



Planning Committee
17th June 2025

Application No	:	24/01735/FUL Full Application
Location	:	Unit and Yard 8 at Five Tree Works, Bakers Lane, Galleywood, Chelmsford
Proposal	:	Retrospective change of use from open storage and business administration to a mixed-use comprising the storage and distribution of vehicle-mounted mobile cranes, the siting of office and storage containers, and the provision of education/training for the operation of vehicle-mounted mobile cranes.
Applicant	:	Luke c.o. Agent Nationwide Training Solutions
Agent	:	Mr Luke Thrumble
Date Valid	:	16th December 2024

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1. Executive summary

- 1.1. Application 24/01735/FUL ('the Proposal') is referred to the Planning Committee at the request of a local ward member. Concerns are raised as to the visual impact of two vehicle-mounted mobile cranes ('mobile cranes') on the surrounding landscape and built environment, including the A12 to the north. The mobile cranes are operated on-site for training purposes.
- 1.2. The application site ('the Site') comprises one of several units at Five Tree Works, an established industrial site in the Green Belt, south of Galleywood. The surrounding area is largely rural in character, though this is disrupted by significant developments and infrastructure, including the A12, the Junction 16 Interchange, two Existing Employment Areas, and two caravan sites. Several 'natural environment assets', varyingly designated as Ancient Woodlands, Local Wildlife Sites, Priority Habitats, and Open Spaces, also lie within a 1km radius of the Site, including Galleywood Common (also a Local Nature Reserve).
- 1.3. The previous and lawful use of the Site is as a landscaping contractors' yard.
- 1.4. The Proposal follows planning application 23/01653/FUL ('the original proposal'), which sought retrospective permission for a similar scheme, including the permanent siting of a tower crane. The original proposal was refused due to the spatial and visual impacts of the tower crane. The impacts of the mobile cranes were found to be acceptable, although at the time they formed a less prominent part of the scheme.
- 1.5. Following the refusal, the Council issued a planning enforcement notice requiring the removal of the tower crane, which was ultimately complied with.
- 1.6. Since the refusal, relevant paragraphs of the National Planning Policy Framework ('NPPF') have been amended. As a consequence, the revised proposal, which constitutes the redevelopment of previously developed land ('PDL'), would comply with Green Belt policy provided it does not result in 'substantial' harm to openness. A second route to compliance with Green Belt policy has also been added, which requires such development to utilise 'Grey Belt' land, meet a demonstrable unmet development need, and be sustainably located.
- 1.7. Objections to the Proposal have mainly flowed from the visibility of the mobile cranes' telescopic booms/arms. When operated for educational/training purposes, these booms can extend linearly up to 24 metres in height and are visible from surrounding vantage points.
- 1.8. In terms of education/training provision, the operator delivers a maximum of three courses per week (run concurrently), benefitting up to 18 pupils/trainees.
- 1.9. When not in use for educational/training purposes, the mobile cranes are stored on and distributed from the Site for use in construction works.
- 1.10. The enterprise as a whole provides six full-time equivalent employment opportunities as well as part-time opportunities for three external testers.
- 1.11. West Hanningfield and Galleywood Parish Councils have objected to the Proposal, as well as seven members of the public. These objections relate primarily to visual impacts, highway network impacts, and the operator's planning compliance record. The Council's Economic Development Team support the Proposal, and also supported the original proposal. The local

highway authority considers the Proposal acceptable subject to the imposition of planning conditions.

1.12. The main issues in considering the application are as follows:

(a) Whether the Proposal conflicts with local and national Green Belt policy.

(b) Whether the visual impacts of the mobile cranes on the surrounding area (including the A12) amounts to conflict with the development plan.

(c) Whether the planning balance, taking account of material considerations, indicates that planning permission should be granted.

1.13. As regards main issue (a), it is concluded that the Proposal complies with local and national Green Belt policy.

1.14. As regards main issue (b), it is concluded that the Proposal represents a minor conflict with CLP policies relating to impacts on the character and appearance of the area, but not those relating to impacts on residential amenity or highway safety.

1.15. As regards main issue (c), it is concluded that the Proposal's economic benefits outweigh its limited harm to the character and appearance of the area, and that material considerations further weigh in its favour.

1.16. With consideration to the above, it is recommended that planning permission is **GRANTED** subject to the imposition of prescriptive and prohibitive planning conditions controlling the facility's hours of operation, the maximum number of visitors at any one time, the frequency and magnitude of the mobile cranes' visibility, the arrangement of storage and office containers, the maintenance of boundary landscaping, and the arrangement of parking provision.

2. Preliminary matters

Previous application

2.1. The Proposal follows planning application 23/01653/FUL ('the original proposal'), which sought part-retrospective permission for the storage and distribution of cranes and the provision of education for the operation of cranes, inclusive of the permanent siting of a tower crane.

2.2. The original proposal was refused planning permission using delegated powers on 3 April 2024. Three reasons for refusal are cited in the Decision Notice – the first relating to harm to the Green Belt arising specifically from the permanent siting of the tower crane; the second relating to harm to the character and appearance of the area arising again from the siting of the tower crane; and the third relating to the unsustainability of the proposal due to the harms identified in reasons one and two.

2.3. In all other respects, the original proposal was found to be acceptable, including – subject to the imposition of planning conditions – the operation of vehicle-mounted mobile cranes ('mobile cranes') on-site. The impacts of the mobile cranes were considered in the context of the tower crane, which dominated the scheme.

- 2.4. The revised proposal seeks to overcome the 23/01653/FUL reasons for refusal by omitting the tower crane entirely and founding its education element on the on-site operation of two mobile cranes. Since the removal of the tower crane from the application site ('the Site'), the frequency of the mobile cranes' operation (and their attendant visual impacts) has increased, attracting opposition to the revised proposal.
- 2.5. Following the original refusal, the operator reached out to the Council's Economic Development Team to discuss suitable, alternative sites. Unfortunately, despite assisting with a search, the Team were ultimately unable to identify such a site. In their consultation response, the Team had supported the proposal.
- 2.6. An appeal against the original refusal was not made.

National Planning Policy Framework (2024) ('NPPF') changes

- 2.7. Since the original refusal, applicable paragraphs of the NPPF have been amended (in December 2024).
- 2.8. Most significantly, paragraph 154, which provides for the redevelopment of previously developed land ('PDL') in the Green Belt, has been amended to increase the scope for such development. At the time of the original refusal, the test for such development to form an exception to 'inappropriate development' in the Green Belt was for it to 'not have a greater impact on the openness of the Green Belt than the existing development'. Now, the test is for the proposed development to 'not cause substantial harm to the openness of the Green Belt.'
- 2.9. Another significant change is to be found in the addition of paragraph 155, which creates an additional path to constituting an 'exception' where development utilises 'Grey Belt' land, meets a demonstrable unmet development need, and is sustainably located.
- 2.10. Green Belt guidance published in the government's National Planning Practice Guidance ('NPPG') on 27 February 2025 now also directs decision-makers to discount any harm to the openness of the Green Belt where development is found to constitute an exception to 'inappropriate development'.

Enforcement history

- 2.11. Both the present and original proposals arose from a planning enforcement investigation into the ongoing use of the Site, which commenced at the beginning of 2023.
- 2.12. Following the original refusal, due to the operator's failure to then permanently dismantle the tower crane, the Council issued a Planning Enforcement Notice (ref: 23/00184/FUL) ('the Notice'), ultimately securing the removal of the tower crane.
- 2.13. The Notice did not require the cessation of the activity included within the revised proposal as the original proposal had only been refused for reasons relating to the tower crane. Government guidance discourages the use of formal enforcement action where development is acceptable on its planning merits or could be made so via the imposition of planning conditions.
- 2.14. Following the removal of the tower crane, the two mobile cranes on the Site assumed a more central role in the operation.

3. Description of Site

- 3.1. The Site comprises a concrete yard in the northeast corner of Five Tree Works, an established industrial site of several units in a mix of commercial and other uses.
- 3.2. The Site is located in the Green Belt.
- 3.3. Access is achieved through the Five Tree Works industrial site via an existing access off Bakers Lane, which narrows to a single-track road in proximity of the industrial site.
- 3.4. Public Rights of Way lie nearby to the north and west, with others crossing the countryside further to the north, east, and south.
- 3.5. The A12 (a strategic trunk road) is located nearby to the north, with the Junction 16 Interchange some 700m to the west.
- 3.6. Two Existing Employment Areas (Temple Farm and Temple Wood Industrial Estate) lie nearby to the southwest.
- 3.7. Several dwellings lie nearby to the east, with Templeton Park and Temple Grove Park (caravan sites) to the southwest along Bakers Lane.
- 3.8. Land uses in the wider surrounding area are largely agricultural.
- 3.9. Several 'natural environment assets', varyingly designated as Ancient (and preserved) Woodlands, Local Wildlife Sites, Priority Habitats, and Open Spaces, lie within a 1km radius of the Site. These include Galleywood Common (also a Local Nature Reserve) some 700m to the northwest.
- 3.10. There are no heritage assets within close proximity. Parklands Farmhouse, a Grade II listed building, lies some 860m to the northeast. West Hanningfield Lane, a Protected Lane and locally designated heritage asset, lies approximately 1km to the east.
- 3.11. The Site lies within Flood Zone 1, denoting the lowest level of flood risk. The access road through Five Tree Works is recorded at a low risk of surface water flooding.
- 3.12. The Site lies within the Blackwater Zone of Influence.
- 3.13. The lawful use of the Site remains as a landscape contractors' yard, pursuant to planning permission 97/05703/FUL.

4. Details of the proposal

- 4.1. The proposal comprises three core elements: the storage and distribution of two mobile cranes, the siting of office and storage containers, and the provision of on-site education/training for the operation of two mobile cranes.
- 4.2. During the application's lifetime, the description of the Proposal was amended slightly to more clearly reflect the scheme and take explicit account of the sited office and storage containers, as well as the centrality of the mobile cranes to the education element.

- 4.3. Additional supporting documents comprising an Operational Statement ('OS') and a Visual Impact and Green Belt Assessment ('VIGBA') were also submitted during the lifetime of the application to clarify outstanding details and address the visual impacts of the mobile cranes. Where any conflict is found between the contents of the original 'Transport Note' and the OS, those of the latter submission are taken as superseding.

Site layout and contents

- 4.4. The proposed layout of the Site includes an open area for mobile crane storage and operation, a blind lift training enclosure, a pedestrian walkway, and a visitor parking area (with a provisional ten bays for motor vehicles and one bay (providing six spaces) for cycles). Movable fixtures include seven office containers, three general storage containers, and the two mobile cranes.
- 4.5. The office containers, positioned in a group adjacent to the Site's entrance and stacked up to two containers high, form a classroom-based education and testing facility. The facility includes three testing/training rooms, an office, a canteen, changing rooms, and toilets.
- 4.6. The maximum height of each mobile crane, with its boom fully extended, is stated as 24 metres. The length of the mobile cranes in road travel position is stated as 3.8m. Mobile cranes are not stored overnight in an upright position, and beyond the two currently sited, no others are expected to be added to the Site for storage or operation.

Nature of the operation

- 4.7. The education/training element centres on the operation of the two mobile cranes. The Proposal also allows for associated classroom-based learning with no on-site practical operation element.
- 4.8. On-site training takes place from 7:30am to 5:30pm, with classes generally running during the week (Monday to Friday). Occasional testing is also said to take place at the weekend. A maximum of three training courses run per week, which may run concurrently, and of these, two may involve the operation of a mobile crane. On average, each course runs for four days.

Personnel

- 4.9. The operation provides six full-time equivalent employment opportunities in a variety of roles, as well as part-time opportunities for external testers. A maximum of nine employees could be present on-site at any one time.
- 4.10. Approximately 40 pupils (ranging in age from 17 to 60) visit the training centre per month, 50% of whom are said to be local residents. Six pupils typically join each training course, resulting in a maximum of 18 pupils attending the Site at any one time.
- 4.11. Accounting for both staff and pupils, a maximum of 27 personnel may attend the Site at any one time.
- 4.12. Travel modes for visitors include personal vehicles/car sharing, public transport via a bus stop at the entrance to Bakers Lane (a walk of some 800m away from the Site), a pre-arranged train station collection service operated by the business, and personal cycles.

5. Other relevant applications

5.1. 23/01653/FUL – Refused 3 April 2024

Part-retrospective change of use from open storage and business to mixed-use storage, distribution, and the provision of education for crane operation training, inclusive of the siting of a tower crane.

5.2. 97/05703/FUL – Approved 30 June 1997

Change of use to open storage and office for landscaping business including new portacabin. (Plan nos FTW//1, /2, /3, /4 & /5)

Condition 7 of permission 97/05703/FUL restricts the use of the Site to its operation as a landscape contractors' yard only.

5.3. 78/1691 – Approved 20 February 1979

Retention of the layout of that portion of the site to the east of the existing factory and offices.

6. Summary of consultations

6.1. West Hanningfield Parish Council: Objection made, with comments summarised as follows:

- The Site is not an appropriate location for the Proposal.
- The Proposal is visually intrusive.
- The Proposal could be a distraction to users of the A12.
- Bakers Lane is already in a state of disrepair and is not suitable for increased vehicular movements.

6.2. Galleywood Parish Council: Objection made, with comments summarised as follows:

- The Site, being in the Green Belt, is not an appropriate location for the development. There are no very special circumstances to justify the Proposal.
- The two mobile cranes, in view of their colour (one yellow and the other black), mobility, and height, are visually harmful.
- The mobile cranes are visible from Galleywood Common, which benefits from protection by the Secretary of State. Other developments adjacent to Galleywood Common have had planning conditions imposed to limit their visibility.
- The Proposal does not include any facilities (i.e. toilets, a catering unit, or classrooms) to support education/training. The Site is also unsuitable for such purposes and is located adjacent to children's education facilities.
- The Proposal gives rise to distraction to users of the A12, who have not been consulted on the application.
- The Proposal will increase motor traffic to an area that is already congested.
- Planning conditions should be imposed on the Site prohibiting the erection of any structures, whether permanent or temporary, to reduce visual impact to nil.

6.3. Ramblers Association – No objections raised, and comments made noting the omission of the tower crane and the proximity of Footpaths 50 and 59 Galleywood to the north and west of the Site.

- 6.4. Public Health & Protection Services – No comments made.
- 6.5. Economic Development & Implementation – Comments made in support of the Proposal, which is considered to contribute to wider economic growth through specialist training for the construction sector.
- 6.6. Essex County Council Highways – Considers the Proposal acceptable subject to the imposition of planning conditions. Comments are summarised as follows:
- The proposed use of the site is already carrying on.
 - The operation includes parking impact mitigation measures comprising a train station collection service, car sharing, and drop-off/collection space.
 - The Operational Statement indicates that the maximum number of people on-site at any one time could rise to 26.
 - Proposed Site Plan 3542 PL02B show provision for 10no. parking spaces. This area likely does not accommodate all on-site vehicles during times of operation, however there is sufficient space within the site for overspill parking.
 - Swept path analyses within the submitted Transport Note demonstrate that vehicles can manoeuvre into the proposed parking bays.
 - Planning conditions should be imposed requiring the proposed vehicle parking bays to be secured and marked, the vehicle turning area to be retained, and the proposed cycle parking spaces to be secured, accessible, and covered. A planning condition should also be imposed requiring the submission of a site layout plan showing space within the site for an additional 8no. parking bays.
- 6.7. Members of the public – Objections received from seven individual contributors. Concerns relate primarily to visual impacts, highway network impacts, and the operator's planning compliance record. Objections are summarised at Appendix 2.

7. Planning considerations

- 7.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 stipulates the making of a decision in accordance with the development plan unless material considerations indicate otherwise.
- 7.2. In this case, the development plan comprises the Chelmsford Local Plan (adopted May 2020) ('CLP'). Case law has firmly established that the development plan should be read as a whole in decision-making.

