}$.
- It is important to note that during the period of noise monitoring, the site was vacant. The previous business having already vacated the site. This means that the obtained typical background sound level is expected to be lower than that which the nearby residents would be used to, when a business under

the existing planning classification is operating.

- Noise calculations of the proposed builder's merchants have been undertaken using all available details and plans provided by the client, manual measurements and obtaining manufacturers' specifications. The resultant sound pressure level has been calculated at the NSR1 at 44 dB(A) and at the NSR2 at 45 dB(A).
- In accordance with BS 4142: 2014 guidance, the noise impact from the operation of the proposed builders merchants "***is an indication of the specific sound source having a low impact***" at the NSR.

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Appendices

Appendix A – Site Location and Monitoring Positions

Appendix B – Noise Survey Results and Time History

Appendix C – Architectural Drawings

Appendix D – Acoustic Calculations

Appendix E – Manufacturer’s Data

1. INTRODUCTION

- 1.1. Mr Robert Kemball on behalf of PGR Timber and Builders Merchants instructed Healthy Abode Ltd t/a HA Acoustics to undertake a noise impact assessment at Units 10-14, Hanbury Road, Chelmsford, Essex CM1 3AE for submission as part of documentation to be provided to the Local Authority, Chelmsford City Council.
- 1.2. It is being proposed for Units 10-14, Hanbury Road, Chelmsford, to become a Builders Merchants, the noise from which could have the potential to affect existing noise sensitive properties nearby. The proposal would be for a change of use from B8 to Sui Generis use of Builders merchants.
- 1.3. The purposes of this report are:
 - 1.3.1. To determine prevailing environmental noise levels affecting surrounding properties due to nearby noise sources (e.g. road traffic, commercial plant etc.);
 - 1.3.2. To carry out a theoretical noise breakout of noise emission levels from internal areas;
 - 1.3.3. Based on the above, to present noise emission limits in accordance with the requirements of BS 4142:2014, and
 - 1.3.4. To undertake an assessment to demonstrate compliance with the Local Authority noise requirements.

2. SITE DESCRIPTION

- 2.1 Units 10-14, Hanbury Road, Chelmsford, Essex CM1 3AE (hereafter referred to as 'the site') is a commercial premises located within an industrial estate. A site plan can be found in Appendix A.
- 2.2 The site is situated off Hanbury Road, which runs along the south boundary. The site is within an industrial estate, which is situated to the south and east. The site adjacent to the East is Bookers Wholesale. There are a number of commercial and industrial premises on the industrial estate, such as National Tyres, Smurfit Kappa and Power Testing. Located to the west are agricultural fields. Residential premises are located to the north and external amenity gardens border the site.
- 2.3 The proposal is for the premises to undergo a change of use from B8 to Sui Generis use of Builders merchants. As part of this proposal, it is applied that part of unit 14 will be demolished. Architectural Drawings can be seen in Appendix C. Unit 10 and 12 are proposed to be utilised as storage, with unit 14 being used as the main builders merchants and being the client facing section.
- 2.4 The nearest noise sensitive receptor (NSR) located to the proposed timber and builder merchants is noted to be the rear façade of a residential premises located to the rear of the site on Longacre, with partial line of sight from the first storey. Due to the nature of the site, the distance between the noise source and 1m from the residential façade varies. The distance from the nearest boundary of the site to 1m from the NSR is approximately 12m. It can be confidently assumed that if the noise impact assessment indicates that the specific sound source has a low impact at this premises then it can be safely assumed it will be met at other properties of equal distance and/or those further away with no line of sight.
- 2.5 Properties exist to the north-west of the site (38-44 Longacre), there is potential for a degree of line-of-sight to the external goods yard. A distance calculation from the dwellings with potential for line of sight to centre of goods yard is approximately 85m, the client will install acoustic mitigation.
- 2.6 At the time of installation and collection of the monitoring equipment, the dominant noise sources emanated from road traffic, overhead airplane movements and some commercial and residential activity noise. These noise sources are considered normal to the site location. No significant abnormal noise sources were identifiable. It is considered that the measured noise levels are reasonable given the location of the measurement position.

3. ENVIRONMENTAL NOISE SURVEY METHODOLOGY

3.1 Unattended – Environmental Noise Survey

3.2 An unmanned environmental noise survey was undertaken at two measurement locations at the rear of the site. The survey was undertaken between 11:00 hours on the Wednesday 18th December 2019 and 14:30 hours on Monday 23rd December 2019.

3.3 The sound level meters (SLM) were mounted approximately 1.5 metres above ground level. For position 1 the SLM was positioned on the rear premises boundary. The position is not considered to be ‘free-field’ therefore acoustic corrections of -3dB have been applied to the measurements. For position 2 the SLM was positioned away from reflective surfaces approximately 3.5 metres from the rear façade of the property and other walls/fences. The position is considered to be ‘free-field’ therefore acoustic corrections of -3dB have not been applied to the measurements.

3.4 The positions are considered to be representative of background noise levels at the nearest identified NSR. The monitoring position is identified in Appendix A.

3.5 The equipment used for the noise survey is summarised in Table 3.1.

Equipment	Description	Quantity	Serial Number
Svantek 977	Class 1 automated logging sound level meter	1	69297
ACO Pacific 7052E	Class 1 ½" microphone	1	69364
Svantek 977	Class 1 automated logging sound level meter	1	69716
ACO Pacific 7052E	Class 1 ½" microphone	1	70766
Svantek SV33A	Class 1 Calibrator	1	73297

Table 3.1 Description of Equipment used for Noise Survey

3.6 Ambient, background and maximum noise levels (L_{Aeq} , L_{A10} , L_{A90} and L_{AmaxF} respectively) were measured throughout the noise survey in consecutive 15-minute periods.

3.6 The noise survey and measurements were conducted, wherever possible, in accordance with BS7445-1:2003 ‘Description and measurement of environmental noise. Guide to quantities and procedures’. Measurements were made generally in accordance with ISO 1996-2:2007 ‘Acoustics – Description, measurement and assessment of environmental noise – Part 2: Determination of environmental noise levels’.

3.7 Weather conditions throughout the entire noise survey period were noted to be cold (approximately 0-10° Celsius), generally dry (with periods of light rainfall on Thursday 19th and Friday 20th December 2019), with clear to cloudy skies (approximately 0-80% cloud cover) and a light wind (<5m/s). These weather conditions were checked against and confirmed by the use of the Met Office mobile application available on smart phone technology. These conditions were maintained throughout the whole survey period and are considered reasonable for undertaking environmental noise measurements.

3.8 The noise monitoring equipment was calibrated before and after the noise survey period. No significant drift was recorded. Equipment calibration certificates can be provided upon request.

3.9 It is important to note that during the period of noise monitoring, the site was vacant. The previous business having already vacated the site. This means that the obtained typical background sound level is expected to be lower than that which the nearby residents would be used to, when a business under the existing planning classification is operating.

3.7 Attended / Manual Measurement – Noise Survey of Proposed Activities

3.8 An attended environmental noise survey was undertaken at existing PGR timber and builder merchant site. The existing site utilised for the manual measurements was PGR Timber & Builder Merchants Braintree, which is located at Unit 1, Bradbury Drive, Springwood Industrial Estate, Braintree, Essex, CM7 2SD. Stop-start measurements were undertaken of the different noise sources and a 1 hour measurement was undertaken within the trade counter. The survey was undertaken between 10:00 hours – 12:00 hours on Wednesday 8th January 2020.

3.9 The sound level meters (SLM) located within the internal trade counter was mounted approximately 1.5 metres above ground level within the premise, to the rear of the counter. The stop-start measurements were undertaken via hand-held measurements, where possible all measurements were taken at 1m from the noise source.

3.10 The measurements are considered to be representative of typical activity noise levels, which would occur at the proposed site.

3.11 The equipment used for the noise survey is summarised in Table 3.1.

Equipment	Description	Quantity	Serial Number
Svantek 977	Class 1 automated logging sound level meter	1	69701
ACO Pacific 7052E	Class 1 ½" microphone	1	71699
Svantek 977	Class 1 automated logging sound level meter	1	69716
ACO Pacific 7052E	Class 1 ½" microphone	1	70766
Larson Davis CAL200	Class 1 Calibrator	1	14432

Table 3.1 Description of Equipment used for Noise Survey

3.12 Ambient, background and maximum noise levels (L_{Aeq} , L_{A10} , L_{A90} and L_{AmaxF} respectively) were measured throughout the noise survey.

3.6 The noise survey and measurements were conducted, wherever possible, in accordance with BS7445-1:2003 '*Description and measurement of environmental noise. Guide to quantities and procedures*'. Measurements were made generally in accordance with ISO 1996-2:2007 '*Acoustics – Description, measurement and assessment of environmental noise – Part 2: Determination of environmental noise levels*'.

3.10 Weather conditions throughout the entire noise survey period were noted to be cold (approximately 0-10° Celsius), dry, with clear to cloudy skies (approximately 50% cloud cover) and a light wind (<5m/s). These weather conditions were checked against and confirmed by the use of the Met Office mobile application available on smart phone technology. These conditions were maintained throughout the whole survey period and are considered reasonable for undertaking environmental noise measurements.

3.11 The noise monitoring equipment was calibrated before and after the noise survey period. No significant drift was recorded. Equipment calibration certificates can be provided upon request.

4. EXTERNAL NOISE EMISSION CRITERIA

4.1. National Planning Policy Framework

4.2. In March 2012, the National Planning Policy Framework (NPPF) came into force and was revised in February 2019. This document replaces a great many planning guidance documents, which previously informed the planning system in England.

4.3. The NPPF (2019) sets out the Government's economic, environmental and social planning policies for England and these policies articulate the Government's vision of sustainable development.

4.4. The Noise Policy Statement for England (NPSE) published 2010 applies to *'all forms of noise, including environmental noise, neighbour noise and neighbourhood noise'*.

4.5. Paragraph 180 of the NPPF (2019) considers noise, stating:

"Planning policies and 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."*

4.6. National Planning Policy is guided by the NPPF. With regard to noise, the terms 'significant adverse impact' and 'other adverse impacts' are defined in the explanatory notes of the 'Noise Policy Statement for England' (NPSE). These state that there are two established concepts from toxicology that are currently being applied to noise impacts, for example, by the World Health Organisation. They are:

- 'NOEL – No Observed Effect Level, this is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise, and

- LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected.

4.7. Extending these concepts for the purpose of this NPSE leads to the concept of SOAEL - significant observed adverse effect level. This is the level above which significant adverse effects on health and quality of life occur'. However, no specific noise limits for LOAEL and SOAEL have been defined. Therefore, guidance from other acoustic standards must be employed to determine suitable levels within the overall principal of the National Planning Policy Framework; such as BS 4142:2014.

4.8. Chelmsford City Council, Local Authority Noise Criteria

4.9. The proposed site lies within the jurisdiction of the Local Authority, Chelmsford City Council. An acoustic report is required to support a planning application. The following wording has been provided from the local authority:

"both applications 19/01916/FUL & 19/01917/FUL have received holding objections from Public Health and Protection on the basis of noise, the following comment have been received:

The change of use to a builder's merchant has the potential to cause noise disturbance to the occupiers of nearby residential properties. There is no in depth submitted information on how noise from the proposed use will be controlled. I would suggest that a noise assessment is carried out and submitted for consideration with the application. The assessment should cover all proposed noisy operations to be carried out at the site, both in the open and within the building, to demonstrate that no undue disturbance will be caused.

It is therefore required that a Noise Assessment Report be carried out and submitted in supplement with the application in order for the Council to assess the likely impact of noise on the surrounding amenity. You will recall that this was something advised during our meeting in October. I appreciate that the preparation and compilation of such a survey and report may occur additional time and therefore should you require time beyond 12th January I would be grateful if you could let me know and we can extend the life of the application."

4.10. It is understood that the Builders Merchants will be operational between 07:00 – 17:30 Monday to Friday and 07:30 – 12:30 Saturdays. The noise criteria will therefore be set in-line with the typical background operational levels. In order to provide a robust assessment the lowest measured typical background from the 2 measurement positions have been taken. In this case the criteria to be met is a maximum rating noise level of 45dB $L_{Ar,Tp}$ measured at the NSR.

4.11. BS4142:2014

4.12. BS 4142:2014 "Methods for Rating and Assessing Industrial and Commercial Sound" presents a method for assessing the significance and possible adverse impact due to an industrial or commercial

noise source, based on a comparison of the source noise levels and the background noise levels, both of which are measured or predicted at a noise sensitive receiver e.g. a residential property.

4.13. The specific noise level due to the source is determined, with a series of corrections for tonality, impulsivity, intermittency or any other unusual characteristic. This can result in a maximum total correction of +21dB being added if the new noise source demonstrates all the above characteristics. The background noise level is then subtracted from the rating level and a comparison made.

4.14. The significance of the new noise source and the likelihood of any adverse impact is determined in accordance with the following advice:

“The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs.

- *A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.*
- *A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context.*
- *The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.”*

4.15. **BS8233:2014**

4.16. BS 8233:2014 provides references and guideline values for desirable indoor ambient noise levels for dwellings as shown in Table 5.1 below.

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living room	35 dB $L_{Aeq,16hour}$	—
Dining	Dining room/area	40 dB $L_{Aeq,16hour}$	—
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16hour}$	30 dB $L_{Aeq,8hour}$

Table 5.1 BS 8233:2014 Desirable Internal Ambient Noise Levels for Dwellings

- 4.17. The above internal ambient noise levels are therefore considered appropriate within this assessment.
- 4.18. BS 8233:2014 states that 'for traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed an upper guideline value of 55dB L_{Aeq} , which would be acceptable in noisier environments.
- 4.19. The guidance that external amenity should not exceed 55dB $L_{Aeq,16hr}$ is also supported by World Health Organisation (WHO) guidance.

5. NOISE SURVEY RESULTS

5.1. Unattended Noise Survey

5.2. The ambient and background noise levels at the measurement position as seen in Appendix A are provided below and have been based on an analysis of the monitoring data.

5.3. A summary of the data results is provided in Table 5.1. The time history can be seen in Appendix B (TH1-2).

	Ambient Noise Level $L_{Aeq, 15min}$	Typical Background Noise Level $L_{A90, 15min}$
Position 1		
Day (07:00 – 23:00)	49dB*	44dB*
Night (23:00 – 07:00)	49dB*	30dB*
Operating Hours (07:00 – 17:30 Monday – Friday 07:00 – 12:30 Saturday)	50dB*	45dB*
Position 2		
Day (07:00 – 23:00)	51dB	49dB
Night (23:00 – 07:00)	49dB	39dB
Operating Hours (07:00 – 17:30 Monday – Friday 07:30 – 12:30 Saturday)	52dB	49dB

*includes -3dB facade noise correction

Table 5.1 Summary of typical noise measurement data

5.4. These noise levels are considered normal to the site location. No significant abnormal noise sources were identifiable during installation or collection of the equipment. It is considered that the measured noise levels are reasonable given the location of the measurement position.

5.5. Attended Manual Measurement Results

5.6. The measurements results from the attended survey can be seen in Table 5.2. The time history for the continuous manual measurement from the internal shop location, can be seen in Appendix B (TH3).

Start date & time	Duration	Description	L _{Aeq}	L _{Amax,F}	L _{A10}	L _{A90}
08/01/2020 10:22:00	00:00:44	Lorry reversing / unloading of water containers for office	70	90	69	57
08/01/2020 10:23:14	00:01:12	General external background	56	70	58	51
08/01/2020 10:24:48	00:01:26	Sides on lorry / metal banging down. Measurement 5m away	60	78	61	51
08/01/2020 10:26:22	00:02:25	General background, plant (other units) aeroplanes, traffic, nearby industrial noise, reversing beepers elsewhere	54	68	56	52
08/01/2020 10:28:48	00:01:14	General Background - external	56	69	58	52
08/01/2020 10:30:04	00:00:18	Customer vehicle manoeuvring	57	62	59	54
08/01/2020 10:32:14	00:00:49	Internal Warehouse Cellophane wrapping goods.	68	81	74	50
08/01/2020 10:33:04	00:00:29	Internal warehouse, forklift reversing	78	92	81	62
08/01/2020 10:33:52	00:01:35	Goods being unloaded and loaded from lorry (3m away)	71	90	72	58
08/01/2020 10:37:42	00:00:13	External Background; plant from different units and employees in conversation. No vehicles nearby	56	65	58	53
08/01/2020 10:37:58	00:01:29	Forklift loading and closing sides on lorry	67	84	69	55
08/01/2020 10:39:30	00:01:48	Hydraulic lift / movement of grabber down, lorry engine on.	69	84	71	65
08/01/2020 10:41:18	00:00:15	Lorry driving off	67	77	72	56
08/01/2020 10:51:04	00:01:20	Customer car parking	68	84	71	58
08/01/2020 10:52:52	00:04:34	Internal Loading forklift up, another forklift in operation / moving around internal area, chatting, wrapping of goods	73	96	74	47
08/01/2020 10:58:58	00:01:01	Internal Forklift lifting goods up high.	69	82	71	63
08/01/2020 11:00:04	00:00:56	x2 Diesel forklifts moving	70	80	74	56
08/01/2020 11:03:48	00:02:26	Carpark. X2 lorries. 1 stationary completely. X1 arriving. Customer car reversed off site	63	79	66	55

08/01/2020 11:10:26	00:04:55	Diesel forklift unloading	70	90	72	57
08/01/2020 11:15:44	00:18:00	Unloading and loading of 2 lorries, with x2 forklifts, 6 people, (15minutes into measurement x1 lorry left site)	65	87	67	56
08/01/2020 11:34:02	00:00:15	Background. No activity	54	56	55	53
08/01/2020 11:35:06	00:02:08	Lorry leaving site	71	81	76	56
08/01/2020 11:39:08	00:00:56	Combi-lift Internal (5m)	64	70	68	57
08/01/2020 11:40:06	00:00:14	Background internal. Combi-lift cab doors closed. Chatting	51	63	52	46
08/01/2020 11:40:20	00:00:07	Background internal inside. Quiet	49	52	50	47
08/01/2020 11:41:02	00:00:09	Internal background with forklift activity	74	87	76	46
08/01/2020 11:41:56	00:02:31	Shop mid floor measurement. Vehicles outside and in workshop just perceptible.	46	61	49	38

Table 5.2 Summary of typical noise measurement data for typical activities

5.7. The proposed timber and builder merchants have specified that they will only use electric forklifts on site. No electric forklifts were present during the manned measurements at Timber & Builder Merchants Braintree, (located at Unit 1, Bradbury Drive, Springwood Industrial Estate, Braintree, Essex, CM7 2SD) therefore manufacturer's data has been utilised.

6. NOISE IMPACT ASSESSMENT

6.1 It is proposed for the premises to undergo a change of use from B8 to Sui Generis use of Builder's Merchants.

6.2 The premises will use the existing structure for unit 10-12, extended to the rear, as shown in Appendix C. The premises is understood to be comprised of a mixture of brick and block façade. Where glass windows were previously on the existing façade these are to be bricked over.

6.3 Unit 14 will be reduced in size, to approximately 50%. Where possible the existing brick and block structure will be utilised. The glass windows for this unit will only be found on the front façade and will be a 22mm thick glass.

6.4 Table 6.1 lists the proposed plant/operations to be installed and its operational maximum sound pressure level.

Plant Make/Model	Reference Sound Pressure Level at 1m
Combi-lift Internal measurement*	76 dB
Lorry – Unloading*	81 dB
Lorry - Loading*	81 dB
Lorry Maneuvering*	77 dB
Car park area – customer vehicles moving*	68 dB
Internal Storage Level with low level activity*	51 dB
General External Site Activity Background*	63 dB
Internal – Cellophane wrapping*	68 dB
Internal Level – Shop*	60 dB

Electric Forklift**	75
Electric Side-lift**	75

Table 6.1 Proposed plant/operations

*taken from manual measurements

**taken from manufacturer's data (for electric side-lift (see Appendix E).

6.5 Due to the nature of the premises, it is possible for a number of the above items to be operational at the same time. It is understood that premises will operate similar activities to those listed above. Historical measurements of the proposed typical activities have been utilised. The cumulative noise source calculations for the internal and external areas have been calculated in Appendix D.

6.6 Calculations have been undertaken to gain the specific noise level of the proposed timber and builder merchant operations using information provided by the client, historical measured data and from manufacturer specifications.

6.7 Theoretical Noise Breakout Assessment

6.8 Detailed calculations to predict the noise level of the proposed operations at the timber and builder merchants at 1metre from the NSR are given in Appendix D. In order to determine the noise impact from internal operations, a theoretical noise breakout has been undertaken.

6.9 A noise breakout assessment has been carried out, taking into account the façade closest to the NSR from unit 10-12. There are no windows from the workshop/store room on the northern side. It is understood that the building is constructed from brick and block façade with a steel-framed construction, with rollers on the south façade to allow entry into the premises for the forklifts. The sound reduction index of the proposed wall construction can be seen in appendix C.

6.10 Unit 10-12 will provide screening from noise sources within Unit 14 to the NSR's.

6.11 The noise transmission break-out from internal to external was then calculated using the SRI of the façade in the following formula:

$$SPL_{ext} = SPL_{int} - SRI - 6$$

6.12 There is a partial line of sight between the workshop exterior and the NSR, however the façade will provide screening from the activities inside. Following local authority Planning Officer discussions, noise break-out of the roof elements has been considered, this is despite there being no noise sources at height e.g. fork lift truck being at ground level. The combined sound reduction index for the wall and roof build up is estimated to give a worst-case, R_w of 32dB*. For robustness, this will be accounted for in the calculations.

*This is based on a 70mm brick outer layer and 100mm concrete block inner layer, no external door and EuroClad roof underlined with DripStop felt.

6.13 The sound reduction index for the rear of Unit 14 is estimated to give an R_w of 36dB.

6.14 Due to the nature of the site, the distance between the noise source and 1m from the residential façade varies. The distances between the specific noise source area (e.g. unit 10, 12-14, external area) and NSR has been taken into account within the calculations.

6.15 Noise Impact Assessment

6.16 Detailed calculations to predict the noise level of the proposed timber and builder merchants at 1metre from NSR1 and NSR2 are given in Appendix D.

6.17 For NSR1, there is no line of sight between the front of the site, main loading/unloading and yard area. The façade of the existing buildings will provide screening from the activities outside in the yard area. This screening is conservatively estimated to provide 15dB noise attenuation. This will be accounted for in the calculations.

6.18 There is a partial line of sight between the workshop exterior and the NSR; however, the façade will provide screening from the activities inside, along with the activities undertaken externally at the front of the yard. The sound reduction index for the wall build up, which is understood to be comprised of a brick and block façade is estimated to give an $R_w + C_{tr}$ of 36 dB. This will be accounted for in the calculations.

6.19 For NSR2 there is the potential for line-of-sight, therefore the client will incorporate a 3metre high acoustic fence (e.g. Jackson Jakoustic reflective fencing $\geq 12.5\text{kg/m}^2$, from the north-west corner of Unit 10-12 running due south, for a minimum 15 metres. This fence will block line-of-sight to the external goods yard area from the ground floor windows of NSR2. It is anticipated that it will partially

block line-of-sight from NSR2's first floor window. It is noted that the business will only operate during daytime hours, when it is generally accepted that first floors are less likely to be in use. For robustness, only a 5dB reduction penalty has been incorporated, as shown in Appendix D.

6.20 To help mitigate noise emissions the proposed timber and builder merchants have specified that they will only use electric forklifts and electric side-loaders on site.

6.21 A 'penalty' addition has been added to the Builders Merchants for intermittency due to the nature of the different operations. Penalty additions have not been applied for impulsiveness, tonality or any other unusual characteristics as Builders Merchants generally do not generate such features.

6.22 Detailed calculations to predict the noise level of the cumulative operations at the proposed timber and builder merchants at 1metre from the NSR1 and 2 are given in Appendix D. The rating noise level at 1m from the NSR1 is **44dB $L_{Ar,Tr}$** and therefore 1 decibel lower than the assessed typical background noise level (**45dB $L_{A90,15min}$**). The rating noise level at 1m from the NSR2 is **45dB $L_{Ar,Tr}$** and in-line with the assessed typical background noise level (**45dB $L_{A90,15min}$**). In accordance with BS 4142:2014 guidance, the rating noise *"is an indication of the specific sound source having a low impact"*. The lower the rating level is relative to the measured background level, the less likely it is that the specific sound source will have an adverse impact.

6.23 As BS 4142:2014 advises, the impact must be considered within the context of the site and the surrounding acoustic environment. The following must, therefore, also be taken into consideration when determining the potential impact that may be experienced:

6.23.1 The assessment is undertaken at the most affected existing residential windows. The impact on all other nearby residential windows will be lower due to screening and distance attenuation.

6.23.2 The site is located within a busy urban area with other comparable uses with similar activities and plant located within the vicinity.

6.23.3 The site is located within an industrial estate, with a number of similar units within the local vicinity.

- 6.23.4 It should be noted that for robustness, the above assessment is based on the site activities operating simultaneously and at maximum duty. Given that the operations will not operate simultaneously at maximum capacity all of the time, the above assessment is considered to be representative of the worst case.
- 6.24 British Standard 8233:2014 'Sound insulation and noise reduction for buildings – Code of Practice' gives recommendations for acceptable internal noise levels in residential properties. Assuming worst case conditions, of the closest window being for a bedroom, BS8233:2014 recommends 35 dB(A) as being acceptable internal resting/sleeping conditions during daytime. According to BS8233:2014, the façade of a residential dwelling; with a window partially open for ventilation offers 15 dB attenuation. Therefore, taking into account this reduction for a partially open window the internal noise level with the proposed timber and builder merchants operating would be lower than the acceptable internal noise level as seen under BS8233: 2014; and significantly lower than the background.
- 6.25 British Standard 8233:2014 and World Health Organisation guidance gives a noise criteria for external amenity to not exceed 55dB LAeq,16hr. The sound emissions levels from the site are below this level, when calculated to middle of the garden.

7. UNCERTAINTY

- 7.1 The levels of uncertainty in the data and calculations are considered to be low given the robust exercise undertaken in noise monitoring and the confidence in the statistical analysis.
- 7.2 All measurements taken on-site by instrumentation are subject to a margin of uncertainty. This is relatively small, with a sound level meter manufacturer's margin of uncertainty at $\pm 1.1\text{dB}$. It is due to the tolerances associated with the Class 1 sound level meter and calibrator equipment used to measure background.
- 7.2.1 The meter and calibrator used have a traceable laboratory calibration and were field calibrated before and after the measurements.
- 7.3 Manufacturers' data for the plant is likely to be robust. Detailed calculations and resultant noise levels at the residential location are considered to be confidently predicted.
- 7.4 Uncertainty in the calculated impact has been reduced by the use of a well-established calculation method.

8. CONCLUSION

- 8.1. A noise assessment has been undertaken at Units 10-14, Hanbury Road, Chelmsford, Essex CM1 3AE. The noise survey was undertaken at two fixed monitoring points, representative of the nearest noise sensitive receptor.
- 8.2. Following on-site measurement of pre-existing noise levels, calculations have been made of the noise rating level of the proposed operations from the timber and builder merchants at the NSR. From this assessment, together with information from the plant manufacturer, the potential noise impact has been determined.
- 8.3. Noise emission levels from the site at the NSR1 are predicted to be **44 dB $L_{A,T,r}$** .
- 8.4. Noise levels from the site at the NSR2 are predicted to be at **45 dB $L_{A,T,r}$** .
- 8.5. BS 4142:2014 assessment methodology shows that the rating noise level from the proposed timber merchants is predicted to be **in-line** with the typical background of **45dB $L_{A90,15mins}$** at the NSR. In accordance with BS 4142:2014, noise levels from the proposed timber and builder merchant operations ***“is an indication of the specific sound source having a low impact”***.
- 8.6. At both NSR1 and NSR2 the predicted internal level is lower than the guidance internal amenity level of 35dB $L_{Aeq,16hr}$ bedroom and living rooms and 40dB $L_{Aeq,16hr}$ dining room, Appendix D. Therefore the criteria is met.
- 8.7. At both NSR1 and NSR2 the noise emission level at centres of gardens is lower than the BS8233:2014 and World Health Organisation external amenity upper guidance level of 55dB. Therefore the criteria is met.
- 8.8. Considering the results of the noise survey, the illustrative layouts and the calculations, the predicted resultant noise levels from the proposed operations are predicted to meet appropriate and reasonable guidance and the relevant noise criteria. Therefore, an adequate level of protection against noise for occupants of the nearest noise sensitive receptor is afforded; including when factoring in potential uncertainty.



Key:

- Noise Monitoring Position
- Nearest Noise Sensitive Receiver 1
- Noise Sensitive Receiver 2
- (Indicative of No 38 – 44)

Site Boundary



**SITE LOCATION PLAN
AREA 2 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 569041, 205823**



Supplied by Streetwise Maps Ltd
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Licence No: 100947474
10/05/2019 12:03

Key:

Site Boundary Unit 10-12

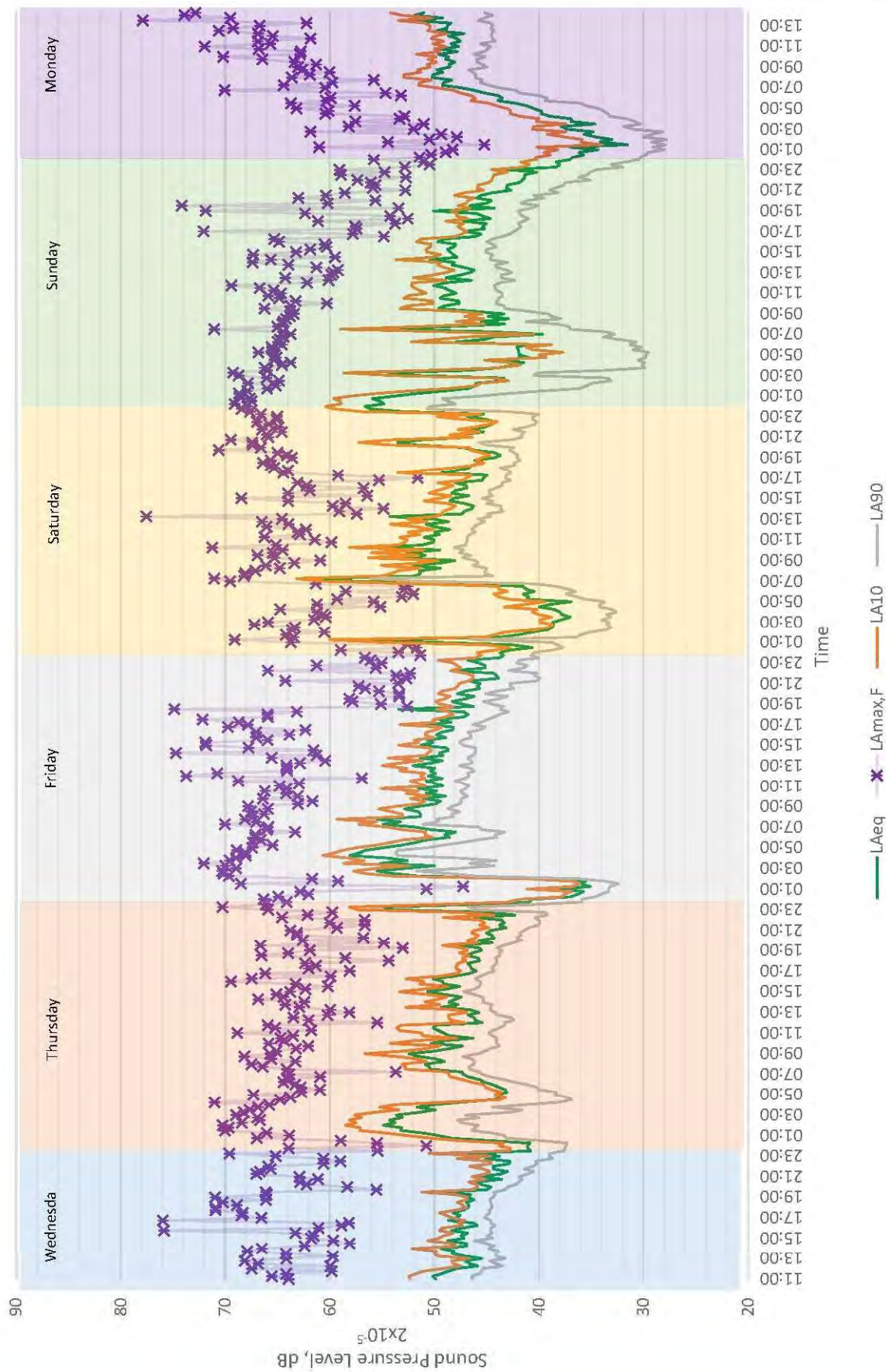


Site Boundary Unit 14



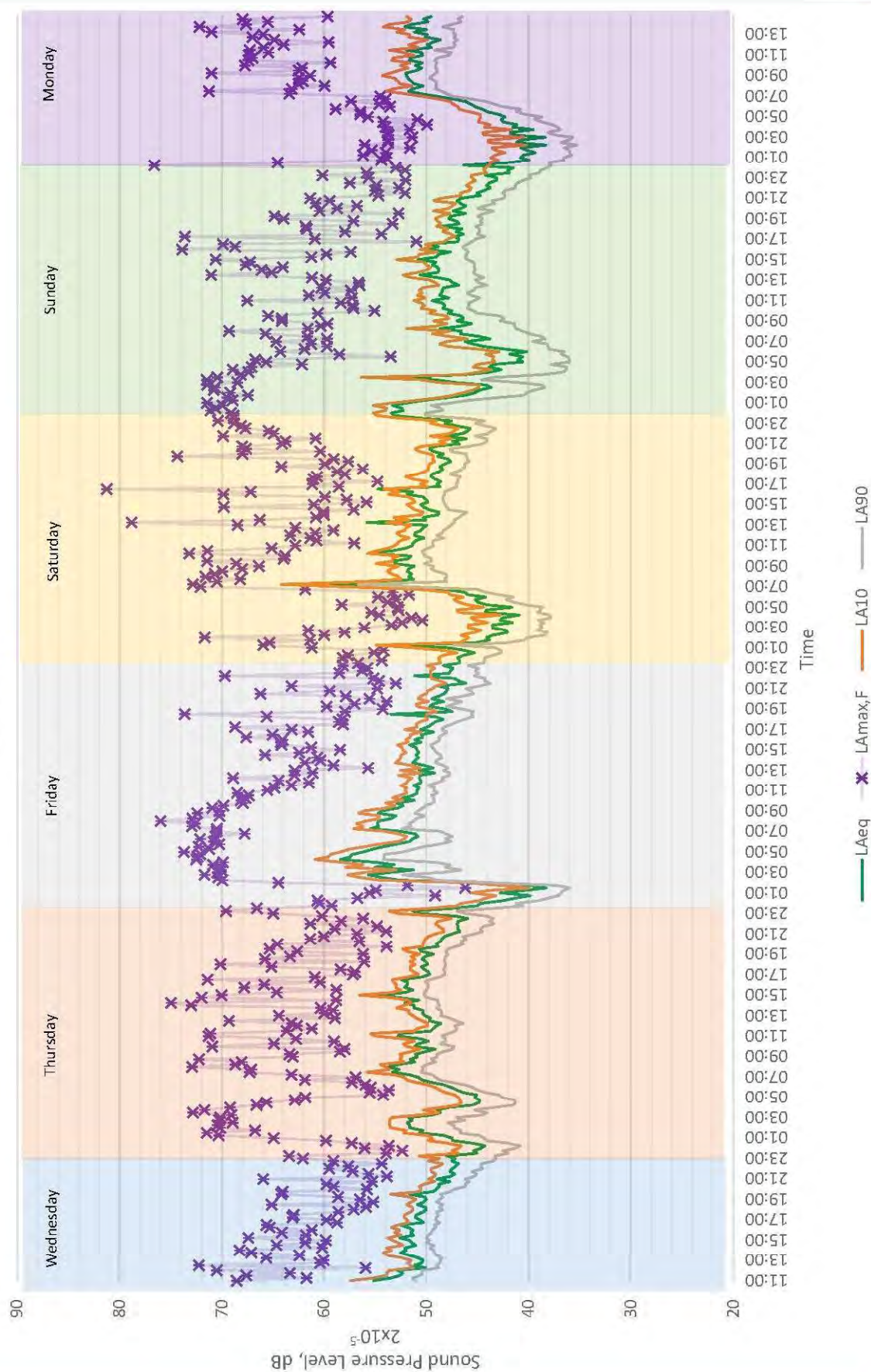
Appendix A - Time History 1 (TH1)