Main issues

- 7.3. The main issues in considering the proposed development ('the Proposal') are as follows:

- (a) Whether the Proposal conflicts with local and national Green Belt policy.**
- (b) Whether the visual impacts of the mobile cranes on the surrounding area (including the A12) amounts to conflict with the development plan.**
- (c) Whether the planning balance, taking account of material considerations, indicates that planning permission should be granted.**

7.4. These main issues are considered in turn below.

(a) Green Belt policy conformity

Green Belt policy

- 7.5. Strategic Policy S1 (Spatial Principles) of the CLP requires all new development to optimise the use of suitable previously developed land ('PDL'), be located at well-connected and sustainable locations, and protect the Green Belt.
- 7.6. Strategic Policy S11 (The Role of the Countryside), Part A (Green Belt) of the CLP states that the openness and permanence of the Green Belt will be protected, that opportunities for its beneficial use will be supported where consistent with its purposes, and that 'inappropriate development' will not be approved except in very special circumstances.
- 7.7. Paragraph 154 of the National Planning Policy Framework ('NPPF') provides for a number of exceptions to 'inappropriate development'. Part g) relates to 'the partial or complete redevelopment of previously developed land [...] which would not cause substantial harm to the openness of the Green Belt.'
- 7.8. Since the December 2024 amendments to the NPPF, the harm to openness test in the case of PDL redevelopment has been relaxed from 'greater impact' to 'substantial impact'.
- 7.9. Paragraph 231 of the NPPF states that the policies of the Framework should be taken into account in dealing with applications from the day of its publication. Accordingly, as a material consideration in determining the application, the current paragraph 154, part g) test is the relevant test against which to assess the 'inappropriateness' of the Proposal.
- 7.10. Green Belt guidance published in the government's National Planning Practice Guidance ('NPPG') directs decision-makers to discount any harm to the openness of the Green Belt, as well as any conflict with the purposes of including land within it, where development is found to constitute an exception to 'inappropriate development'. It confirms that 'very special circumstances' are not necessary to justify exceptions to 'inappropriate development'.
- 7.11. The Green Belt guidance also sets out a number of factors which might be taken into account in considering potential impacts on openness. These include spatial and visual impacts, the longevity and remediability of the development, and the degree of activity likely to be generated.

Green Belt assessment – the Proposal

- 7.12. The Proposal constitutes the redevelopment of PDL in the form of a material change of use of the land. (The proposed containers and mobile cranes, individually or collectively, do not amount to operational development in planning terms). Street view images also indicate that a number of large mobile administrative units were removed from the Site prior to the commencement of the crane training operation, with a portion of fencing also erected adjacent to the Site's entrance.

Green Belt assessment – the impacts

- 7.13. In the context of impacts upon openness, the applicant has submitted a Visual Impact and Green Belt Assessment ('VIGBA') as part of the Proposal. This assesses the impact of a single mobile crane on the Green Belt and surrounding landscape.
- 7.14. As a summary level, as regards Green Belt impacts specifically, the VIGBA concludes that the Proposal would not conflict with any of the purposes of including land within the Green Belt, that the impact on openness would be negligible and insignificant, and that, as a result, the Proposal would constitute an exception to 'inappropriate development', with reference to the provisions of the NPPF.
- 7.15. As to the Council's assessment of the impact of the proposed mobile cranes, the five aforementioned openness factors are first considered in turn:
- 7.15.1. [Spatial manifestation]: The two mobile cranes sited on the land present effectively as heavy goods vehicles with operator cabins and telescopic booms loaded onto their flatbeds. Excepting their telescopic booms, the mobile cranes are comparable in their spatial imposition to commercial distribution vehicles, which would have been a regular presence on the Site throughout its previous use as a landscape contractors' yard. In contrast, the telescopic booms, when vertically extended, introduce solid form to the Site where previously there was none. The booms are said to be extendable up to 24 metres, however in purely volumetric terms, their physical imposition is not significant. As compared with the previous tower crane – which, despite its tubular construction, presented as boxy and bulky – the telescopic booms are linear, slender projections. Unlike the tower crane, a significant mitigating factor also exists in the ability to retract the telescopic booms and lower them to a near-horizontal position. Considered in the round, subject to the retraction of the telescopic booms outside of operation hours (which may be controlled via planning condition), the spatial manifestation of the mobile cranes is limited.
- 7.15.2. [Visual manifestation]: During the lifetime of the application, a planning officer attempted to obtain surrounding views of the mobile cranes without prior notice. The visits were conducted mid-week, but on each occasion the mobile cranes were not in operation and their telescopic booms were not visible from surrounding vantage points. Nevertheless, as proposed, the mobile cranes are capable of extending to a maximum height (24 metres) equal to the tower section of the previous tower crane. Accordingly, having obtained extensive views of the tower crane during the determination of the original proposal, it is possible to gauge the visual manifestation of the mobile cranes with due accuracy. This assessment is aided also by observations made of the mobile cranes in their retracted position on-site, as well as a photograph of an extended boom provided by a contributor. (This photograph is taken with a zoomed lens, however a juxtaposition with comparable photographs of the tower crane enables an accurate representation to be gauged.) This comparative analysis is consistent with the representation of views set out in the submitted VIGBA (which depicts 'baseline' and 'proposal' views from a range of surrounding vantage points selected from a zone of theoretical visibility). The representation of views set out in the VIGBA may therefore be looked to for an illustration of the mobile cranes' visual manifestation.
- 7.15.3. [Visual manifestation cont.]: Accordingly, as per the VIGBA, views of the extended telescopic booms would be attainable from Stock Road south of Galleywood, various points along Lower Green Road, and various points along the Public Rights of Way network south of Lower Green Road and in closer proximity to the Site. Views not specifically assessed in the VIGBA would also be attainable from various points along Baker's Lane, from Galleywood Common Car Park (South), and from the A12 while driving in proximity to the Site.

- 7.15.4. [Visual manifestation cont.]: In visual openness terms, the impacts of the telescopic booms must be considered in their visual contexts. Locally, the Site forms part (approximately 15%) of an established industrial site comprising a mix of commercial and other uses. Built form, external storage, and industrial activity and machinery is characteristic of the industrial site, all of which is relatively contained and screened by a perimeter of trees and hedging. Farther afield, notwithstanding the presence of significant urbanising developments/infrastructure, the surrounding landscape remains predominantly rural in nature, comprising a patchwork of agricultural fields punctuated by several 'natural environment assets'.
- 7.15.5. [Visual manifestation cont.]: In the above visual context and with regard to the views achievable from distant public vantage points, the impacts of the mobile cranes on openness are taken as follows: The lower, vehicular portions of the mobile cranes are characteristic of and compatible with their setting; they are also visually contained and screened within this setting. Any adverse impact to visual openness is therefore held in the manifestation of the telescopic booms. Locally, the projections would rise above the perimeter landscaping during operation, piercing its relative containment. The resulting incursion, however, when considering all viewpoints collectively, is not significant. Locally, therefore, the impact of the booms on visual openness is modest. In distant views from open, undeveloped areas of the Green Belt, the booms would appear unfamiliar and mechanical during operation. However, with regard to their form, colour, height, motion, and scale, their imposition in these views would not be significant. In distant views from urbanised areas of the Green Belt, the booms would appear vaguely unfamiliar, imposing a limited degree of visual harm.
- 7.15.6. [Visual manifestation cont.]: Considered in the round, the unmitigated impact of the mobile cranes on visual openness is modest. With the mitigating retraction of the telescopic booms outside of operation hours, this impact can be reduced to limited-modest. The introduction of replacement or additional mobile cranes with telescopic booms extending beyond the current 24 metres would increase the Proposal's impact on visual openness, however such potential impacts are able to be neutralised by the imposition of planning conditions controlling maximum boom height as well as the maximum number of mobile cranes permitted to operate on-site at any one time.
- 7.15.7. [Longevity]: Within the scope of the Proposal, it is reasonable to assume that the presence and operation of the mobile cranes will continue for as long as the business occupies the Site. To date, the business has occupied the Site for over two years. The previous landscaping business appears to have occupied the Site for some 25 years. Comments made on the original proposal by the Economic Development Team advise that the construction sector is a key and growing sector in Essex, playing an important role in supporting the delivery of essential infrastructure across the region. In view of all these factors collectively therefore, it is reasonable to assume that the presence and operation of the mobile cranes will continue for a significant period measured in years.
- 7.15.8. [Remediability]: The mobile cranes are moveable chattels that would be removed from the Site when the business eventually vacates. The Proposal in this regard is therefore fully remediable. Again, the retraction of the telescopic booms would also offer periods of remediability outside of operation hours.
- 7.15.9. [Activity generated]: Beyond the motion of the telescopic booms, which is taken into consideration above, the storage and distribution of the mobile cranes would generate additional activity in the form of vehicle movements to and from the Site. The mobile cranes

are likely larger than the vehicles operated by the previous landscaping business, resulting in a slightly greater air of industrial/commercial activity in proximity to the Site during transit. However, in view of the educational need for the mobile cranes on-site, it is unlikely that the frequency of mobile crane movements would be significant. Considered in the round, the impact of the activity generated beyond the telescopic boom movements is limited.

- 7.15.10. [Other impacting features]: The Proposal also comprises the siting of storage and office containers and will generate, as a result of its education element, private vehicle movements (including those of the collection service vehicle) to and from the Site. The impacts of these aspects of the Proposal are as follows:
- 7.15.11. [Other impacting features cont.]: The storage and office containers currently sited, in view of their form, positioning, arrangement, and containment, as well as the Site's context and previous arrangement, do not result in spatial or visual harm to openness. Like the mobile cranes, the containers are likely to endure for a significant number of years before being removed from the Site when the business vacates. During the lifetime of the business operation, it is possible that additional storage and office containers could be brought onto the Site, or those currently sited rearranged. Stacking the containers in excess of 'two containers high' in any part of the Site would result in additional impacts on spatial and visual openness. Incidentally, as would any removal or cutting back of the perimeter landscaping within the Site. These potential impacts are able to be neutralised by planning conditions, offsetting any harm to openness which may flow from the siting of the containers.
- 7.15.12. [Other impacting features cont.]: As to the additional vehicle movements flowing from the education element, impacts are unlikely to represent a significant increase above those of the previous landscaping business, or those of an alternative business which might occupy the Site. These impacts would also endure for as long as the operation carries on and would be fully remediable. Cumulatively, the impacts on openness flowing from the additional vehicle movements would not amount to harm.
- 7.16. In summary, subject to the imposition of planning conditions stipulating the retraction and lowering of telescopic booms outside of operation hours and the retention of all perimeter landscaping within the site, as well as the prohibition of telescopic boom projections above 24 metres in height, container stacking in excess of 'two containers high', and the simultaneous operation of more than two mobile cranes on-site, the Proposal as a whole would result in a limited spatial manifestation, a limited-moderate visual manifestation, significant longevity, and limited activity, all of which would be fully remediable.
- 7.17. On balance, these impacts result in limited harm to the openness of the Green Belt.

Green Belt assessment – whether inappropriate development

- 7.18. As the harm to openness is limited, with reference to paragraph 154, part g) of the NPPF, the proposed development constitutes an exception to inappropriate development.
- 7.19. In turn, with reference to the Green Belt guidance contained within the NPPG, any residual impacts on openness or conflict with the purposes of including land within the Green Belt are considered to have been resolved, carrying no further weight in the planning balance.

Green Belt assessment – fallback position

- 7.20. In the interests of completeness, if the harm to openness were taken to be substantial, it is also worthwhile to consider whether the Proposal might constitute an exception to ‘inappropriate development’ via the new paragraph 155 of the NPPF.
- 7.21. Accordingly, the Proposal performs against the three relevant criteria of paragraph 155 as follows:
- 7.21.1. [Utilisation of ‘Grey Belt’ land]: the Glossary of the NPPF defines ‘Grey Belt’ land in part as land within the Green Belt comprising PDL. Accordingly, the Site comprises ‘Grey Belt’ land.
- 7.21.2. [Meeting of a demonstrable unmet need]: a definition of ‘unmet need’ in the context of paragraph 155 is not provided in either the NPPF or NPPG. Nevertheless, Planning Inspectors’ comments in recent appeal decisions may serve as a barometer against which to test the merits of the Proposal:
- i. In Appeal APP/V4630/W/24/3347424, a 49.35MW battery energy storage facility was taken to meet an unmet need in view of ‘the imperative of mitigating climate change and achieving net-zero’ despite the Appellant providing no ‘quantifiable evidence’.
 - ii. Similarly, in Appeal APP/B3438/W/24/3351328, a temporary 49.35MW battery energy storage facility was taken to meet an unmet need in view of the Government’s statutory commitments to reduce carbon emissions, as well as support derived from national planning policy and statements. The offer of a grid connection was taken as weighing in favour, despite there being other permitted facilities in the area.
 - iii. In Appeal APP/H2265/W/24/3347410, a 24-hour truck stop facility for up to 200 HGVs (inclusive of a fuel station, 1100sqm amenity building, new access, and other associated works) was taken to meet an unmet need in view of national policy documents recognising the importance of overnight lorry parking provision and a local shortage of such near the strategic road network.
 - iv. In called-in Appeal APP/R0660/V/24/3345318, a motorway service area was taken to meet an unmet need in view of the lack of existing provision, the lack of a suitable alternative site, and the safety benefits provided to the strategic road network.
 - v. In called-in Appeal APP/P1940/W/24/3346061, redevelopment comprising the demolition of buildings and the construction of an 84,000sqm data centre (with a country park) was taken to meet an unmet need in view of a pressing need for data centre capacity in the region, a lack of suitable alternative sites, and a risk of investment being lost to markets outside of the UK.
- 7.21.3. [Meeting of a demonstrable unmet need cont.]: The commonality between the above appeals might be taken as an assessed importance and urgency for the development, underpinned by national messaging and policy. Assessments are also not confined to any particular domain (those above comprising energy transition, logistics, economic growth, and highway safety), and the availability of suitable alternative sites is also factored into the equation.

- 7.21.4. [Meeting of a demonstrable unmet need cont.]: In view of the above inferred test, while there is an apparent lack of national messaging and/or policy on the specific need for crane operation training facilities, it is noted that the Government cites economic growth as their number one mission (as per the Government's 'Plan for Change'), and within the scope of this mission commits to the delivery of 1.5 million homes and associated infrastructure at a rate of construction 'not seen in over 50 years'. Another mission in the 'Plan for Change' is to establish 'strong foundations', within which the Government commits to addressing an unspecified 'skills shortage'. Separately, the Government's 'Occupations in demand' data for 2024 lists 'crane drivers' as one of 39 occupations in critical demand (the highest level), from a total of 336 occupations analysed. Further, in this context, paragraph 87 of the NPPF supports the expansion of industries of local, regional, or national importance which support economic growth.
- 7.21.5. [Meeting of a demonstrable unmet need cont.]: With consideration to the above, it would be reasonable to conclude that a facility which provides the necessary training to meet a critical occupation demand closely associated with the Government's 'number one mission' is a facility which meets an unmet need. Additionally, in view of the previous unsuccessful efforts of the Economic Development Team to assist in identifying a suitable alternative site, it does not appear at present that a such a site exists within the district. Accordingly, in the case at hand, the Proposal complies with paragraph 155's second criterion.
- 7.21.6. [Sustainable location]: Notwithstanding the lack of pavement along a short stretch of the approaching road, the Site is safely accessible by private vehicle (including the collection service), cycle, and on foot. The Site is also served by a bus stop marginally within walking distance which connects to nearby settlements, including Chelmsford, as well as the convenience of the nearby Junction 16 Interchange. Taking into account the Site's rural location, and in view of the support (with conditions) of the local highway authority, the proposed location is sustainable for the type of development proposed, for the purposes of paragraph 155.
- 7.22. With consideration to the above, in complying with the three relevant criteria, the Proposal would also constitute an exception to 'inappropriate development' via paragraph 155 of the NPPF.