Units 10-14, Hanbury Road, Chelmsford
Wednesday 18 December 2019 - Monday 23 December 2019
Position 1



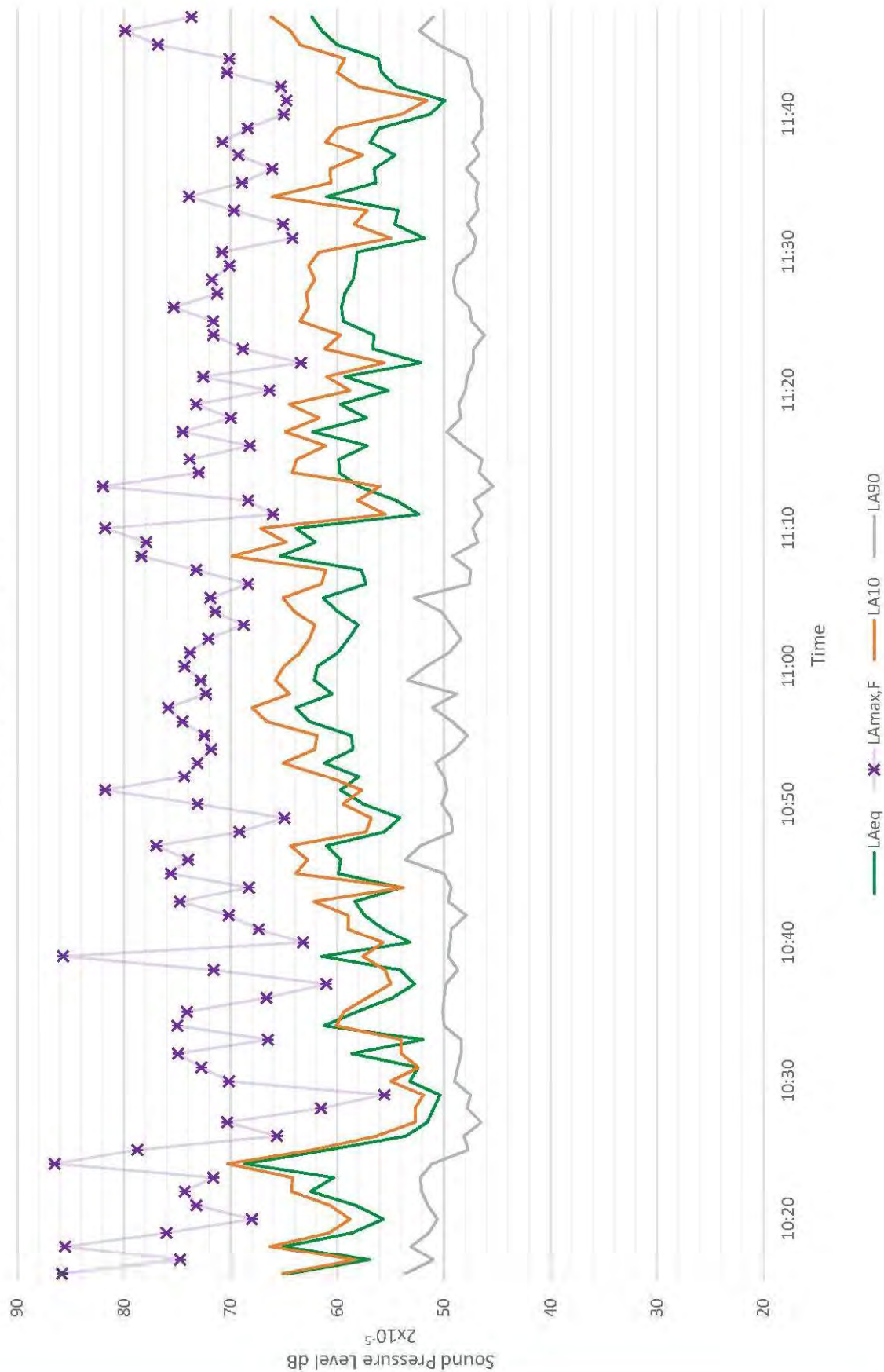
Appendix B - Time History 2

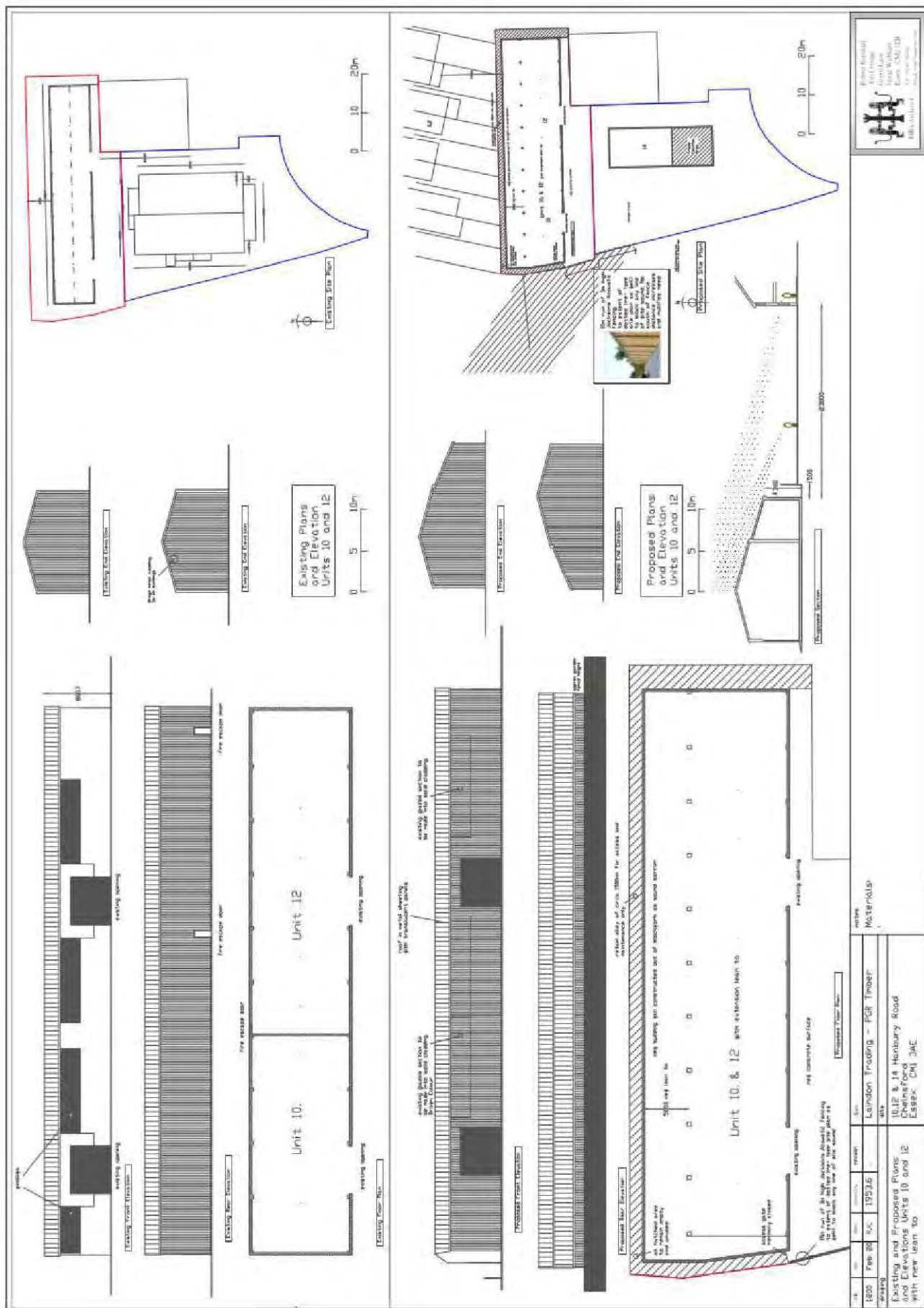
Unis 10-14, Hanbury Road, Chelmsford
Wednesday 18 December 2019 - Monday 23 December 2019
Position 2

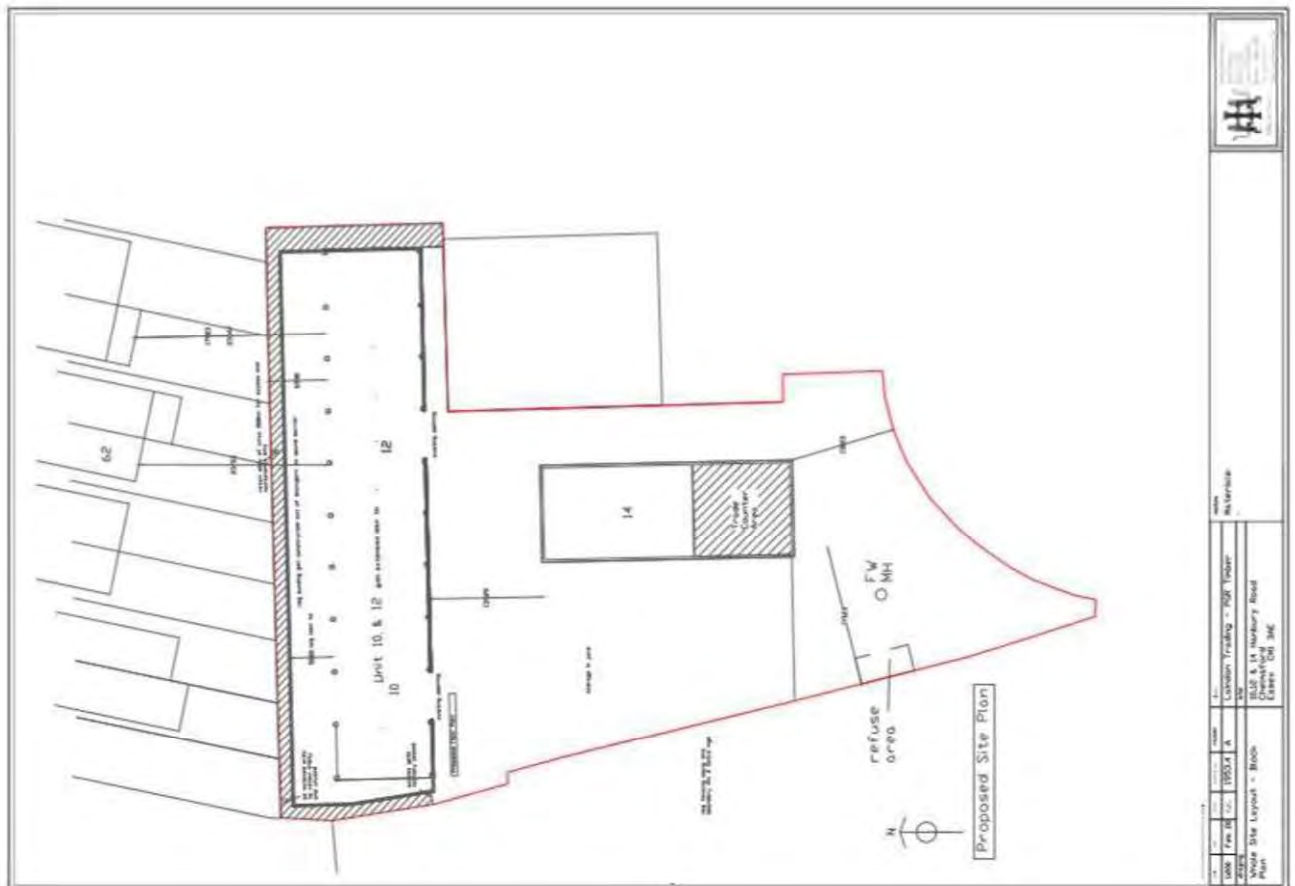


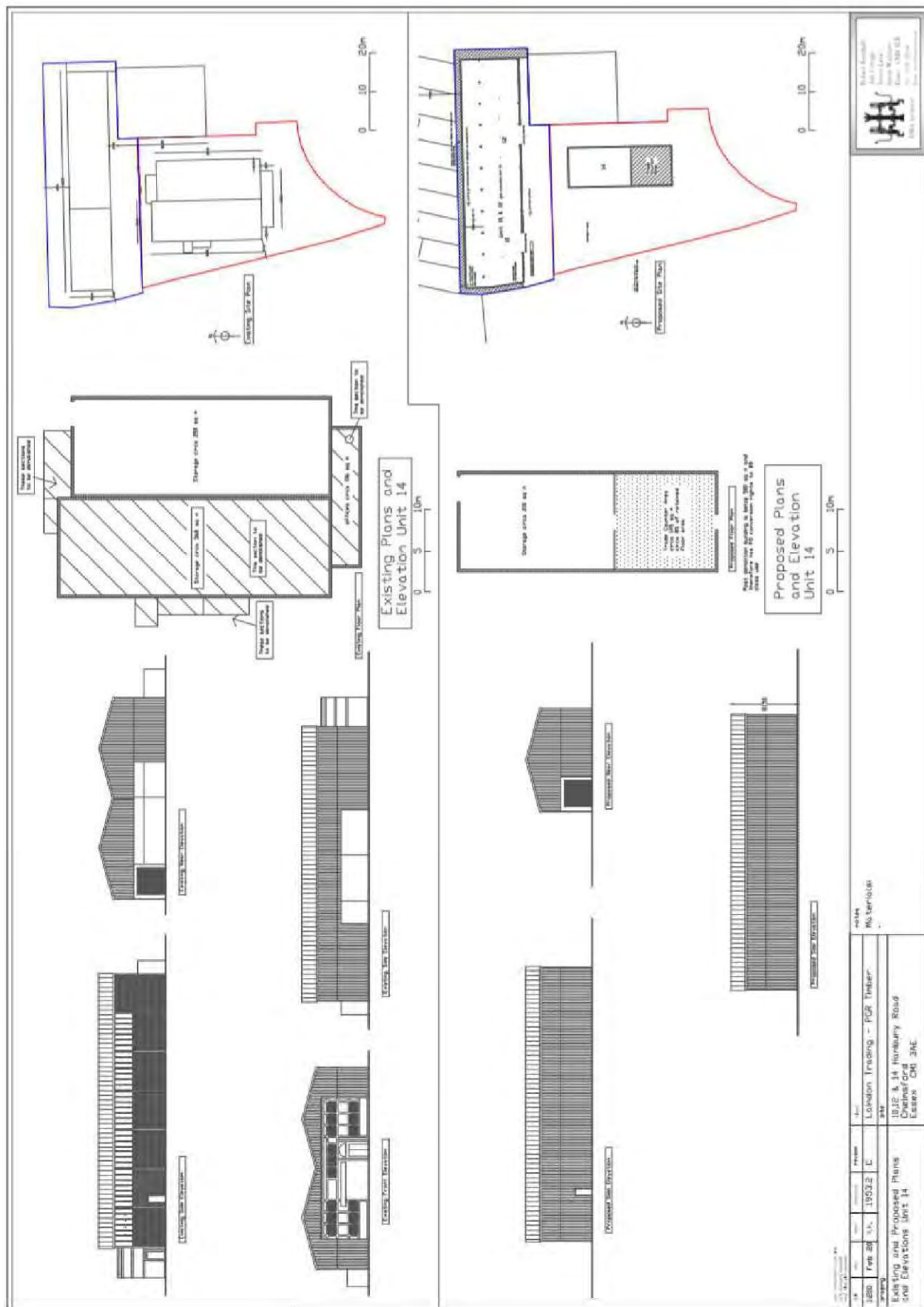
PGR Braintree Internal Measurement of Shop Wednesday 8 January 2020

Appendix B - Time History 3









Appendix D - HA Calculations



Sound Reduction Index Composite

$$SRI_{comp} = -10 \log \left\{ \frac{1}{S_t} \left[\left(S_1 \times 10^{\left(\frac{-R_1}{10} \right)} \right) + \left(S_2 \times 10^{\left(\frac{-R_2}{10} \right)} \right) + \left(S_3 \times 10^{\left(\frac{-R_3}{10} \right)} \right) \right] \right\}$$

Unit 10-12: Rear Façade

Material		Surface Area (m ²)	Rw
Total Façade	St	536	N/A
Brick and Block Wall*	S1	268	48
Door	S2	0	0
**EuroClad Roof - underlined DripStop Felt	S3	268	29

**indicative based on rough provided construction*

***Insul V9 model of exact or similar product*

SRIcomp	32
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Unit 14: Rear Façade

Material		Surface Area (m ²)	Rw
Total Façade	St	72	N/A
Brick and Block Wall*	S1	56	48
Door - Roller**	S2	16	30

**indicative based on rough provided construction*

***Insul V9 model of exact or similar product*

SRIcomp	36
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Noise Source Calculations

Internal workshop/storage Noise Sources	dB(A)
Combilift	75
Forklift x2	78
Cellophane Wrapping	68
General Background	51
Calculated worstcase Background	80

External Noise Sources	dB(A)
Vehicles maneuvering	68
Forklift x2	78
General background	63
Lorry - Delivery loading / unloading	81
Calculated worst-case Background	83

Internal Trade Counter Noise Sources	dB(A)
General Background	60

Noise Impact Calculations



Noise Sensitive Receiver 1

Source: Builders Merchants Unit 10-12

	dB(A)
Builders Merchants sound pressure level	80
-Sound Reduction Index	-32
Internal diffuse field to external freefield, -6	-6
BS4142 Intermittency Penalty	3
BS4142 Impulsivity Penalty	3
Distance attenuation (15m)	-12
Calculated level at Receiver 1	36

**Predicted Noise Levels*

Noise Sensitive Receiver 1

Source: Builders Merchants Unit 14

	dB(A)
Builders Merchants sound pressure level	60
Sound Reduction Index	-36
BS4142 Intermittency Penalty	3
BS4142 Impulsivity Penalty	3
Attenuation provided by screening	-10
Distance attenuation (42m)	-33
Calculated level at Receiver 1	-13

**Predicted Noise Levels*

Noise Sensitive Receiver 1

Source: External Yard Area

	dB(A)
Builders Merchants External sound pressure level**	83
Mitigation provided by building attenuation	-15
BS4142 Intermittency Penalty	3
BS4142 Impulsivity Penalty	3
Distance attenuation (35m)	-31
Calculated level at Receiver 1	43

**Predicted Noise Levels ** External sound pressure level*

	dB(A)
Cumulative Sound Pressure Level at receiver 1	44

Typical Background Level	45
Differences	-1
No Observed Effect Level	
BS4142:No Impact	

BS8233: Internal Daytime Levels

	dB(A)
Calculated level at NSR	44
Partially Open Window Attenuation	-15
Calculated level in Internal Receiver	29



BS8233 Day Time Criteria	35
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Noise Impact Calculations**Noise Sensitive Receiver 2****Source: External Yard Area**

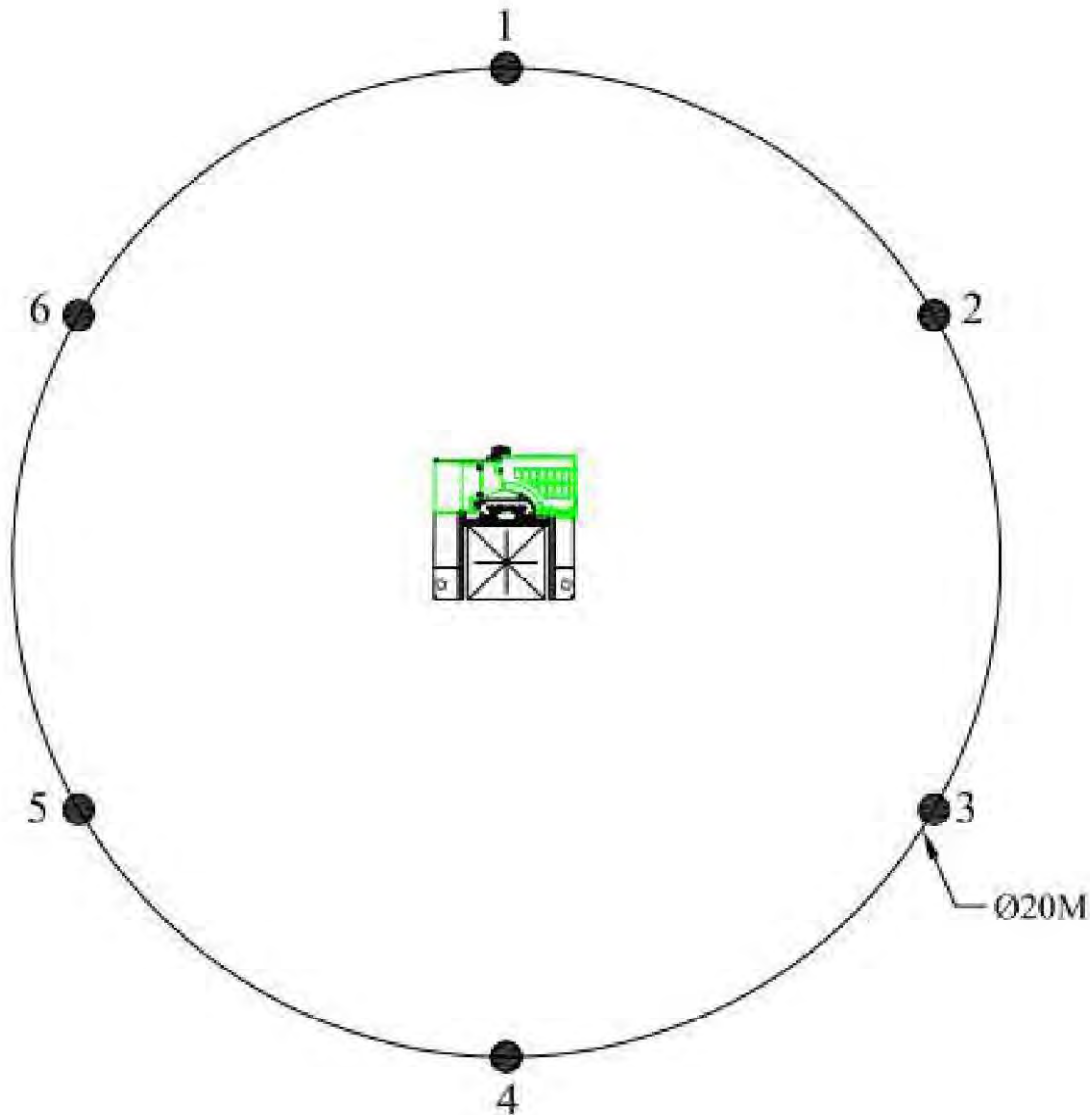
	dB(A)
Builders Merchants External sound pressure level**	83
Mitigation provided by building attenuation	0
Mitigation provided by acoustic fence	-5
BS4142 Intermittency Penalty	3
BS4142 Impulsivity Penalty	3
Distance attenuation (85m)	-39
Calculated level at Receiver 1	45

*Predicted Noise Levels

** External sound pressure level, worst-case cumulative effect

Typical Background Level	45
Differences	0
No Observed Effect Level	
BS4142:No Impact	

COMBI-LIFT NOISE READINGS



MICROPHONE LOCATION	1	2	3	4	5	6
dB (A)	53.8	54.1	53.8	53.6	53.4	54.2

MACHINE DRIVING AT 10m RADIUS	
dB (A)	54.6

MICROPHONE LOCATION = 1.5M ABOVE GROUND LEVEL

WEATHER CONDITIONS: CLOUDY OVERHEAD
LIGHT BREEZE
TEMPERATURE OF 6° C

MACHINE SPECIFICATION: COMBI-LIFT C4000 E (Electric Drive)
LIFTING 4000KG

C-SERIES **C3000E-C5000E**

The electric multi-directional forklift designed for the safe, space saving and productive handling of long and bulky loads.

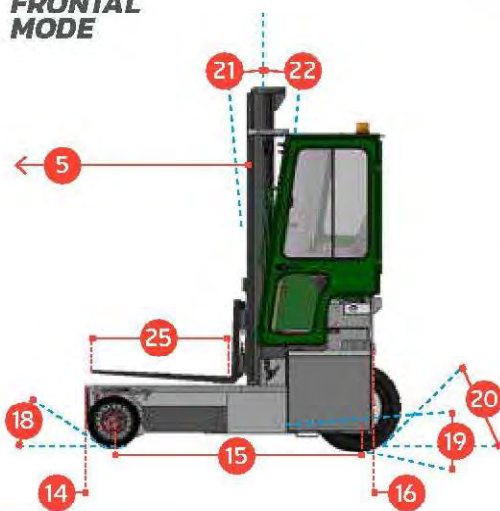
COMBiLiFT

LIFTING INNOVATION

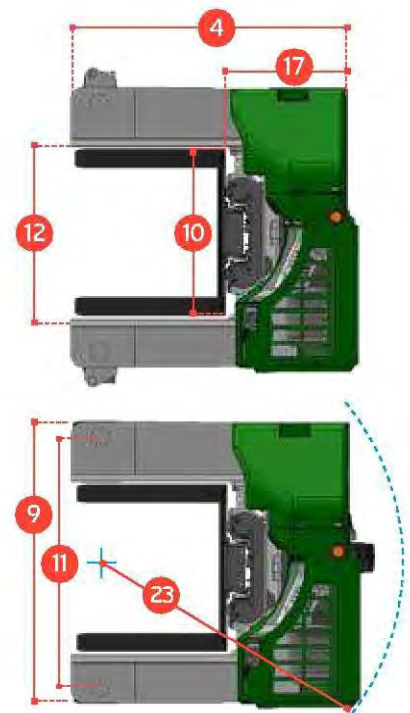
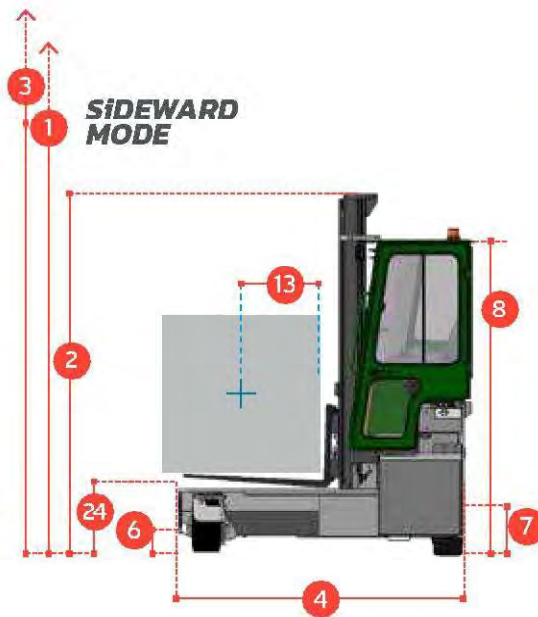


C-SERIES C3000E-C5000E

FRONTAL MODE



SIWARD MODE



REF.	DESCRIPTION	C3000 E	C4000 E	C5000 E
1a	Max. Lift Height		4040mm	
1b	Freelift Height		0mm	
2	Height Mast Closed		2855mm	
3	Max. (Mast raised)		4870mm	
4	Overall Length	1950mm	2300mm	2500mm
5	Mast Travel	950mm	1300mm	1450mm
6	Ground Clearance Under Mast		150mm	
7	Ground Clearance to Centre of Wheelbase		310mm	
8	Height Over Cab (Without work lights)		2440mm	
9	Width		2275mm	
10	Outside Spread of Fork Arms		1350mm	
11	Track Front		2025mm	
12	Frame Opening		1400mm	
13	Load Centre Distance	450mm	600mm	600mm
14	Overhang Front		220mm	
15	Wheelbase	1545mm	1895mm	2045mm
16	Overhang Back		135mm	
17	Length From Face of Fork	1100mm	1100mm	1150mm
18	Approach Angle		45°	
19	Ramp Angle		17°	
20	Departure Angle		45°	
21	Forward Tilt		3°	
22	Backward Tilt		5°	
23	Minimum Outside Radius	2235mm	2310mm	2490mm
24	Platform Height		485mm	
25	Platform Length	850mm	1200mm	1350mm
A	Capacity	3000kg	4000kg	5000kg
B	Unladen Weight	6300kg	6650kg	6850kg
C	Maximum Ground Speed		10km/h	
D	Gradeability		10%	
E	Battery Capacity (V / Ah)		80V / 620Ah	
F	Fork Section	50mm x 150mm x 850mm	50mm x 150mm x 1200mm	50mm x 150mm x 1350mm
G	405x305x220 Front Tyre (Solid Rubber)		OD 406mm / Width 220mm	
H	27 x 10-12 Rear Tyre		OD 680mm / Width 255mm	
I	Standard Colour		Green & Grey	
J	AC Electric Traction Motor x 2		80v / 5kW	
K	AC Electric Pump Motor		80V / 19kW	

Multi-Directional



Features Include:

- Rubber Mounted Cabin
- AC Motor Technology
- Multi-Direction Operation
- Load Sensing Steering
- Curtis AC Software
- 4 Way Lever Positioning of Wheels
- 2 Wheel Drive

Distributed by:

International Patent Application No. PCT/EP2014/053066; UK Patent Application No. GB 1302811.3

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HA Acoustics

Building Acousticians and
Environmental Noise Consultants



Operating Nationwide

Noise Impact Assessments



- Environmental noise impact assessment conducted for assessing industrial and commercial sound (BS4142)
- Environmental noise survey and measurements for residential new build and change of use (BS8233)
- Measurements made in accordance with British Standards
- Acoustic calculations to determine impact of mechanical plant, for example commercial extraction units' / air-conditioning units' / swimming pool pumps / generators
- Advice on design and mitigation for residential development glazing and ventilation
- Noise impact assessment from/for recreational developments, such as proposed skate parks, artificial grass pitches and clay pigeon shooting

Healthy Abode Acoustics

01245 206 250

0203 371 9801

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Long Term Construction Noise, Vibration and Dust Monitoring



- BS5228-1:2009 and BS5228-2:2014 compliance
- Environmental Safeguarding
- Noise threshold exceedance trigger email alerts
- Noise threshold exceedance audio recordings
- Real time, web based, accessible project visualisation
- Noise and Vibration reports based on Gantt charts

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Noise at Work



- Noise Exposure assessment and report covering the 'Control of Noise at Work' (2005) and the 'Control of Vibration at Work' (2005)
- HSE Compliant Technical Reports
- Manual measurements of the different processes undertaken (e.g. printing, stamping welding for metal manufacturers, or vehicle movements, tyre popping, drilling, welding of a mechanics garage)
- Where the Daily exposure level (LEP,d) is exceeded for employee(s), mitigation and design advice given

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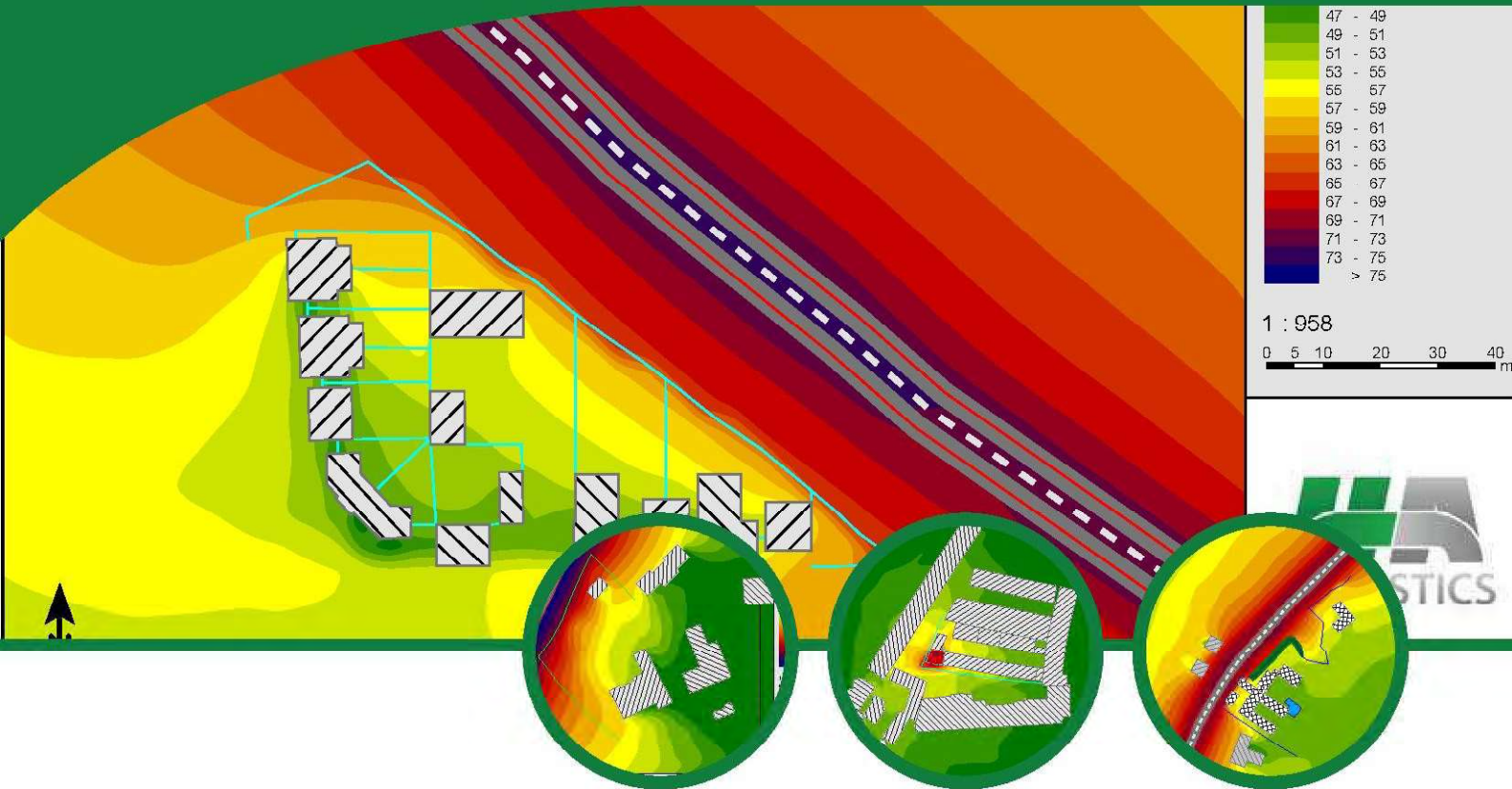
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Noise Modelling



- Colour contour maps of sound propagation
- Noise modelling with and without barriers
- Results at receiver points
- Noise mapping of;
 - ☐ Road Traffic
 - ☐ Railway Line
 - ☐ Mechanical Plant
 - ☐ Festivals, Events And Music Events
 - ☐ Sports Facilities
 - ☐ Construction Activities
 - ☐ Building Developments

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Sound Insulation Testing for Building Regulations



- Sound insulation testing of residential new build and change of use for Building Regulation (2003; 2015) compliance.
- Our testing procedures follow the requirements of the following ISO Standards:
 - BS EN ISO 140-4: 1998 'Acoustics – Measurement of sound insulation in buildings and of building elements – Part 4: Field measurements of airborne sound insulation between rooms'
 - BS EN ISO 140-7: 1998 'Acoustics – Measurement of sound insulation in buildings and of building elements – Part 7: Field measurements of impact sound insulation of floors'.

Design Advice:

- Design advice on Sound insulation testing of separating floor and wall partitions
- Software calculation to predict sound transmission of proposed floor/wall material make-up

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Festivals and Events



- Mitigation and design advice
- On-site noise monitoring to ensure limits are not exceeded providing real-time data levels
- Remote monitoring with SMS/email alerts
- Liaison with the local authority and local residents
- Liaison with sound engineers / operator
- Noise maps showing the potential breakout of noise from an event
- Noise Management Plans
- Detailed technical reports

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Air Tightness (Permeability) Testing



- Air tightness testing is required for all new build residential dwellings to ensure that the buildings meet their air permeability design target, as specified in the SAP calculations
- We undertake air tightness testing, ensuring Building Control sign-off under Building Regulations Approved Document Part L1a & L2a
- HA Acoustics offer a fully accredited air testing team, design guidance and advice throughout your entire construction phase and remedial advice in the event of a failure
- Our air tightness engineers are accredited to undertake air tightness testing of residential and commercial, including large covered spaces such as supermarkets, warehouses and schools.

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Residents Group



Ref: Job number 10119

09 March 2020

Re: Chelmsford Borough Council Planning Application 19/01917/FUL


Dear Neil,

Planning Application 19/01917/FUL

Change of Use from B2 (Printing Press) and B8 (Storage) to Sui Generis (Builders Merchants) at Units 10-14 Hanbury Road, Chelmsford, Essex CM1 3AE

Noise Impact Assessment

HA Acoustics have revised the original Noise Impact Assessment document reference HA/AB808/V1 issued January 2020 with document reference HA/AB808/V4 to accompany the planning application.