Green Belt assessment – conclusion

- 7.23. The Proposal's impact on the openness of the Green Belt, taking into account the factors set out in the NPPG and subject to the imposition of planning conditions, is limited.
- 7.24. As per paragraph 154, part g) of the NPPF, the Proposal therefore constitutes an exception to 'inappropriate development' in the Green Belt.
- 7.25. In utilising 'Grey Belt' land, meeting a demonstrable unmet development need, and being sustainably located for the type of development proposed, the Proposal also constitutes an 'exception' via paragraph 155 of the NPPF.
- 7.26. In turn, as per national planning guidance and policy, impacts on the openness of the Green Belt and any conflict with its purposes is discounted in the planning balance.
- 7.27. 'Very special circumstances' are not required to justify a grant of planning permission in this instance.

- 7.28. With consideration to the above, the Proposal complies with Strategic Policies S1 and S11 of the CLP (as well as Chapter 13 (Protecting Green Belt land) of the NPPF).

(b) Visual impact of the mobile cranes

Impacts – character and appearance

- 7.29. Strategic Policy S1 (Spatial Principles) of the CLP requires new development to respect the character and appearance of landscapes and the built environment.
- 7.30. Policy DM23 (High Quality and Inclusive Design) of the CLP requires new development to respect the character and appearance of the area in which it is located and be compatible with its surroundings, having regard, among other characteristics, to scale, siting, and form.
- 7.31. The visual impacts of the Proposal on the character and appearance of the area are not dissimilar in this case to those impacts on the visual openness of the Green Belt, as set out in paragraphs 7.15.2 to 7.15.6 of the above section titled '*Green Belt assessment – the impacts*'.
- 7.32. The submitted VIGBA assesses the visual impacts of the mobile crane photographed as negligible on the majority of viewpoints and minor on a single viewpoint along Footpath 59 Galleywood to the northeast of the Site (viewpoint no. 3 of the VIGBA). Effects are considered to be insignificant, except the Footpath 59 effect, which is taken to be of low significance. It is noted that the assessment was undertaken in February, when nearby leaf cover was at a minimum. The retraction of the telescopic booms outside of operation hours is taken as a primary form of mitigation.
- 7.33. The Council's assessment in the context of Policies S1 and DM23 specifically, in brief, is as follows: The telescopic booms of the mobile cranes are visible from some distant publicly accessible vantage points in the surrounding area. The impacts of this visibility vary depending on the context from which the projections are viewed. Locally, in view of the telescopic booms' piercing of the relative containment of the Five Tree Works industrial site, the impact is modestly adverse. In surrounding rural views, due to the unfamiliar, urbanising appearance of the telescopic booms, the impact is also modestly adverse. In surrounding urbanised views, the impact is of a lesser degree. On balance, the 'operational' impact on the character and appearance of the local and surrounding area is modestly adverse.
- 7.34. However, with the imposition of the aforementioned prescriptive and prohibitive planning conditions, the impacts would be reduced to limited-modest.
- 7.35. Additional impacts on the character and appearance of the local area flowing from vehicle movements (inclusive of conveyed mobile cranes and private vehicles) would also be limited.
- 7.36. The tests in Policies S1 and DM23 are for the development to respect character and appearance and be compatible with its surroundings. These tests do not require development to have a neutral or zero impact on the character and appearance of the area.
- 7.37. With consideration to the above, while the policy position provides scope for some impact, the projection of the telescopic booms into rural views from surrounding vantage points in particular results in a limited degree of harm which is not consistent with the requirements of

Policies S1 and DM23. The mitigative planning conditions would not entirely eliminate this conflict.

- 7.38. The conflict, however, is not significant and must be factored into the planning balance (considered further below).

Impacts – ‘natural environment assets’

- 7.39. A number of ‘natural environment assets’ lie within a 1km radius of the Site, including preserved and Ancient Woodlands, Local Wildlife Sites, Priority Habitats, Designated Open Spaces, and a Local Nature Reserve (Galleywood Common).
- 7.40. Several policies of the CLP include provisions to protect these sites, including S1 (to preserve or enhance biodiversity), S4 (to protect designated sites and species), S5 (to protect green spaces from inappropriate redevelopment), DM16 (to ensure that any adverse effects on locally designated sites, including their features and functions, are clearly outweighed by the benefits of the development), DM17 (to prevent unacceptable harm to both preserved and Ancient Woodlands and important natural landscape features), and DM21 (to prevent the unjustified redevelopment of existing open space).
- 7.41. As stated already, views of the telescopic booms of the mobile cranes are achievable from distant vantage points in the surrounding area. This includes some of the sites described in this report as ‘natural environment assets’.
- 7.42. The above policies of the CLP seek to prevent direct harm to these sites. They do not seek to preserve or make sacrosanct the distant views attainable from vantage points within these sites. Such an interpretation would be unreasonably prohibitive, and the visual impacts flowing from the visibility of the telescopic booms at varying distances have already been accounted for in the context of impacts on the character and appearance of the area.
- 7.43. The Proposal does not represent direct harm to any ‘natural environment assets’. It therefore does not conflict with the above-listed local policies.

Impacts – residential amenity

- 7.44. In terms of visual impacts, Policy DM29 of the CLP restricts development that is overbearing or generative of unacceptable levels of overshadowing.
- 7.45. The Site does not lie immediately adjacent to any dwellinghouses. The closest, Paddy’s Cottage, stands at a distance of some 70 metres to the south with two other Five Tree Works industrial units and a significant amount of screening vegetation intervening. With the imposition of the aforementioned planning conditions, the relationship is not such that the telescopic booms of the mobile cranes would appear overbearing. The projections are also not of such a volumetric scale as to cause unacceptable levels of overshadowing.
- 7.46. By extension, the Proposal would also not result in either of these harms to dwellinghouses at a greater distance.
- 7.47. Beyond an assessment of ‘overbearingness’, planning policy does not provide for a ‘right to a view’. The visibility of the mobile cranes from the private land of properties along Lower Green does not therefore constitute a conflict with Policy DM29.

Impacts – users of the A12

- 7.48. In terms of local policy, visual impacts on users of the A12 would fall under consideration of the Proposal against Policy DM23 (relating to character and appearance). Again, these impacts have already been accounted for, representing limited harm in pre-urbanised views.
- 7.49. Paragraphs of the NPPF address the highway safety impacts of development. In relation to 'distractions' to users of the highway network, paragraph 115, part d) requires developments to cost-effectively mitigate any significant impacts on highway safety. Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.
- 7.50. The local highways authority has raised no concerns regarding the impact of the Proposal on highway safety. There is no clear justification to deviate from this position – the visibility of the telescopic booms to users of the A12 would constitute neither a significant nor unacceptable impact on safety.
- 7.51. Pursuant to paragraph 116 of the NPPF, permission should therefore not be refused on the grounds of visibility-derived impacts on highway safety.

(c) The planning balance and material considerations

Development plan

- 7.52. The planning considerations above have illustrated the Proposal's compliance with the relevant Green Belt policies and identified a minor conflict with those relating to impacts on the character and appearance of the area (Policies S1 and DM23).
- 7.53. As the development plan must be read as a whole, it is necessary also to take account of policies which may lend support to the Proposal.
- 7.54. Strategic Policy S8 (Delivering Economic Growth) of the CLP bears relevance in this regard, prioritising the use of PDL in sustainable locations, focusing new employment at locations well-served by existing public transport provision, and supporting the sustainable growth and expansion of rural businesses. Paragraph 6.49 of the policy's reasoned justification also lends support to new economic growth and local employment opportunities.
- 7.55. The Proposal supports six full-time equivalent employment opportunities in a variety of roles and an additional three part-time opportunities for external testers. It also facilitates economic development by supporting the local construction industry.
- 7.56. The Council's Economic Development Team also support the Proposal.
- 7.57. The economic benefits flowing from the Proposal are significant and remain to be factored into the planning balance, weighed against the limited degree of harm caused to the character and appearance of the area. There are no other harms identified within the scope of local planning policy (other relevant matters in this regard are considered below).

7.58. It is clear in this equation that the Proposal's benefits outweigh the harms. Accordingly, subject to the imposition of the aforementioned planning conditions, the Proposal complies with the development plan read as a whole.

7.59. As per paragraph 11 of the NPPF, the Proposal should therefore be approved.

Material considerations

7.60. It is also necessary to take any material considerations into account which have not been accounted for within the context of the development plan.

7.61. Here, chapters of the NPPF which have not already served to expand on local policies are of relevance.

7.62. Chapters 2 (Achieving sustainable development), 6 (Building a strong, competitive economy), 8 (Promoting health and safe communities), 9 (Promoting sustainable transport), 11 (Making effective use of land), 12 (Achieving well-designed places), and 16 (Conserving and enhancing the natural environment) are particularly relevant.

7.63. Of these, planning considerations relating to all but Chapters 2 and 9 have already been factored into the planning balance (above in 'Main issues' or below in 'Other matters') within the scope of the development plan. However, a number of paragraphs within these chapters warrant additional consideration:

7.63.1. Paragraph 87 of Chapter 6 supports provisions for the expansion of industries of local, regional, or national importance to support economic growth; and paragraph 128 of Chapter 11 supports material changes in the use of unallocated sites where this would help to meet identified development needs. As per paragraphs 7.21.2 to 7.21.5 of the above 'demonstrable unmet need assessment', there exists national support for types of development proposed in connection with economic growth. As the Proposal constitutes an exception to 'inappropriate development' via paragraph 154, part g) of the NPPF (relating to the redevelopment of PDL), the positive weight of this consideration has not yet been factored into the planning balance.

7.63.2. Paragraph 89 of Chapter 6 recognises a potential need to locate sites in rural areas and in such cases encourages the use of PDL. While Strategic Policy S1 of the CLP requires new development to optimise the use of PDL, paragraph 89 encourages such, lending an additional degree of support for the Proposal.

7.63.3. Paragraph 100 of Chapter 8 attaches 'great weight' to the need to create post-16 education places. As the Proposal delivers ongoing training opportunities in the form of up to three courses per week, each attended by up to six pupils, it derives positive weight from this paragraph which has not yet been factored into the planning balance.

7.64. As to Chapters 2 (Achieving sustainable development) and 9 (Promoting sustainable transport), whose requirements have not yet been directly addressed, a brief assessment of the Proposal indicates the following:

7.64.1. [Chapter 2]: The Proposal's economic and educational benefits, site accessibility, and choice in travel modes outweighs its limited adverse impact on the character and appearance of the area, thereby amounting to sustainable development.

7.64.2. [Chapter 9]: Besides the visual impacts of the Proposal in views from the A12 (which is already accounted for), the Site is located in a sustainable, accessible location for the type of development proposed, and the Proposal includes provisions to safeguard visitors from vehicle movements. Impacts on the highway network in terms of capacity, congestion, and safety are not significant and, in view of swept path analysis detailed within the submitted Transport Note, the local highway authority has raised no objections in this regard (subject to the imposition of planning conditions).

7.65. In summary, with consideration to the above, the Proposal attracts additional positive weight from the NPPF due to its use of PDL, its creation of post-16 training opportunities, and its support of an industry of national importance which contributes to economic growth.

7.66. Accordingly, material considerations do not indicate that a decision other than in accordance with the development plan ought to be taken. Rather, material considerations reinforce the making of a decision in accordance with the development plan – that being to grant planning permission.

Other matters

7.67. The following paragraphs address planning considerations which fall within the scope of the CLP (and are therefore already accounted for in the planning balance), but which did not relate to the main issues at hand.

Parking

7.68. The Site carries sufficient space to provide for the requisite number of vehicle and cycle parking spaces, taking into account any potential overspill. The required parking provision can be secured via planning conditions, and a separate condition can control the number of attendees visiting the Site at any one time.

Residential amenity

7.69. In view of the site context and the lawful use of the land, and subject to a planning condition controlling hours of operation, the Proposal would not give rise to any excessive noise, activity, or vehicle movements. The Proposal is compatible with existing uses immediately adjacent and, in view of boundary treatments and separation distances, is compatible with existing uses in the vicinity.

Heritage

7.70. Parklands Farmhouse, a Grade II listed building, lies some 860m to the northeast of the Site and West Hanningfield Lane, a Protected Lane and locally designated heritage asset, lies approx. 1km to the east. With the imposition of the aforementioned planning conditions and in view of the separation distances, any achievable views of the telescopic booms would not be such as to amount to harm.

Flood risk

7.71. The Site is not subject to any significant flood risk and the Proposal would not increase flood risk elsewhere.

Biodiversity and Essex RAMS

- 7.72. The Proposal is retrospective and the Site comprises only PDL. The Proposal is therefore exempt from biodiversity net gain regulations. With regard to Section 40 of the Natural Environment and Rural Communities Act (as amended by the Environment Act 2021), the Proposal does not conflict with the draft Essex Local Nature Recovery Strategy. In addition, in not comprising a residential element, the Proposal would have no material impact on the Blackwater Estuary.

Residual matters

- 7.73. Comments below address matters not already addressed, and in particular those raised in public representations:
- 7.73.1. Notwithstanding potential inaccuracies in the submitted Application Form, the Council is satisfied that all relevant facts are in hand and that all relevant matters have been taken into account.
- 7.73.2. The units at Five Tree Works are not specifically reserved for light industrial uses. In any case, the Proposal does not comprise the carrying out of industrial processes.
- 7.73.3. The mobile cranes do not include elevated cabins and would therefore have no impact on residential privacy.
- 7.73.4. Impacts on the integrity of the road surface along Bakers Lane cannot be isolated to the Proposal, and impacts flowing from the conveyance of the mobile cranes would likely not be materially greater than other large vehicles accessing units at Five Tree Works. The local highway authority has not raised any objections in this regard and the test for refusing planning permission on the grounds of road network impacts (as per paragraph 116 of the NPPF) is for those impacts to be severe. In this case, the test has not been met, and it would therefore not be reasonable to refuse planning permission on this basis.
- 7.73.5. Intentional Unauthorised Development is a material consideration. However, in view of the site context, extant planning permission, and other available facts, the initial breach of planning control in this instance was not clearly intentional. Enforcement matters relating to the tower crane have now been resolved and are not a material consideration in determining the application. The future erection of a tower crane on the Site would also require a separate grant of planning permission.
- 7.73.6. The imposition of planning conditions to prohibit the extension of telescopic booms above the treeline or the operation of more than one mobile crane would not meet the test of reasonableness and would make the permission largely redundant. The imposition of a planning condition prohibiting the operation of mobile cranes which cannot be retracted/lowered in 30 minutes would not meet the tests of enforceability or reasonableness. Finally, the imposition of a planning condition requiring the repainting of the telescopic booms (from the current yellow, with some parts faded) would not meet the tests of necessity or reasonableness.
- 7.73.7. In view of the site context and the degree of separation, the proposed use is not incompatible with the nearby nursery.
- 7.73.8. It would be neither necessary nor reasonable to specifically consult users of the A12 on the Proposal.

7.73.9. Refusing planning permission on the basis that the Proposal gives rise to visual impacts that are greater than nil is not a position supported by either local or national planning policy.

7.73.10. Course offerings on the operator's website do not override the requirements of restrictive planning conditions. The Proposal as described also relates solely to mobile cranes.

Conclusion

7.74. The Site is located in the Green Belt and the Proposal constitutes the redevelopment of PDL.

7.75. The Proposal's impact on the openness of the Green Belt, subject to the imposition of prescriptive and prohibitive planning conditions, is limited.

7.76. As per paragraph 154, part g) of the NPPF, the Proposal therefore constitutes an exception to 'inappropriate development' in the Green Belt.

7.77. In utilising 'Grey Belt' land, meeting a demonstrable unmet development need, and being sustainably located, the Proposal also constitutes an exception to 'inappropriate development' via paragraph 155 of the NPPF.

7.78. As the Proposal constitutes an exception to 'inappropriate development', its impacts on the openness of the Green Belt are discounted in the planning balance.

7.79. As regards other impacts, the projection of the telescopic booms into rural views from surrounding vantage points results in a limited degree of harm to the character and appearance of the area.