The report has been professionally reviewed by Mick Lane BSc (Hons) DipIOA MIOA, Senior Acoustic Consultant at dB Consultation Limited on behalf the Residents Group, represented by 

The 'Further Comments/Considerations' below are considered opinion and observation given the information in the report and reviewer's experience of noise impact assessment and Local Government planning applications.

Further Comments/Considerations

1. BS 4142:2014 Para 1.1 states the following:

'The methods described in this British Standard use outdoor sound levels to assess the likely effects of sound on people who might be inside or outside a dwelling or premises used for residential purposes upon which sound is incident'.

The statement is generally interpreted to mean that an assessment within an amenity space should be undertaken where appropriate (daytime assessment).

The report should assess gardens that are 1.5m from the rear façade of the proposed new building in this case.

Using the noise breakout calculation methodology from the report the Rating Level at the garden boundary would be 60dB and 15dB above the background which is an indication of a significant adverse impact.

The external façade sound insulation (mostly roof) does need to be considerably enhanced.

Enhanced insulation would need to include additional mass layers and sound absorbent material.

2. The weighted sound reduction index of the external roof cladding has been stated as R_w 29dB, this level would be characteristic of 0.9mm steel cladding. Lower gauge or aluminium cladding will have a significantly lower weighted sound reduction index. 0.7mm aluminium has a R_w 20dB.

Lower gauge or aluminium cladding has the potential to allow more breakout noise increasing the impact within gardens.

3. The external masonry wall of the proposed extension to Unit 10 and 12 has been assumed to be double skin masonry, the application plans shows a single skin.

The construction material and sectional drawing should be assessed. A single skin masonry wall may have a lower sound reduction index than a double skin and therefore allow more breakout noise from the warehouse, thus increasing impact within the gardens of the nearest dwellings.

4. Chelmsford City Council stated that *'The assessment should cover all proposed noisy operations to be carried out at the site, both in the open and within the building, to demonstrate that no undue disturbance will be caused.'*

All proposed noise sources have been assessed, although dBc would suspect that all building merchants would have timber or panel saw operating within the warehouse.

Bench or panel saws have sound power level typically between 95 and 100dB(A). If installed in the warehouse, internal noise levels may be higher than assumed in the assessment, subsequently leading to higher breakout levels and a higher impact within gardens.

The installation of a bench or panel saw must be clarified.

5. The site plans include a proposed 3mH x 15mL acoustic fence on the site boundary to the west. This will provide screening of the external area for the receptors to the north-west of the site.

The calculated level at the façade of NSR2 was 45dB(A). The nearest garden to the centre of the external area is approximately 60m away, using the same figures and calculation theory as the report this would give a Rating Level at the receptor of 48dB against a background of 45dB. An excess of 3dB and an adverse impact.

The attenuation of the proposed timber fence should be precisely calculated.

The timber fence should be installed prior to operations starting on site.

6. **All reversing alarms on site should be the 'white' noise type as opposed to tonal 'bleeping' type.**
7. **The site should supply to the Local Authority a full noise management plan that should be adhered to and compliance checked on a yearly basis. The plan should detail all noise control measures relevant for the site.**

Your sincerely



Mick Lane BSc (Hons) DipIOA MIOA
Senior Acoustic Consultant
dB Consultation Limited



Planning Committee
9th June 2020

Application No	:	19/01916/FUL Full Application
Location	:	10 - 12 Hanbury Road Chelmsford Essex CM1 3AE
Proposal	:	Rear and side extension. Construction of three metre high Acoustic fencing. Retrospective permission for exterior works to buuilding.
Applicant	:	Mr G Toomey Laindon Trading - PGR Timber and Builders Merchants Ltd
Agent	:	R Kemball
Date Valid	:	18th November 2019

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1. Executive summary

- 1.1. Three applications are referred to Planning Committee at the request of a local ward member due to concerns in relation to the impact of the entire development on neighbouring amenity through noise and light disturbance.
- 1.2. The Committee are asked to review the merits of three applications within one Report. Each application concerns a composite part of the wider site for which, should permission be granted, would function as a singular commercial unit.
- 1.3. For the planning merits of this application and those concerning the wider redevelopment of the site, please see the Report produced under application reference 19/01917/FUL.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

In order to achieve satisfactory development of the site

Condition 2

Prior to first use of the site, the Jacksons Acoustic Fencing shall be constructed in accordance with drawing no. 1953.6 and the fencing shall be retained permanently thereafter.

Reason:

To ensure that the development does not prejudice the amenity of neighbouring occupiers in accordance with DM29 of the Chelmsford Local Plan

Condition 3

The materials to be used in the construction of the external walls of the development hereby permitted shall match those used in the existing building. Where the new materials differ from those of the existing building, details of the materials to be used shall be submitted to and approved in writing by the local planning authority and the development shall be carried out in accordance with those details.

Reason:

To ensure that the development is visually acceptable in accordance with Policies DM7 of the Chelmsford Local Plan.

Condition 4

Prior to their use, details of the materials to be used in the construction of the roof of the extension hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason:

To ensure that the development is visually acceptable in accordance with Policy DM23 and DM29 of the Chelmsford Local Plan.

Notes to Applicant

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

Noisy work

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

Light work

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

In some circumstance further restrictions may be necessary.

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

- 2 The Party Wall Act 1996 relates to work on existing walls shared with another property or excavation near another building.

An explanatory booklet is available on the Department for Communities and Local Government website at

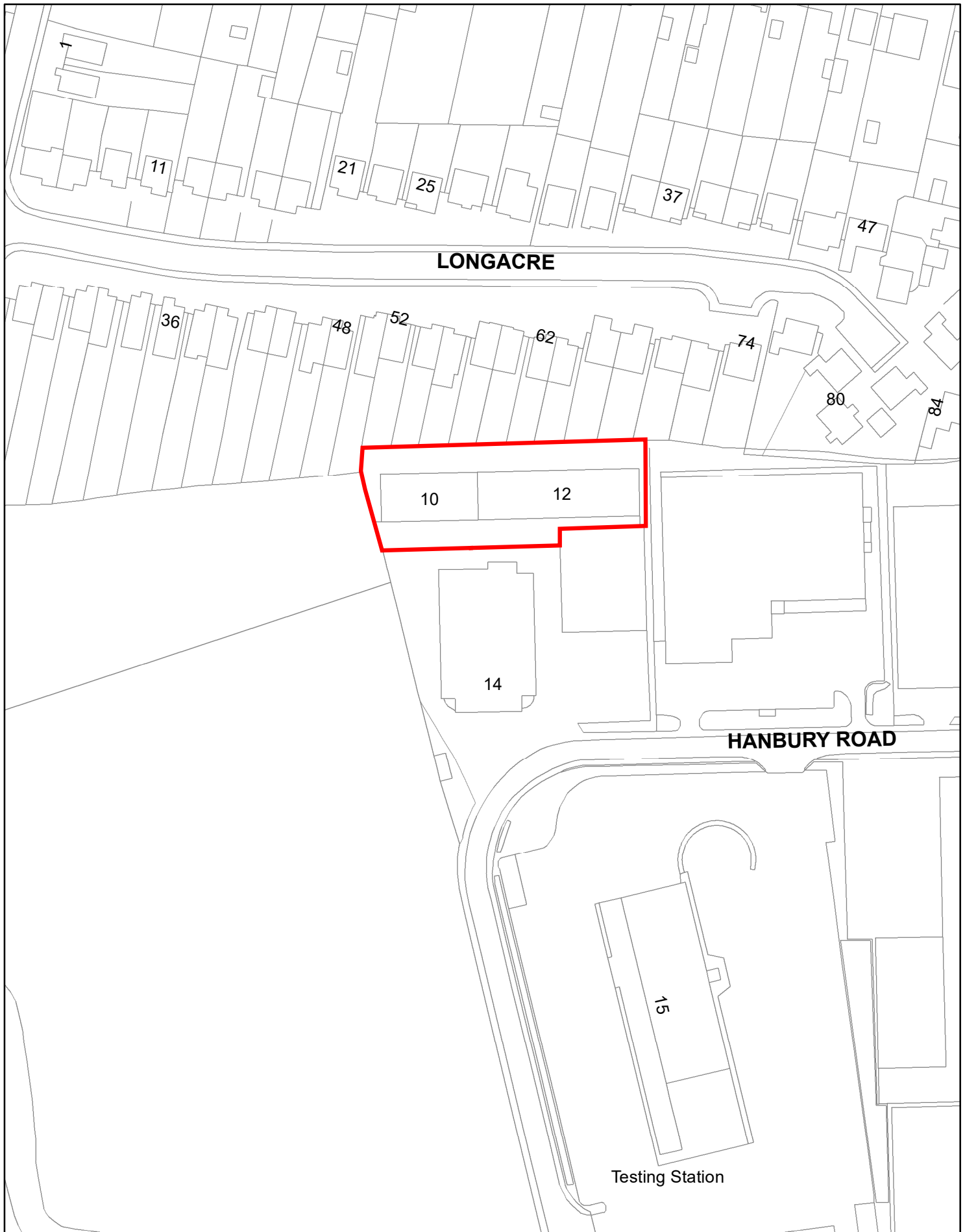
<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

Positive and Proactive Statement

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

Background Papers

Case File



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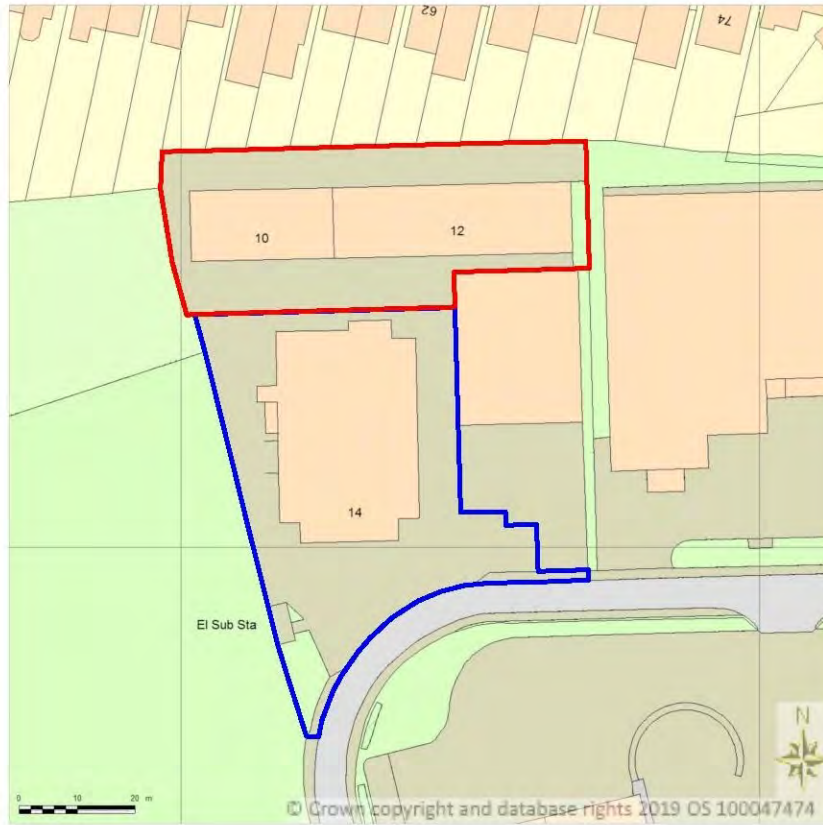


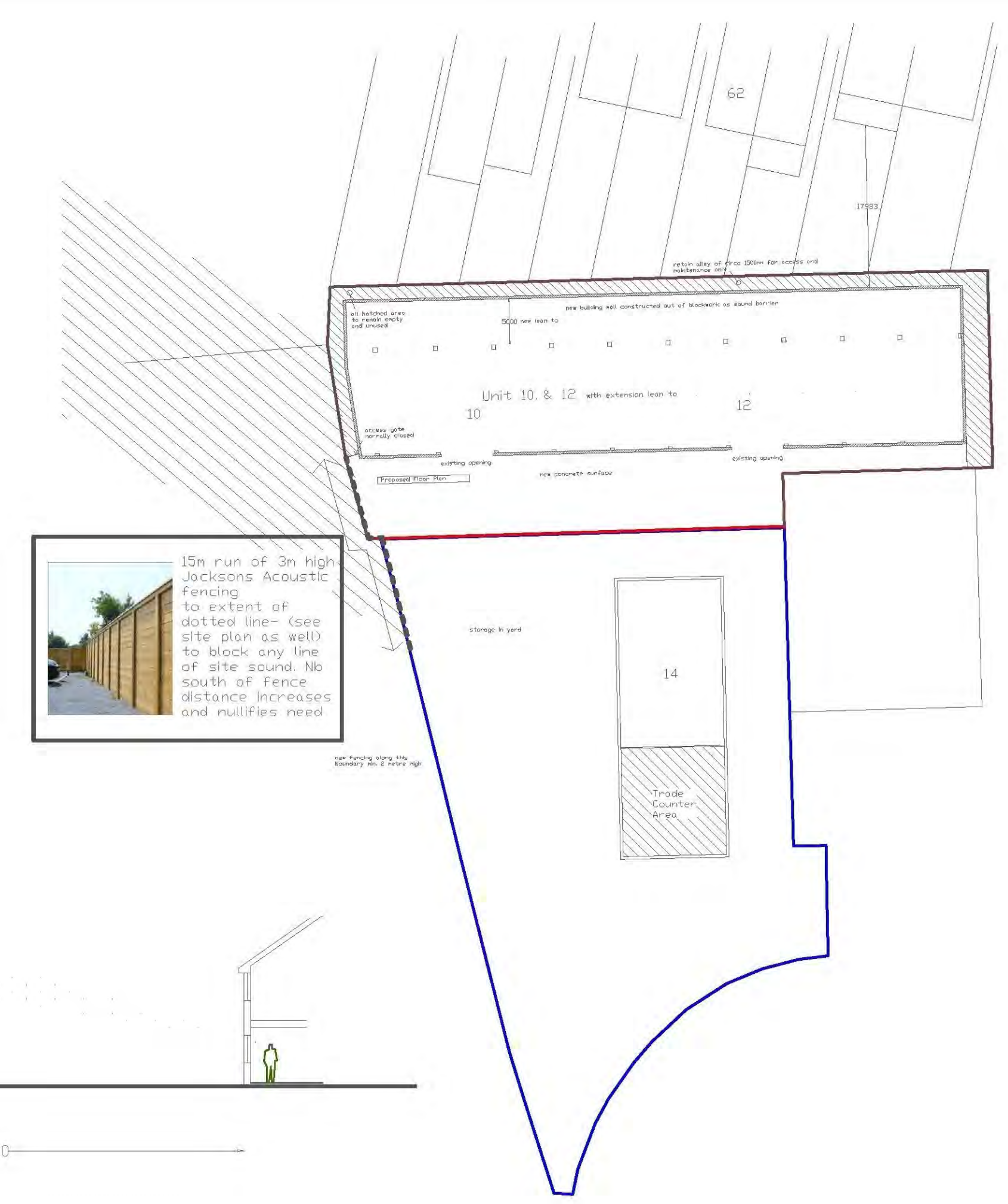
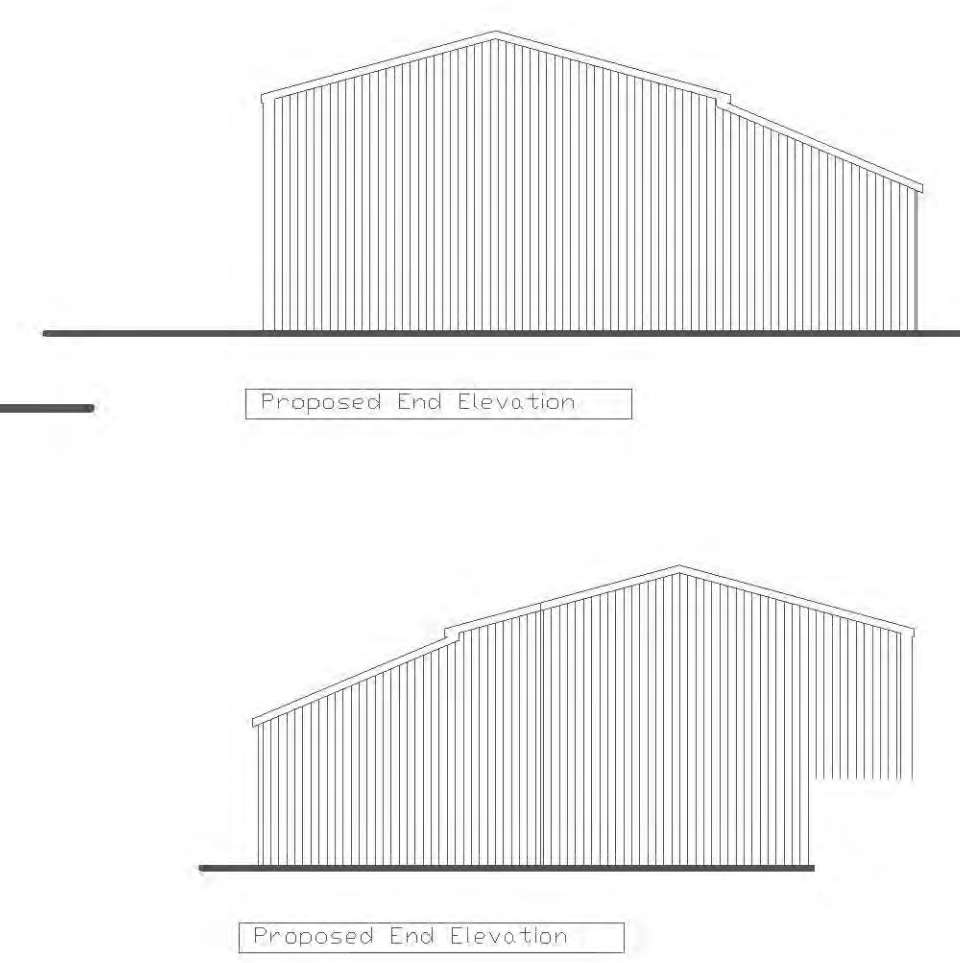
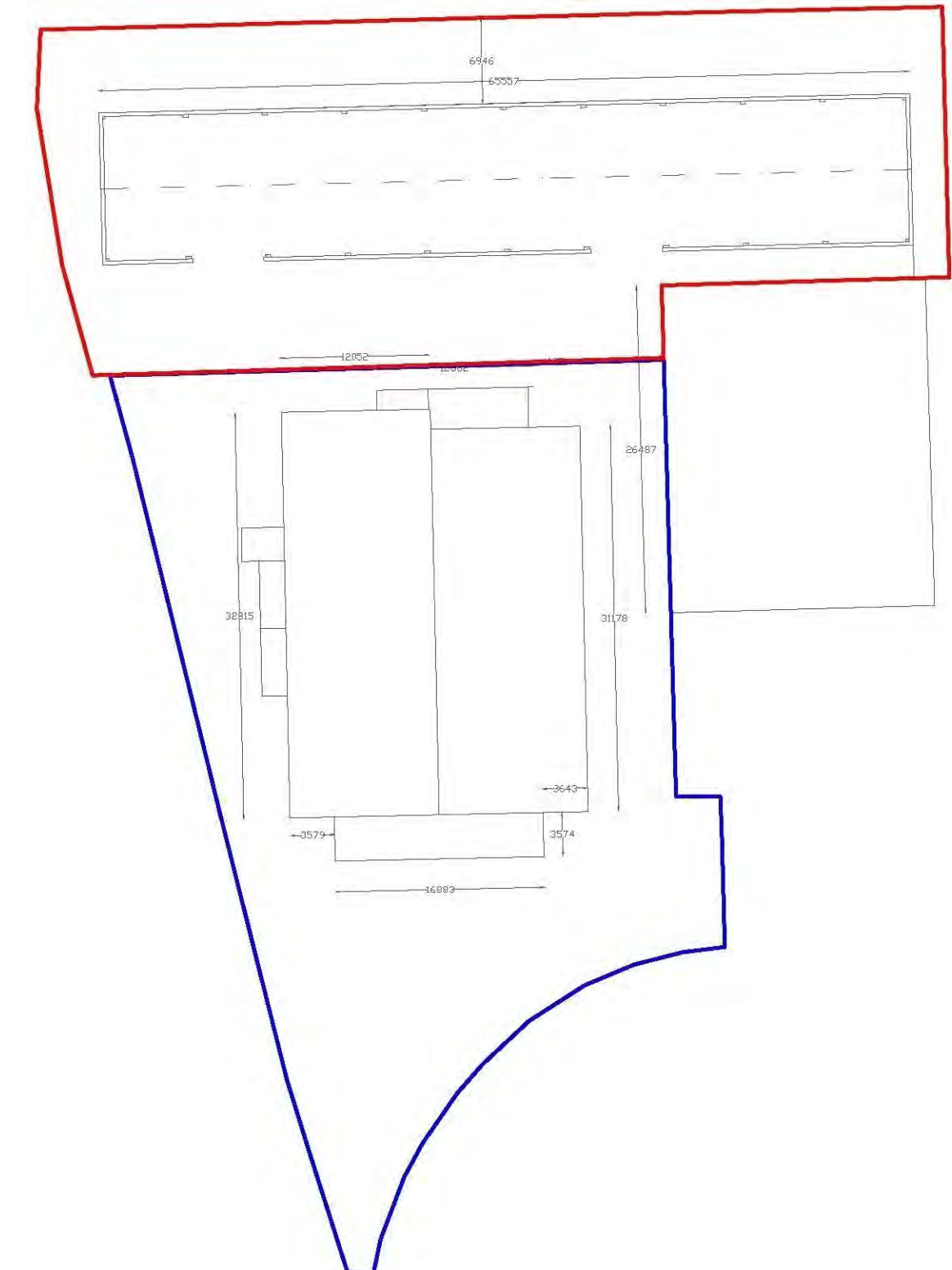
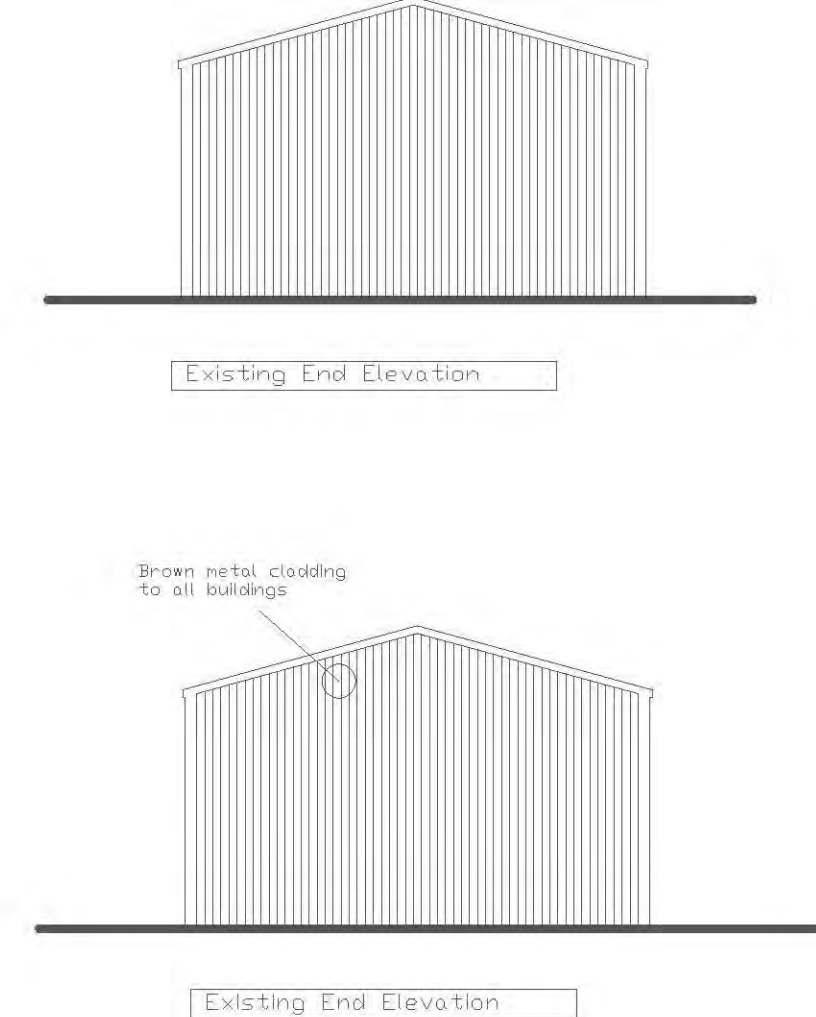
Planning Committee
19/01916/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826







Planning Committee
9th June 2020

Application No	:	19/01692/FUL Full Application
Location	:	14 Hanbury Road Chelmsford Essex CM1 3AE
Proposal	:	Demolition of the western part of Unit 14 (area approx 368 sqm) and the Offices to the south frontage (area approx 106 sqm). Replace and repair remaining roof and wall cladding and install signage. Construct perimeter 2.1 m fencing (metal pallisade).
Applicant	:	Mr Toomey Laindon Trading LLP / PGR Builders and Timber Merchants
Agent	:	R Kemball
Date Valid	:	31st October 2019

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1. Executive summary

- 1.1. Three applications are referred to Planning Committee at the request of a local ward member due to concerns in relation to the impact of the entire development on neighbouring amenity through noise and light disturbance.
- 1.2. The Committee are asked to review the merits of three applications within one Report. Each application concerns a composite part of the wider site for which, should permission be granted, would function as a singular commercial unit. This report is prepared and sets out the merits of all three planning proposals.
- 1.3. For the planning merits of this application and those concerning the wider redevelopment of the site, please see the Report produced under application reference 19/01917/FUL.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building. Where the new materials differ from those of the existing building, details of the materials to be used shall be submitted to and approved in writing by the local planning authority and the development shall be carried out in accordance with those details.

Reason:

To ensure that the development is visually acceptable in accordance with Policy DM23 of the Chelmsford Local Plan.

Notes to Applicant

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

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

Light work

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

In some circumstance further restrictions may be necessary.

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

- 2 The proposed demolition in the scheme should not be carried out until you have given notice to the Chelmsford City Council (Building Control Manager) of your intention to do so pursuant to Section 80 of the Building Act 1984.

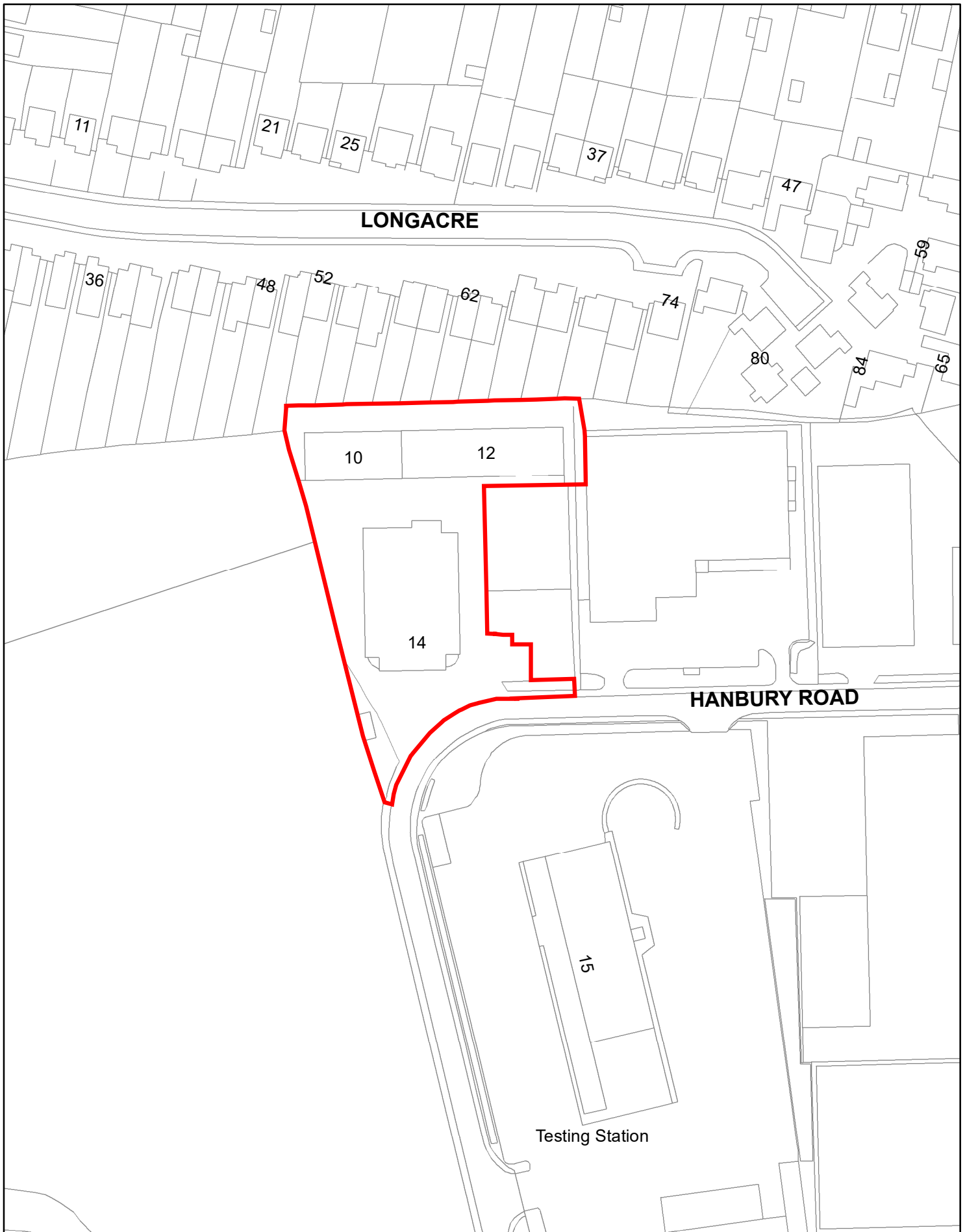
Notice should be in writing and accompanied by a block plan (e.g. 1/500) clearly identifying the building(s) to be demolished.

Positive and Proactive Statement

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

Background Papers

Case File



0 12.5 25 50 Metres

1:1,250



Planning Committee
19/01692/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826





Planning Committee
9th June 2020

Application No	:	20/00359/FUL Full Application
Location	:	Land South Of 2 Hayes Chase Battlesbridge Wickford Essex
Proposal	:	Change of use of land to enlarge residential garden and erect detached garage with associated enlarged hardstanding.
Applicant	:	Mr Jamie Moccock
Agent	:	Mr Stewart Rowe
Date Valid	:	3rd March 2020

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. This application is referred to the planning committee at the request of a local ward member. The application has been referred by the ward member as the application has been previously refused, however the applicant and ward member suggest that the personal circumstances of the applicant should outweigh policy and the harm to the Metropolitan Green Belt, and therefore amounting to very special circumstances.
- 1.2. The site lies within the Metropolitan Green Belt, where there is presumption against new development and the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping the land permanently open.
- 1.3. The proposal seeks planning permission for the construction of detached garage measuring 6.52m in width, 7.51m in depth and 4.81m in height. Also included is the construction of a hardstanding and the change of use of land to residential amenity land.
- 1.4. The proposal is recommended for refusal, as it is contrary to the National Planning Policy Framework (NPPF), and Local Policies.

2. Description of site

- 2.1. The site is located within the Metropolitan Green Belt, where there is presumption against new development.
- 2.2. In the context of the application site, the land is currently an open grassed area, containing a mature tree and hedging. The land is next to a new bungalow which was granted planning permission in 2019 (application 18/01798/FUL refers).
- 2.3. The land sits within a small group of houses at the northern end of Hayes Chase.
- 2.4. The land surrounding the site is largely undeveloped vacant grassland, bounded by mature and well-established hedgerows. The site is found in a countryside location where an open character prevails.
- 2.5. Hayes Chase retains a rural appearance with mature hedgerows on its boundaries, dissecting through largely open farmland, which sits on either side. The Chase provides access to the handful of residential properties located at the northern end, and the Lodge Country Inn, located further to the south.

3. Details of the proposal

- 3.1. The proposal seeks planning permission for the construction of detached garage/cart lodge measuring 6.52m in width, 7.51m in depth and 4.81m in height and this would serve the residential dwelling located 12m south east. The proposal also includes construction of a hardstanding measuring 120sqm. Also, for the change of use of approximately 489sqm of open grassland, to residential land in connection with the dwelling.
- 3.2. The supporting statement submitted with the application indicates that the main purpose of the double garage is to house medical equipment and consumables used by the occupiers of the dwelling, as well as a vehicle.

- 3.3. The statement also specifies that in order to accommodate the proposed garage, the extension of the domestic garden and hardstanding is also required to serve it.
- 3.4. The same proposal has been previously submitted and refused planning permission in January 2020 (application 19/02027/FUL refers).

4. Other relevant applications

- 4.1. 19/02027/FUL – Refused 31st January 2020 - Change of Use of Land to Enlarge Residential Garden and Erect Detached Garage with Associated Enlarged Hardstanding.
- 4.2. 18/01798/FUL – Approved 7th February 2019 - Proposed single storey dwelling unit.
- 4.3. 04/00650/FUL – Refused 19th May 2004 - Demolish existing dilapidated building & construct new traditional 3-bedroom bungalow.

5. Summary of consultations

- Rettendon Parish Council – No comments received
- Public Health & Protection Services – Condition D04. Potential for contamination from previous uses of the site.
- Local residents – No comments received

6. Planning considerations

Main Issues

6.1. The following matters will be considered as part of this report:

- a) Controlling development within the Metropolitan Green Belt
- b) Impact of the development on the Green Belt
- c) Very Special Circumstances
- d) Other matters

Controlling development within the Metropolitan Green Belt

- 6.2. The site lies within the Metropolitan Green Belt and open countryside. Chapter 13 of the National Planning Policy Framework (NPPF) seeks to protect Green Belt land. At paragraph 133 the NPPF states that the fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. It goes on to state that the essential characteristic of Green Belts are their openness and permanence.
- 6.3. Paragraph 134 of the NPPF sets out the five purposes of the Green Belt. These include ‘to assist in safeguarding the countryside from encroachment’.

- 6.4. Whilst there is no definition of “openness”, it is commonly taken to mean the absence of built or otherwise urbanising development rather than being primarily about visual effects. Openness is taken to be 'open textured' and can include both spatial and visual considerations.
- 6.5. Paragraph 143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 6.6. At paragraph 144 of the NPPF states that when considering Planning Applications Local Authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 6.7. Paragraph 145 states that the construction of new buildings should be considered inappropriate unless they fall within a specific list of exceptions. This includes buildings for agriculture and forestry, appropriate facilities for outdoor sport and recreation, extensions to a building, a replacement building provided that the building is not materially larger than the one it replaces and the redevelopment of previously developed land. Paragraph 146 also lists forms of development, such as engineering operations and the change of use of land, which are not considered to be inappropriate development providing they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
- 6.8. Residential outbuildings (such as garages) do not fall within any of these exceptional forms of development listed within the NPPF.
- 6.9. Policy DM6 sets out the criteria for new buildings in the Green Belt. The policy states that new buildings will only be accepted where it complies with a list of exceptions. This list follows the NPPF and does not include residential outbuildings. Policy DM10 relates to engineering operations in the Green Belt and follows the requirements of the NPPF to preserve openness and not conflict with the purposes of including land within the Green Belt.

Impact of the development

- 6.10. The detached garage would be located to the front of the plot, approximately 12m north west of the recently built bungalow. The proposed garage would not fall into any of the exceptional forms of development listed in the NPPF and Policy DM6. As such, the garage building would be inappropriate development in the Green Belt. This is, by definition, harmful to the Green Belt. This harm is afforded substantial weight. Inappropriate development should not be approved except in very special circumstances. Whether there are very special circumstances will be considered later in this report. In addition to being inappropriate development, the built form of the garage would result in a loss of openness in the spatial sense and would domesticate the site leading to a visual reduction in openness.
- 6.11. The hardstanding also extends over 12m from the north western elevation of the property, connecting to the detached garage, measuring approximately 120sqm. Both the proposed garage and hardstanding would be positioned in area of un-development grass land, which retains mature vegetation.