7.80. Subject to the imposition of planning conditions, the Proposal does not give rise to adverse impacts on proximate 'natural environment assets', residential amenity, highway safety, heritage assets, or biodiversity.

7.81. On the other hand, the Proposal gives rise to significant economic benefits. These benefits outweigh the limited harm caused to the character and appearance of the area.

7.82. For the reasons given above and having regard to all other matters raised, it is concluded, with the imposition of planning conditions, that the Proposal is acceptable and in accordance with adopted Local Plan policies.

7.83. Further, due to its use of PDL, its creation of post-16 training opportunities, and its support of an industry of national importance which contributes to economic growth, the Proposal also attracts positive weight from paragraphs of the NPPF.

7.84. Material considerations therefore reinforce the making of a decision in accordance with the Local Plan – that being to grant planning permission.

8. Community Infrastructure Levy (CIL)

8.1. The application is not CIL liable.

9. Recommendation

9.1. That 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 the satisfactory development of the site.

Condition 2

The use of the site for the provision of classroom-based education/training for the operation of vehicle-mounted mobile cranes hereby permitted shall only take place between the following hours:

07:30 – 17:30 Mondays to Fridays

07:30 - 13:00 Saturdays

The use of the site for the provision of education/training for the operation of vehicle-mounted mobile cranes hereby permitted shall not take place at any time on Sundays or on Bank or Public Holidays.

Reason:

To mitigate impacts on the character and appearance of the area, and to protect the living environment of occupiers of nearby dwellings in accordance with Policies DM23 and DM29 of the Chelmsford Local Plan.

Condition 3

The conveyance of vehicle-mounted mobile cranes to and from the site (in association with the storage and distribution use hereby permitted) shall only take place between the following hours:

07:30 – 17:30 Mondays to Fridays

07:30 - 13:00 Saturdays

The conveyance of vehicle-mounted mobile cranes to and from the site (in association with the storage and distribution use hereby permitted) shall not take place at any time on Sundays or on Bank or Public Holidays.

Reason:

To mitigate impacts on the character and appearance of the area, and to protect the living environment of occupiers of nearby dwellings in accordance with Policies DM23 and DM29 of the Chelmsford Local Plan.

Condition 4

The operation of vehicle-mounted mobile cranes on the land, except for the purpose of conveyance to and from the site (controlled separately by Condition 3 above), shall only take place between the following hours:

07:30 – 17:30 Mondays to Fridays

The operation of vehicle-mounted mobile cranes on the land, except for the purpose of conveyance to and from the site (controlled separately by Condition 3 above), shall not take place at any time on Saturdays, Sundays, or on Bank or Public Holidays.

Reason:

For the purpose of mitigating adverse impacts on the openness of the Green Belt and the character and appearance of the area, and to protect the living environment of occupiers of nearby dwellings, in accordance with Policies S1, S11, DM23, and DM29 of the Chelmsford Local Plan.

Condition 5

All parts of any vehicle-mounted mobile crane sited on the land that are capable of being extended, elevated, or raised shall be: a) retracted entirely, and b) lowered as close as reasonably practicable to a horizontal plane outside of the following hours:

07:30 – 17:30 Mondays to Fridays

All parts of any vehicle-mounted mobile crane sited on the land that are capable of being extended, elevated, or raised shall be: a) retracted entirely and b) lowered as close as reasonably practicable to a horizontal plane at all times on Saturdays, Sundays, and Bank and Public Holidays.

Reason:

For the purpose of mitigating adverse impacts on the openness of the Green Belt and the character and appearance of the area in accordance with Policies S1, S11, and DM23 of the Chelmsford Local Plan.

Condition 6

At no time shall any part of any vehicle-mounted mobile crane sited on the land exceed a height of 24 metres as measured from the existing ground level.

Reason:

For the purpose of mitigating adverse impacts on the openness of the Green Belt and the character and appearance of the area in accordance with Policies S1, S11, and DM23 of the Chelmsford Local Plan.

Condition 7

At no time shall any cranes other than vehicle-mounted mobile cranes be erected or operated on the site.

At no time shall more than two vehicle-mounted mobile cranes be erected or operated on the site simultaneously.

Reason:

For the purpose of mitigating adverse impacts on the openness of the Green Belt and the character and appearance of the area in accordance with Policies S1, S11, and DM23 of the Chelmsford Local Plan.

Condition 8

At no time shall any storage, office, or other similar containers be stacked in excess of two containers high on any part of the site (the maximum external height of one such container not exceeding 2.6 metres). Stacked containers shall provide no more than a single accessible storey/level above ground-floor level.

Reason:

For the purpose of mitigating adverse impacts on the openness of the Green Belt and the character and appearance of the area in accordance with Policies S1, S11, and DM23 of the Chelmsford Local Plan.

Condition 9

No trees or hedges along the boundary of the site shall be felled, uprooted, damaged, disturbed, or removed for the duration that any part of the mixed use hereby permitted carries on and until such a time as the mixed use hereby permitted permanently ceases.

If any such tree or hedge is felled, uprooted, damaged, disturbed, or removed, or otherwise dies, another shall be planted in its place within the next available planting season. The location, size, and species of replacement plantings shall be as agreed in advance in writing by the Local Planning Authority.

Reason:

For the purpose of mitigating adverse impacts on the openness of the Green Belt and the character and appearance of the area in accordance with Policies S1, S11, and DM23 of the Chelmsford Local Plan.

Condition 10

Within two months of the date of this decision, the pedestrian walkway and 10no. vehicle parking bays represented on approved Site Plan 3543 *PL02B* shall be provided and marked out on the site. A further 8no. vehicle parking bays shall also be provided and marked out on the site in addition to these.

The total 18no. vehicle parking bays shall not be used for any purposes other than the parking of vehicles related to the use of the site hereby permitted.

In addition, within the same timeframe, space within the site for vehicles to turn and exit in a forward gear shall be provided. The pedestrian walkway and vehicle turning area shall be retained free from obstruction at all times.

Reason:

To ensure that the site remains accessible to all users and that the on-street parking of vehicles along Bakers Lane does not occur, in the interests of highway safety; and to ensure that appropriate parking is provided in accordance with Policy DM27 of the Chelmsford Local Plan.

Condition 11

Within two months of the date of this decision, a facility comprising 6no. cycle spaces (capable of accommodating either manual or powered two-wheeler cycles) shall be provided on the site in the location shaded green on approved Site Plan 3543 *PL02B*. The facility shall be provided in accordance with the EPOA Parking Guidance (2024) and shall be secure, accessible, and covered. The facility shall remain in this form, free from obstruction at all times. The facility shall not be used for any purpose other than the parking of cycles and powered two-wheelers associated with the use of the site hereby permitted.

Reason:

To ensure that appropriate cycle and powered two-wheeler parking is provided in the interests of highway safety and sustainability, and in accordance with Policy DM27 of the Chelmsford Local Plan.

Condition 12

At no time shall there be any more than 18no. vehicle-mounted mobile crane operation pupils/students/trainees present on the site simultaneously.

Reason: To ensure that the on-street parking of vehicles along Bakers Lane does not occur, in the interests of highway safety.

Notes to Applicant

- 1 The annotation relating to the proposed use of the site on approved site plan drawing 3543 *PLO2B* does not in any way supersede or interfere with the use of land hereby permitted, as per the proposal's description stated at the top of this Decision Notice.
- 2 This permission is subject to a number of prescriptive and prohibitive planning conditions. You are encouraged to review these to ensure you do not inadvertently breach a planning condition.
- 3 The site is currently subject to an ongoing planning enforcement investigation. The Planning Enforcement Team will contact you shortly to advise as to the investigation's status following the grant of planning permission.
- 4 Planning permission granted for development is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless a Biodiversity Gain Plan has been submitted to and approved in writing by the Local Planning Authority.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions apply.

Positive and Proactive Statement

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

Appendix 1 – Drawing no(s)

Plans to be listed on any Decision Notice:

3543 L08;

3543 PL02B;

Operational Statement (April 2025)/Rev 1;

Appendix 2 – Consultation responses

West Hanningfield Parish Council

Comments
<p>14.01.2025</p> <p>The Parish Council strongly objects to this application on the grounds that it is not an appropriate location for this type of operation and is visually intrusive. It could also be a distraction for motorists on the A12.</p> <p>Additionally, Bakers Lane is not a suitable Highway for the increased vehicle movement and is already in a poor state of repair.</p>

Economic Development & Implementation

Comments
<p>16.01.2025</p> <p>Economic development would support this application in respect of the training provision provided which contributes to wider economic growth through specialist training for the construction sector.</p>

Public Health & Protection Services

Comments
<p>03.01.2025</p> <p>No PH&PS comments with regard to this application.</p>

Essex County Council Highways

Comments
<p>22.05.2025 [update to an initial response on 27.01.2025]</p> <p>Application No. CHL/24/1735</p> <p>Applicant Luke Thrumble – Dovetail Architects Ltd</p> <p>Site Location Unit and Yard 8 at Five Tree Works, Bakers Lane, Galleywood, Chelmsford</p>

Proposal Change of use from mixed-use storage and distribution (Use Class B8) and provision of education (Use Class F1(a))

I Note this retrospective application is for Planning Uses already taking place. Notwithstanding the Educational Travel Plan measures identified in the Transport Note – March 2024 to mitigate the parking impact:

- A collection service provided to the train station (arrangements made in advance), for those not travelling by bus, cycle or on foot.
- Car sharing.
- There is adequate space for drop-off/collection, for those student/trainees transported by car to the site.

II The additional “Operational Statement Rev 1 April 2025” has been considered. It sets out more clearly the maximum number of people likely to be at the site, at any one time. It identifies there could be up to:

- i. 18no. pupil/trainees.
- ii. 8no. instructors/staff.

III The Proposed Site Plan, drawing no. 3543 PL02B, shows 10no. parking spaces. This area likely does not accommodate all of the vehicles parked on-site when the site is operating. There is space within the site that can accommodate more vehicle parking spaces than are shown in the Proposed Site Plan:

- The site appears to operate without vehicles associated with the Planning Uses proposed, being displaced from the site, and parking in Bakers Lane.
- Supporting swept path drawings demonstrate vehicles can manoeuvre into the parking spaces shown.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:

1. The 10no. vehicle space parking area shown in the Amended Proposed Site Plan, drawing no. 3543 PL02B shall be 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. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development: The “Operational Statement Rev 1 April 2025” identifies a need for additional on-site parking, which is likely already accommodated within the site. It is recommended additional overflow parking space provision for 8no. vehicles is provided. These must be shown on a Site Layout Plan.

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.

2. Cycle and Powered Two-wheeler 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 / powered two-wheeler parking is provided in the interest of highway safety and amenity.

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 and NPPF 2024.

Ramblers Association

Comments
<p>06.01.2025</p> <p>Dear Sir/Madam</p> <p>Thank you for advising the Ramblers of this planning application. On behalf of the Ramblers Association we wish to make the following comments:-</p> <p>Footpaths 59 and 50 Galleywood run to the North and West of the overall site at Five Tree Works. Since the visual impact of the tower crane is/has been removed we have no comments to raise.</p> <p>Simon Polley</p> <p>Chelmer and Blackwater Ramblers - Planning Monitor</p> <p>email: candbplanning@gmail.com</p>

Galleywood Parish Council

Comments
<p>05.02.2025</p> <p>Galleywood Parish Council strongly objects to this application.</p> <p>The covering letter from Dovedale Architects, provided with the application states:</p> <p>'The education / training element of the Proposed Development focuses on the training of small, mobile, machinery / equipment (importantly, there would be no visible tower crane on Site). The tower crane is due to be removed, on the 16th December and the Proposed Development would have no visual impact (from short or long views).</p> <p>The Parish Council strongly disagree with this statement by the developer, Following the removal of the</p>

crane in December - two cranes are currently visible, one yellow and one black. These can be seen from the A12 and The Heritage Centre in Galleywood. Both have Visible impact

The Parish council has continued to raise concerns about the appearance of cranes at this site since the initial planning application was submitted. Particularly the colour and mobility of the crane(s) and their height on the site.

In addition the Parish Council notes that:

1. No provisions for services provided for training or staff on site e.g., toilets, catering facilities, or classrooms to support the education/training activities. i.e. the site is not suitable for education. It is also adjacent to childrens educational facilities.
2. The erection of the tower crane(s) and other cranes on the ridgeline/horizon adjacent to the A12 is considered by this council a hazard (distraction) for the sightline of drivers and its visibility from the adjacent Galleywood Common nature reserve.
3. The tower crane(s) on site is inappropriate for the green belt area. There are no special circumstances to allow this. The site is remarkably close to Galleywood Common, which is protected by the secretary of state. Other developments adjacent to The Common have had their structures controlled by their relevant planning conditions, severely restricting the visibility.
4. The silent majority and car drivers using the A12 have not been consulted on this planning application.
5. It is recognised that this site is now proposed to be a national training facility that will increase the motor traffic in an already congested area.
6. This council supports the resident's objections presented at the meeting and on the portal without reservation.

The council, while encouraging employment and training opportunities, does not feel that a tower crane(s) or crane training facility at this location is appropriate, nor suitable for the environment and too small for the provision of suitable facilities. The Parish Council also objects to the erection of any permanent or temporary tower or telescopic crane structure at this site.

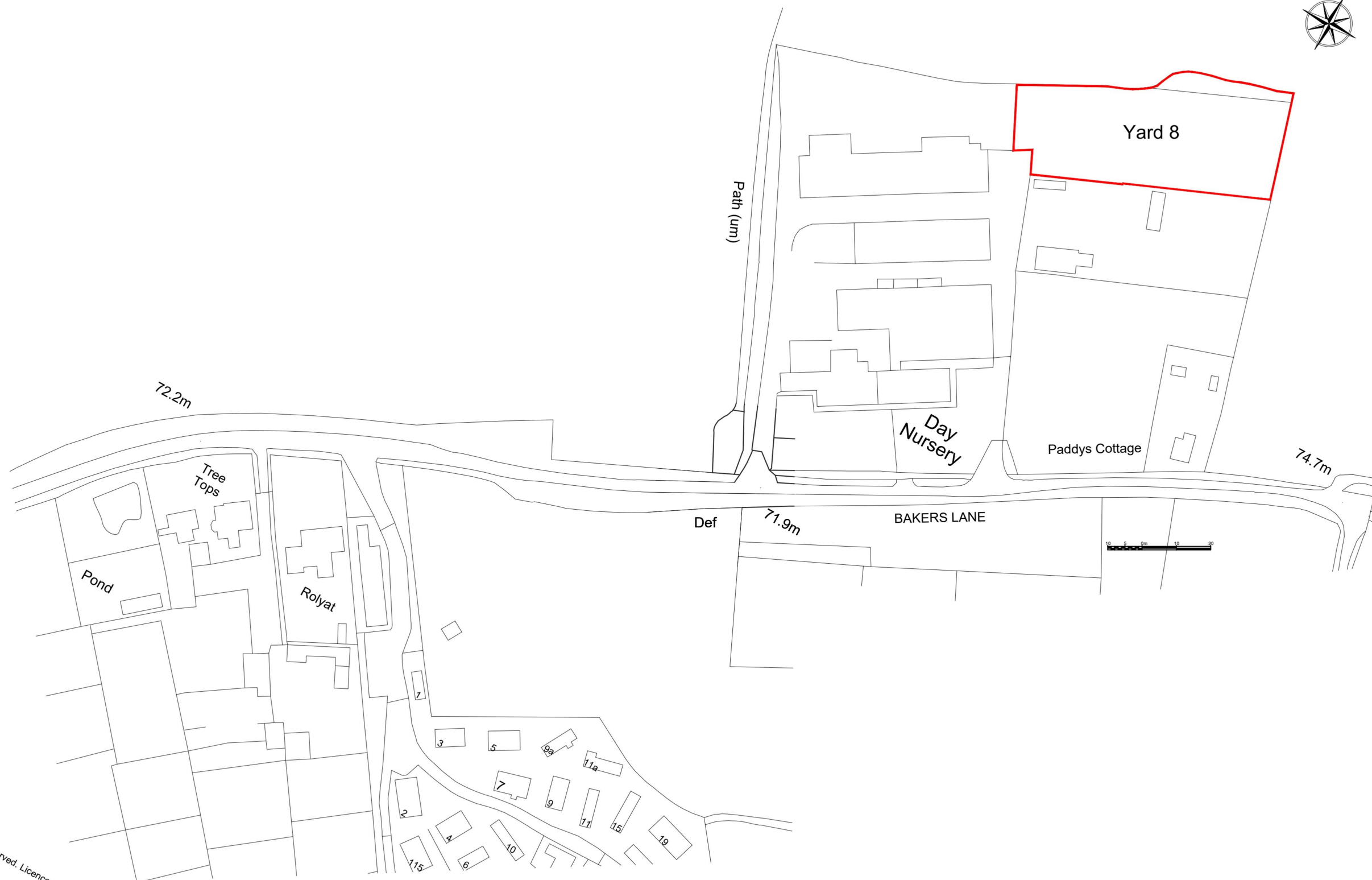
The Parish Council requests that planning conditions be listed and enforced for this site preventing the erection of any structures, permanent or temporary, that are visible. i.e. NO VISIBLE Impact.

Local Residents

Comments

Representations in objection to the Proposal have been received from 8 local residents (1 from Bakers Lane, 4 from Lower Green, and 3 from south Galleywood). Comments are summarised as follows:

- [Submission documents]: The application documents contain inaccuracies relating to the significance of the educational element to the Proposal, the operation's commencement date, the proximity to the Site of important landscape features, and the visual impacts of the Proposal following the removal of the tower crane. The submitted Visual Impact and Green Belt Assessment fails to assess truly representative views of the mobile cranes. The submitted Operational Statement fails to take account of the offering of courses on the operator's website.
- [Green Belt impacts]: The Proposal is inappropriate in this rural, Green Belt location. The mobile cranes intrude into the Green Belt and impose on walkers and visitors in the area. The existing industrial units are for light industrial use only.
- [Other visual impacts]: The visual impact of the mobile cranes is not acceptable. The mobile cranes are visible from Galleywood Common, a SSSI, and Lower Green, which is approx. 1 mile to the north of the Site. The mobile cranes are 30m to 40m tall, brightly coloured, and very conspicuous. Mobile cranes have been operated daily and on a Saturday morning. [Photographs have been provided showing the visibility of the mobile cranes from Lower Green, rising above the treeline].
- [Landscape feature impacts]: Trees and hedges adjacent to the Site are intrinsic to the local landscape. Damage to this vegetation by the mobile cranes would severely impact on the character of the landscape.
- [Residential amenity impacts]: The mobile cranes have a significant visual impact on nearby dwellings and are an invasion of privacy.
- [Highway impacts]: The mobile cranes overlook the A12 and impose on users of the A12. The Site is accessed via a narrow road which lacks the width and robustness to tolerate the types of vehicles proposed. Bakers Lane was damaged by similar vehicles from a previous company.
- [Planning balance]: Crane training is a valuable activity and such training for small mobile machinery is not objectionable. However, the benefits do not outweigh the harms.
- [Enforcement matters]: The operator has established a standard of non-compliance with planning control. The removal of the tower crane was only achieved after the issue of a Planning Enforcement Notice. The operator should have applied for planning permission in advance and been directed to a more suitable site. If planning permission is granted, the operator will extend their agreement to include tower cranes. The Council should ban the operator to prevent further harm moving forwards.
- [Planning conditions]: If planning permission is granted, conditions should be imposed to: prohibit crane operation outside the hours of 8am to 6pm, Monday to Friday; stipulate the lowering of the mobile cranes outside hours of operation; prohibit mobile cranes extending above the treeline; prohibit the operation of more than one crane; prohibit the operation of cranes that are not swiftly dismantlable; and require the painting of any cranes operated for training purposes in dull colours.



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YARD 8 , FIVE TREES WORKS IND EST, BAKERS LANE, WEST HANNINGFIELD CM2 8LD
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PROPOSED SITE PLAN

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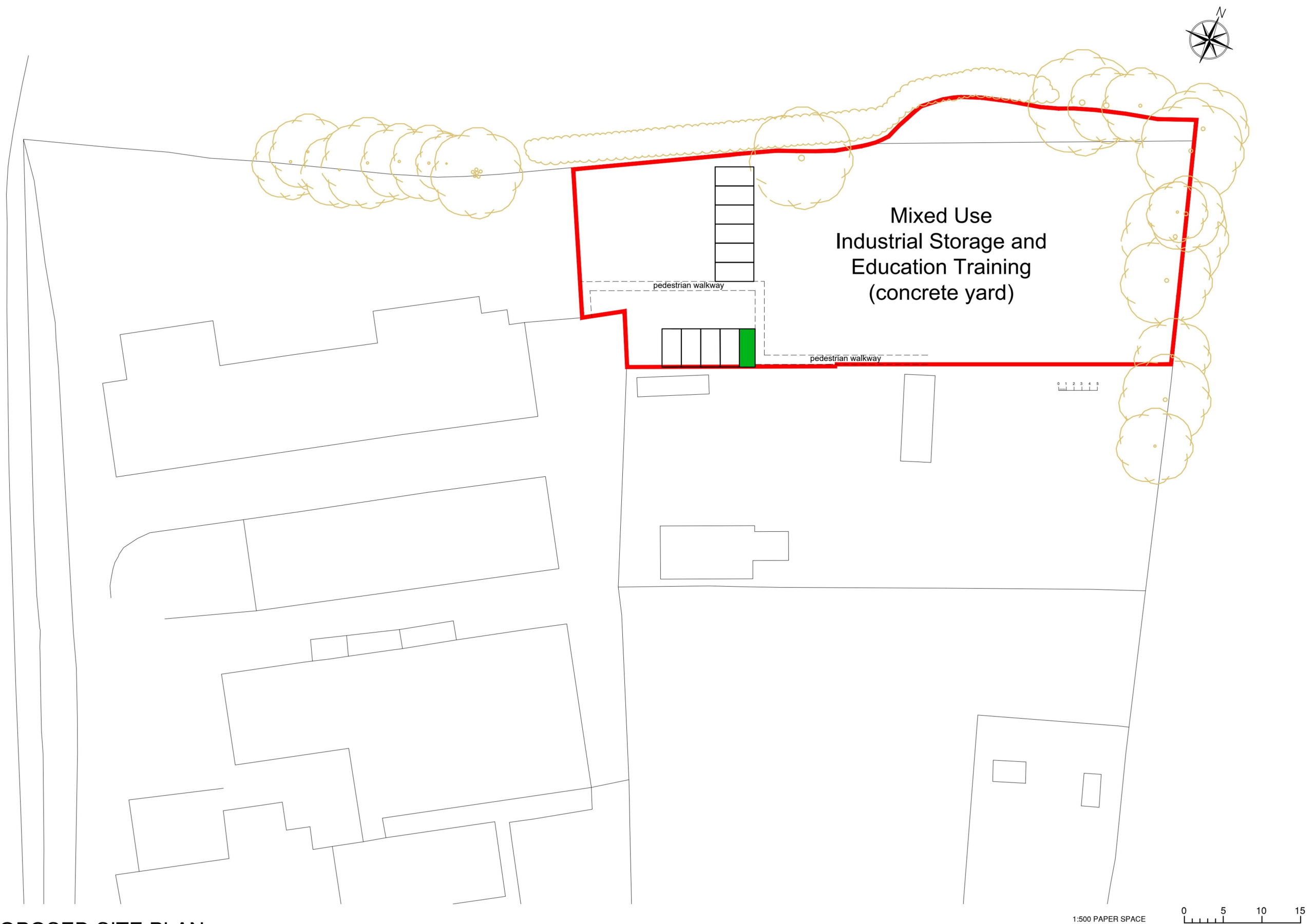
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REVISIONS

INITIAL



Our Ref: 4444
09 December 2024
luke@dovetail-architects.co.uk

Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
CM1 1JE

Dear Sirs / Madam,

**FULL PLANNING APPLICATION (RELATING TO USE OF THE SITE)
YARD 8, FIVE TREE WORKS, BAKERS LANE, WEST HANNINGFIELD**

Please find enclosed a full planning application for the use of Yard 8, Five Tree Works, Bakers Lane, West Hanningfield (the "Site"). The planning application has been submitted via the Planning Portal accordingly.

The application is made on behalf of Nationwide Training Solutions (the "Applicant").

Planning permission is sought for the following proposals (the "Proposed Development"):

"Use of the Site for mixed-use storage and distribution (Use Class B8) and provision of education (Use Class F1(a))".

Existing Site

The Site is one yard within the broader Five Trees Works Site. The Five Trees Works Site, which comprises a variety of commercial uses, is located at West Hanningfield within the planning jurisdiction of Chelmsford City Council ("CCC").

The Site is located to the south of the A12 with good transport access including well serviced bus stops located within a short distance of the Site, located on Stock Road, the B1007 to the west of the Site.

There are no heritage assets, i.e., statutorily listed buildings, or conservation areas, at the Site, or in the vicinity of the Site.

In terms of Planning Policy, CCC adopted their "Local Plan" on 27 May 2020. The Site is not designated for any particular use.

Existing Use

The Site has, most recently, been in use as mixed-use storage and distribution (Use Class B8) and tower crane training facility (Use Class F1(a)).

The storage element currently comprises open storage for several mobile vehicles / machinery, for when they are not in use off site.



The educational element of the Site comprises a training facility to educate and train people how to safely operate tower cranes. The tower crane is, effectively, a 'permanent structure' however it is due to be removed on the 16th of December 2024.

Planning History

A planning application at the Site (reference 23/01653/FUL), for the following proposed development, was refused planning permission, by CCC, in April 2024 (referred to, herein, as the "Refused Development"):

"Part-retrospective change of use from open storage and business to mixed-use storage, distribution, and the provision of education for crane operation training, inclusive of the siting of a tower crane".

The Refused Development was refused based on the visual impact of the tower crane. This was the sole reasoning for refusing the proposals.

The proposed land use (mixed use storage and education), and associated car parking and transport / highways arrangements were deemed acceptable within the case officer's associated "Delegated Report".

Proposed Development

The Proposed Development addresses the previous reason for refusal and now seek consent for:

"Use of the Site for mixed-use storage and distribution (Use Class B8) and provision of education (Use Class F1(a))".

The education / training element of the Proposed Development focuses on the training of small, mobile, machinery / equipment (importantly, there would be no visible tower crane on Site). The tower crane is due to be removed, on the 16th December and the Proposed Development would have no visual impact (from short or long views).

The Proposed Development would be operated by Nationwide Training Solutions (their credentials are set out at Appendix 1 of this letter accordingly).

As such, the Proposed Development would deliver the education and economic benefits associated with the Refused Development and would remove the only contentious item (the tower crane).

Planning Considerations

Visual Impacts

The visual impacts of the tower crane on the immediate surroundings and broader greenbelt were the key reason for refusal of the Refused Development.

The Proposed Development no longer includes a visible tower crane. The training / education element of the Proposed Development will focus on the training of small, mobile vehicles / machinery.



There would no longer be any fixed, tall and visible element, such as a tower crane. As such, the Proposed Development has fully addressed the previous visual impact assessment reasons for refusal of the Refused Development.

Land Use

The education / training element of the Proposed Development is in accordance with Strategic Objective (at paragraph 2.16) of the CCC Local Plan. The Strategic Objective places an emphasis on the delivery of training initiatives and facilities linked to local job opportunities.

It is considered that the proposed use – i.e., mixed use storage and distribution (Use Class B8) along with an element of education / training facilities (Use Class F1(a)) will create an uplift in employment opportunities, both on-Site (in the form of staff) and off-site in the form of upskilled local people.

The Delegated Report agrees with this position and states that *“the proposal represents economic benefits in the form of job creation and the apparent filling of a gap in the training market. These benefits weigh in favour of the scheme”*.

Given the above, the Proposed Development, as per the Refused Development, continues to remain wholly acceptable, in land use terms, and delivers important, and sought after, economic and education benefits to the local area.

Transport

As explained within the Delegated Report, during the lifetime of the application for the Refused Development, a Transport Note was submitted to CCC to address parking provision, access, hours of operation, travel modes, and the volume of students. The information contained within the Transport Note satisfied previous queries raised by the local highways authority, who in a consultation response thereafter supported the application.

The Delegated Report notes that, in summary, the Site provides adequate parking provision for students and employees alike and a marked route for pedestrians within the site. Swept path analyses demonstrate the adequacy of vehicular access arrangements and implemented travel measures – i.e. the operation of a collection service and a practice of car sharing – appropriately mitigate impacts on the highway.

The Proposed Development is as per the Refused Developments in all respects, with the exception of the absence of a visible tower crane. As such, the transport and highways matters remain acceptable for the Proposed Development as they were for the Refused Development.

Given the above, the Proposed Development, as per the Refused Development, continues to remain wholly acceptable in transport and highways terms.

Application Deliverables

Please find enclosed the following planning application documents in accordance with LBE's planning application validation requirements:

- **Planning Application Form** prepared by Dovetail;
- **Planning Statement (this letter)** prepared by Dovetail;
- **Site Location Plan** prepared by Dovetail Architects;
- **Existing Site Plan** prepared by Dovetail Architects;
- **Proposed Site Plan** prepared by Dovetail Architects;



- **Transport Note** prepared by Icenit*

*it should be noted that the enclosed Transport Note was prepared in conjunction with the refused scheme. The details set out within the note are, however, consistent with the proposed use for storage and mobile vehicle training (rather than tower crane training).

Conclusions

The Refused Development was refused on the sole grounds of visual impact (by virtue of the impact of the, soon to be removed, tower crane).

Land use and highways matters were not deemed reasons for refusal and, in fact, the land use was recognised, in the Delegated Report, as providing valuable education / economic benefits.

The Proposed Development continues to deliver these education and economic benefits and, unlike the Refused Scheme, no longer has visual impacts (due to the removal of the tower crane).

As such, we consider that the enclosed planning application should be determined positively, without delay.

We trust that the enclosed is all in order and look forward to receiving confirmation that the planning application is validated.

Should you have any queries please do not hesitate to contact Luke Thrumble of this office.

Yours sincerely,

Luke Thrumble MRTPI

For and on behalf of Dovetail Architects



APPENDIX 1: SUMMARY OF NATIONWIDE TRAINING SOLUTIONS

The Site is currently operated by Nationwide Training Solutions (the “Applicant”).

www.nationwidetrainingsolutions.org

Nationwide Training Solutions is the training division of the ‘The Nationwide Group’ which has a proven track record and employs a workforce of around 140 individuals.

The Nationwide Group has four strategically located crane storage depots to service the needs of their customers’ requirements in the Southeast, London, Suffolk and Essex areas.

The Hanningfield depot (i.e. the Site) is used to store vehicles / machinery whilst they are not actively undertaking construction related work off-site.

The Hanningfield depot (i.e. the Site) is also intended to be utilised, alongside the storage of the fleet of vehicles / machinery, as a location to train the Nationwide Training Solutions vehicle / machinery operatives, along with the public assisting with job opportunities and career paths.

The Site offers important employment opportunities across the storage and training uses. The Site will have circa 10 full time locally employed staff, at any one time, and furthermore, the valuable training provided will lead to the upskilling and, therefore, employment opportunities of circa 40 individuals per month with circa 50% of these likely to be local residents. In the past successful candidates have been employed by the Nationwide Group, directly, following the successful completion of training courses.

The Nationwide Group, and training division, Nationwide Training Solutions, are a professional body with the following accreditations:

- CPCS Accredited Training Provider (this is the leading awarding body within the construction industry sector);
- NPORS Accredited Training Provider;
- NOCN Accredited Training Provider (NOCN are the largest NVQ provider in the construction sector);
- ISO Accredited;
- CPA Accredited



OPERATIONAL STATEMENT

Rev 1 April 2025

YARD 8, FIVE TREE WORKS, BAKERS LANE, WEST HANNINGFIELD

Prepared for:
NATIONWIDE TRAINING SOLUTIONS

This Operational Statement sets out how the proposed use of the Site will continue to, successfully, operate and deliver socio-economic benefits for local communities.