- 6.12. Given the siting of the development it would be highly visible from Hayes Chase, which is well used road given it provides for access to The Lodge Country Inn. Whilst the development would be partially screened from the north and east by existing hedgerows, views would still be readily available from Hayes Chase adjacent the development.
- 6.13. Replacing the area of grassed land to hardstanding will affect 'openness' as it would introduce a use/development that is not currently on the site. It would lead to the replacement of a large area of open grassed land, with hardstanding which has a very different character and appearance from the grassed area. The proposal would have a significant and harmful visual impact on the rural character of the countryside of the area.
- 6.14. The change of use of the land would also lead to an inevitable change in activity, nature and domestication of the site. In visual terms the use of the land as garden would spread domestic items across the site and this would diminish the open, rural characteristics of the Chase.
- 6.15. The change of use of the land and engineering operation to form the hardstanding would fail to preserve the openness of the Green Belt and would represent encroachment of development onto land which is otherwise undeveloped. This encroachment would conflict with the purpose of including land within the Green Belt. The change of use of land and engineering operation are therefore inappropriate development. Similarly to the proposed garage, this inappropriate development is, by definition, harmful to the Green Belt and this harm carries substantial weight. This development can only be approved where there are very special circumstances to clearly outweigh the harm to the Green Belt.
- 6.16. In addition to the above, it is also important to look at the planning application for the original dwelling when it was granted in 2019 (18/01798/FUL refers). As part of the application, the red line area, indicating the land to be developed, was purposefully drawn closely around the proposed house. The officer report states: *"The application site is drawn tightly to the building thereby not resulting in encroachment of domestic activity into the green belt."* The proposal to enlarge this area would therefore clearly represent encroachment of domestic activity into the Green Belt.
- 6.17. The proposal, as a whole, would lead to a notable intensification in built form and developed land within Hayes Chase at a point where development is sporadic. It would contribute to the site having a more developed and urbanised appearance than is the current situation. The development is therefore harmful to the openness of the Green Belt.

Very Special Circumstances

- 6.18. The supporting statement submitted with the application, indicates that the one-bedroom dwelling does not have adequate provision for the storage of medicines and medical consumables in relation to the health condition of one of the occupants.
- 6.19. The statement indicates that garage building would be for the convenience of the occupants, as to store the medical supplies at the property would reduce visits to the hospital. Furthermore, it would provide storage for a mobility scooter, wheelchair and motor vehicle.
- 6.20. Emerging Policy DM6 states that planning permission for inappropriate development in the Green Belt will not be approved except in very special circumstances. The National Planning Policy Framework says that very special circumstances will not exist unless harm to the Green Belt by reason of inappropriateness, and any other harm, resulting from the proposal is clearly outweighed by other considerations.

- 6.21. Planning Practice Guidance advises that a condition used to grant planning permission solely on the grounds of an individual's personal circumstances will scarcely ever be justified in the case of permission for the erection of a permanent building. Moreover, the planning system is intended to operate in the public interest and the proposal would result in the construction of a permanent building and associated hardstanding leading to the harm identified above.
- 6.22. In this case, the need for extra storage space in a permanent building is related to medical circumstances of an individual. In the long term, the needs of individuals will always be transient when compared to a permanent building where the harm to the Green Belt would continue beyond the building's occupation by the Applicant. Individual needs could be replicated in many other instances within the Green Belt and this would undermine the public policy of preserving the Green Belt and wider planning system. The individual personal circumstances of the occupier are not considered to clearly outweigh the harm to Green Belt. Very special circumstances do not exist and the proposal is therefore contrary to National and Local policies to preserve the openness of the Green Belt.

Other matters

- 6.23. The application 19/02027/FUL was refused on the 31st January 2019 for the same proposal. The application subject of this report does not contain any amendments or additional information from the previous. Therefore, the position of the Council has not changed.
- 6.24. The supporting information within the application refers to the construction of the bungalow on the adjacent land (18/01798/FUL), which is new development. This was on an area of previously developed land (PDL), containing a large storage building. The redevelopment of the storage building for a single dwelling was confined to only that area occupied by the storage building and therefore complied with both local and national policies relating to the redevelopment of PDL. The proposed building and hardstanding would introduce additional built form on land that has not been previously developed.
- 6.25. Furthermore whilst the supporting statement refers to the proposal complying with policy DC47, this is in relation to the extension of an existing building, therefore is not relevant.

7. Community Infrastructure Levy (CIL)

- 7.1 This application is not CIL liable

RECOMMENDATION

The Application be REFUSED for the following reason:-

Reason 1

Paragraph 143 of the National Planning Policy Framework (NPPF) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The construction of the garage and hardstanding, as well as the change of use of the land, do not fall within any of the development listed as an exception within paragraph 145 and 146 of the NPPF. The development proposed by the application represents inappropriate development which is harmful by definition and this harm is afforded substantial weight.

The proposal would lead to a notable intensification in built form, hardsurfacing, domestic items and activity within Hayes Chase at a point where development is sporadic. It would contribute to the site having a more developed and urbanised appearance than is the current situation. The proposed garage, hardstanding, and use of land would encroach into undeveloped land within the Green Belt. The development would harm the openness of the Green Belt. Substantial weight is afforded to any harm to the Green Belt and the circumstances put forward by the Applicant do not clearly outweigh this so as to amount to Very Special Circumstances. The proposal would conflict with the objectives of the NPPF and policy DM6.

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.

Background Papers

Case File

Rettendon Parish Council

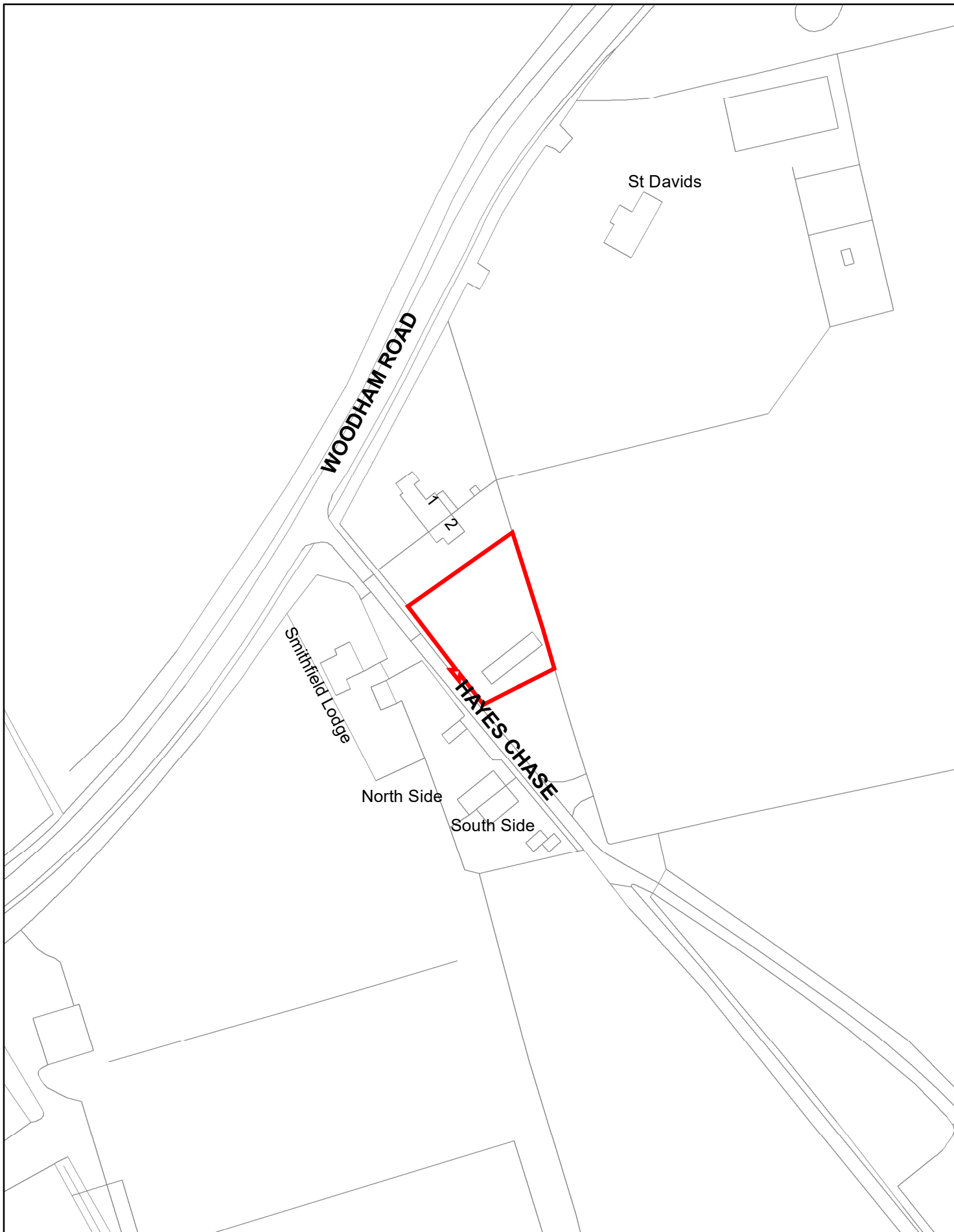
Comments
No response received

Public Health & Protection Services

Comments
18.03.2020 - Please put on D04 condition. Potential for contamination from previous uses of the site.

Local Residents

Comments
No comments received



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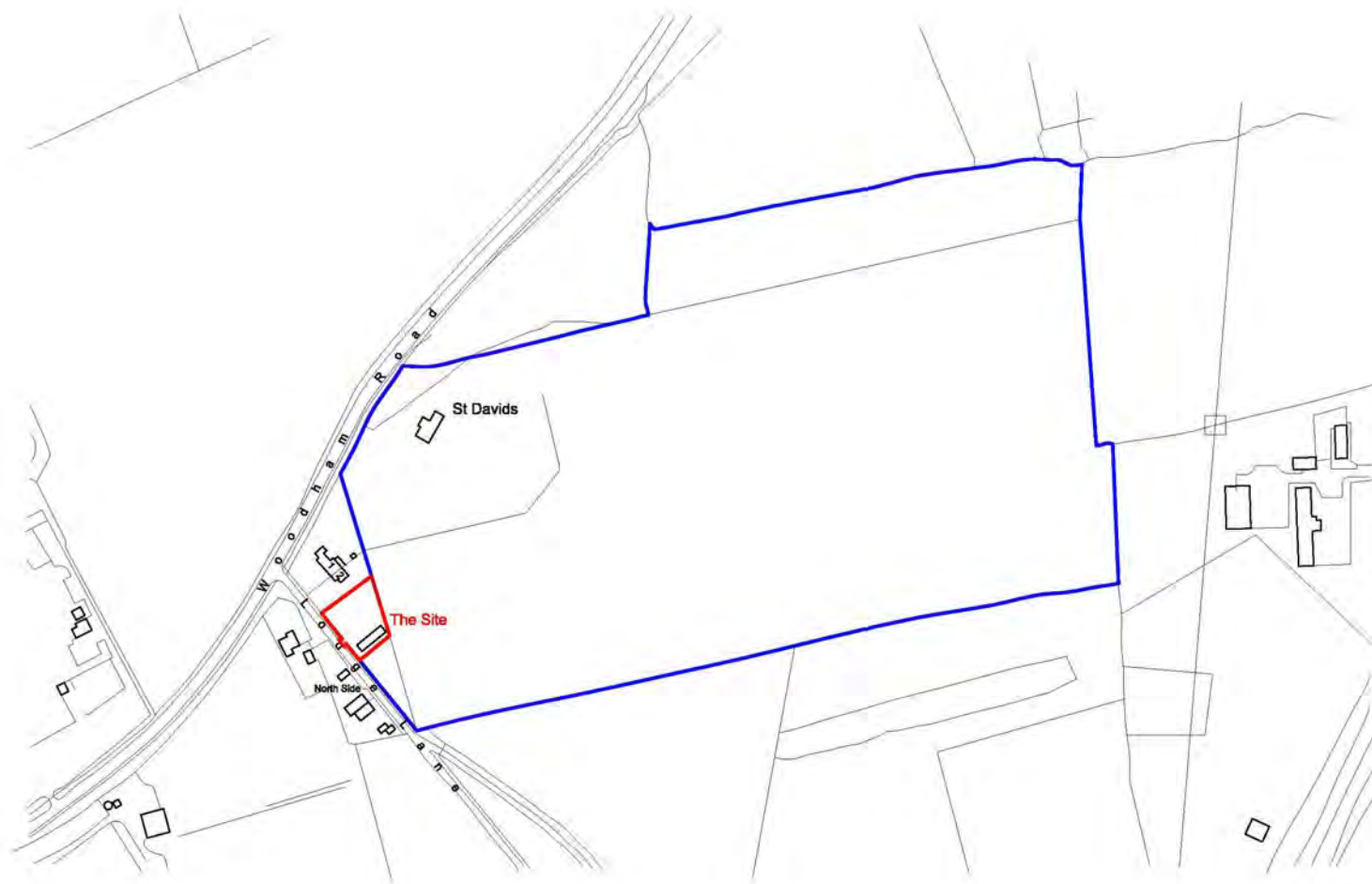


Planning Committee
20/00359/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826





Residential curtilage
approved under ref
18/01798/FUL





Planning Committee
9th June 2020

Application No	:	20/00251/FUL Full Application
Location	:	90 Brook Lane Galleywood Chelmsford CM2 8NN
Proposal	:	Proposed 1st floor rear and side extension
Applicant	:	Mr James Pye
Agent	:	J Bell Design & Conservation
Date Valid	:	18th February 2020

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7. Community Infrastructure Levy (CIL)	5

Appendices:

Appendix 1 Consultations

Appendix 2 Drawings

1. Executive summary

- 1.1. The application has been referred to planning committee at the request of local ward Councillors because of concerns raised by neighbours relating to the loss of their amenity.
- 1.2. The proposal is for the extension of the existing property. A first floor extension would be added above the existing rear and part of the existing side single storey addition.
- 1.3. The site is located within the Defined Settlement of Galleywood where the principle of development and construction of extensions is acceptable.
- 1.4. The proposal is acceptable in design, streetscene and amenity terms.
- 1.5. Approval is recommended.

2. Description of site

- 2.1. The site lies in the Defined Settlement of Galleywood where the principle of development is acceptable.
- 2.2. The building is a two-storey semi-detached house on the southern side of Brook Lane.
- 2.3. Parking is provided to the front of the property on a private driveway. The rear garden is partially located within the Green Belt.
- 2.4. The house is sited close to one end of a ribbon of houses and there are open fields on the opposite side of the lane.
- 2.5. The gaps between the houses contribute to a sense of spaciousness that arises from the semi-rural setting of the streetscene.

3. Details of the proposal

- 3.1. The proposal seeks planning permission for a first floor rear and a side extension to the property.
- 3.2. The extension would be sited on the footprint of the existing L shaped single storey extension which runs the full depth of the west side elevation and across the rear of the house. The rear element of the proposed first floor extension would extend across the full rear width of the house. The side extension would be set back from the front (south) building line of the property by about 4.2 metres.
- 3.3. The extension would be finished with materials to match the existing.
- 3.4. Internally, it would form a third bedroom at the property (currently there are two) and would relocate the first floor bathroom.

4. Other relevant applications

- 4.1. 15/01370/FUL - Two storey side and rear extension and alterations to front elevation to form new bay window, porch and roof. Refused on 24th November 2015. Appeal dismissed on 18th April 2016.
- 4.2. The application was refused planning permission on two grounds. The first ground considered that the proposed extension in infilling most of the gap between No. 88 and No. 90, would form a terracing effect within the streetscene, and that would be out of character with the spacing within the streetscene and harmful to the character and appearance of the area.
- 4.3. The second ground considered that the extension would have an unacceptable relationship with No. 88 Brook Lane. In exposing a large and dominating mass of brickwork close to the boundary with No. 88 this would have an overbearing and dominating impact leading to loss of daylight and sunlight to the neighbour's existing kitchen window, affecting the usability and enjoyment of the kitchen.
- 4.4. In dismissing the subsequent appeal, the Inspector considered that the proposal would give the streetscene an uncharacteristically built up feel, but, the degree of conflict was not sufficient by itself to warrant refusing permission.
- 4.5. Regarding neighbouring amenity, the Inspector considered that bringing the first floor of No. 90 closer to No.88s kitchen window would cause a significant loss of light and outlook, harmful to the amenities of the neighbouring property.

5. Summary of consultations

Galleywood Parish Council.

- 5.1. Galleywood Parish Council objects to the application. They state that the proposal will lead to loss of a gap between No.s 88 and 90 Brook Lane, resulting in a terracing effect out of keeping with the streetscene.
- 5.2. Further, the proposal will lead to an unacceptable loss of light and overlooking to No.88 Brook Lane.

Local residents

- 5.3. One letter of representation has been received to the proposal from the occupier of No. 88 Brook Lane. They raised concerns relating to the effect that the extension will have upon the occupier's amenity/ living conditions and the character and appearance of the streetscene.
- 5.4. Full details of the consultation responses are set out at Appendix 1.

6. Planning considerations

Main Issues

- 6.1. The first issues are the design of the development and the effect on the streetscene and the second issue is the amenity implications of the proposal.

Design of development and effect upon the character and appearance of the streetscene

- 6.2. Policy DM23 of the development plan requires that extensions are of high-quality design and compatible with the character and appearance of the area.
- 6.3. The house is sited close to one end of a ribbon of houses and there are open fields on the opposite side of the lane.
- 6.4. The gaps between the houses contribute to a sense of spaciousness that arises from the semi-rural setting of the streetscene. This would be maintained due to the significant set back position of the first-floor side element.
- 6.5. The proposal is well designed and would match the form, architecture and appearance of the existing house.
- 6.6. In considering the previous proposal 15/01370/FUL the Planning Inspector considered that whilst the formation of a two-storey side extension would give the streetscene an uncharacteristically built up feel, the degree of conflict was not sufficient by itself to warrant dismissing the appeal.
- 6.7. The appeal decision is a material consideration. The current proposal sets the first-floor side element of the extension 4.2m back from the front elevation, unlike the appeal proposal where the proposed the first floor side element ran the full depth of the side elevation creating a seamless two storey side addition. In light of the Inspector's comments in not finding the seamless side extension harmful enough to justify refusal in terms of the street scene, the current scheme, which would have a noticeably less visual impact on the street scene, would not be harmful to the character and appearance of the streetscene.

The amenity implications of the development

- 6.8. Policy DM29 of the development plan requires that development safeguards the amenities of the occupiers of any nearby residential properties by ensuring that the proposal is not overbearing and does not result in unacceptable overlooking or overshadowing.
- 6.9. The front (north) of the proposed side extension would sit 4.2 metres back from the front building line of the property.
- 6.10. The neighbour's kitchen has a window and part glazed door in the side elevation. The front building line of the proposed first floor side extension would sit level with the rear window frame of the side kitchen door of No. 88. As a result of this siting, the extension would not project forward of No. 88's kitchen window and door.
- 6.11. The kitchen window at No. 88's allows light into a through kitchen / dining room. There is some borrowed light within the room from a rear window within the dining room at the rear (south) of the house. The side window is the primary light source to the neighbour's kitchen, although due to the presence of the dining room window, it is not the only source of light to the room.
- 6.12. Outlook for the side kitchen window and the light it receives is already affected by No's 90's existing ground floor side extension and first floor side wall. The neighbour's kitchen window currently faces out onto a single storey brick wall and light is able to enter the kitchen from the dining room window to the south of the building and through the narrow gap between the properties.

- 6.13. In dismissing the previous appeal, the Inspector considered that bringing the two-storey part of the dwelling close to the neighbour's side kitchen window would cause a significant further loss of light and outlook, sufficient to justify refusing permission.
- 6.14. However, the appeal proposal is not directly comparable to this proposal. The extension considered as part of the appeal was sited level with the front building line of No. 90, whereas the proposed side extension is set 4.2m back from the building frontage, and sits behind the neighbouring kitchen window and door.
- 6.15. As a result of this proposed siting, it would still be possible for light to enter the neighbours side kitchen window from the north from the existing small gap between the properties. The impact upon daylight and sunlight as a result of this proposal would be less than the appeal proposal.
- 6.16. Sufficient light would still be able to enter into the room to not lead to a material loss of overshadowing and daylight/sunlight.
- 6.17. Whilst the proposed first-floor side extension would be visible from No. 88's kitchen window, due to the siting of the extension, it would not be overbearing.
- 6.18. The Inspector raised no objections to the proposed rear extension; which would extend in depth from the rear building line of the property by 2.6 metres on the common boundary shared with No.92. It is noted that No.92 benefits from a ground floor extension on the common boundary. As a result, it is considered that the relationship remains acceptable.
- 6.19. As considered by the Inspector, any increase in overlooking for the repositioned rear bedroom window would be marginal.
- 6.20. It is considered that the proposal would have an acceptable relationship with No. 88 and 92.

Other Matters

- 6.21. An acceptable level of private amenity space and parking area would be retained at the property.
- 6.22. Loss of blight (property value) is not a planning consideration.
- 6.23. The information contained within the application drawings is acceptable and sufficient to determine the application. There is no requirement to show the position of gutters/ boundary line. A site visit of the area has been undertaken and the hip angle of No. 92 Brook Lane is noted. The application drawings were amended to show No.s 88 and No. 90 sited parallel to each other. The 45-degree line has been measured in accordance with guidelines set out in appendix A of the development plan. The proposed elevations show the correct window arrangement. The distance between the two properties (No's 88 and No. 90) is shown on the application drawings.
- 6.24. The comments relating to the Design and Access statement are noted. However, a full assessment and consideration of the application is given above.

7. Community Infrastructure Levy (CIL)

- 7.1. The proposal is not CIL liable and there will be no CIL charge payable.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building. Where the new materials differ from those of the existing building, details of the materials to be used shall be submitted to and approved in writing by the local planning authority and the development shall be carried out in accordance with those details.

Reason:

To ensure that the development is visually acceptable in accordance with Policy DM23 of the Chelmsford local Plan.

Notes to Applicant

1 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 circumstance further restrictions may be necessary.

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

Party Wall Act

The Party Wall Act 1996 relates to work on existing walls shared with another property or excavation near another building.

An explanatory booklet is available on the Department for Communities and Local Government website at

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

Positive and Proactive Statement

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

Background Papers

Case File

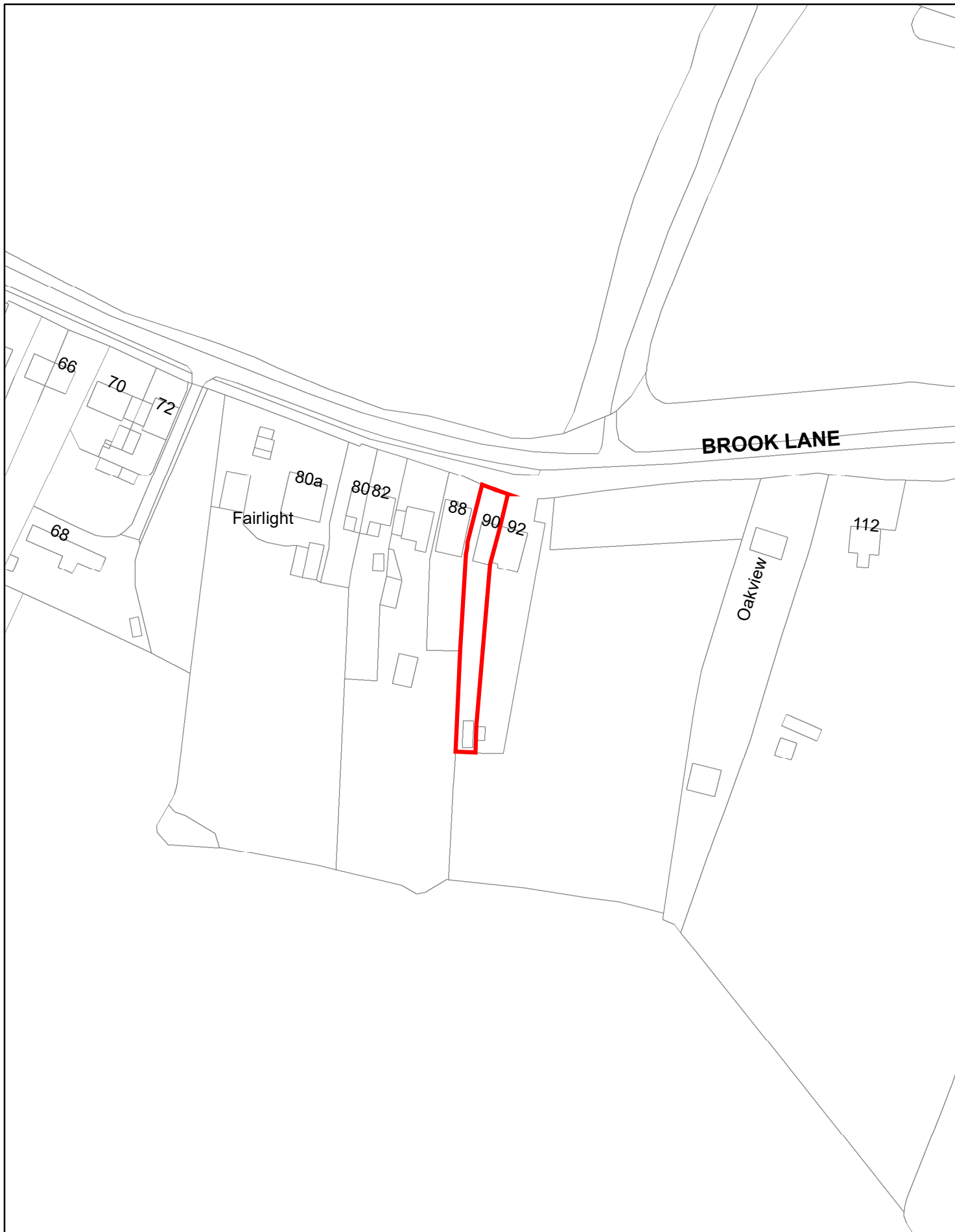
Galleywood Parish Council

Comments
<p>The submission is the collective views of Councillor members to the Planning and Highways Committee which is currently not undertaking public meetings due to COVID-19 restrictions</p> <p>Committee members returned an objection to the proposed amendments received to 20/00251/FUL which appear to show an amendment to the boundary line and slight movement of 0.5m to the siting of the extension.</p> <p>Whilst Councillors recognised that amendments to the plan had been made, the amendments did not fully address the concerns previously forwarded on 18 March 2020 which Councillors wish to once again bring Officers attention to and which remains relevant to the proposed amendment.</p> <p>The Galleywood Parish Council Planning and Highways Committee to be held on 17 March 2020 was closed due to advice received from the Essex Association of Local Councils regarding COVID-19.</p> <p>The following submission is a collation of Committee Members views.</p> <p>To object to the application - Yes Previous application refused October 2015; appeal refused April 2016 Reasons for refusal:</p> <ul style="list-style-type: none"> o very small gap between nos. 88 and 90 existing at ground floor level will be continued up to second floor o results in appearance of terrace out of keeping with the street scene o results in unacceptable loss of light to and overlooking of no. 88 <p>Pre-application meeting with CCC in November 2019: design statement for this application states that comments have been incorporated. Proposed extension does not protrude past the rear wall of no. 88, and second floor has been stepped back at the front to provide light to no. 88 kitchen.</p> <p>Strong objection from neighbour at no. 88 for the same reasons as above. Neighbour also believes plans are misleading because they do not adequately characterise the gap between the properties; not only is the resulting gap very small but the extension sits very close to the boundary of no. 90 making maintenance difficult.</p> <p>Recommendation - GPC objects; although the proposal goes some way to addressing the concerns in the previous application, it still does not remove the fundamental problem that the extension is very close to no. 88, is detrimental to the neighbouring properties amenity and to the general street scene.</p>

Local Residents

Comments
<p>One letter of representation received. Main issues:</p> <ul style="list-style-type: none"> • The proposal will lead to overshadowing, overlooking, loss of daylight and sunlight and breach of sunlight/sunpath.

- It will be overpowering and overbearing.
- The suntrack is not shown on the drawings.
- Loss of light will lead to increase in electricity costs.
- The gap between the two properties will be reduced, disturbing the balance and spacing of the frontage.
- There will be insufficient room for maintenance.
- The extension would be overbearing and out of context with the streetscene.
- Proposal not compliant with PA1 of the submission development plan.
- Proposal will lead to loss of blight (property value).
- Disagrees with statements made within the Design and Access Statement.
- Drawings fail to show the position of gutters and party /boundary line, the hip angle of No. 92 Brook Lane is drawn incorrectly. No.88 and No. 90 side elevations are parallel, but the floor plans shows these are angled. The 45-degree line is shown incorrectly. Two obscured windows are missing from the existing side extension drawings. The distance between the two properties is not recorded on any drawing.



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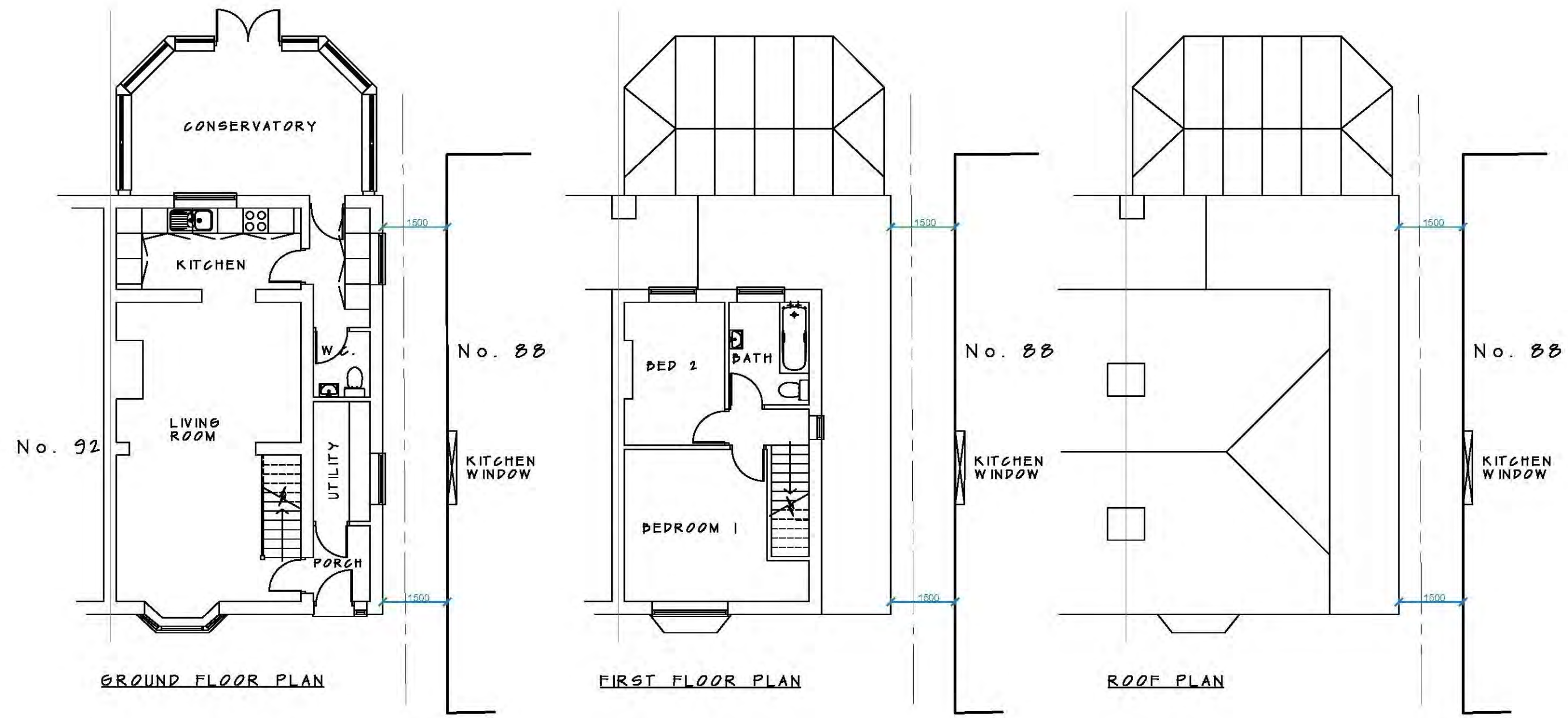
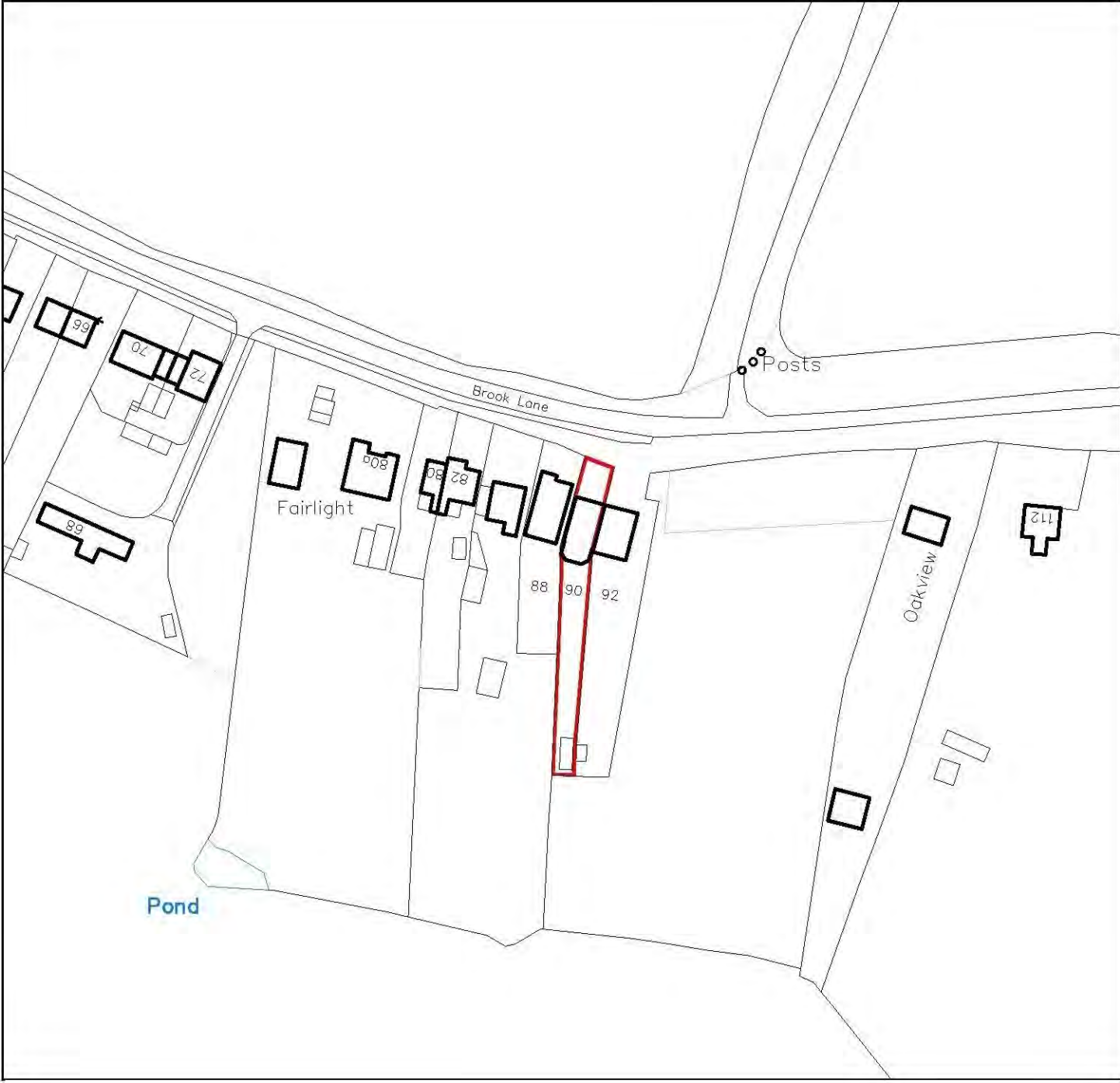
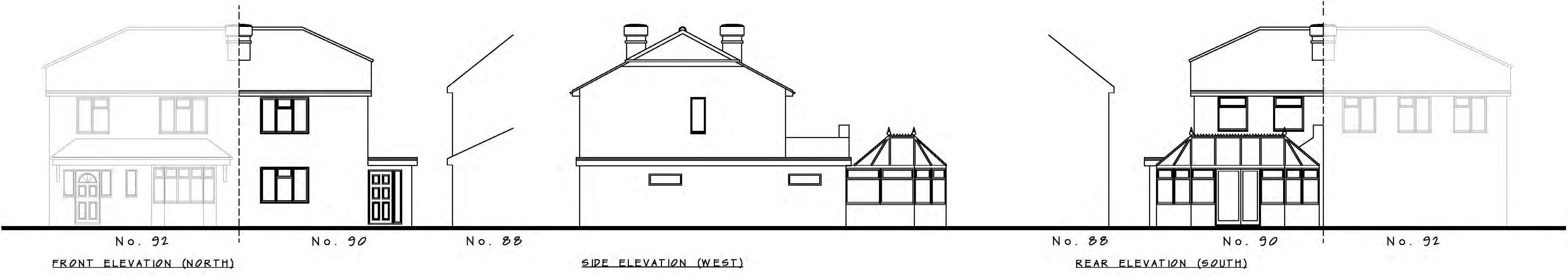