Queries raised by the Local Planning Authority are set out in black text, below, with responses, against each query, set out in red text.

i) *How many staff are employed at the site and what are their roles?*

The Site generates valuable employment opportunities in the form of six full-time equivalent employees acting in the following roles:

- Assessors;
- Testers;
- Trainers; and
- Centre management.

Part time employment opportunities, including 'external testers', will be provided in addition to the 6 full-time equivalent employees.

ii) *What is the maximum number of staff present on the site at any one time?*

A Maximum of 8 members of staff, providing important local employment opportunities, would be on Site at any one time. Part time employment opportunities, including 'external testers', will be provided in addition to the 6 full-time equivalent employees.

iii) *On average, how many training classes are run per day and per week?*

Important and valuable training courses, to upskill local communities, are run on a weekly with a maximum of three courses per week.

iv) *What is the maximum number of training classes run per day and per week?*

A maximum of three valuable training courses, to upskill local communities, will be held at any one point (with no more than three courses per week).

v) *How long does a single training class run for?*

On average a training class, to upskill local communities, would last circa four days. The duration does, however, depend upon the specific nature of the course and, also, the respective candidates' experience.

No more than three training courses will be held per week.

vi) *What time do training classes start and end at the site each day?*

Typically the upskilling education classes would start no earlier than 07:30am and finish no later than 5.30pm.

vii) *On which days of the week do classes run at the site?*

Typically, the upskilling education classes take place during the working week (Monday – Friday, inclusive). On occasion testing is undertaken on a weekend day if necessary to ensure that courses, and upskilling, can be completed / concluded swiftly.

viii) *On average, how many pupils are in attendance for a training class?*

Typically, six pupils (which is the maximum number) attend each education upskilling training course. As such, no more than 18 pupils would attend the Site per week, or at any one time.

ix) *What is the maximum number of pupils in attendance for a training class?*

See above.

x) *What is the maximum number of training classes run simultaneously (it is noted there are three training classroom containers located at the site)?*

Three

xi) *Beyond the two vehicle-mounted telescopic cranes currently sited, are any other cranes currently stored or operated at the site?*

No

xii) *Beyond the two vehicle-mounted telescopic cranes currently sited, are any other cranes expected to be stored or operated at the site moving forwards?*

No

xiii) *What is the maximum height of the vehicle-mounted telescopic cranes currently sited?*

3.8 metres in road travel and 24 metres when boom extended.

xiv) *On average, how many training classes per day and per week involve the operation of one of the vehicle-mounted telescopic cranes?*

Two. The third course relates to NVQs where no mechanical plant is required. This course is 100% classroom based.

xv) *Are the vehicle-mounted telescopic cranes ever stored overnight in an upright/extended position? If so, approximately how often and for what reason?*

No

xvi) *Is it correct that the seven office containers located at the entrance to the site comprise three training rooms, an office, a canteen, a changing room, and toilets?*

And testing rooms.



TRANSPORT NOTE

To: **Essex County Council (Highways)**
From: **Iceni Projects (Transport)**
Date: **March 2024**
Title: **Response to Highway Officer Comments**

a. Introduction

1. Iceni Projects have been appointed by Nationwide Plant Solutions Limited (the Applicant) to provide transportation advice regarding their development proposals on Unit and Yard 8, Five Tree Works, Bakers Lane, Galleywood, Chelmsford (the site). A planning application was submitted to Chelmsford City Council (CCC) in November 2023 (Application Reference: 23/01653/FUL) for the following:

Retrospective change of use from open storage and business to mixed-use storage, distribution, and the provision of education for crane operation training, inclusive of the siting of a tower crane.

2. Following the submission of this application, Essex County Council (ECC), as highway authority, have provided consultee comments which are referenced within this letter.
3. This Transport Note has therefore been prepared to respond to the five matters raised.
4. Extracts from the ECC highway response are provided in *blue italics*, followed by Iceni Projects' comments in standard text. For ease, the responses are set out in the same order that comments were provided within the letter.
5. The Transport Note should be read in conjunction with the following Appendices:
 - **Appendix A1** – Proposed Parking Layout
 - **Appendix A2** – Swept Path Analysis

b. Response to comments

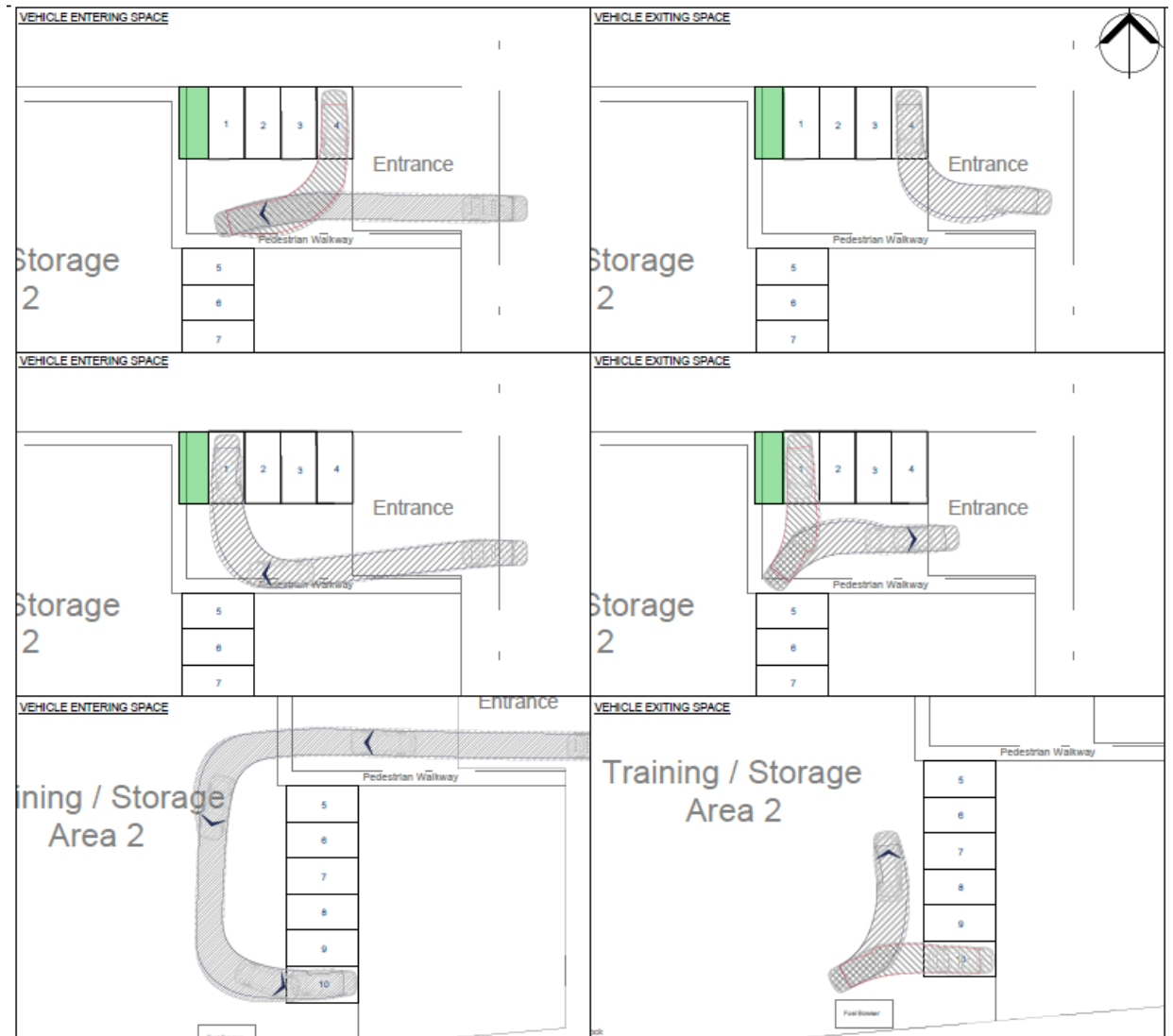
1. *Notwithstanding the information provided in the covering letter Ref: 4444, 11 October 2023, provided by Luke Thrumble at Dovetail Architects Ltd, for this retrospective proposal, the Highway Authority has concerns regarding on-site parking provision. Therefore, additional supporting information please regarding the retrospective training element and associated parking provision requirement.*
6. The information contained within this Transport Note seeks to address the points raised by ECC as Highway Authority.
2. *Parking provision for the operation must be appropriate and accommodate all associated parking, as parking displaced to the Bakers Lane carriageway cannot be safely accommodated. Vehicles parked inappropriately in the Bakers Lane, which is single carriageway width in the vicinity of the site, would present unacceptable hazard and risk detrimental to the safety of highway users.*
7. Given the unit is already being used as an education facility for crane operation training (i.e. the proposed use), information with regards to how the facility operates is already known, one matter being the parking demand.
8. There are currently no formal bays marked within the parking area, however staff and visitors who drive to the facility are currently accommodated within the site and this has not resulted in any overspill parking. As part of this application, it is proposed to provide formal parking to ensure vehicles are parked appropriately and efficiently. The proposed car parking arrangement can be seen at **Figure 1** below and the full plan is included at **Appendix A1**.

Figure 1 – Proposed Parking Layout



9. As can be seen from the proposed layout, 10 spaces have been incorporated. There is also opportunity to provide additional hatching for disabled users if required in the future. The applicant has confirmed that this level of parking is sufficient for the known existing requirements for the facility.
10. A pedestrian walkway has been shown within the car park layout. The intention for this is to be lined markings on the ground to guide pedestrians through the parking area.
11. In order to ensure the proposed parking layout is accessible, Swept Path Analysis (SPA) has been undertaken. A plan showing the SPA is included at **Appendix A2**, which demonstrates a standard sized car enter and exit the proposed car parking spaces. A snapshot of the plan can be seen at **Figure 2**.

Figure 2 – SPA



3. *The nearest regular public transport bus stop is located on Stock Road B1007. This is a 800 metre walk from the proposed use, this would be a 20 minute walk. From the site entrance in Bakers Lane, to the west, there is no footway or lighting for 100 metres. It is therefore very likely that some or all of the pupils/trainees attending, would drive or be driven to the site.*
12. Firstly, it should be noted that it is generally accepted that 400m is considered to be a 5-minute walk; as such, 800m would only be 10 minutes, not 20 minutes as stated in the comments. Either way, this is considered to be a reasonable walking distance to a bus stop in a rural setting. Bakers Lane is lightly trafficked and a footpath is provided along the southern side of the road, with the exception of the final 180m up to the site access junction.
13. The training facility offer a collection service from the train station and bus stops should visitors not wish to walk / cycle. The pick-up service is pre-planned with staff of the facility and is known to be regularly used by a high portion of visitors.

14. In addition, it is known that users travel via different modes, including driving, car-sharing, cycling and use of public transport. In addition,

15. It is recognised that a footway does not exist along the full extent of Bakers Lane and therefore users may choose to drive at certain times of the year, although it is only the final 180m up to the site access where no footway is provided, meaning that this is unlikely to be a key factor influencing peoples' travel choices to the site. Nevertheless, additional car parking spaces have been accounted for within the proposed car parking layout to ensure no overspill car parking occurs.

4. The operator has 10no. employees and the Proposed Site Plan drawing no. 3543 PL02A shows 10no. parking spaces. With 10no. employees and visitor provision, parking provision for the education element has not been provided.

16. Whilst there are a total of 10 employees at the facility, it has been confirmed by the applicant that a maximum of six employees are on site at any one time. The number of visitors per day ranges between 10-15 and therefore the absolute maximum number of staff & visitors travelling to the site could be 21.

17. However, as already outlined, it is known that not all users (staff and visitors) currently drive to the site, with a portion of visitors travelling together (car sharing), using public transport with the pick-up service or by cycling. It has also been confirmed that the parking area can be extended to provide more spaces if necessary, however the 10 spaces shown is already considered to be a greater number than required based on existing activity and therefore the 'overflow' parking area is unlikely to be used.

18. With regards to cycle parking provision, the following standards have been considered based on the worst-case scenario (Use Class F1(a). Provision of education).

- *1 space per 5 staff plus 1 space per 3 students*

19. It should be noted that ECC parking standards are still based upon the older use classes, therefore standards for D1 have been provided, which include 'Non-Residential Education and Training Centres'.

20. It has been confirmed that six employees are on site at any one time, and up to 15 (maximum) students at any one time. As such, a total of six cycle parking spaces are required which can be accommodated in the area shown within the site layout plan at **Appendix A1**.

5. It is stated there are 40no. pupils/trainees per month. This could equate to 10no. pupils per week. The training proposal is retrospective, therefore the operator should be able to provide the following additional information:

21. The applicant has confirmed answers to the questions below:

- i. Details of how many pupils would attend per day (operating hours).*
The number of pupils per day range from 10 – 15.
- ii. The duration of the training and the start and finish times.*
08:00 to 17:30
- iii. The age of the pupils/trainees.*
Range from 17 to 60.
- iv. How the currently travel to the site for their training.*
As already set out, it is known that current methods of travel to the site for the training are driving, car sharing, use of public transport or cycling.

22. In summary, it is considered that the points raised have been adequately addressed and there are no transport related reasons why the application scheme should not be approved.

A1. PROPOSED CAR PARKING ARRANGEMENT

Pedestrian Walkway

CYCLE PARKING TO
BE RELOCATED

1

2

3

4

Entrance

Pedestrian Walkway

ning / Storage
Area 2

5

6

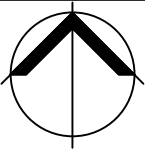
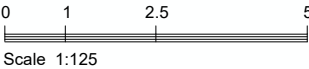
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Fuel Bowser



NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER 3543 PL02A SUPPLIED BY DOVETAIL ARCHITECTS AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

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CLIENT

DOVETAIL ARCHITECTS

PROJECT

UNIT 8, FIVE TREE WORKS

TITLE

PROPOSED PARKING ARRANGEMENT

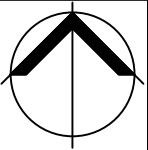
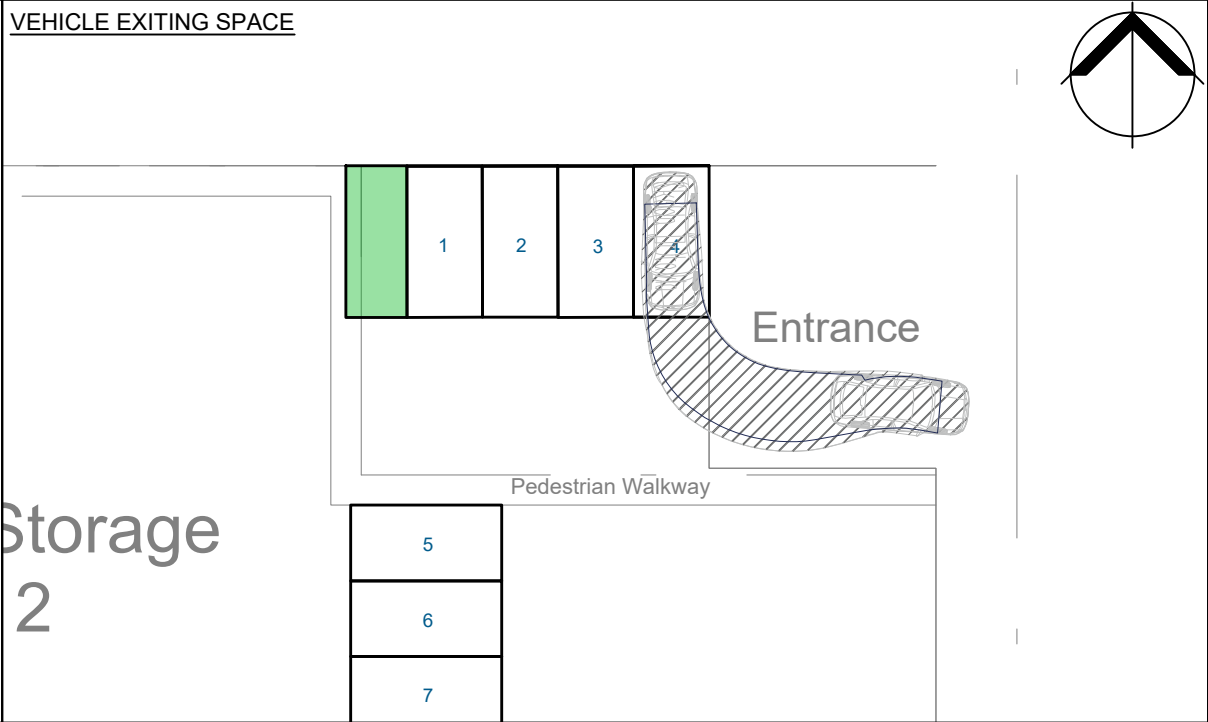
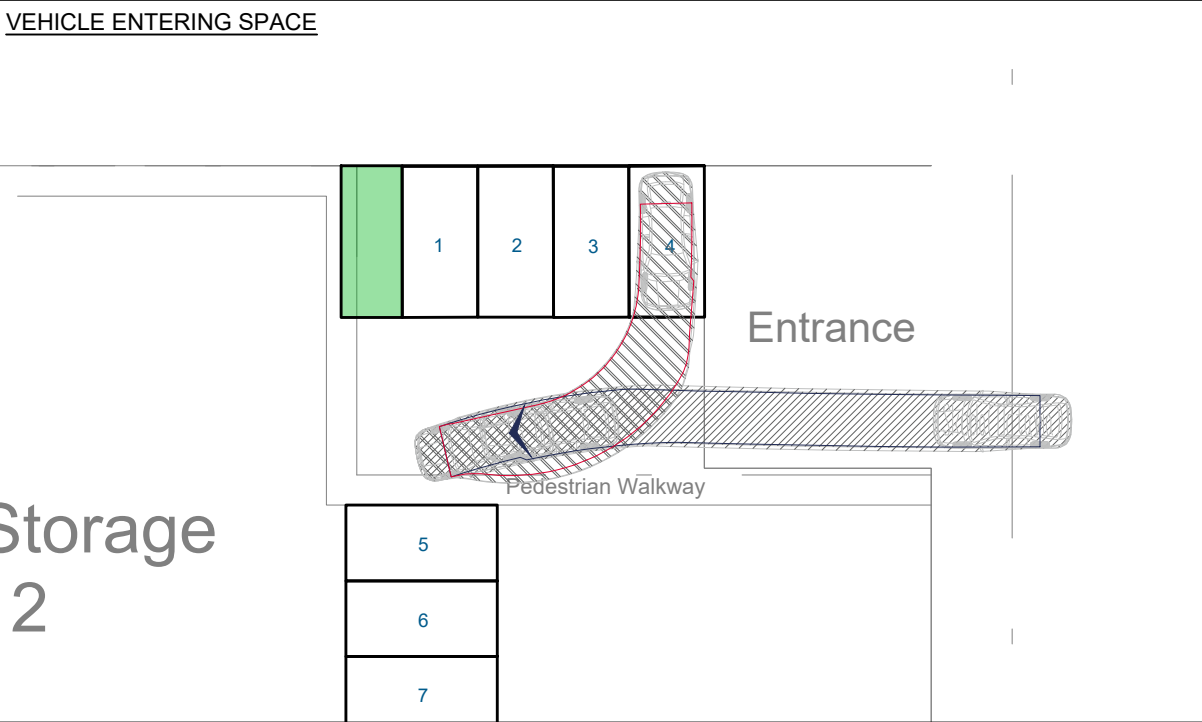
DRAWN BY RB	CHECKED BY SP 16/02/2024	APPROVED BY SP 16/02/2024
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SCALE @ A3 1:125	DATE 16/02/2024
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PROJECT NO. 24-T011	DRAWING NO. 03	REV.
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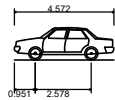
A2. SWEPT PATH ANALYSIS



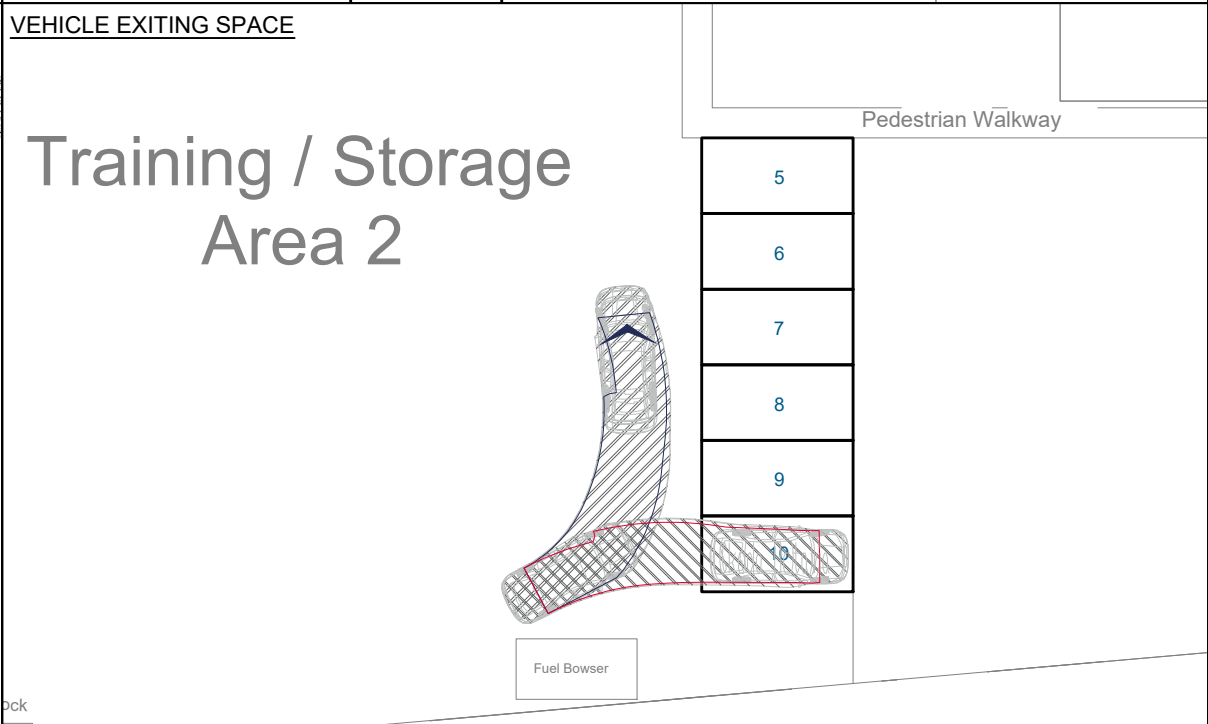
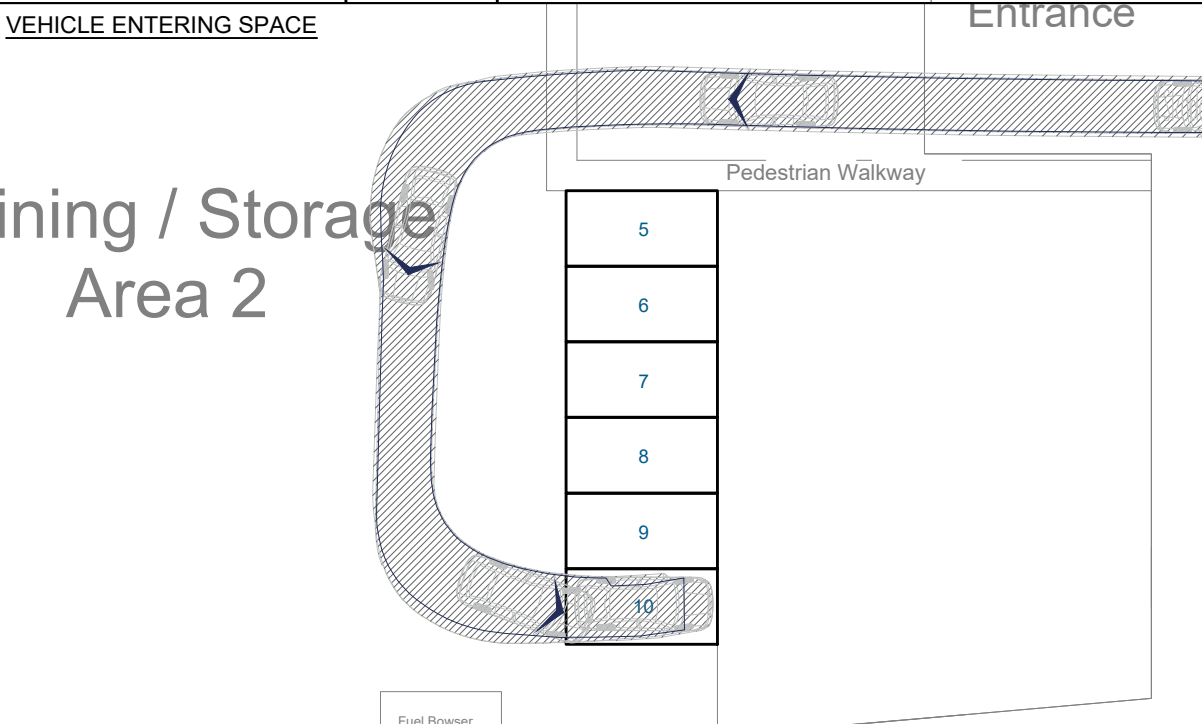
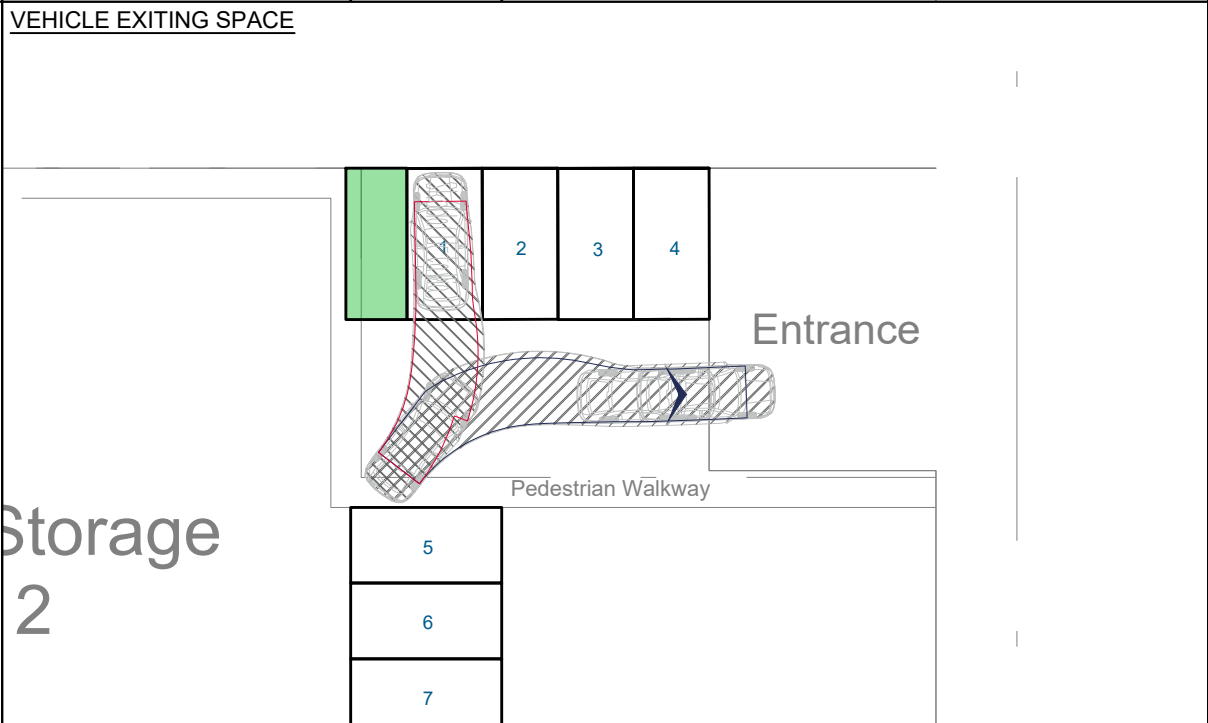
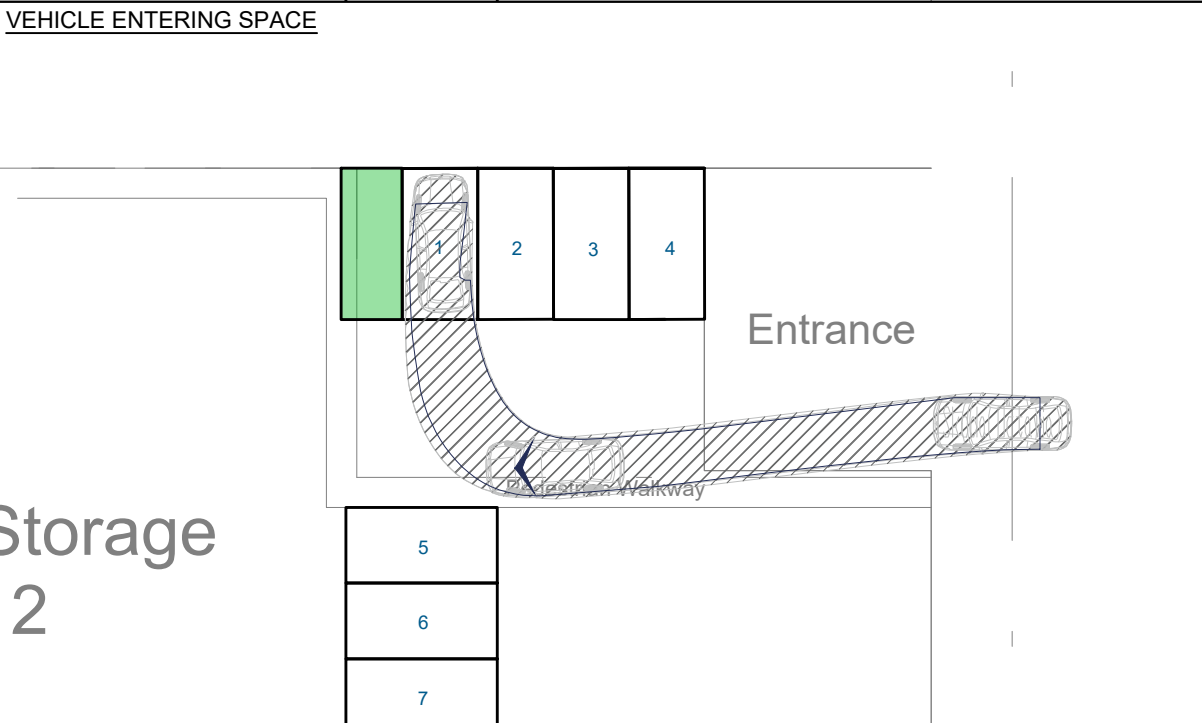
NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.

2. THIS DRAWING IS BASED UPON DRAWING NUMBER 3543 PL02A SUPPLIED BY DOVETAIL ARCHITECTS AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



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CLIENT

DOVETAIL ARCHITECTS

PROJECT

UNIT 8, FIVE TREE WORKS

TITLE

SWEPT PATH ANALYSIS
(SKODA OCTAVIA)

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SCALE @ A3 1:250	DATE 16/02/2024
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PROJECT NO. 24-T011	DRAWING NO. 04	REV. -
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VISUAL IMPACT AND GREENBELT ASSESSMENT

WEST HANNINGFIELD TRAINING CENTRE, BAKERS LANE, CHELMSFORD

DPLC/415/VIA

19th MARCH 2025



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Overview

- 1 This Visual Impact and Green Belt Assessment assesses the effects on visual amenity and Green Belt arising from a mobile crane used for training at West Hanningfield Training Centre at Five Tree Works, Bakers Lane, near Chelmsford.
- 2 The assessment has been carried out by David Parfitt MA MSc CMLI, a chartered landscape architect who specializes in the assessment of effects upon landscape character and visual amenity. The assessment follows the guidelines published by the Landscape Institute and Institute of Environmental Management and Assessment.
- 3 The VIA considers the visual effects likely to occur and considers the scope for mitigation measures to reduce any significant adverse effects.