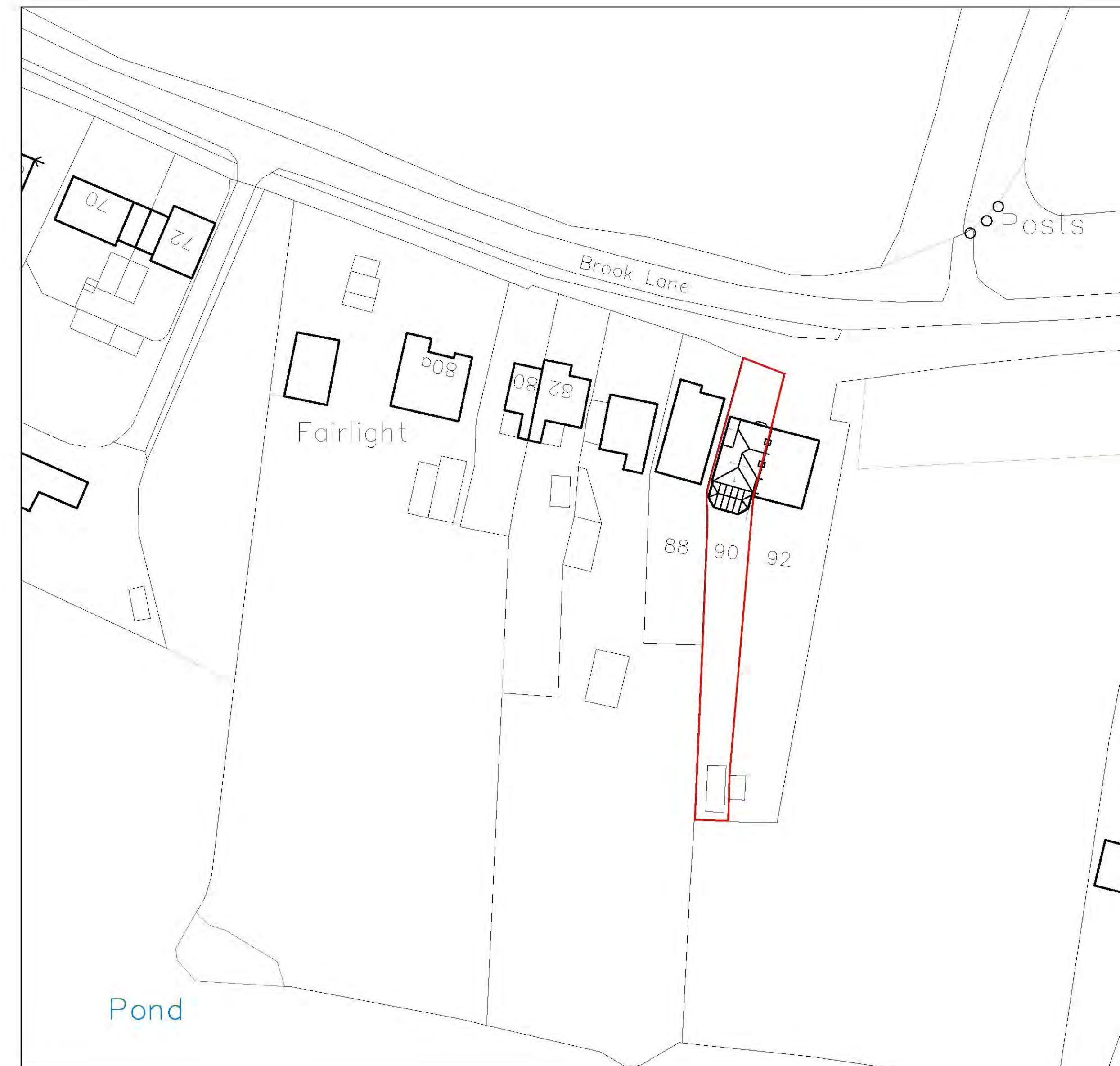
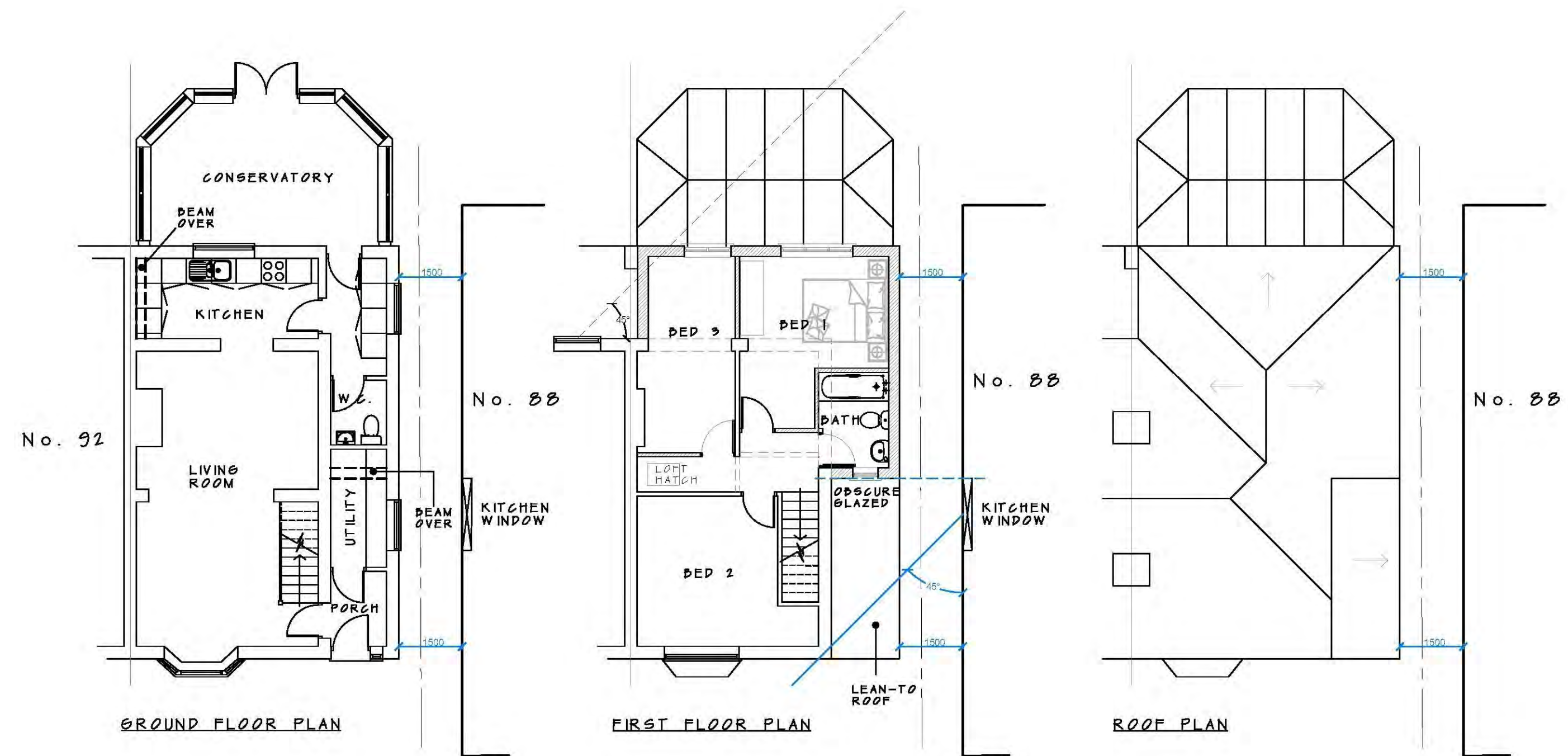
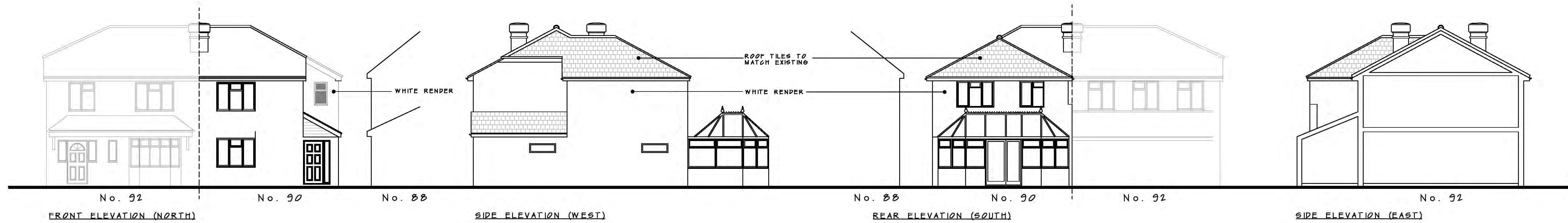
Planning Committee
20/00251/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826







Planning Committee
9th June 2020

Application No	:	20/00094/FUL Full Application
Location	:	Land South Of 69 Torquay Road Chelmsford Essex
Proposal	:	Erection of a 2-storey detached dwelling, proposed part 1-storey and part 2-storey rear extension to the host dwelling.
Applicant	:	Mr S Oldroyd
Agent	:	Mrs C Wallis
Date Valid	:	3rd February 2020

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. This application is referred to the planning committee at the request of a local ward member because of concerns that the new house would harm the character and appearance of the street scene.
- 1.2. The site is located within Chelmsford Urban Area where the principle of constructing new houses and extending existing dwellings is acceptable.
- 1.3. No. 69 Torquay Road is located at the end of a cul-de-sac. A new two storey dwelling would be constructed on the land to the south of No. 69 Torquay Road currently part of the garden of the house. The proposed dwelling would have a similar appearance to existing dwellings within Torquay Road and would fit neatly into the street scene. It would cause no harm to the character of the area. Detached garages are also common in the street and this aspect of the scheme would also be acceptable. No objections are raised to the proposed two-storey rear extension to No. 69.
- 1.4. The proposed new house would maintain acceptable relationships with neighbouring properties. It would be provided with parking and garden space in line with the Council's policies.
- 1.5. Approval is recommended.

2. Description of site

- 2.1. The site lies within Chelmsford Urban Area where the principle of development is acceptable.
- 2.2. It is located at the western end of a residential cul de-sac and currently forms the garden of No. 69 Torquay Road.
- 2.3. The street scene is characterised by two storey detached houses which are set out with the houses fronting onto the road. Within Torquay Road, the principal elements of dwellings within the immediate street scene have two storey eaves and are predominantly gable ended. They are typically of three designs and have a combination of projecting front gables with asymmetric roofs, projecting elements with catslide roofs and dormer windows or flat frontages with no projections.
- 2.4. Detached garages are a common feature in the street.

3. Details of the proposal

- 3.1. The proposal includes a number of different elements:
 - The construction of a detached dwelling
 - The construction of a single storey garage for the new house
 - A part one storey and part two storey rear extension to the existing house.

4. Other relevant applications

18/01655/FUL - Refused 28th November 2018- Appeal dismissed 6th December 2019

Part single, part two storey rear extension. Construction of two new dwellings, including associated works. Widening of the dropped kerb to provide new access.

4.1. This application was for two detached houses within the garden of no 69. It was refused planning permission due to the harm that the dwellings would cause to the neighbours at No. 67 Torquay Road and Paignton Avenue by way of overlooking and being overbearing. The Planning Inspector dismissed the appeal and considered that the dwellings would directly look into the garden of No. 67 and that the narrow gap to the boundary with No. 5 Paignton Avenue would lead to the proposed development being overbearing to the neighbour whilst also significantly reducing their outlook. Neither the Council or the Planning Inspector raised concerns with regard to the effect of the proposal on the character of the area.

19/00314/FUL - Refused 18th June 2019- Appeal dismissed 27th February 2020

Part single, part two storey rear extension to existing house. Construction of two new dwellings and one detached garage. Widening of the dropped kerb to provide new access.

4.2. This application was also for two detached dwellings. In order to overcome the previous refusal reasons concerning neighbour relationships, the design of the houses had been altered to prevent them from being any primary windows overlooking No. 67. The dwellings had also been moved further away from the boundary with the neighbours at Paignton Avenue. However, these adjustments led to objections about poor design and harm to character of the area as the new houses now had a design and appearance that was out of keeping with the design of the other houses in the street, particularly because of their low eaves. They also appeared to have been squashed onto the site. In dismissing the appeal, the Planning Inspector considered that the appeal development would appear poorly related to its neighbours particularly due to the low eaves height and exaggerated asymmetric and hipped roofs which failed to suitably respond to their context. In addition the Inspector considered the existing garden area of No. 69 provided a degree of visual relief in the street and that the development of two houses, due to its contrived form and appearance, would diminish this contribution to a significant degree and would not respect the grain or form of development in the street.

19/01555/FUL - Refused 6th November 2019 – Appeal lodged.

Construction of a new detached dwelling. Two storey rear extension to 69 Torquay Road.

This scheme relates to a single, large detached dwelling. Planning permission was refused because the scale and design of the house would fail to reflect the character and appearance of the area, and the design of the house would create a poor living environment for the future occupiers.

5. Summary of consultations

5.1. The following were consulted as part of this application

- Public Health & Protection Services
- Essex County Council Highways
- Local residents

5.2. Public Health and protection services requested that in order to encourage low emission vehicles an electric charging point should be provided for the dwelling.

5.3. Essex County Council raised no objection to the scheme subject to suitably worded planning conditions as the new dwelling would have adequate parking provision and a suitable access off the road. The existing dwelling would also retain a suitable access.

5.4. Thirty-three letters of objection were received from twenty-four neighbours. The letters raised concerns with regard to: impact on the character of the area, neighbour relationship, highway safety, drainage and covenants.

5.5. Full details of the consultation responses are set out in appendix 1.

6. Planning considerations

Main Issues

6.1. The main issues for consideration are:

- The impact of the proposal on the character and appearance of the street
- The relationship with the neighbouring properties
- Vehicular access into the site and along the road.

Character of the area

- 6.2. Policy DM23 says that planning permission will be granted for development that respects the character and appearance of the area in which it is located. Torquay Road is a residential cul de sac which is characterised by two storey dwellings which front onto the road. The houses were all built at the same time as part of a planned estate and have a common design approach with houses typically having projecting gables with either sliding or catslide roofs. Detached garages are a common feature within the street scene. There are small gaps between the properties in the street which help to create separation between the dwellings and provide a semi spacious feel in the street. The gaps play an important part in defining the character of the estate. Many of the houses have been extended since their original construction.
- 6.3. The proposed house would be located on a corner plot at the end of the T shaped cul-de-sac on a site that currently forms part of the garden of No. 69 Torquay Road. The garden has an area of approximately 0.08 hectares.
- 6.4. Local residents have raised concerns with regard to the impact that the proposed house would have on the character and appearance of the street scene. They consider that it would remove the visual relief that the garden provides within the street and would be out of keeping within the street.
- 6.5. In the most recently dismissed appeal decision, the Planning Inspector considered that the garden area provided a degree of visual relief within the street. He considered that the appeal scheme (which was for 2 houses), due to its design and contrived form, would significantly diminish the contribution that the site played within the street.
- 6.6. The single dwelling proposed in this application would have four bedrooms and a two-storey form with a ridge height of 7.9m. To the front the house would have a projecting gable with a roof that slides down to the north and a subservient extension to the side. It would be set back from the front of No. 69 Torquay Road. This design would reflect other houses in the street and would be very similar to the design of the neighbour at No. 67. The set-back positioning would also reflect development around the cul de sac where, due to the layout of the turning area, Nos 67 and 73 Torquay Road, at the head of the cul-de-sac are set back from their neighbours.
- 6.7. This application is different from the two schemes dismissed at appeal as it has reduced the number of units from two to one. The design of the proposed dwelling would reflect the

appearance of other houses in the street particularly the neighbour at No. 67, the design of which it would almost match. The positioning of the proposed dwelling would maintain the gaps between the neighbouring properties that is prevalent in the street.

- 6.8. The proposed dwelling would be visible when looking east down Torquay Road towards the hammerhead end of the cul-de-sac. However, whilst it would slightly change the view looking down the street and would develop on some of the existing garden area, its set back positioning would lessen its visual presence or impact in the street and would also reflect the positioning of development at the end of the cul-de-sac. The site, occupied by the proposed dwelling, would still retain some degree of visual relief.
- 6.9. In addition, the complementary design and form of the house would ensure that it would reflect the grain and appearance of the houses in the street and that it would not appear at odds with the prevailing character of the street.
- 6.10. Given that it would respect the design and layout of the houses in the street it is considered that the proposed house would not significantly diminish the visual relief that the existing house and garden provides in the street such that the degree of change would justify withholding planning permission.
- 6.11. To ensure that the house does not fill the whole of the plot and that it protects the visual relief of the site, it is considered appropriate to remove permitted development rights for any future side extensions. A condition requiring this will be attached to the decision.
- 6.12. The proposed garage would be located to the front of the house and would be positioned along the common boundary with No 67 Torquay Road to the east. It would fit well within the street scene where detached garages are a common feature.
- 6.13. The proposed rear extensions to the existing property at No. 69 Torquay Road would cause no harm to the character of the area.

Neighbour Relationship

- No.67 Torquay Road

- 6.14. Policy DM29 requires development proposals to safeguard the amenities of occupiers of nearby residential development. No. 67 Torquay Road is located to the east of the application site and the two share a boundary.
- 6.15. The proposed dwelling would be positioned approximately 9m away from the common boundary with the neighbour and approximately 13m away from the western side wall of the neighbour's house. This distance is considered adequate for the proposed development to not be overbearing or prejudice the neighbour's outlook.
- 6.16. The proposed house would have two windows facing towards the neighbour. These serve non habitable rooms and would be obscure glazed. There is also a rooflight on the front which would serve a bedroom. This rooflight would be positioned more than 1.7m above finished floor level. To ensure that the two windows do not overlook the neighbour conditions will be attached to the decision requiring that the windows are fitted with obscure glazing and that no other windows are installed in the front elevation. The development would not result in overlooking of No. 67.

6.17. The garage would be positioned along the common boundary with No.67. The garage would project 4m beyond the neighbour's garage. It would have a height of approximately 3.1m and would have a roof that slopes away from the neighbour. The garage would only run along a small portion of the common boundary fence and would leave a large part of the boundary to the south west open. It is considered that the garage, due to its positioning and size, would not be overbearing to the neighbour or prejudice their outlook.

6.18. The area to the rear of the garage would form part of the garden of the proposed dwelling. The neighbour is concerned that pedestrians could walk in this area causing them noise and disturbance. It is noted that this area is already garden and that the current occupants of No 69 can already walk along their side of the fence if they wished to do so. The relationship between the proposed front garden of the new house and the neighbour would be acceptable.

6.19. There is a large side window on the neighbour's property and this serves a hallway with the doors leading the habitable rooms further back from the window. The distance between the properties would ensure that enough light would still reach the window.

6.20. The use of the proposed driveway would result in an amount of unrestricted pedestrian and vehicular activity including the movement of cars and occasional light spillage. This could be noticeable to the neighbour at No. 67. However, the level of likely vehicular and pedestrian activity from the a single dwelling would be limited and the positioning of the garage and driveway would ensure that most of the manoeuvring would be adjacent to the garage and front garden of the neighbour, which is not an uncommon arrangement for adjacent dwellings in any urban context. The likely level of noise and disturbance would not result in harmful living conditions to the occupants of the neighbouring property.

6.21. Is considered that the proposed dwelling would cause no adverse impacts to the amenities or privacy of the neighbour at No. 67 Torquay Road and would comply with policy DM29 of the development plan.

- *Paignton Avenue*

6.22. The lower, subservient part of the proposed house would be positioned closest to the neighbours at Paignton Avenue. It would be located approximately 6m away from the side boundary and 20m away from the rear wall with No. 5 Paignton Avenue.

6.23. The distance between the properties would ensure adequate separation distances and that no adverse impacts would be caused to the amenities of these neighbours.

- *No. 69 Torquay Road*

6.24. The proposed house would maintain an acceptable relationship with No. 69 Torquay Road.

Highways and Parking provision

6.25. Local residents have raised objections with regard to the highway access and parking. They have stated that the proposed access would lead to a reduced dropped kerb and increased danger if the future occupants and neighbours tried to enter and leave their respective driveways at the same time. They are also concerned that it would increase on street parking.

6.26. The Highways Authority have been consulted as part of this application and have provided their expert comments on the acceptability of the scheme. The proposed dropped kerb, turning and

access arrangements are considered acceptable by the Highways Authority. It is noted that the previous three applications and the two dismissed appeals did not include access or safety as a refusal reason or a reason for dismissal of the appeals.

6.27. The proposed dwelling would have off street parking for three vehicles, two on the driveway and one in the garage. This would be acceptable provision for a house of this size in an urban area location.

6.28. No. 69 Torquay Road would maintain acceptable parking provision and access arrangements and comply with policy DM27 of the development plan.

Protected Trees

6.29. There is a line of mature trees along the rear of the site. These are important specimens in the locality and provide a high level of visual amenity. The application is supported by an arboricultural impact assessment and tree protection plan. The proposal will not directly impact the mature trees to the rear of the site, however a protective barrier will be necessary to ensure the trees are not impacted indirectly.

6.30. Trees within the immediate grounds of the application site are shown to be removed. These trees can be removed without council consent.

6.31. A condition will be attached to the decision requiring compliance with the submitted arboricultural report and tree protection plan.

Recreational avoidance mitigation strategy

6.32. New residential development at this site has the potential to cause disturbance to European designated sites and therefore the development must provide appropriate mitigation. This is necessary to meet the requirements of the Conservation of Habitats and Species Regulations 2017. The applicant has provided a financial contribution which will go towards mitigation at a local wildlife site.

Other matters

6.33. A large number of comments have been received from local residents regarding a covenant on the site which limits one house per plot. Comments have also been received regarding drainage. These are civil matters and not material planning considerations that will form part of the assessment of this application.

7. Community Infrastructure Levy (CIL)

7.1. This application is CIL liable.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

Prior to their use, details of the materials to be used in the construction of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason:

To ensure that the development is visually acceptable in accordance with Policy DM23 of the Chelmsford Local Plan

Condition 4

a) Details of the proposed treatment of all boundaries, including drawings of any gates, fences, walls, railings or piers, shall be submitted to and approved in writing by the local planning authority.

b) The development shall not be occupied until the boundary treatments have been provided in accordance with the approved details.

Reason:

To ensure the proposed development is visually satisfactory and does not prejudice the appearance of the locality in accordance with Policy DM23 of the Chelmsford Local Plan.

Condition 5

The dwelling shall not be occupied until a means of access for vehicles has been constructed in accordance with approved drawing P.401C. The access shall be retained thereafter.

Reason:

To ensure that the development is accessible in accordance with Policies DM24 and DM26 of the Chelmsford Local Plan.

Condition 6

The dwelling shall not be occupied until space has been laid out within the site in accordance with approved drawing P.401C for the parking and turning of vehicles. Thereafter the turning area and parking spaces shall be kept available at all time for vehicle turning and parking.

Reason:

To ensure that sufficient parking is available to serve the development in accordance with Policy DM27 of the Chelmsford Local Plan.

Condition 7

No unbound material shall be used in the surface treatment of the vehicular access hereby permitted within 6 metres of the highway boundary.

Reason:

To avoid displacement of loose material onto the highway in the interests of highway safety.

Condition 8

There shall be no discharge of surface water from the development site onto the Highway.

Reason:

To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety.

Condition 9

Prior to the first occupation of the dwelling hereby permitted, charging infrastructure for electric vehicles shall be installed at a rate of 1 charging point per dwelling.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and DM25 of the Chelmsford local plan.

Condition 10

The dwelling hereby approved shall be constructed to achieve increased water efficiency to a standard of no more than 110 litres of water per person per day in accordance with Building Regulations Approved Document Part G (2015 - as amended).

Reason:

To ensure the development reduces water dependency in accordance with Policy DM25 of the Chelmsford Local Plan.

Condition 11

In relation to tree protection, tree surgery and construction methods, the development shall only be carried out in accordance with the submitted arboricultural report entitled Tree Survey, Arboricultural Impact Assessment and Tree protection Plan December 2019 subject to such minor variations as may be agreed in writing by the local planning authority.

Reason

To safeguard the existing trees which are of amenity value accordance with Policy DM17 of the Chelmsford Local Plan

Condition 12

The trees to the west of the site as shown on the approved drawing P.401C shall be protected by a barrier erected in accordance with BS 5837: 2012 - Trees in relation to design, demolition and construction - Recommendations Figure 2. The fence shall be erected before the commencement of any clearing, demolition and building operations. No materials shall be stored, no rubbish dumped, no fires lit and no buildings erected inside the fence, nor shall any change in ground level be made within the fenced area subject to such minor variations as may be agreed in writing by the local planning authority.

Reason:

To safeguard the existing trees which are of amenity value in accordance with Policy DM17 the Chelmsford Local Plan

Condition 13

The first floor windows in the eastern front elevation and shown on approved Drawing No P.404D shall be:

- a) obscured (minimum Level 3 obscurity level) and
- b) of a design not capable of being opened below a height of 1.7m above finished floor level and shall remain so obscured and non-openable.

Reason:

To safeguard the privacy of the occupiers of the adjacent property or properties in accordance with Policy DM29 of the Chelmsford Local Plan.

Condition 14

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no windows or other openings other than those expressly authorised by this permission shall be constructed or inserted within the eastern roof wall of the house hereby permitted.

Reason:

To safeguard the privacy of the occupiers of the adjacent property or properties in accordance with Policy DM29 of the Chelmsford Local Plan.

Condition 15

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), the dwelling hereby permitted shall not be enlarged or extended to either side without the grant of an additional planning permission by the local planning authority.

Reason:

To ensure the proposed development is visually satisfactory and does not prejudice the appearance of the locality in accordance with Policy DM23 of the Chelmsford Local Plan.

Notes to Applicant

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

Noisy work

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

Light work

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

In some circumstance further restrictions may be necessary.

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

- 2 The Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting the existing highway. Contact details are:
Development Management Team,
Essex Highways,
Springfield Highways Depot,
Colchester Road,
Chelmsford
CM2 5PU.
Telephone: 0845 603 7631. Email: development.management@essexhighways.org.
- 3 The proposed development may be liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended). If applicable, a Liability Notice will be sent as soon as possible to the applicant and any other person who has an interest in the land. This will contain details of the chargeable amount and how to claim exemption or relief if appropriate. There are further details on this process on the Council's website at www.chelmsford.gov.uk/cil, and further information can be requested by emailing cilenquiries@chelmsford.gov.uk. If the scheme involves demolition, for the purposes of the Regulations the development will be considered to have begun on commencement of the demolition works.
- 4 Please note that the Council will contact you at least annually to gain information on projected build out rates for this development. Your co-operation with this request for information is vital in ensuring that the Council maintains an up to date record in relation to Housing Land Supply.
- 5 This permission is subject to conditions, which require details to be submitted and approved by the local planning authority. Please note that applications to discharge planning conditions can take up to eight weeks to determine.
- 6 The Highway Authority (Essex County Council) must be contacted regarding construction details for the proposed vehicular crossover. Contact details are:
Development Management Team,
Essex Highways,
Springfield Highways Depot,
Colchester Road,
Chelmsford
CM2 5PU.
Telephone: 0845 603 7631 Email: development.management@essexhighways.org.
- 7 This 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 streetnaming@chelmsford.gov.uk.

- 8 This planning permission is subject to planning condition(s) that need to be formally discharged by the Council. Applications to discharge planning conditions need to be made in writing to the local planning authority. Forms and information about fees are available on the Council's website.
- 9 The lamppost which currently sits to the front of the site would need to be repositioned. Relocation costs would be at the applicant's expense.

Positive and Proactive Statement

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

Background Papers

Case File

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
<p>This revised scheme for one new dwelling follows planning applications:</p> <p>18/01655/FUL - Construction of two new dwellings ' Appeal dismissed.</p> <p>19/00314/FUL - Construction of two new dwellings ' Appeal dismissed.</p> <p>19/01555/FUL - Construction of one new dwelling ' Appeal in progress.</p> <p>The recommendation below is consistent with the previous Highway Authority recommendation.</p> <p>The host dwelling no. 69 retains two off-street parking spaces plus existing garage and the new dwelling includes three off-street parking spaces. These would be provided with off-street parking in accordance with the City's adopted and emerging Parking Standards.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:</p> <ol style="list-style-type: none"> 1. No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for: <ol style="list-style-type: none"> i. the parking of vehicles of site operatives and visitors ii. loading and unloading of plant and materials iii. storage of plant and materials used in constructing the development iv. wheel and underbody washing facilities <p>Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM1.</p> <p>Note - MUD / DEBRIS ON HIGHWAY</p>

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

2. Prior to first occupation the vehicular access, which is located within the turning head at the end of Torquay road, shall be provided as shown in the Proposed Site Layout, drawing no. P.401 C which includes extending the existing dropped kerb vehicular crossing of the footway by 3.7 metres..

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.

Notes:

i. Removal and re-siting of the existing lamp column would be required as it would obstruct the proposed vehicular access to the proposed new dwelling. The re-siting of the street column will be determined by the Development Management Team and carried out as part of the highway works. The full cost of all associated works will be met by the applicant/site owner, see Informatives (I) and (II) below.

ii. The extended dropped kerb width would ease vehicle manoeuvres vehicles to and from the site and would allow separate and unconflicted vehicular access to the host dwelling and the proposed new dwelling.

3. The vehicular turning area shown in the Proposed Site Layout, drawing no. P.401 C shall be constructed, surfaced and maintained free from obstruction within the site at all times for that sole purpose.

Reason: To ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety in accordance with policy DM1.

4. no unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.

5. There shall be no discharge of surface water from the development onto the Highway.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1.

6. Prior to first occupation he proposed development vehicle parking for no.69 and for Plot 1 (the new dwelling) shall be constructed ready for use as shown in the Proposed Site Layout, drawing no. P.401 C. The vehicle parking area and associated turning area shall be retained in this form at all times.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8.

7. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

8. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator for the new dwelling.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Informatives:

i. The applicant/site owner must be made aware that the relocation costs of the existing lamp column in the highway, in 2i) above, shall be fully at the applicant's expense and at no cost to the Highway Authority.

ii. If the Local Planning Authority is minded to granting planning permission, the applicant must apply to the Highway Authority for permission to extend the existing dropped kerb crossing to provide vehicular access to the new dwelling.

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

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford CM2 5PU

Local Residents

Comments

Throughout the lifetime of the application thirty three letters of objection were received. The comments

raised the following matters:

Character of the area

It would look out of character with the estate.

No room for the property in the street and reflects the character of the area.

The set- back position does not fit with the street.

The house would not blend into the street

Cause excessive visual intrusion in the street

The garden is an important feature within the street

The plans give a misleading impression of the present street view.

Overdevelopment of the site

Parking and access

The dwelling would increase the parking on the street creating a hazard for large vehicles.

Inadequate site access during building which would cause safety issues.

Increase traffic in the area

The dwelling could increase turning issues in the hammerhead

Harm to highway safety through increased dropped kerb

Harm to highway during construction

Proposed turning area is dangerous.

Increased dropped kerb would be dangerous for pedestrians.

There would be poor visibility from the new driveway.

Insufficient parking on the street

Neighbour relationship

Will cause excessive noise and disruption to neighbours

Security risks during construction

Reduce sunlight to the neighbour at no.65 Torquay road

Financial gains and no consideration of the opinions or objections of residents.

Would still harm the outlook, privacy and light of neighbours on Paignton Avenue

Harm would be caused, through overlooking reduced outlook and loss of light to the neighbour at No. 67 due to the size scale and positioning of the dwelling.

There would be excessive noise and vehicular movements along the boundary with No. 67.

Covenants

There is a covenant on the site to prevent developments of this nature and to require one dwelling per plot.

Drainage

Drainage problems would be created and the sewer would be overloaded

Lampost

Redistribution of the lamppost would give an uneven distribution of light

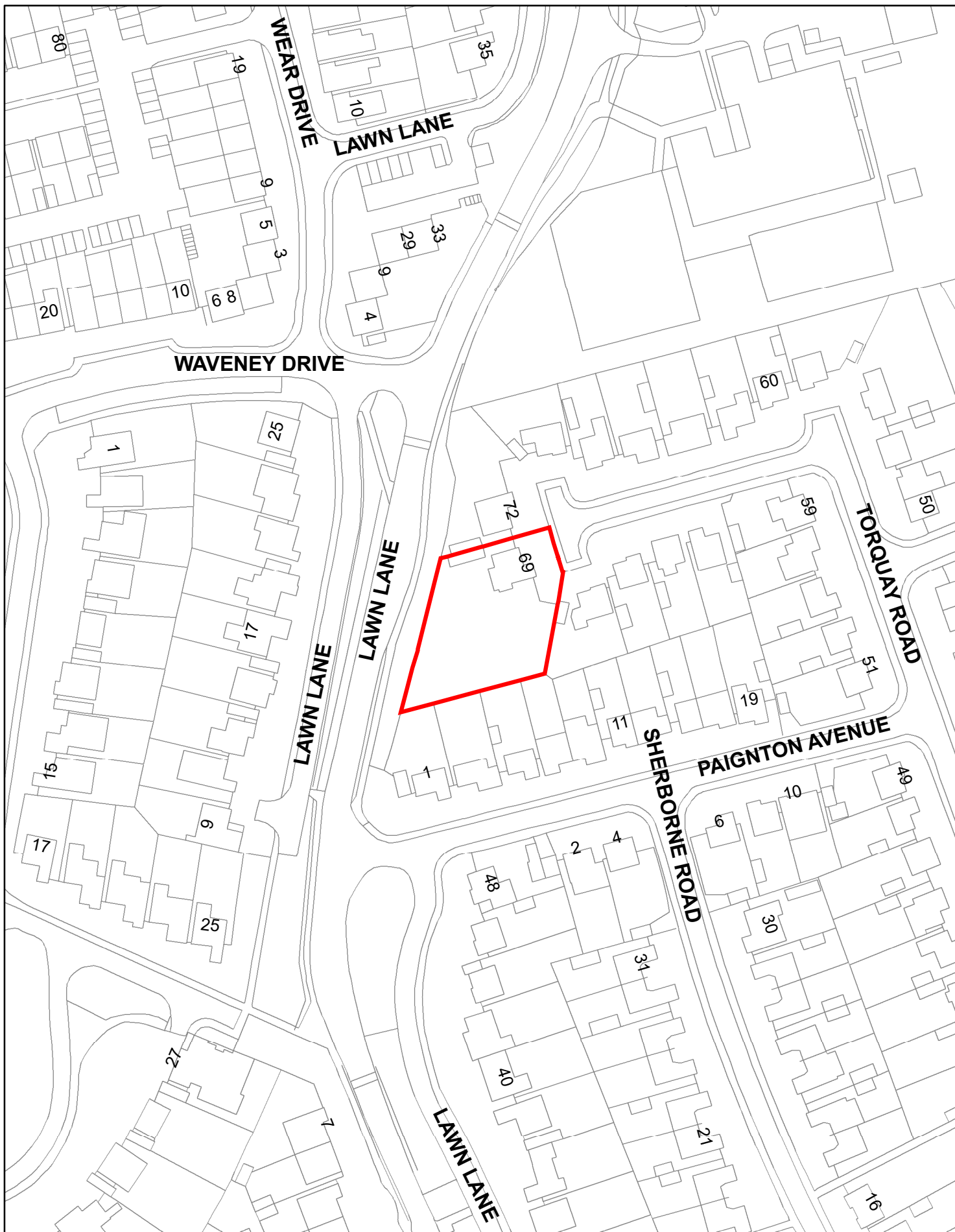
Flowers and Fauna

Removal of established plants and trees in the garden

Other matters

Potential subsidence issues from the new dwelling

Where would the refuse be located on collection day without impeding pedestrians.



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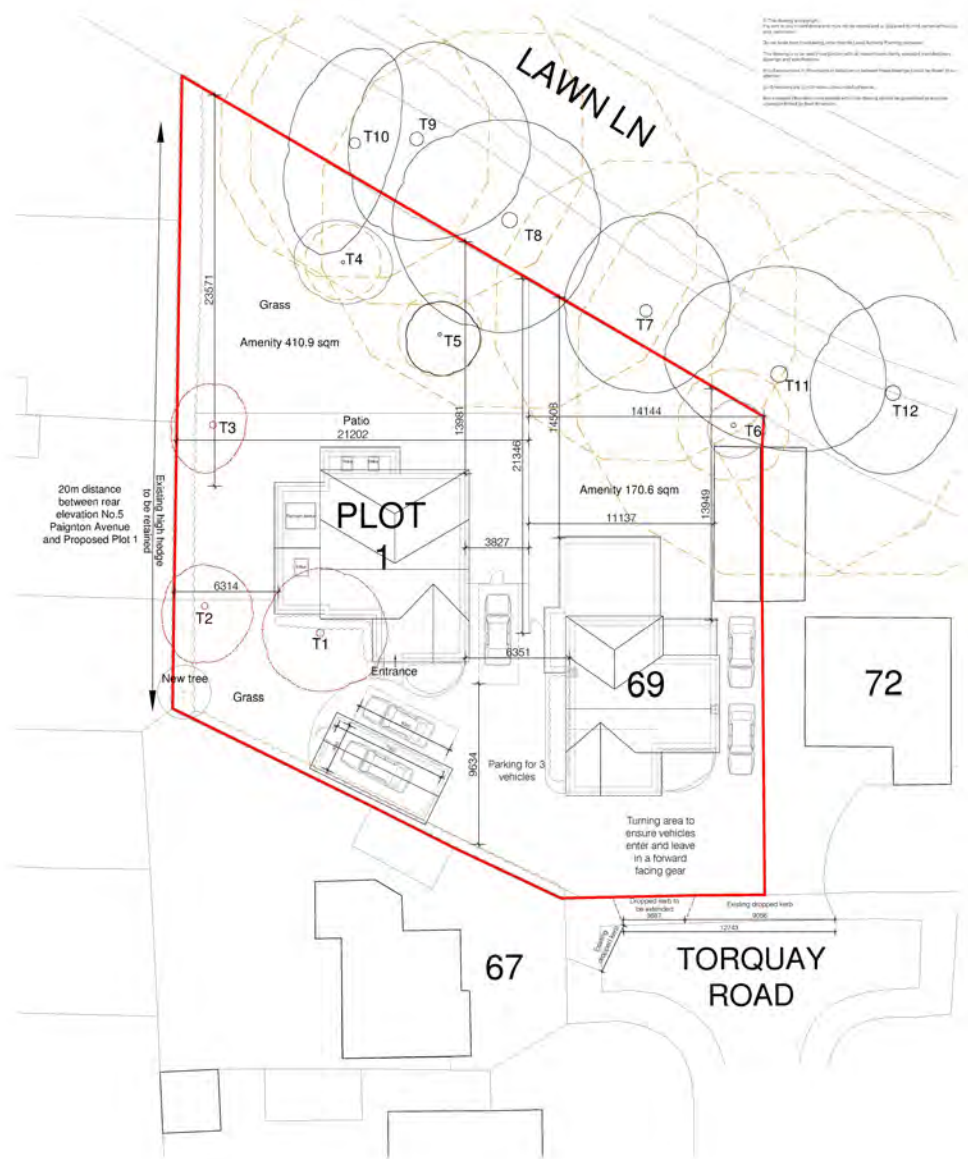


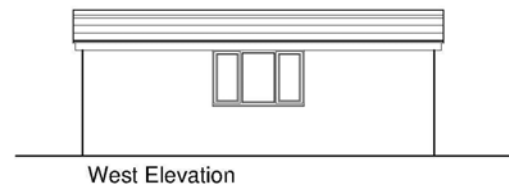
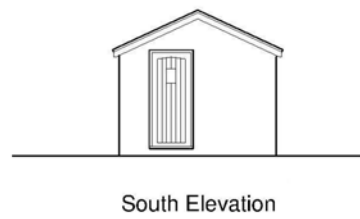
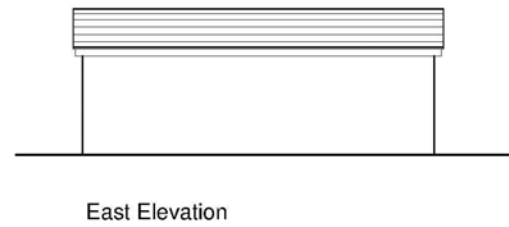
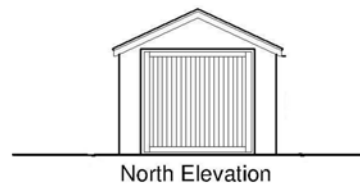
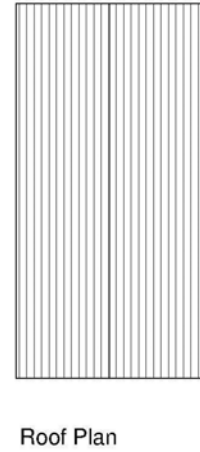
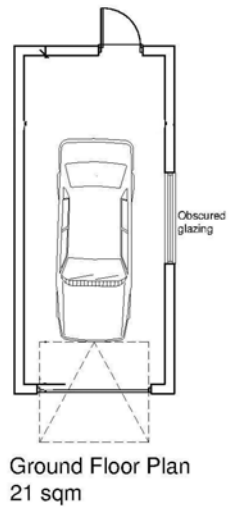
Planning Committee
20/00094/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826







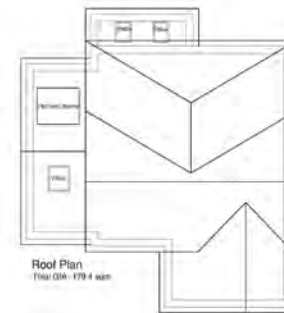
Existing Street Scene



Proposed Street Scene
Facing 69- 72 Torquay Road



Proposed Street Scene
Facing 67 Torquay Road



North Elevation



East Elevation



South Elevation



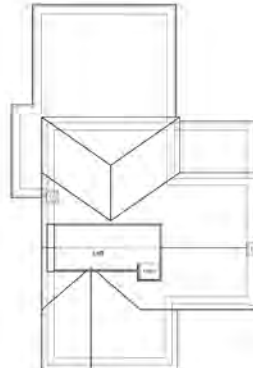
West Elevation



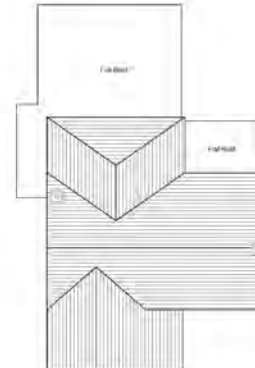
Ground Floor Plan



First Floor Plan



Loft Plan



Roof Plan



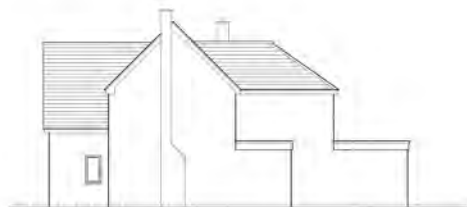
East Elevation



South Elevation



West Elevation



North Elevation



Planning Committee
9th June 2020

Application No	:	20/00396/FUL Full Application
Location	:	Site At Writtle Wick Family Centre Chignal Road Chelmsford
Proposal	:	Change of use from children's day centre (D1) to 3x dwellings (C3) and construction of additional 4x dwellings, including garage, parking spaces and all associated works.
Applicant	:	Mr Ian Costello
Agent	:	P L Messenger
Date Valid	:	6th March 2020

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5. Summary of consultations	4
6. Planning considerations	4
7. Community Infrastructure Levy (CIL)	9

Appendices:

Appendix 1	Consultations
Appendix 2	Drawings
Appendix 3	Copy of Appeal Decision for previous planning application 19/00144/FUL
Appendix 4	Schedule of Accommodation

1. Executive summary

- 1.1. This application is referred to planning committee at the request of the local ward Councillor because of concerns about the access into the site via a private driveway as the landowner of the driveway will not give the applicant the right to cross over all of it.
- 1.2. The site is located within Chelmsford Urban Area where the principle of conversion and the construction of new dwellings are acceptable.
- 1.3. Writtle Wick is a Grade II listed building which is set within relatively spacious grounds along Chignal Road. The building and its coach house would be converted into three dwellings with a row of four terraced properties constructed in the garden area to the rear. The proposed dwellings and conversion would cause no adverse impacts to the listed building or its setting. The development would not harm the character of the area. The site would be accessed via a private driveway which serves a small group of houses set behind Chignal Road. The use of this access would be acceptable in highway safety terms. The proposal would also maintain an acceptable relationship with the neighbouring properties.
- 1.4. The relationship with protected trees would be acceptable.
- 1.5. Approval is recommended.

2. Description of site

- 2.1. The application site is located within Chelmsford Urban Area where the principle of development is acceptable.
- 2.2. The site comprises the Grade II listed Writtle Wick, which is set in relatively spacious grounds of approximately 0.37ha. The building is currently vacant but was most recently in use as a children's nursery.
- 2.3. The site is located along Chignal Road which is a built-up residential street laid out in a linear pattern. There are small back land developments accessed via off-shoots from Chignal Road.
- 2.4. The site would be accessed via a shared private driveway which provides access to the existing site and five detached dwellings.
- 2.5. The site comprises a number of protected trees which are covered by tree preservation order TPO/2013/011.

3. Details of the proposal

- 3.1. This application proposes the creation of seven dwellings via the conversion of the existing building and coach house into three new dwellings plus the construction of a row of four terraced houses to the rear.
- 3.2. Access to the development would be via the private driveway on the north side of the site which is currently used to serve Writtle Wick and 5 private houses.
- 3.3. A schedule of the accommodation proposed is attached in a table at Appendix 4.

4. Other relevant applications

19/00144/FUL - Refused 6th June 2019- Appeal dismissed 20th November 2019.

Change of use from children's day centre (D1) to 3x dwellings (C3) and construction of additional 4x dwellings, including garage, parking spaces and all associated works.

4.1. The application was refused by the Council for three reasons. These were the harm that would be caused through overlooking to the neighbour at Writtle Wick Cottage, a poor relationship with the protected trees to the south and an unacceptable vehicular access for refuse vehicles along the private driveway. No refusal reasons were raised with regard to the character of the area or relationship between the proposed terrace and listed building or to the conversion of the listed building itself.

4.2. When assessing the appeal the Inspector considered that, in addition to assessing the reasons for refusal, he should also assess the acceptability of converting the listed building into a dwelling and whether the relationship between the main building and the proposed terraced houses would be acceptable. The Inspector raised no objections to the conversion of the listed building in itself as it would allow a sensitive reuse of the listed building. He also raised no objections to the partial demolition of the coach house to allow access.

4.3. The Inspector did, however, consider that the relationship between the terrace and the listed building would cause substantial harm to the significance of the heritage asset and that its size and scale would result in it being poorly related to the listed building and would erode the sense of space around it the building which would undermine the context of the site. The reasoning for why the Inspector came to this conclusion was based on the size, scale and positioning of the terraces. The terraces had a height of 8.9m which was only 1m lower than the listed building and extended south beyond the attractive southern elevation of Writtle Wick. They also had large turrets on either end of the houses. The Inspector considered that its height, design and positioning would result in the terrace of houses being visibly prominent from Chignal Road and would not result in them being suitably subservient to the main listed building and would instead visually challenge the main building to an unacceptable degree and erode its setting.

4.4. When turning to the Council's refusal reasons the Inspector did consider that the relationship between Writtle Wick and the neighbour at Writtle Wick Cottage would be unacceptable as the north facing clear glazed window directly overlooked the neighbour. However, he acknowledged that this situation has been in place for many years and that the existing relationship between the two buildings would not alter. He considered that the historic relationship between the buildings and the reuse of the listed building outweighed the harm caused by any overlooking.

4.5. The Inspector did not consider that the row of terraced houses would cause harm to the protected trees.

4.6. When considering the use of the access the Inspector considered that using this access to enter the site would be acceptable. He also considered that even though it is not within the applicant's ownership it would not be unreasonable to impose a negatively worded condition to require that the private drive could be upgraded to enable the refuse lorries to enter the site. He considered that the use of the access would not comprise highway safety, particularly with regard to the front door and garage door at Writtle Wick Cottage, as it is sufficiently wide to avoid undue conflict.

4.7. The appeal was dismissed solely due to the substantial harm that would be caused to the listed building and its setting from the size and positioning of the terraced properties and for no other reason.

4.8. A copy of the appeal decision is attached at Appendix 3.

19/00213/LBC - Approved 5th June 2019

Alterations to building and outbuilding to facilitate Change of use from children's day centre (D1) to 3x dwellings (C3). Demolition of part of outbuilding. New boundary wall to existing building.

20/00397/LBC - This application for listed building consent accompanies the current planning application - also to be determined at planning committee.

5. Summary of consultations

5.1. The following were consulted as part of this application

- Public Health & Protection Services
- Essex County Council Highways
- Recycling & Waste Collection Services
- Local residents

5.2. Public Health and protection services have stated that there may be the potential for contamination from the previous uses of the site. They have also stated that the proposed dwellings should be provided with electric vehicle charging points at a rate of one per dwelling.

5.3. Essex County Council have stated that the proposal is acceptable to the Highways Authority as it would be served by an existing private driveway and that the access arrangements would allow vehicles to pass in and out simultaneously in opposite directions. The proposed parking arrangements would also relieve kerbside parking pressures along Chignal Road.

5.4. The Councils recycling and waste services have raised no objections to crossing the private drive to enter the site provided that the tree in the centre of the driveway is pruned to allow the vehicle to pass underneath.

5.5. Ten letters of objection have been received from local residents. These primarily raised concerns about the use of the private driveway by future occupiers, but also related to concerns regarding refuse and increased noise through traffic movements.

5.6. Full consultation responses are set out in appendix 1.

6. Planning considerations

Main Issues

6.1. The main issues are whether:

- The conversion of the listed building is acceptable
- The construction of the four new dwellings would be acceptable in the setting of the listed building and within the street scene.
- The use of the private access is acceptable
- Suitable parking provision is provided
- Harm would be caused to the neighbours
- Harm would be caused to the protected trees

Community Building

- 6.2. The current lawful use of the building is a nursery although it is noted that the building is currently vacant. As part of this application the applicant has provided a marketing report to show that the building has been offered for sale in accordance with the guidelines for assets of community value. Whilst bids were received from non-residential bidders which included community uses the building was considered to not be suitable for their needs and was best suited for conversion to residential. The proposed residential use would bring the listed building back into operation. In consideration of the previous planning application (19/00144/FUL), the council were also content following a marketing exercise that the loss of a community building was acceptable.
- 6.3. Given the above the Council is satisfied that the change of use of the building to residential would be acceptable.

Heritage Asset and Character of the area.

- 6.4. Policy DM13 requires that the impact of development of heritage assets be fully considered. Chignal Road is a traditional linear residential street which encompasses both detached and semidetached properties dating from many different eras and all of which have contrasting sizes and designs. Writtle Wick itself is one of the oldest buildings on the street and originally dates from the sixteenth century. Along Chignal Road, particularly on the eastern side of the road, there are also examples of back land development some of which lie adjacent to the application site. Directly to the north of the site lies a group of 5 detached dwellings which are accessed from a private drive leading off Chignal Road. The access into the application site is also off this private drive. To the south of the site lies a more modern group of five detached dwellings which are accessed directly off Chignal Road.
- 6.5. Writtle Wick is a large brick and timber frame building which is grade II listed and is made up of parts which dates from different eras. The oldest part of the building dates from the sixteenth century and has additions which were added in the early nineteenth century. The building was originally used as a farmhouse and during its lifetime has been used as an orphanage and most recently as a nursery.
- 6.6. The building stands in spacious grounds. Whilst suburban development has occurred to three sides this is not readily apparent when approaching south along Chignal Road due to the existing planting, sizeable garden and brick wall. This setting contributes to the significance of the building as it reflects its status and means its attractive southern elevation is visually unchallenged.
- 6.7. In heritage terms the reinstatement of a residential use in the building would be most suitable. The works to convert the main building into two dwellings, one three bed roomed and one five bed roomed, would be minimal and would reverse unsympathetic alterations. The converted coach house (2 bed roomed bungalow) would retain its ancillary character with only minor alterations made to the courtyard wall in order to create an access route. The garden setting to the south of the main building would be preserved.
- 6.8. The conversion of the existing dwelling and coach house into three dwellings would bring the listed building back into a functional use and would not materially alter the existing appearance of the building or affect the character of the area.

- 6.9. The group of four terraced houses would be located directly to the rear of the listed building and would be positioned towards the north east corner of the site. They would be two storeys in form with a simple matching form and detail. The houses would have a height of 6.5m and would have flat frontages and projecting gables to the rear. Each house would have three bedrooms and lowered patio area in the garden. The height of the row of terraces would now be 3m lower than the main listed building and their design would complement the design of the building. The low height, modest size and simple form of the terraced houses would make them appear as ancillary subservient cottages to the main listed building.
- 6.10. The positioning of the row of terraces further to the north of the site than in the previous appeal scheme would also result in them not being readily visible from Chignal Road and also ensures that they would not extend beyond the attractive southern elevation of the listed building. The proposed dwellings would not appear out of keeping in a part of Chignal Road. The southern elevation would remain visually unchallenged when viewed from the main road and the large garden and wall would also remain in place. The important setting of the listed building would be maintained.
- 6.11. The proposed car parking area would project into the garden to a limited extent but would be screened by a new 1.4m high retaining wall. The proposed garage building located opposite the terrace would be obscured to the rear of the listed building.
- 6.12. To protect the historic nature of the site conditions will be attached to the decision removing permitted development rights for extensions or outbuildings.
- 6.13. Overall it is considered that the proposed conversion of the listed building and the construction of the row of terrace dwellings would cause no adverse impacts on the heritage asset or to character and appearance of the area.

Neighbour relationship

- 6.14. Policy DM29 requires that development proposals safeguard the amenities of occupiers of nearby residential property. The neighbour most affected by the proposed development is Writtle Wick Cottage which is located directly adjacent to the north west corner of the site and sits next to the private drive. Concerns are raised locally that the proposal would negatively affect this neighbour particularly through increased vehicle movements passing close to the property.
- 6.15. The cars travelling from the five properties located on the private driveway or from Writtle Wick itself currently pass by the side wall, front door and garage of Writtle Wick Cottage when heading towards Chignal Road. The proposal would increase the vehicular movement past the neighbouring house and in turn would lead to potentially increased revving of cars and light spillage. This would have some effect on the living conditions of the neighbour at Writtle Wick Cottage. However, the vehicular movements would be sporadic and would primarily take place adjacent to the neighbour's garage and side wall. This would not be an uncommon arrangement for adjacent properties. It is considered that the likely level of noise and light pollution would not be so significant as to result in harm to the amenities of the neighbour. It is also noted that the appeal Inspector raised no objections with regard to vehicle movements past Writtle Wick Cottage as the driveway is of a sufficient size to prevent any conflict.
- 6.16. The northern elevation of Writtle Wick has a clear glazed first floor window which directly faces towards Writtle Wick Cottage and currently allows views directly into the neighbour's rear courtyard, which is their only private amenity area. It is noted that this window has existed for many

years and that overlooking occurred during the previous uses of the listed building. The appeal Inspector considered that the reuse of the listed building outweighed the harm that would be caused to the neighbour through overlooking. Notwithstanding the Inspector's view, in this application the applicant has sought to improve this relationship and has indicated that the room serving this window would be a bathroom and that the window would be fitted with obscure glazing. This results in an improved relationship with the neighbour. A condition will be attached to the decision requiring obscure glazing.

- 6.17. Local concerns are raised that the refuse facilities close to the boundary with No. 66 would lead to increased smell and vermin and would affect outlook. A well-designed refuse store would prevent the bin store from being a source of odour and may not be visible behind the boundary wall. The outlook for these neighbours would not materially alter as they would still look out onto the boundary wall that runs to the north of the site.
- 6.18. The terraced houses would have an acceptable relationship with the neighbours along Pines Road, to the east, and would cause no harm to their amenities.
- 6.19. The new dwellings would maintain an acceptable relationship with the neighbouring properties to the south.
- 6.20. Overall it is considered that the proposed dwelling would maintain an acceptable relationship with neighbouring properties.

Access and parking

- 6.21. The vehicular access into the site would be from the existing private drive from Chignal Road.
- 6.22. The existing access into the site is via a small gated entrance that sits between the boundary wall and the garage of Writtle Wick Cottage. As part of this scheme it is proposed to remove an element of the boundary wall and lower another portion of it. This would create a wider access into the site to allow for two car crossing. It would also allow for suitable views of any cars coming down the private road towards Chignal Road.
- 6.23. The Highway Authority have been consulted as part of the scheme and have raised no objections to the proposed access in terms of highway safety on the basis that vehicle movements use both sides of the private driveway. The appeal Inspector also raised no objections with regard to the use of this access to serve the site.
- 6.24. A large number of comments have been made from local residents regarding the rights of access over the private drive. They have stated that the owner of Writtle Wick only has access rights over the southern portion of the driveway leading up to the existing gate and does not have the rights over the rest of the driveway or over the boundary wall.
- 6.25. The owner of the driveway has stated that they would not be willing to give the rights necessary to traverse the whole width of necessary driveway or to remove the section of wall. This is civil matter between the landowner and applicant but to ensure that the development can only be carried out in a safe manner, the requirement for use of the whole width of the driveway and works to the wall can be achieved through a negatively worded planning condition so that these matters are resolved before development can commence. Two pre-commencement conditions have been proposed to the applicant which require him to show the Council evidence that he has permission to remove the section of wall and that all future occupiers can use the whole driveway to access the site before he begins any work. The applicant has agreed to the imposition of the conditions.

- 6.26. Sixteen parking spaces would be provided as part of the scheme. This is more than adequate for the number of units proposed as well as providing provision for visitors and complies with policy DM27.
- 6.27. The access and parking provision would be acceptable .

Impact on protected trees

- 6.28. There are several trees on the site that are protected by Tree Preservation Order TPO/2013/011. The trees to the front of the site along Chignal Road provide a high level of visual amenity to the area. The sycamore trees to the southeast of the site is a strong group of trees that create an attractive feature in the site.
- 6.29. The proposal does not necessitate the removal of any of the protected trees. There would however be minor encroachment on the outer edge of the root protection area of a protected Norway Maple to facilitate the lowered patio area to the rear of the terraces, but this encroachment would be minimal and would not adversely affect the health of the tree.
- 6.30. The layout shows that there would be good separation between the Sycamore trees and the row of four terraced house to avoid the creation of a long-term unsatisfactory relationship between the houses and the protected trees.
- 6.31. The development would not result in unacceptable harm to preserved trees complying with policy DM17. To ensure the trees are protected during the build and beyond a condition will be attached requiring the submission of an arboricultural method statement.

Refuse provision

- 6.32. The two dwellings proposed to be constructed within the listed building would have bin stores within the courtyards that front onto Chignal Road. Bin collection would be from the kerbside.
- 6.33. The remaining dwellings would utilise bin storage and collection points that would be located in the courtyard opposite the coach house and in an area to the north of the row of terraces. These stores would be within the required 30m dragging distance for occupiers.
- 6.34. In order to service the bins, the refuse lorry would drive into the courtyard where provision has been made to allow it to turn around and exit in a forward gear. Ordinarily, refuse lorries would not travel up a private drive to enter a site but in this case the applicant has provided an engineering report to show that the drive is strong enough to carry the weight of the refuse lorry. The use of the driveway to reach the refuse collection area would therefore be acceptable.
- 6.35. It is noted that comments have been received from the refuse team who have stated that in order for their lorries to use the private driveway works would need to be undertaken to the protected tree on the private drive to enable the lorry to pass underneath. These works should be included in an arboricultural method statement along with its ongoing maintenance. Relevant conditions have been attached to the decision.

Private provision

- 6.36. Each of the dwellings would be provided with significant private garden area in line with policy DM26.

Recreation Avoidance Mitigation Strategy

- 6.37. New residential development at this site has the potential to cause disturbance to European designated sites and therefore the development must provide appropriate mitigation. This is necessary to meet the requirements of the Conservation of Habitats and Species Regulations 2017. The applicant has completed a unilateral undertaking securing a financial contribution towards mitigation at a local wildlife site.

Other matters

- 6.38. Comments have been received from the Council's Public health and protection services with regard to potential contamination from the site. A condition will be attached to the decision requiring the submission of a contamination report before any construction takes place on the site.

7. Community Infrastructure Levy (CIL)

- 7.1. The application is CIL liable.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

Prior to their use, samples of the materials to be used in the construction of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Condition 4

A panel showing samples of the brickwork and the colour, type and texture of mortar courses shall be constructed on site and agreed in writing by the local planning authority prior to the construction of any brickwork.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Condition 5

Prior to their installation details of any means of external lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall then be installed in accordance with the approved details.

Reason:

In the interests of protecting the living environment of occupiers of neighbouring dwellings in accordance with Policy DM29 of the Chelmsford Local Plan.

Condition 6

a) Details of the proposed treatment of all boundaries, including drawings of any gates, fences, walls, railings or piers, shall be submitted to and approved in writing by the local planning authority.

b) The development shall not be occupied until the boundary treatments have been provided in accordance with the approved details.

Reason:

To ensure the proposed development is visually satisfactory and does not prejudice the appearance of the locality in accordance with Policy DM29 of the Chelmsford Local Plan.

Condition 7

Prior to their installation, details of the facilities for the storage of refuse and recyclable materials shall be submitted to and approved in writing by the local planning authority. The terraced houses or coach house shall not be occupied until the facilities for the storage of refuse and recyclable materials have been provided in accordance with the approved details.

Reason:

To ensure that suitable facilities for refuse disposal are provided and that such facilities are visually satisfactory.

Condition 8

Prior to the commencement of any part of the development hereby approved written evidence that all future occupiers of the approved dwellings, and all pedestrian and vehicular movements associated with these dwellings, are able to use the whole of the private driveway for in and out pedestrian and vehicle access in perpetuity shall be submitted to and agreed in writing by the Local planning Authority.

Reason:

To ensure that a suitable and safe access into and out of the site is provided in the interests of highway safety.

Condition 9

Prior to the commencement of any part of the development hereby approved written evidence shall be submitted to and agreed in writing by the Local Planning Authority to show that permission has been granted to the applicant by the landowner to remove the part of the wall along the private driveway which is shown to be removed on approved drawing 4331803E.

Reason:

To ensure that a safe and suitable access into and out of the site is provided in the interests of highway safety.

Condition 10

The development shall not be occupied until the in and out means of access for vehicles has been constructed in accordance with the approved drawing 4331803E. The access shall be retained thereafter.

Reason:

To ensure that the development is suitably accessible in accordance with Policies DM24 and DM26 of the Local Plan.

Condition 11

No dwelling hereby approved shall be occupied until the parking spaces and garage shown on approved drawing 4331803E have been constructed and laid out within the site and made ready for use for the parking of vehicles. Thereafter those spaces and garage shall be kept available at all times for the parking of vehicles.

Reason:

To ensure that sufficient parking is available to serve the development in accordance with Policy DM27 of the Local Plan.

Condition 12

The garage hereby permitted shall be kept available at all times for the parking of motor vehicles by the occupants of the dwellings and their visitors and for no other purpose.

Reason:

To ensure that sufficient parking is available to serve the development in accordance with Policy DM27 of the Chelmsford Local Plan.

Condition 13

There shall be no discharge of surface water from the development site onto the Highway.

Reason:

To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety.

Condition 14

No unbound material shall be used in the surface treatment of the vehicular access hereby permitted within 6 metres of the highway boundary.

Reason:

To avoid displacement of loose material onto the highway in the interests of highway safety.

Condition 15

Electric vehicle charging infrastructure shall be installed prior to the first occupation of the development hereby permitted in accordance with details that shall have been previously submitted to and agreed in writing by the local planning authority.

Reason:

To ensure that the development is constructed sustainably in accordance with Policy DM25 of the Chelmsford Local Plan.

Condition 16

All new dwelling units as hereby approved shall be constructed to achieve increased water efficiency to a standard of no more than 110 litres of water per person per day in accordance with Building Regulations Approved Document Part G (2015 - as amended).

Reason:

To ensure the development reduces water dependency in accordance with Policy DM25 of the Chelmsford Local Plan.

Condition 17

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

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

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for contamination to be accurately assessed. This is to ensure the development does not give

rise to problems of pollution or contamination in accordance with Policies DM29 and DM30 of the Chelmsford Local Plan.

Condition 18

Details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority. Subsequently these works shall be carried out as approved prior to the first occupation of any part of the development or in the first available planting season following such occupation. The landscaping details to be submitted shall include:

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

Reason:

In order to add character to the development, to integrate the development into the area and to promote biodiversity in accordance with Policies DM13 and DM23 of the Chelmsford Local Plan.

Condition 19

Prior to any construction works an arboricultural method statement shall be submitted to and agreed in writing by the local planning authority. The details in the statement shall include:

- (a) Details of trees and hedges to be retained and removed,
- (b) Details of tree surgery work to retained trees,
- (c) Specification for tree protection including layout and type of tree protection for construction including change that may occur during development,
- (d) Location and installation of services, utilities and drainage,
- (e) Details of construction within the root protection area of retained trees,
- (f) A full specification and bespoke method statement for the lowered patio adjacent in the root protection area of T12 and T14 Norway Maples.
- (g) Details of site access, temporary parking, welfare facilities, loading and unloading, storage of equipment, materials, fuels and waste,
- (h) Revised tree protection plan,
- (i) Boundary treatments within the root protection areas,
- (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.

Reason:

To safeguard the existing protected trees and trees of value in accordance with Policy NE2 of the Local Plan.

Condition 20

In relation to tree protection, tree surgery and construction methods, the development shall be carried out in accordance with the details approved in condition 19 above, subject to such minor variations as may be agreed in writing by the local planning authority.

Reason

To safeguard the existing protected trees and trees of value in accordance with Policy DM17 of the Local Plan.

Condition 21

Prior to their installation large scale drawings shall be submitted to and approved by the local planning authority showing details of the following :-

- (a) Windows
- (b) Doors
- (c) Eaves
- (d) Verges
- (e) Parapets
- (f) Chimneys and flues
- (g) Balustrade
- (h) Conservatory
- (i) Brick detailing
- (j) Vents
- (k) Satellite dishes
- (l) External lighting

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

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 22

All new brickwork shall be constructed to give the appearance of Flemish bond, with either a flush or recessed mortar joint.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 23

The first floor windows in the northern elevation and shown on approved Drawing No 4331805A shall be:

- a) obscured (minimum Level 3 obscurity level) and
 - b) of a design not capable of being opened below a height of 1.7m above finished floor level
- and shall remain so obscured and non-openable.

Reason:

To safeguard the privacy of the occupiers of the adjacent property or properties in accordance with Policy DM13 of the Chelmsford Local Plan.

Condition 24

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), the dwellings hereby permitted shall not be enlarged or extended without the grant of an additional planning permission by the local planning authority.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Condition 25

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no outbuildings, other than those hereby permitted, shall be constructed.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Notes to Applicant

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

Noisy work

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

Light work

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

In some circumstance further restrictions may be necessary.

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

- 2 The Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting the existing highway. Contact details are:
Development Management Team,
Essex Highways,
Springfield Highways Depot,
Colchester Road,
Chelmsford
CM2 5PU.
Telephone: 0845 603 7631. Email: development.management@essexhighways.org.
- 3 The proposed development may be liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended). If applicable, a Liability Notice will be sent as soon as possible to the applicant and any other person who has an interest in the land. This will contain details of the chargeable amount and how to claim exemption or relief if appropriate. There are further details on this process on the Council's website at www.chelmsford.gov.uk/cil, and further information can be requested by emailing cilenquiries@chelmsford.gov.uk. If the scheme involves demolition, for the purposes of the Regulations the development will be considered to have begun on commencement of the demolition works.

- 4 Please note that the Council will contact you at least annually to gain information on projected build out rates for this development. Your co-operation with this request for information is vital in ensuring that the Council maintains an up to date record in relation to Housing Land Supply.
- 5 This 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 streetnaming@chelmsford.gov.uk.
- 6 This planning permission is subject to planning condition(s) that need to be formally discharged by the Council. Applications to discharge planning conditions need to be made in writing to the local planning authority. Forms and information about fees are available on the Council's website
- 7 The applicant is informed that the agreement required as part of condition 8 should include permission to undertake any works that may be required to the protected maple tree located in the private driveway.

Positive and Proactive Statement

The proposal has sought to overcome planning matters identified by a recent planning appeal. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework to promote the delivery of sustainable development and to approach decision taking in a positive way.

Background Papers

Case File

Public Health & Protection Services

Comments
<p>17.03.2020 - Please put on D04 condition. Potential for contamination from previous uses of the site.</p> <p>In addition, the developer will need to commission an asbestos survey and have any asbestos removed from site by a registered contractor for disposal at an approved facility. This must be carried out before any demolition work or site clearance.</p> <p>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 not allocated).</p>

Essex County Council Highways

Comments
<p>16.04.2020 - Your Ref: 20/00396/FUL</p> <p>Our Ref: CO/EGD/SD/RM/CHL/20/396/34200</p> <p>Date:- 16th April 2020</p> <p>The proposal would be served by the existing and satisfactory vehicular access/private drive to Chignal Road. The drive adequate width that would allow vehicles to pass in opposite directions simultaneously. The proposal includes sixteen parking spaces, two for each dwelling plus visitor parking.</p> <p>The change to residential use would significantly reduce the kerbside parking associated with the Childrens' Day-Centre along Chignal Road.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:</p> <p>1. No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p>

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and underbody washing facilities

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM1.

Note - MUD / DEBRIS ON HIGHWAY

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

2. Prior to first occupation of the proposed development, the existing vehicular access to the private drive serving the Wick shall be improved as shown in the Proposed Floor Plans, drawing no. 4331803 E.

Note - This is required to provide the appropriate vehicular visibility to vehicles and pedestrians approaching from the north east. It requires part removal and part reduction in height of the existing 1.7 metres tall boundary wall.

Reason: To provide adequate inter-visibility between vehicles and pedestrians using the vehicular access and those in the existing private drive in the interest of highway safety in accordance with policy DM1.

3. Prior to first occupation the 16 no. car parking spaces, which includes the garage parking, shall be constructed ready for use with the surface car parking appropriately surfaced and marked out in parking bays as shown in the Proposed Floor Plans, drawing no. 4331803 E. The vehicle parking area and associated turning areas shall be retained in this form at all times.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8.

4. There shall be no discharge of surface water from the development onto the Highway.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1.

5. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility

shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

6. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Informatives:

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

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford CM2 5PU

Recycling & Waste Collection Services

Comments

The branches on the access road tree are too low and will catch the top of the vehicle, so will require

pruning/cutting back

If the 4 bungalows have gardens they can request a brown garden waste bin, where would the residents store them, at the properties or at the collection point.

Would residents of the 4 bungalows store their black residual waste bins at the collection point or at the properties.

Thank you for confirming that the entrance is to be widened.

Local Residents

Comments

Throughout the lifetime of the application ten letters of objection have been received from local residents. The comments raised the following matters.

Access and highway safety

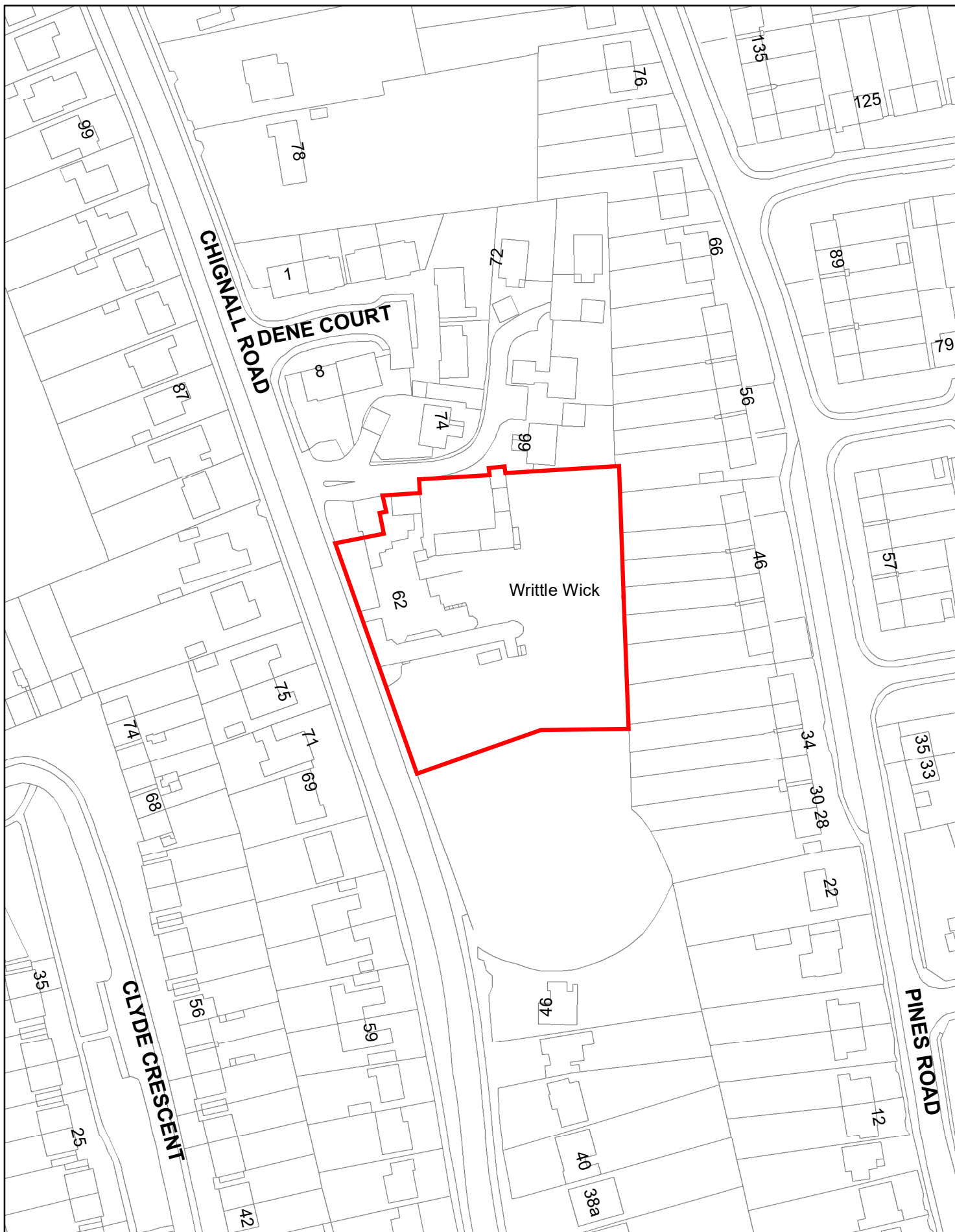
- Increased number of vehicles will harm cause harm to highway safety.
- Difficult for the refuse vehicle to access the site and turn around.
- Driveway is not capable of carrying heavy vehicles
- Conflict with the garage and driveway of Writtle Wick Cottage.
- Cars will be unable to pass in both directions
- Will not permit access over driveway
- Visibility issues when leaving onto Chignal Road

Neighbour relationship

- Affect day to day lives of neighbours
- Refuse bins near boundary will affect neighbour
- Overlooking from northern window
- Danger for Writtle Wick Cottage when leaving front door

Use of the site

- Huge increase in past usage of the site
- Details of planting on site required to mitigate impacts
- Noise and disruption should be kept to a minimum.



0 12.5 25 50 Metres

1:1,250



Planning Committee
20/00396/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826

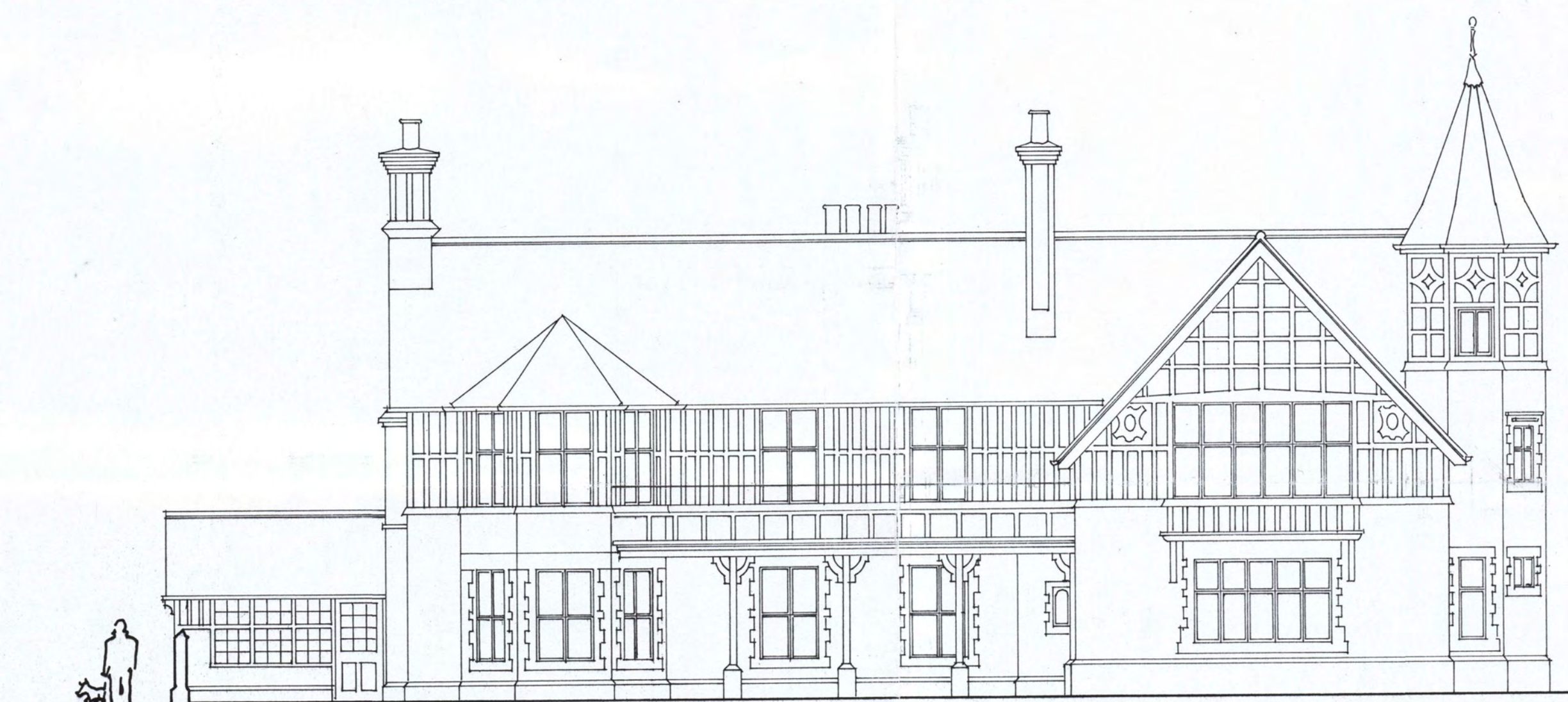




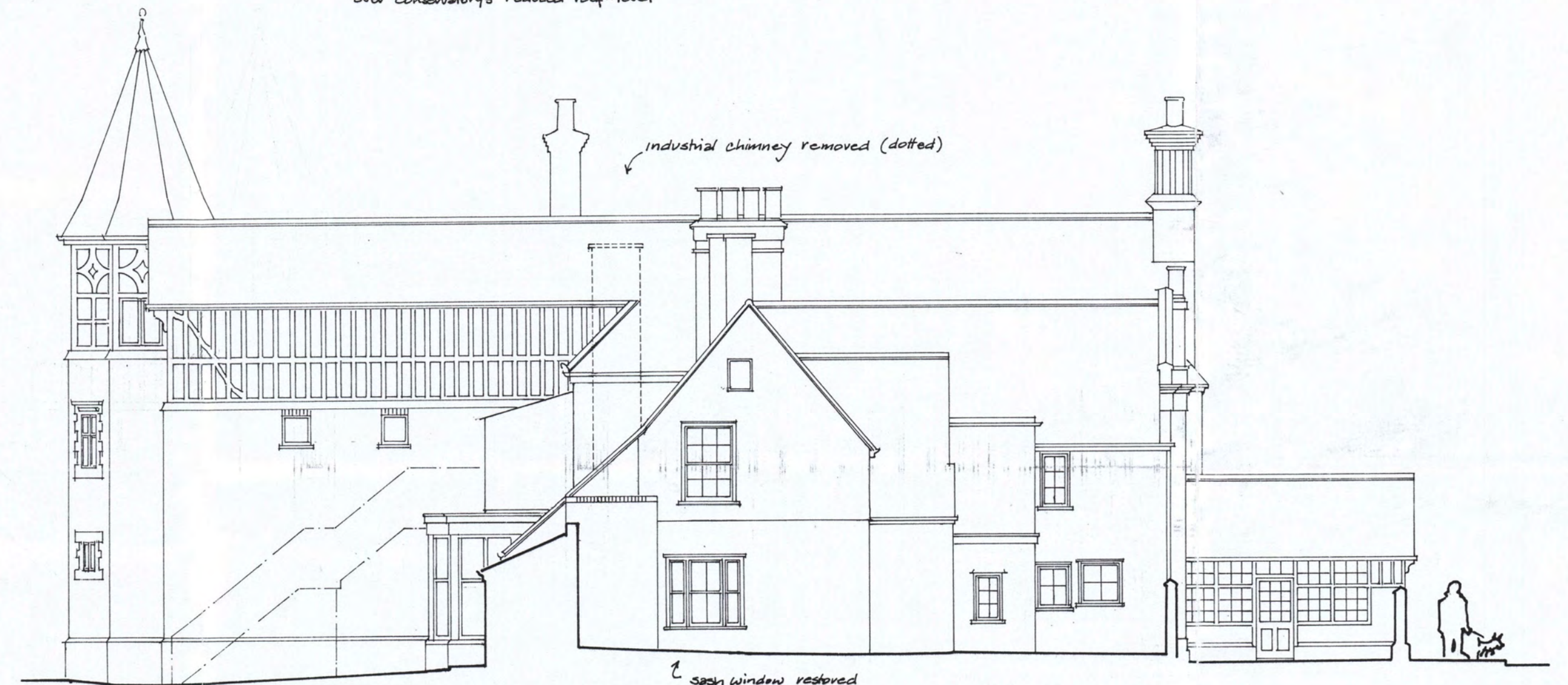
West Front



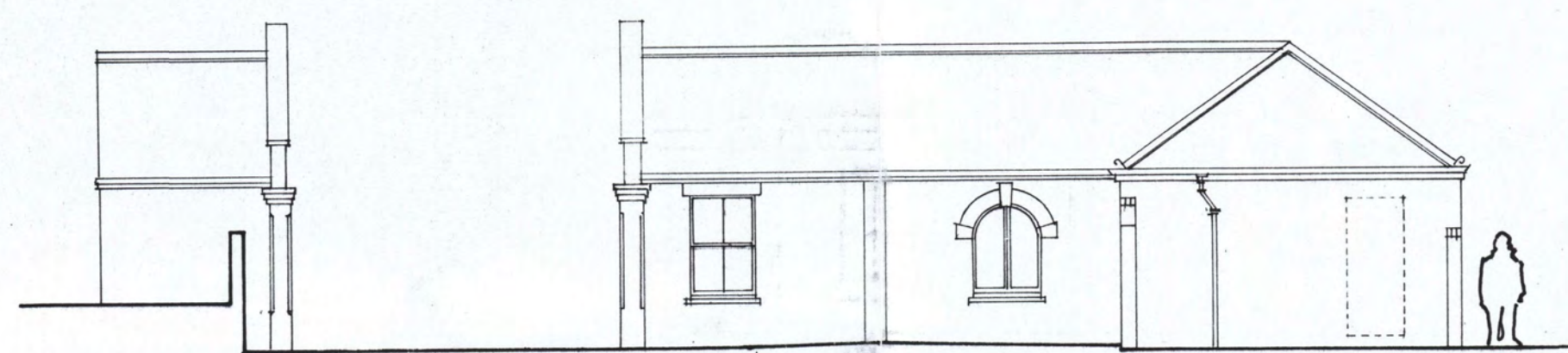
East Rear
new frameless glass external lobby to Bedroom 1
over conservatory's reduced roof-level



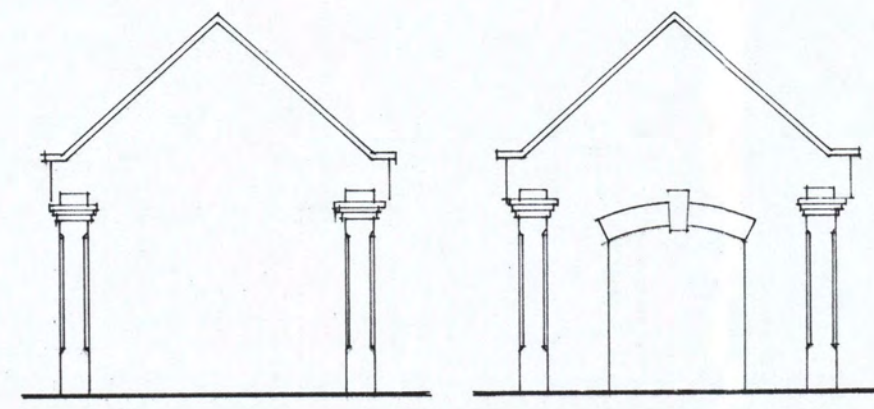
balcony balustrade raised to 1100 by glass panel grooved into existing transept & capped by 50mm dia. black rail.
South side
steel doors removed and bay-window replaced to match. All missing leaded lights replaced to match remainder.



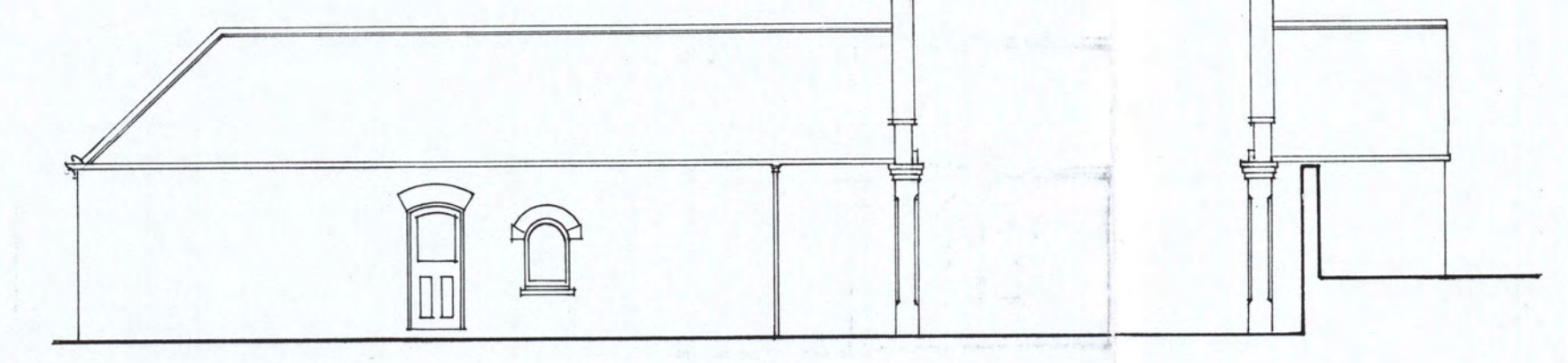
fire-escape stair reduced at its top
North End.
new frameless glass lobby over conservatory.



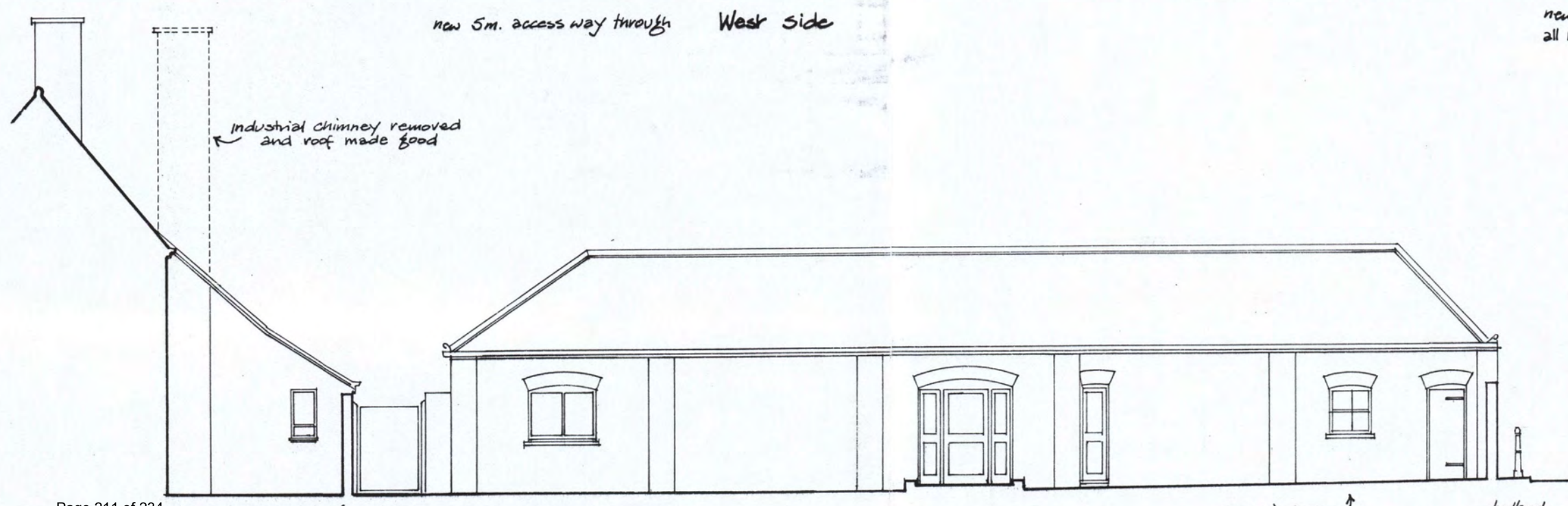
new 5m. access way through
window improved
fire-escape bricked-in
West Side



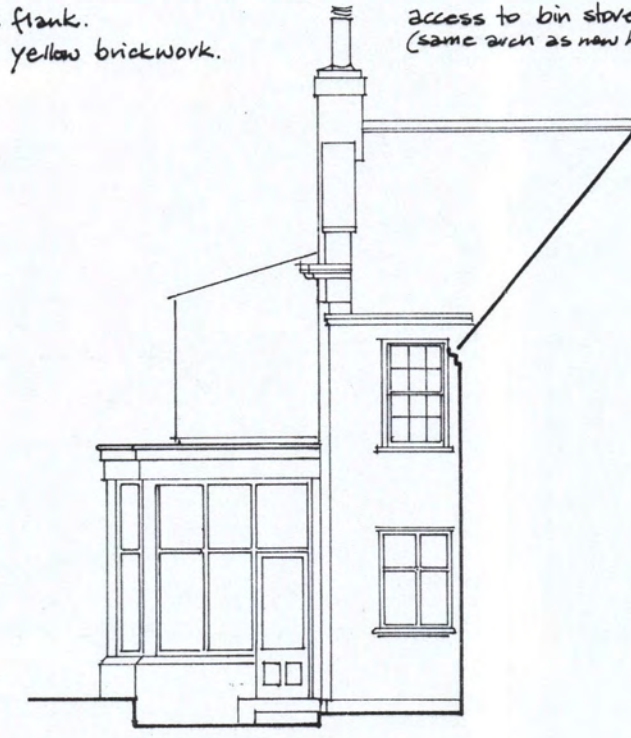
new South flank.
all matching yellow brickwork.
access to bin store
(same arch as new houses)



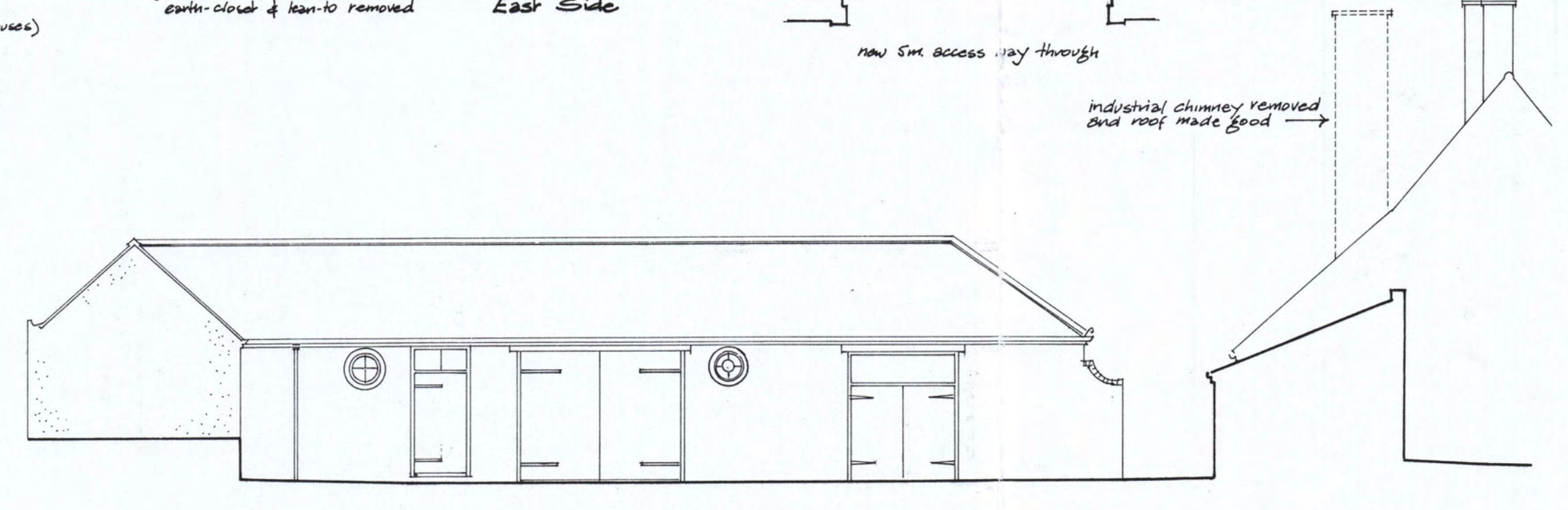
earth-closet & lean-to removed
East Side
new 5m. access way through



industrial chimney removed and roof made good
new yard wall
window improved
new window
bollard.
South Side



Concealed North End.
new frameless glass lobby over conservatory



industrial chimney removed and roof made good
North Side no alterations this side: doors and frames re-painted black.

Appeal Decision

Site visit made on 24 October 2019

by Mr JP Sargent BA(Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 20 November 2019

Appeal Ref: APP/W1525/W/19/3231582

Writtle Wick, 62 Chignal Road, Chelmsford, Essex CM1 2JB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Ian Costello of Boncas Limited against the decision of Chelmsford City Council.
 - The application Ref 19/00144/FUL, dated 25 January 2019, was refused by notice dated 7 June 2019.
 - **The development proposed is the change of use from Class D1 (children's day-centre) to 3 residential dwellings (Class C3) and 4 additional terraced houses, also in Class C3, including garages, parking spaces and landscaping.**
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues in this case are
 - a) whether the development would preserve the setting of this Grade II listed building or any features of special architectural or historic interest it possesses, **and its consequent effect on the building's significance;**
 - b) the impact on the living conditions at Writtle Wick Cottage;
 - c) the impact on the character and appearance of the area due to the relationship to the protected trees and
 - d) the impact on highway safety resulting from the refuse storage facilities.

Reasons

Impact on the listed building

3. Section 66 of the *Planning (Listed Buildings and Conservation Areas) Act 1990* says

*in considering whether to grant planning permission for development which affects a listed building or its setting ... **the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features or special architectural or historic interest which it possesses.***

Therefore, although the Council raised no objections to the effect of the proposal on this Grade II listed building, it is nonetheless a matter I need to address.

4. Writtle Wick is a large property that dates back to the 16th or 17th Century, but it has been subsequently and significantly extended. Both internally and externally the phases of development are clearly visible, with detailing, proportions and structural elements reflecting their differing periods of construction. To my mind these elements, and the evolution they display, comprise **part of the building's special architectural and historic interest and** contribute to its significance. Particularly striking is the Victorian extension at the southern end, with its heavy timberwork, its stone window surrounds, its varied rooflines and its tower feature.
5. The building stands in spacious grounds. Whilst suburban development has occurred to 3 sides, this is not readily apparent when approaching from the south along Chignal Road due to existing planting and the sizeable garden area. To my mind this setting contributes to the significance of the building as it reflects its status and means its attractive southern elevation is visually unchallenged.
6. I raise no objections to the works relating to the conversion of the building, as they would allow a sensitive reuse for this property. I consider as well that the partial demolition of the outbuildings to allow an access would be acceptable in **this regard and would not harm the building's significance.**
7. The proposal also includes the erection of a 3-storey terrace of 4 houses to the east of the existing main building. It was said the terrace would be subservient as it would be 1m lower than the ridge of the main house and there would only be discreet glimpses of it from the public highway. However, given how high the existing building is, this height difference would have only a limited effect on reducing the prominence of the terrace. Moreover, in my opinion when looking from the road to the south-west the terrace would be clearly visible as it would project an appreciable distance beyond the southern elevation of Writtle Wick. It would also receive added attention because of detailing such as its end tower and its bays.
8. I consider the scale, detailing and size of the terrace would mean it would relate poorly to the listed building, as it would be an unduly large and dominant presence close by within the curtilage. As a result, it would visually challenge Writtle Wick to an unacceptable degree. It would also appreciably erode the space around it, undermining the sense of status that it currently displays in this context and confusing **the site's historical evolution.** Whilst it may be the **continuum of the site's 500 years of development, to my mind that does not** overcome this concern. Therefore, it would cause harm, albeit less than substantial, to its significance as a designated heritage asset.
9. The *National Planning Policy Framework* (the Framework) says that any harm to the significance of a designated heritage asset should require clear and convincing justification, adding that where harm would be caused to a designated heritage asset this harm should be weighed against the public benefits. In this instance I have been told that the terrace is '**enabling development**' necessary to fund the reuse of the principal building. No details of this have been forthcoming though, and so I cannot afford it significant weight. Whilst the scheme would also be providing additional housing, I consider this benefit is not sufficient to outweigh the harm identified.
10. Accordingly, I conclude that the new terrace would adversely affect the setting of this Grade II listed building, causing less than substantial harm to its

significance as a designated heritage asset. In the absence of any public benefits to outweigh this harm, I further conclude the proposal to be unacceptable in this regard. It would therefore conflict with Policy DC45 in the *Core Strategy and Development Control Policies Development Plan Document 2001-2021* (the Core Strategy), which requires new buildings to have an appropriate relationship with their surroundings, and with guidance in the Framework.

Living conditions

11. Although the window serving a first-floor bedroom to one of the proposed units in the existing building would allow a view over a parking area, it would also enable overlooking of the rear courtyard of Writtle Wick Cottage. As the boundary of this is some 3.5m away, such a relationship would result in a significant loss of privacy for those neighbouring residents when in this outside area. This courtyard is the most private outside amenity space connected with that house and so it is fair to assume it is much used by its occupiers.
12. Accordingly, I find that the proposal would cause an unacceptable loss of privacy for the residents at Writtle Wick Cottage, in conflict with Core Strategy Policy DC4, which seeks to protect neighbouring living conditions.
13. However, the relationship of this window to Writtle Wick Cottage has existed for many years. Indeed, although Writtle Wick has recently been used for commercial purposes there would still have been overlooking, albeit generally confined to the working day. Furthermore, there is a need to find a new use for this listed building, and residential units appear to be, in many respects, the most suitable. Given this there are few other activities to which the room served by the window could be reasonably put, as in my opinion it is too large to be a bathroom or some other utility area. Mindful of the heritage value of the building and the **room's** limited external elevations, I also cannot be confident that a new window could be inserted elsewhere. Consequently, in these circumstances I consider the harm caused by overlooking is outweighed by the need to find a use for the building and the long-standing relationship that has existed.
14. Concerning the impact on the residents to the north, the refuse store need not be a source of odour or vermin if suitably designed, while any effect on their outlook would not be unacceptable given what they currently see.
15. Therefore, I have found there would be an unacceptable loss of privacy for residents at Writtle Wick Cottage in conflict with Core Strategy Policy DC4. However, to my mind the reuse of the listed building and the historic relationship that has existed constitute material considerations that justify a decision in relation to this issue otherwise than in accordance with the development plan.

Effect on trees

16. To the south of the proposed terrace is a group of tall sycamores subject of a tree preservation order. The parties agreed that the development would not cause them direct physical harm and, subject to conditions relating to working method, this is a view I share. Instead, the contention was that pressure for their felling or pruning would occur because of the shading effect they would have on the rear garden of **the terrace's end properties**.

17. The trees would provide some shadowing of the gardens at certain parts of the day as they would be to the south and west, and this would no doubt be more pronounced at different times of the year. However, they would not shadow any of the rooms as the houses have an east/west orientation. Moreover, trees in and around gardens are a common occurrence and do not necessarily give rise to an unsatisfactory relationship. Indeed, the properties would still have a relatively open eastward aspect and so the trees would not be unduly dominant.
18. On balance, I therefore conclude the layout would not create an unacceptable **level of overshadowing in the rear gardens of the terrace's properties, and so** would not give rise to undue pressure for their removal or pruning. As such the proposal would not be in conflict with Policy DC14 in the Core Strategy and emerging Policy NE2, which seek to safeguard protected trees.

Highway safety

19. The vehicular access to the development would be via a private drive that also serves the housing scheme to the north. I consider that visibility would be sufficient at the junction of this private drive with Chignal Road to allow vehicles to enter and leave safely.
20. The Council said refuse lorries would need to enter the site as 2 of the refuse storage areas were too far from the public highway to allow it to be collected by the refuse operatives, yet it was contended that the private drive was not of a sufficient standard to carry such traffic.
21. The appellant noted these 2 refuse stores were not the only ones on the development, but a third was to be in front of the main house. That though seems to be within the curtilage of one of the proposed units to be formed in Writtle Wick. Moreover, there is no direct route from the terrace to this area. Rather, it could only be accessed from the new houses behind by walking to the site access, along the private drive and then down Chignal Road, and to my mind such a distance means it is unlikely that would occur. Given the number of units I also find that leaving all the bins on collection day at the junction of the private drive with the road would compromise the safety of the access and be unsightly. It therefore seems inevitable that refuse vehicles would need to enter the site.
22. I have no evidence to show the private drive is suitably constructed to carry refuse traffic, though it could be upgraded. The Council said this would be a disproportionate expense, but it is not uncommon for housing developments of this size to have to provide accesses of such a standard. However, as it would **be on land outside the appellant's control, any such requirement** would have to be through a negatively-worded condition so it was completed before the development within the application site otherwise started. This is not therefore a matter that would justify a refusal.
23. Noting the level of parking provision inside the site I also consider that a parking space could be satisfactorily deleted to allow the refuse vehicle sufficient turning space. Finally, the use of this access, even if greater than when Writtle Wick was last used, would not compromise highway safety with regard to the use of the front door and garage at Writtle Wick Cottage, as it is sufficiently wide to avoid undue conflict.

24. Accordingly, I conclude that the proposal would not compromise highway safety to an unsatisfactory degree, and so would not conflict with Policy DC42 in the Core Strategy, which requires efficient and safe access points to new development.

Conclusions

25. Accordingly, I have found the effect of the scheme on the setting of the listed building would cause less than substantial harm to its significance as a designated heritage asset, and no public benefits outweigh this harm. Moreover, although the refusal of the development would not be justified on the basis of its effect on the living conditions of neighbours, the impact on protected trees or its consequences for highway safety, these do not support allowing the scheme given the harm to the designated asset identified. For these reasons the scheme is therefore unacceptable.
26. I have considered a split decision allowing the conversion but refusing the terrace to the rear. However, mindful of the provision of shared parking and garaging, I am not satisfied of the distinctness and severability of these 2 elements.
27. It was also contended that the scheme would have caused harm to a protected European designated wildlife site and this harm needed to be mitigated. However, as such mitigation would not give rise to benefits that offset the adverse impact on the designated heritage asset, this is not a matter I need to explore further as it would not affect my overall decision.
28. I therefore conclude the appeal should be dismissed.

J P Sargent

INSPECTOR

SCHEDULE OF ACCOMMODATION

	No of bedrooms	Garden Area	Parking spaces
Converted House Unit 1	3	150sqm	
Converted House Unit 2	5	226sqm	
Converted coach house	2	90sqm	
Terrace No1	3	192sqm	
Terrace No2	3	87sqm	
Terrace No3	3	83sqm	
Terrace No4	3	195sqm	
			16 in total



Planning Committee
9th June 2020

Application No	:	20/00397/LBC Listed Building Consent
Location	:	Site At Writtle Wick Family Centre Chignal Road Chelmsford
Proposal	:	Change of use from children's day centre (D1) to 3x dwellings (C3) and construction of additional 4x dwellings, including garage, parking spaces and all associated works.
Applicant	:	Mr Ian Costello
Agent	:	P L Messenger
Date Valid	:	6th March 2020

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. This application for listed building consent has been submitted in association with full planning application 20/00396/FUL, which has been referred to the planning committee.
- 1.2. The site is located within Chelmsford Urban Area where the principle of development is acceptable.
- 1.3. The building is Grade II listed and dates from the early nineteenth century. It is currently vacant but was most recently used as a children's nursery. This proposal seeks to make internal alterations to the main building to convert it into two dwellings and internal and external alterations to the coach house to convert it into a further dwelling. The proposed works would be minor alterations to the building and would allow its reuse. No adverse impacts would be caused to the listed building.
- 1.4. Approval is recommended.

2. Description of site

- 2.1. Located within Chelmsford Urban Area
- 2.2. Grade II listed building located within large plot in a built-up residential street
- 2.3. Building is currently vacant but was last used as a nursery.

3. Details of the proposal

- 3.1. This listed building consent application seeks to make internal changes to the listed building to convert it into two dwellings
- 3.2. Alterations would also be made to the coach house with a small element of it removed to allow vehicular access and the remainder converted into a dwelling.

4. Other relevant applications

19/00144/FUL - Refused 6th June 2019- appeal dismissed 20th November 2019

Change of use from children's day centre (D1) to 3x dwellings (C3) and construction of additional 4x dwellings, including garage, parking spaces and all associated works.

19/00213/LBC - Approved 5th June 2019

Alterations to building and outbuilding to facilitate Change of use from children's day centre (D1) to 3x dwellings (C3). Demolition of part of outbuilding. New boundary wall to existing building.

20/00396/FUL - pending consideration-

Change of use from children's day centre (D1) to 3x dwellings (C3) and construction of additional 4x dwellings, including garage, parking spaces and all associated works.

5. Summary of consultations

The following were consulted as part of this application

- Public Health & Protection Services
- Local residents

5.1. Public health and protection services had no comments to make on the conversion of the listed building.

5.2. Fourteen letters of objection have been received as part of this application. It is however noted that the comments received relate primarily to planning matters which will be considered in the accompanying planning application and are not relevant for consideration in this application for listed building consent.

6. Planning considerations

Main Issues

6.1. The main issue is whether

- The works to the listed building and its coach house to convert them into three dwellings would result in harm to the listed building.

Impact on listed Building

6.2. Writtle Wick is a large grade II listed building of brick and timber frame construction which is an amalgamation of several phases. The earliest phase is a five bay timber framed building which dates from the sixteenth or seventeenth century origins that was later extended and altered. There is also a nineteenth century brick front onto Chignal Road and a grand addition to the south by renowned architect George Sherrin that was added circa 1884.

6.3. The building was originally built as a farmhouse set within a rural context and later became a small country house and then an orphanage. The building is currently vacant but was last used as a nursery.

6.4. The proposal seeks to convert the main building into two dwellings and convert the coach house into a further dwelling.

6.5. The building does not lend itself well to the former nursery use and the reinstatement of a residential use is, in historic terms, the most suitable use. The proposal to convert the main building to two dwellings involves minimal alterations and allows the previous unsympathetic internal alterations to be reversed.

6.6. The coach house would be partly demolished to allow access to the rear of the plot. The converted coach house would retain its ancillary character.

6.7. The proposed scheme would allow for the suitable re-use of the buildings with only minor alterations required.

6.8. The conversion of the main building and coach house into three new dwellings would cause no adverse impacts to the character and appearance of the listed building.

7. Community Infrastructure Levy (CIL)

7.1. The application is not CIL liable.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

The works authorised by this consent shall begin no later than 3 years from the date of this consent.

Reason:

In order to comply with Section 18 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

Prior to their installation large scale drawings shall be submitted to and approved by the local planning authority showing details of the following :-

- (a) Windows
- (b) Eaves, verges, hips and ridges;
- (c) Doors, door casings and surrounds;
- (d) Brick detailing;
- (e) Rainwater goods and soil or vent pipes;
- (f) Balconies;
- (g) Chimneys and flues;
- (h) Vents and extractor fans;
- (j) Soffit, gutter brackets and verges
- (k) Satellite dishes
- (l) conservatory
- (m) balustrade

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

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Condition 4

A full specification for the repairs to Writtle Wick shall be submitted to and agreed in writing by the local planning authority before the repair works are undertaken. The repairs shall then be carried out in accordance with the approved specification.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Condition 5

A schedule of all new internal surface materials, including walls, ceilings and floors and a schedule of all internal and external joinery indicating the proposed finish and decoration to be used, shall be submitted to and approved in writing by the local planning authority before the works are undertaken. The works shall then be carried out in accordance with the agreed schedule.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Condition 6

All rainwater goods shall be of cast iron or cast aluminium and painted black.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan

Condition 7

The leaded lights to the southern elevation shall be reinstated prior to the occupation of the approved dwellings and shall be afterwards retained as such.

Reason:

To ensure the proposed development does not detract from the historical value or character and appearance of the listed building in accordance with Policy DM13 of the Chelmsford Local Plan.

Notes to Applicant

- 1 This application is accompanied by a FULL planning application 20/00396/FUL.

Background Papers

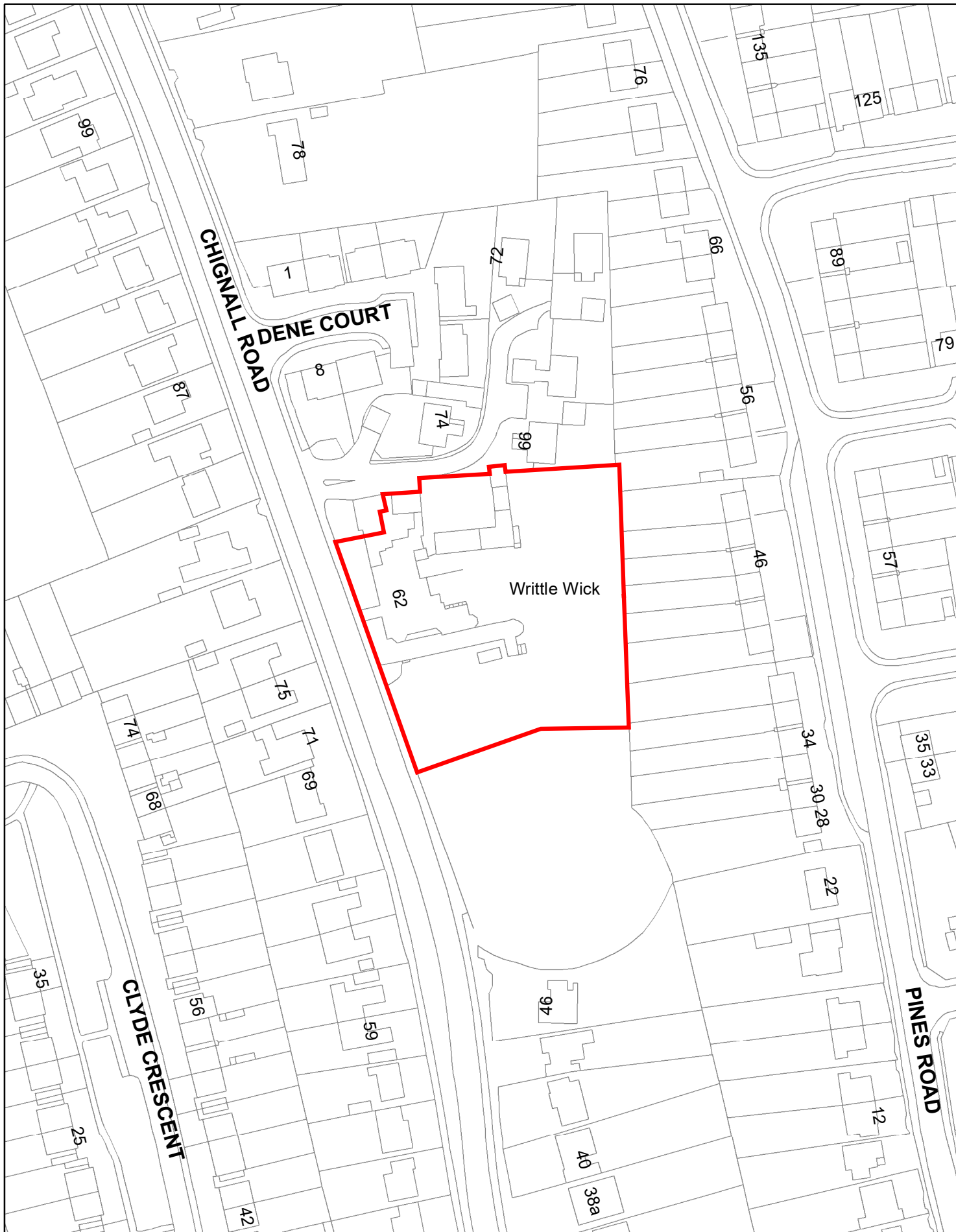
Case File

Public Health & Protection Services

Comments
17.03.2020 – No objections to the conversion of the building

Local Residents

Comments
Fourteen comments have been received from local residents. Their comments relate to planning matters so will be summarised and considered as part of the accompanying FUL application.
No objections have been received regarding the works to the listed building.



0 12.5 25 50 Metres

1:1,250



Planning Committee
20/00396/FUL

Planning & Development Management
Directorate for Sustainable Communities

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

Telephone: 01245 606826

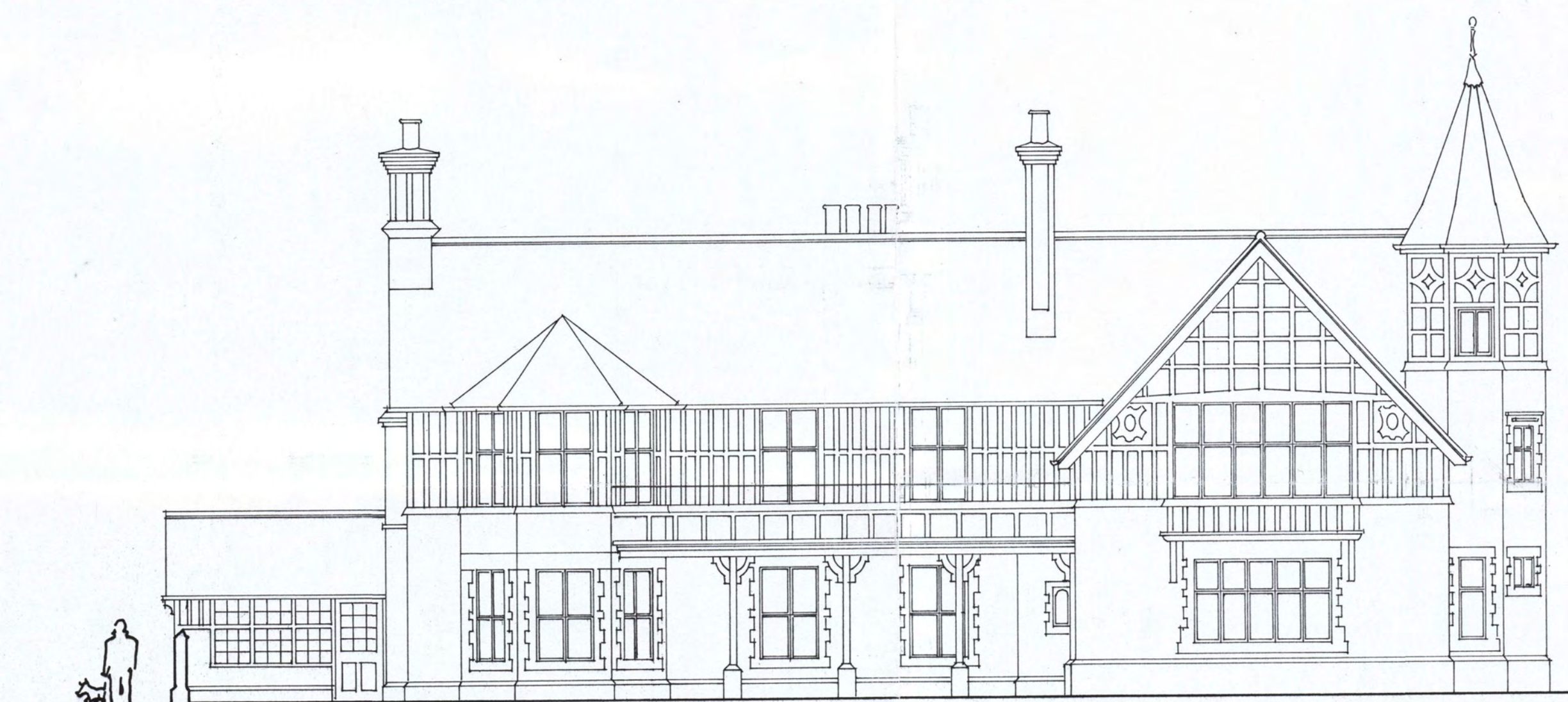




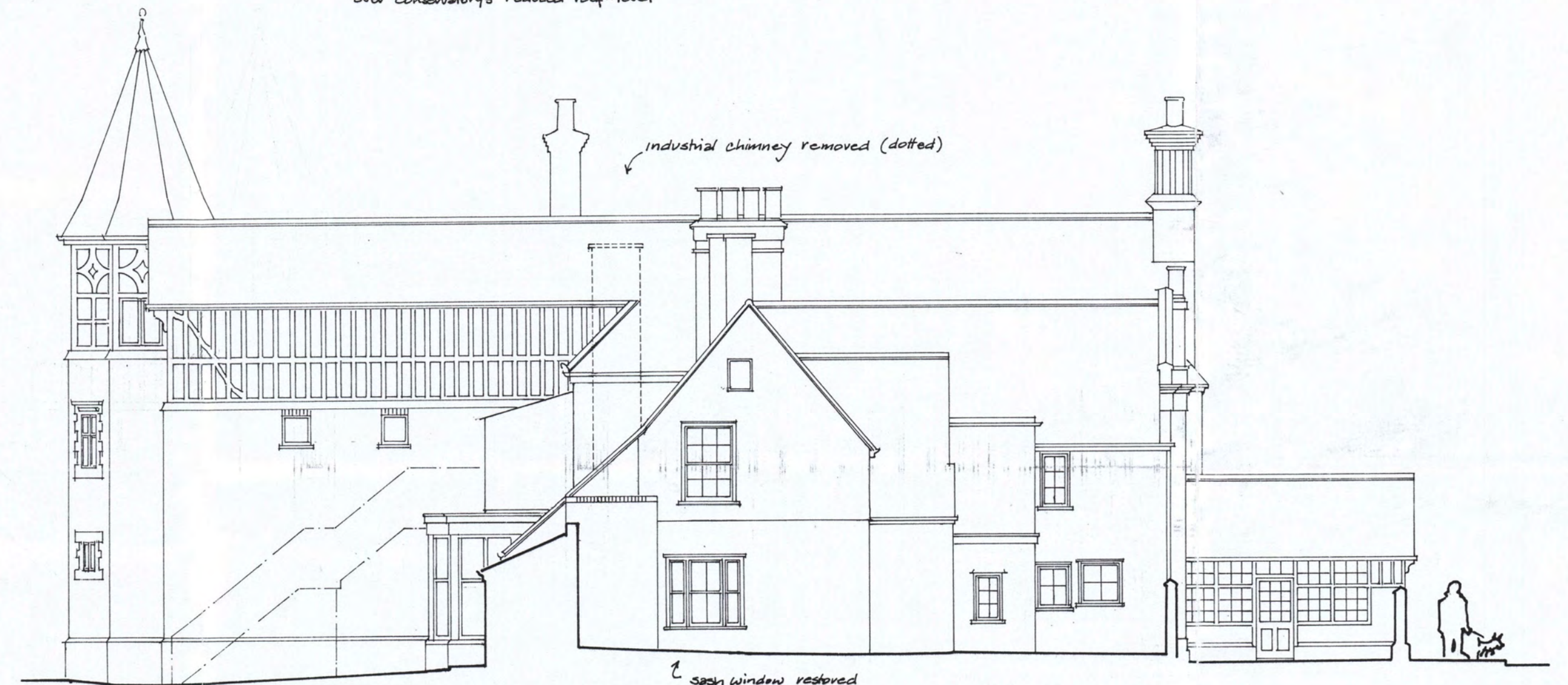
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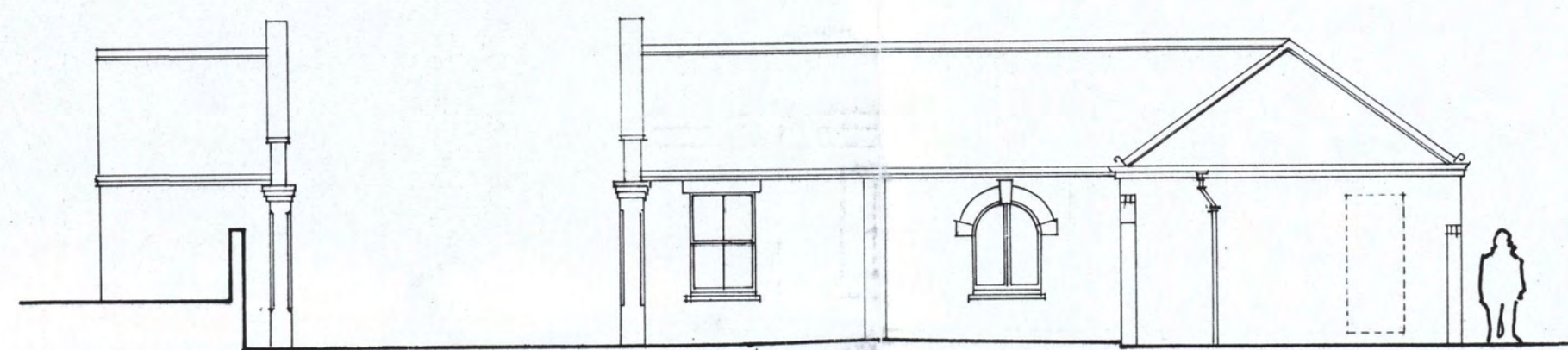
East Rear
new frameless glass external lobby to Bedroom 1
over conservatory's reduced roof-level



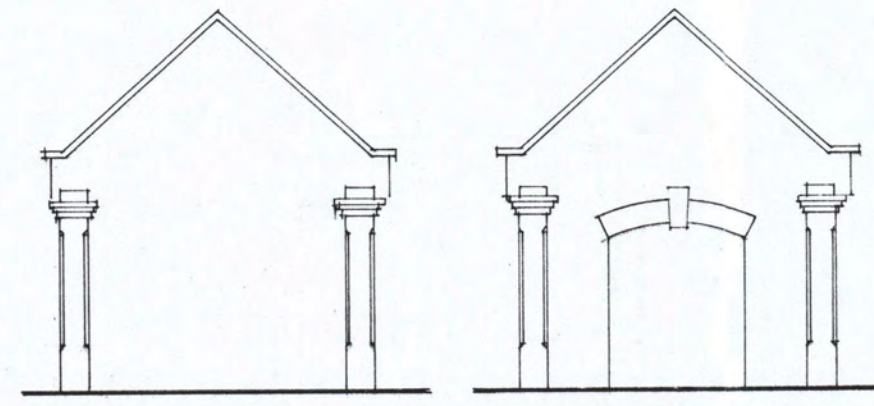
South side
balcony balustrade raised to 1100 by glass panel grooved into existing transom & capped by 50mm dia. black rail.
steel doors removed and bay-window replaced to match. All missing leaded lights replaced to match remainder.



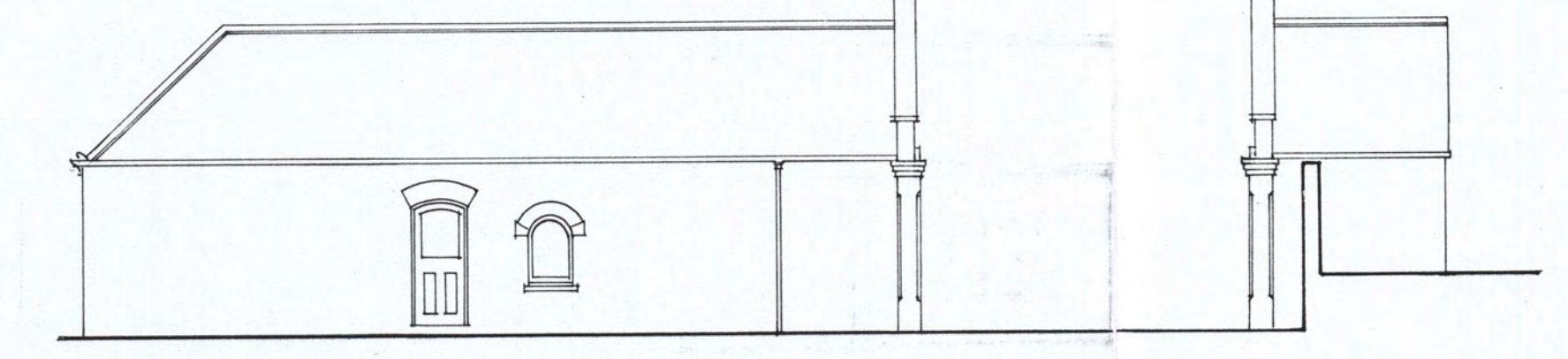
North End.
fire-escape stair reduced at its top
new frameless glass lobby over conservatory.



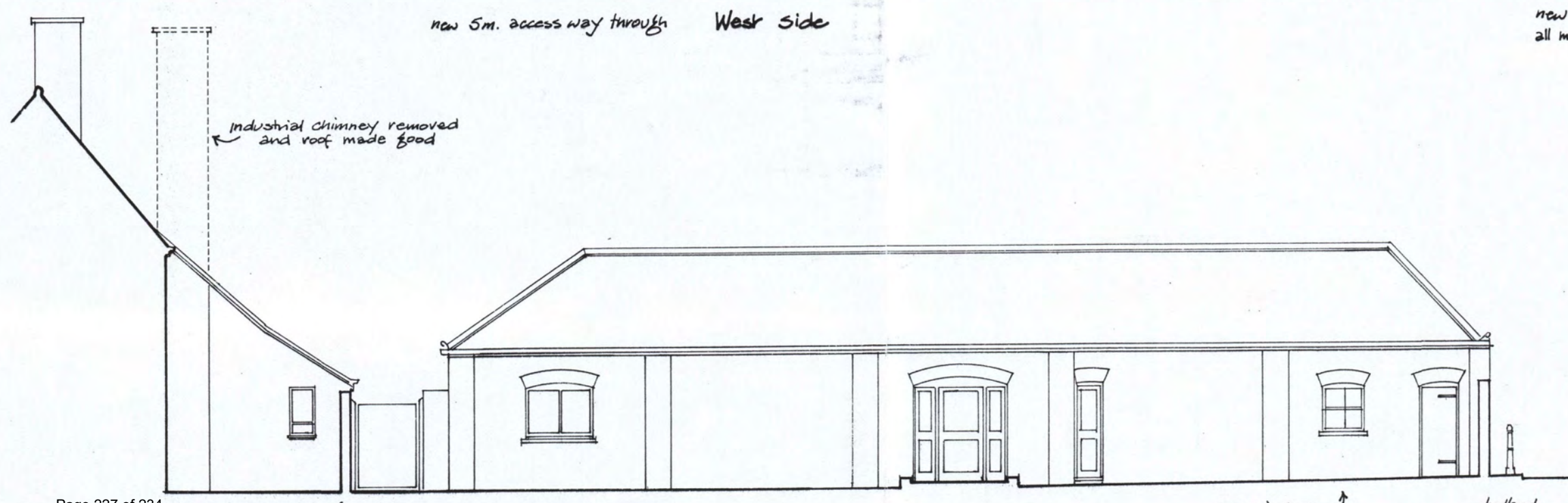
West Side
new 5m. access way through
window improved
fire-escape bricked-in



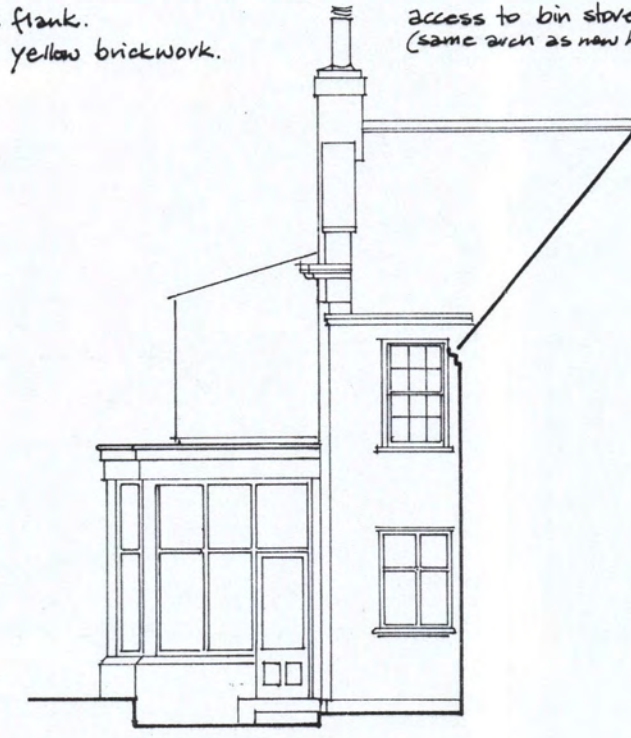
new South flank.
all matching yellow brickwork.
access to bin store
(same arch as new houses)



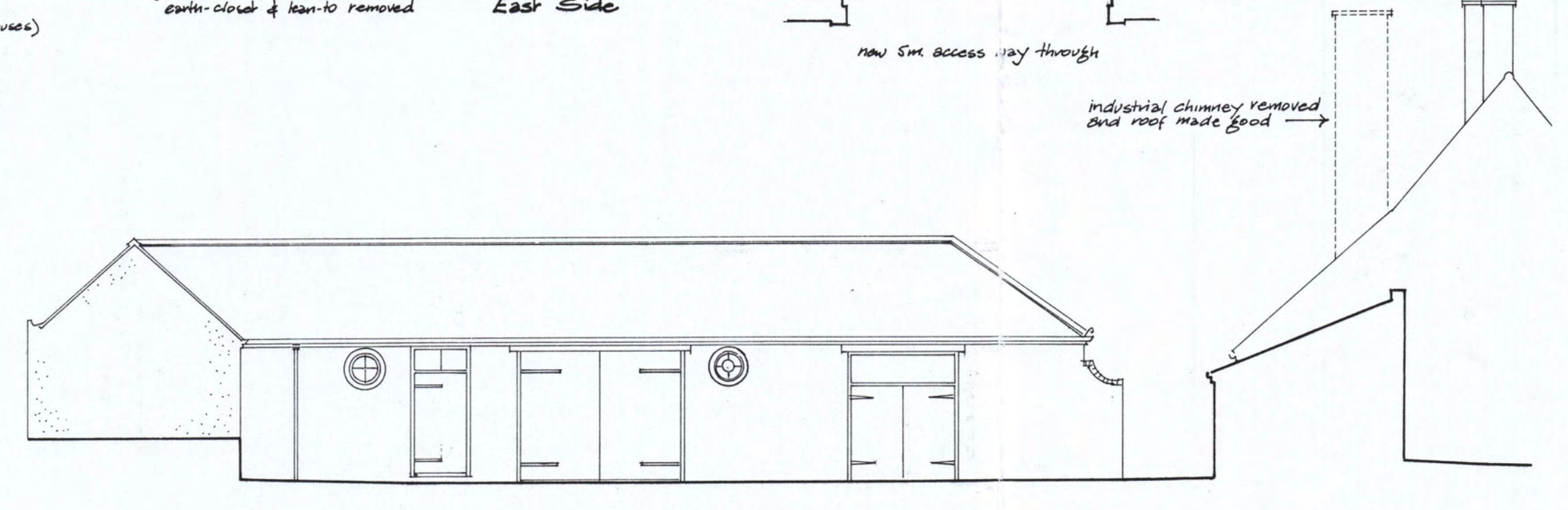
East Side
earth-closet & lean-to removed
new 5m. access way through



South Side



Concealed North End.
new frameless glass lobby over conservatory



North Side no alterations this side: doors and frames re-painted black.

Appeals Report

Appeal Decisions received between 30/01/2020 and 01/06/2020

PLANNING APPEALS

Total Appeal Decisions Received	18	
Dismissed	15	83%
Allowed	2	11%
Split	1	6%

Informal Hearing

Willowbank Dowsett Lane Ramsden Heath Chelmsford CM11 1JL

Reference	19/01095/S73
Proposal	Removal of condition 1 for the planning permission reference: 02/01919/FUL (Variation of Condition 6 of planning permission CHL/386/77 to change agricultural occupancy condition). To allow for occupation of the dwelling other than that of a resident worki
Appeal Decision	Appeal Dismissed - 10/02/2020
Key Themes	Any evidence of demand for homes for rural workers locally; Any evidence for lack of availability of suitable homes for rural workers locally; Would identified 3rd party comply with condition and does his possession of an existing home effect appeal.
Agreed with CCC on	There is demand locally; Other available homes not necessarily suitable for rural workers; 3rd party complies with condition and possession of existing home not fatal to appeal.
Disagreed with CCC on	Nothing.
Costs Decision	Appellant's application for costs: Costs refused

Written Reps

Land Adjacent 28 Sidmouth Road Chelmsford Essex

Reference	19/00525/OUT
Proposal	Construction of new dwelling and extending existing access.
Appeal Decision	Appeal Allowed - 27/03/2020
Key Themes	Visibility from new access and highway safety.
Agreed with CCC on	
Disagreed with CCC on	Information supplied by the applicant is satisfactory to prove that the substandard access point to the new development would not prejudice the safety of the highway users.
Costs Decision	None

Site North West Of Round Roblets Bedfords Farm Road Good Easter Chelmsford CM1 4RL

Reference	19/00413/FUL
Proposal	Demolition of existing buildings, redevelopment and reconfiguration of site to provide 3 no. Class C3 dwellinghouses.
Appeal Decision	Appeal Dismissed - 02/03/2020

Key Themes	Intrinsic Character and Beauty of the Countryside; sustainability.
Agreed with CCC on	Harmful to rural character and appearance; benefits of new building do not outweigh harm.
Disagreed with CCC on	Planning permission has already been granted for residential accommodation through conversion of the buildings so the principle of residential development on the site has been established.
Costs Decision	None

Canford House Wantz Road Margaretting Ingatestone CM4 0EP

Reference	19/00966/CLOPUD
Proposal	Construction of detached garage.
Appeal Decision	Appeal Dismissed - 02/04/2020
Key Themes	principal elevation discussed.
Agreed with CCC on	Agreed on orientation of access, not fronting a highway, location of principal rooms, architectural features. Agreed with CCC on principal elevation.
Disagreed with CCC on	None
Costs Decision	None

Land Adj 5 Dakyn Drive Stock Ingatestone Essex

Reference	18/02123/FUL
Proposal	Detached dwelling.
Appeal Decision	Appeal Dismissed - 31/01/2020
Key Themes	Impact on outlook of existing private amenityPrivate amenity space of new dwelling is unacceptableImpact of nearby Protected TreeRequirements for Habitat Mitigation
Agreed with CCC on	Development overbearing on amenity of existing dwelling Private amenity space of new dwelling is unacceptableHarmful impact of nearby Protected Tree and future pressureFailure to provide requirements for Habitat Mitigation
Disagreed with CCC on	N/A
Costs Decision	None

Land Adjacent Sandpit Cottage Holybread Lane Little Baddow Chelmsford Essex

Reference	18/02011/FUL
Proposal	Gospel Hall and ancillary store (Use Class D1) with associated access, car parking (18 spaces) and new landscaping. Restoration and retention of the landscape frontage and rear woodland.
Appeal Decision	Appeal Dismissed - 21/05/2020
Key Themes	Effect development on the character and appearance of the area;Impact on living conditions of occupiers of the neighbouring property of Honeymead by reason of noise and disturbance; Conservation of protected species.
Agreed with CCC on	Harmful impact on the intrinsic character and appearance of the countryside;Living conditions of the occupiers of Honeymead would not be adequately safeguarded;Absence of up-to-date ecology survey work fails to satisfy that proposal would not have an adverse on protected species.
Disagreed with CCC on	
Costs Decision	None

The Gables Priory Lane Bicknacre Chelmsford Essex CM3 4EZ

Reference	19/01173/FUL
Proposal	Demolition of existing dwelling, and the construction of 3 replacement dwellings, with associated off-road parking and vehicle crossovers and amenity space.
Appeal Decision	Appeal Dismissed - 06/02/2020
Key Themes	- Effect of the development on the character and appearance of the area- Effect of the development on biodiversity, specifically the effect on bats
Agreed with CCC on	Effect of the development on the character and appearance of the area - design of plot 2 has confused identity, uncharacteristic small gardens, set forward of building line in Priory laneEffect of the development on biodiversity, specifically the effect on bats - effect of development needs to be established before planning permission is granted
Disagreed with CCC on	
Costs Decision	None

Land South Of 69 Torquay Road Chelmsford Essex

Reference	19/00314/FUL
Proposal	Part single, part two storey rear extension to existing house. Construction of two new dwellings and one detached garage. Widening of the dropped kerb to provide new access.
Appeal Decision	Appeal Dismissed - 27/02/2020
Key Themes	- the proposed houses would cause harm to the character of the area.
Agreed with CCC on	- The inspector agreed with the Council that the proposal would cause harm to the character and appearance of the street scene.
Disagreed with CCC on	
Costs Decision	None

Trees Madles Lane Stock Ingatestone Essex CM4 9QA

Reference	19/01004/FUL
Proposal	Creation of first floor with single storey rear extension. Alterations to fenestration.
Appeal Decision	Appeal Allowed - 27/03/2020
Key Themes	Inappropriate developmentImpact upon opennessEffect upon the character and appearance of the areaVery special circumstances
Agreed with CCC on	Inappropriate developmentImpact upon openness - agreed proposal would lead to loss of openness
Disagreed with CCC on	Effect upon the character and appearance of the area - considered acceptableVery special circumstances - accepted these applied.
Costs Decision	None

Buildings Rear Of Oxney Grove Ongar Road Writtle Chelmsford Essex CM1 3NT

Reference	19/00509/FUL
Proposal	Demolition of existing commercial buildings. Construction of single dwellinghouse.
Appeal Decision	Appeal Dismissed - 14/02/2020
Key Themes	Harm to Green Belt
Agreed with CCC on	Innapropriate developmentHarm to visual and spatial openness of the GBContrary to DC1 and CO2
Disagreed with CCC on	N/A
Costs Decision	None

Land North East Of Walters Cottage Tofts Chase Little Baddow Chelmsford Essex

Reference	18/02118/FUL
Proposal	New dwelling with all associated works. Temporary siting of 2 caravans while works are ongoing.
Appeal Decision	Appeal Dismissed - 05/05/2020
Key Themes	- Located within the rural area- Outstanding or innovative design in an isolated location.
Agreed with CCC on	- agreed that the site is not in an isolated location - that it would harm the intrinsic character and beauty of the countryside- that the hay bale house did not constitute truly innovative or outstanding design.
Disagreed with CCC on	
Costs Decision	None

Canford House Wantz Road Margaretting Ingatestone CM4 OEP

Reference	19/00846/FUL
Proposal	Construction of outbuilding, outdoor swimming pool and surfacing, outdoor tennis court and surfacing, boundary fencing and landscaping.
Appeal Decision	Appeal Split Decision - 02/04/2020
Key Themes	- whether the proposal is inappropriate development in the Green Belt
Agreed with CCC on	- the outbuilding and fencing would be inappropriate development- agreed that the tennis court and swimming pool would not be inappropriate and granted planning permission for these aspects only.
Disagreed with CCC on	- that the amount of hardstanding would be inappropriate development and would harm openness.
Costs Decision	None

Land At Tiffanys Boyton Cross Roxwell Chelmsford

Reference	19/01315/OUT
Proposal	Outline application for three dwellings with all matters reserved.
Appeal Decision	Appeal Dismissed - 13/03/2020
Key Themes	- Whether the development complies with the Council's Development Plan Countryside Policies- Whether site represents a sustainable location- Whether appropriate mitigation had been provided to safeguard a European Designated Site
Agreed with CCC on	- Development harmful to Countryside and in conflict with Development Plan- Not a sustainable location on basis of reliance on car- Inadequate mitigation provided to prevent harm to RAMSAR site
Disagreed with CCC on	N/A
Costs Decision	None

Land Rear Of 64 - 68 Moulsham Street Chelmsford

Reference	19/01420/FUL
Proposal	Development of four residential apartments in a single 2.5 storey block with associated works.
Appeal Decision	Appeal Dismissed - 24/04/2020

Key Themes	Effects on character and appearance of area; Impact on Conservation area; Effects on living conditions of future occupiers and neighbours
Agreed with CCC on	Harmful to character and appearance of area; Would not preserve or enhance the character or appearance of the Conservation Area; Poor living conditions for occupiers and loss of privacy to neighbouring properties
Disagreed with CCC on	
Costs Decision	None

Land Adjacent Spread Eagle Church Lane Ford End Chelmsford Essex

Reference	19/01001/PIP
Proposal	Permission in Principle for 1 No. 3/4 bed dwelling house
Appeal Decision	Appeal Dismissed - 13/05/2020
Key Themes	Permission in Principle; development in the countryside; infill
Agreed with CCC on	Harmful to the intrinsic character and beauty of the countryside; not infill development.
Disagreed with CCC on	n/a
Costs Decision	None

Householder

30 Well Lane Galleywood Chelmsford Essex CM2 8QY

Reference	19/01365/FUL
Proposal	Garage conversion with raising of the roof and first floor extension with front and rear dormers to provide ancillary accommodation to the main dwelling.
Appeal Decision	Appeal Dismissed - 02/03/2020
Key Themes	Whether adequate parking provision is provided. Effect on highway safety.
Agreed with CCC on	Insufficient parking to serve the needs of the unit. Effect on highway safety - considered harmful.
Disagreed with CCC on	Nothing - The Inspector accepted all of the Councils and Highways Authorities arguments.
Costs Decision	None

7 Rutland Road Chelmsford Essex CM1 4BL

Reference	19/01591/FUL
Proposal	Retrospective application for construction of part front facing and side facing 1.8m high vertical boarding timber fence
Appeal Decision	Appeal Dismissed - 02/03/2020
Key Themes	Impact of the fence on the local street scene and character of the area. Open nature and green aspect of the street would be harmed.
Agreed with CCC on	Agreed that the fence would cause harm to the local area. Would be incongruous and at odds with the setting and character of Rutland road. Other fences are not relevant in the immediate context of the site. Agreed on harm.
Disagreed with CCC on	none.
Costs Decision	None

11 The Ryle Writtle Chelmsford Essex CM1 3JQ

Reference	19/01230/FUL
Proposal	Proposed hedge screen fencing.
Appeal Decision	Appeal Dismissed - 02/03/2020

Key Themes	
Agreed with CCC on	an adverse impact on the character of the street scene and the area
Disagreed with CCC on	no points
Costs Decision	None

ENFORCEMENT APPEALS

Total Appeal Decisions Received	2	
Dismissed	2	100%
Allowed	0	0%
Split	0	0%

Public Inquiry

Dowsett Farm Dowsett Lane Ramsden Heath Billericay Essex CM11 1JL

Reference	14/00873/ENFA
Proposal	Notice 1: Without planning permission, the material change of use of the land for storage. Notice 2: Without planning permission, the construction of two buildings used for residential purposes, twelve lighting columns and associated hardstanding.
Appeal Decision	Appeal Dismissed - 14/05/2020
Grounds of Appeal	Whether the building were lawful over passage of time Whether the building was appropriate in Green Belt as an agricultural building Whether use of building complied with Policy DC33 as a rural workers dwelling Whether more time was required to comply with Notice
Agreed with CCC on	Building was not lawful over passage of time Building was not appropriate development in the Green Belt and was not for the purposes of agriculture The use of the building did not comply with Policy DC33 and did not function as a rural workers dwelling
Disagreed with CCC on	Timeframe given to comply with Notices too short and therefore extended to 11 months Note: Second ENF Notice varied and corrected to a Operational Development Notice.
Costs Decision	Council's application for costs: Costs allowed - partial

Written Reps

River View Private Road Margaretting Chelmsford Essex CM2 8TH

Reference	19/00056/ENFB
Proposal	Construction of a building
Appeal Decision	Appeal Dismissed - 27/02/2020
Grounds of Appeal	- Time limit for the removal of the building.
Agreed with CCC on	- that the building was a breach of planning control and should be removed- That 18 months was too long for its retention
Disagreed with CCC on	- That 3 months was an adequate time to remove the building. The inspector amended the notice to give the appellants nine months to comply.
Costs Decision	None