Effects upon Visual Amenity

- 4 The proposal would have a *Negligible* effect on the majority of the assessment views, with a single location close to the site where the proposal would be more clearly visible (View 3). This effect would be Minor. The effect is considered to be *Insignificant* on most views, as the boom is dark and not eye-catching and generally seen amongst or beyond tree canopies. The effect on View 3 is considered to be of Low Significance.
- 5 The visual survey was carried out in February during the trees' dormant season. When trees are in leaf the effects would be reduced.
- 6 The crane is to be lowered outside of training hours. This would result in no effect at weekends and seasonal holidays, which would be beneficial at times when there could be an increased number of recreational receptors on footpaths.
- 7 Overall the effect of the proposal is assessed as *Negligible* and *Insignificant*.

Effects upon Purposes of Green Belt

- 8 The effect of the proposal is considered against each of the five purposes of the Green Belt as follows:
To check the unrestricted sprawl of large built up areas.
- 9 The proposal is located on previously developed land, which is not adjacent to any built up area. The proposal would not therefore affect the sprawl of any large built up areas.
To prevent neighbouring towns merging into one another.
- 10 The proposal is located on previously developed land, located distant from any towns. The proposal would not have any effect on the merging of towns.

To assist in safeguarding the countryside from encroachment.

- 11 The proposal is located on previously developed land and the proposal would therefore not affect encroachment upon the countryside.
To preserve the setting and special character of historic towns.
- 12 The proposal site does not comprise the setting of an historic town. The nearest conservation area is at Stock, over 3km to the south west of the proposal site.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

- 13 The proposal is located on previously developed land, and represents a viable reuse of developed land, reducing the pressure for the proposal to be on any other land within the Green Belt.

Conclusion

- 14 The proposal does not conflict with any of the purposes of the Green Belt.

Effect on Openness of Green Belt

- 15 A number of matters may need to be taken into account in making this assessment. These include:
openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
*the degree of activity likely to be generated, such as traffic generation.*¹

Openness

- 16 The boom comprises a single armature which spatially is of very low impact. The narrow mobile boom extends a little more than most trees canopies present in the site setting.
- 17 The crane would be lowered outside of training hours, resulting in a small mass being present for some of the time.
- 18 The effect of the proposal on openness is *Negligible* and its effect is considered to be *Insignificant*.

Duration and Remediability

- 19 The crane would be lowered outside of training hours. The proposal is entirely and instantaneously remediable.
- 20 The proposal is likely to continue only as long as the business is viable.
- 21 The proposal can be quickly dismantled and the proposal is completely remediable. This is considered to be a *Negligible* effect, which would be *Insignificant*.

Activity generated

- 22 The proposal generates a limited amount of activity during the working day. The level of activity is considered to be of a low level and not necessarily any greater than other commercial operations which could currently use the site. The proposal would result in no increase in activity.

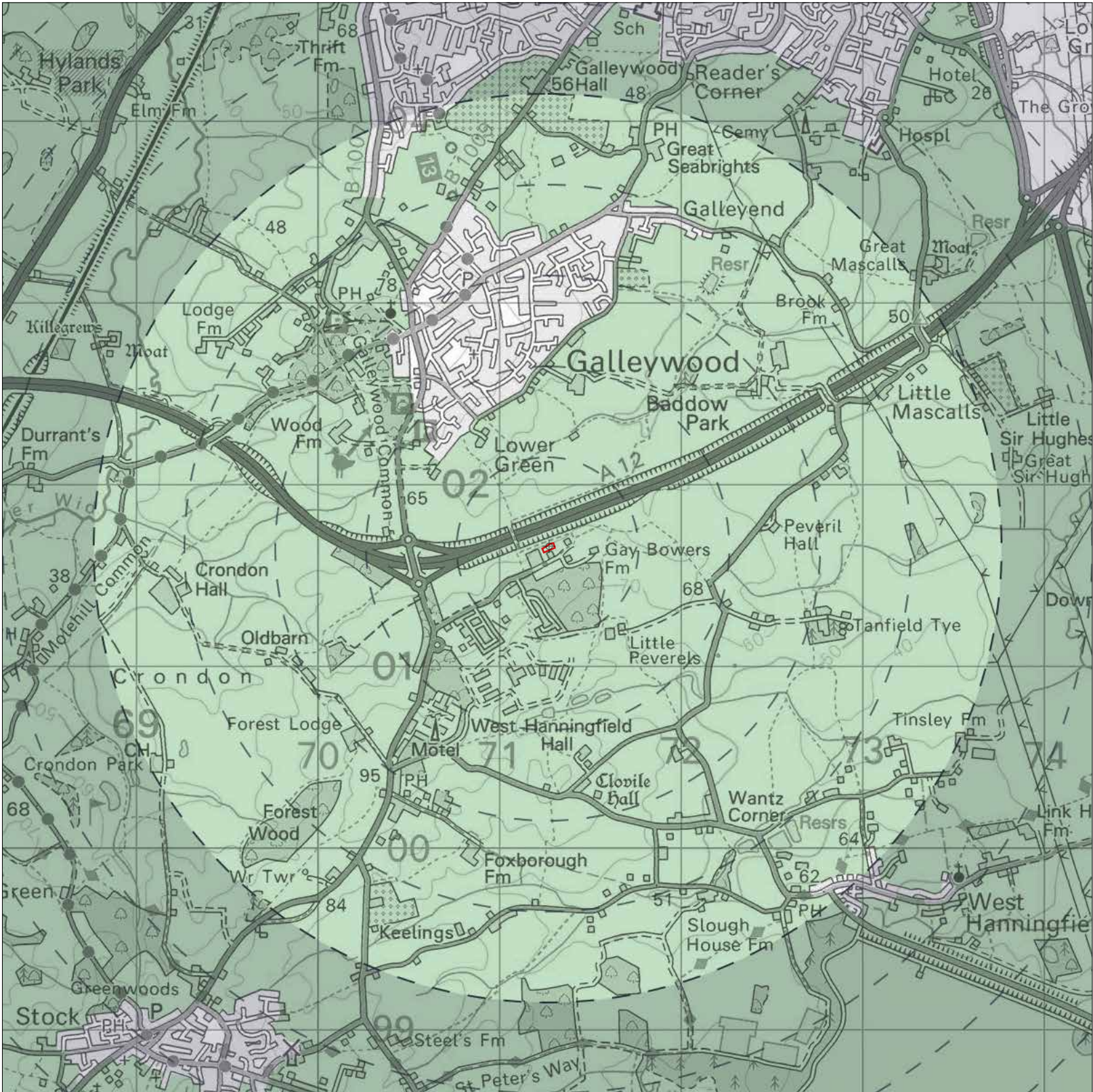
Conclusion

- 23 The effect of the proposal upon visual amenity is assessed as *Negligible* and *Insignificant*.
- 24 The proposal would result in a *Negligible* and *Insignificant* effect upon the openness of the Green Belt.
- 25 This allows the conclusion to be drawn that the proposal, comprising an engineering operation, is not inappropriate, in accordance with Paragraph 154 (h, ii) of the NPPF, as it would result in openness generally being preserved; the proposal does not conflict with the purposes of including land within the Green Belt, as shown.
- 26 In addition, as made clear in footnote 55 of Paragraph 153 of the NPPF, any harm to openness should not be given substantial weight when determining planning applications on previously developed land within the Green Belt.

¹ <https://www.gov.uk/guidance/green-belt> Paragraph: 001 Reference ID: 64-001-20190722



Green Belt



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Purposes of the Green Belt

- 27 The proposal site is situated within the Green Belt.
- 28 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 29 The 5 purposes of Green Belt designation are:
 - To check the unrestricted sprawl of large built up areas.
 - To prevent neighbouring towns merging into one another.
 - To assist in safeguarding the countryside from encroachment.
 - To preserve the setting and special character of historic towns.
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.²

Development in the Green Belt

- 30 The NPPF, in Para 154, states that development in the Green Belt is inappropriate unless one of the following exceptions applies:
- 31 g) limited infilling of the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.
- 32 h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including

² NPPF Para. 143 (MHCLG 2024)

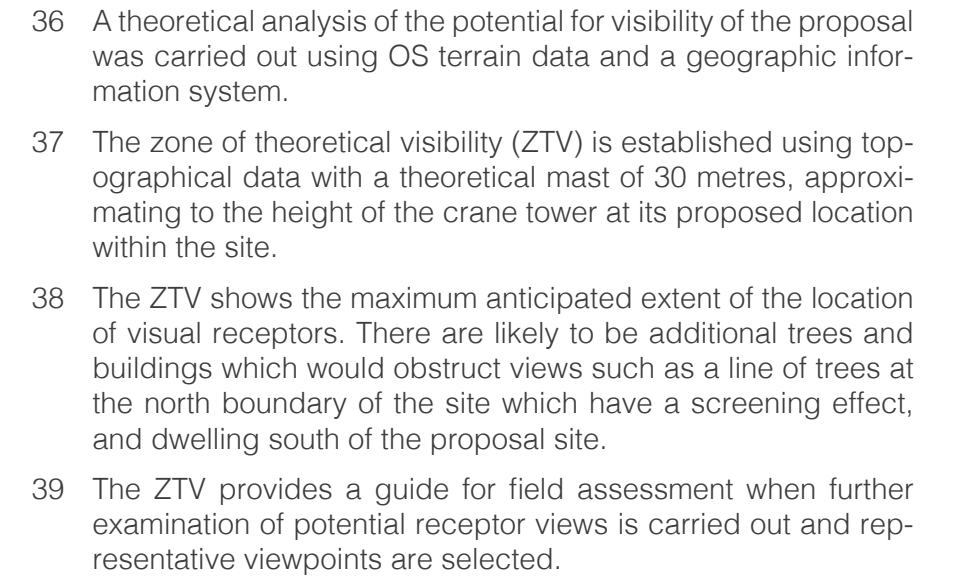
KEY

- Green Belt
- Radii at 500m intervals


land within it. These are:

- 33 ii) engineering operations.
- 34 As the site consists of previously developed land, not only is the engineering operation not inappropriate, but the effect upon openness should not be afforded substantial weight, as made stated in Para 153 of the NPPF and footnote 55.
- 35 When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness - other than in the case of development on previously developed land or prey belt land, where development is not inappropriate.


Zone of Theoretical Visibility



KEY

 30m mast theoretically visible

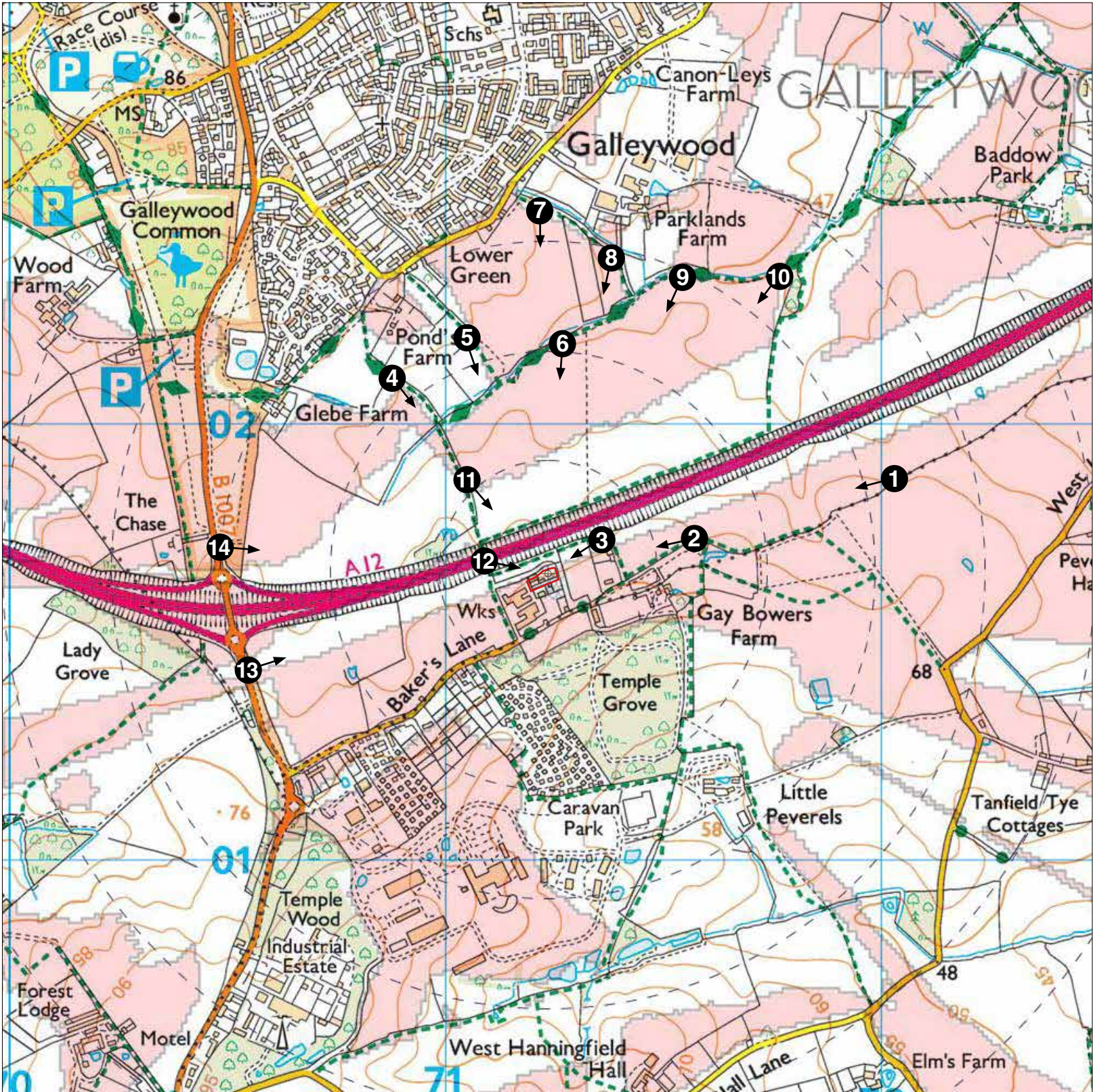
 Mast location

 Radii at 500m intervals

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Receptor Viewpoint Locations



Receptor Viewpoint Locations

- 40 Viewpoints were selected to represent the experience of visual receptors from potentially susceptible locations within the Zone of Theoretical Visibility.
- 41 Assessment views were captured using a tripod mounted camera from a height of 1.5 metres to represent the approximate eye-height of a person.

Assessment of Views

- 42 The baseline sensitivity of each view is presented with a panoramic image gained from the receptor viewpoint. The susceptibility of the receptor and the value of the view are combined to determine the sensitivity of the view.
- 43 The magnitude of the anticipated effect is assessed and the resulting significance of effect immediately post-development is stated.
- 44 A summary of the sensitivity and effect of each view is listed on the table following the presentation of views.
- 45 The single frame view of the centre of each panorama is shown in Appendix A. The images in Appendix A can be held at arm's length to provide an indication of the actual viewing experience of visual receptors.

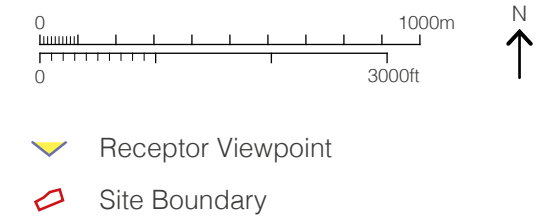
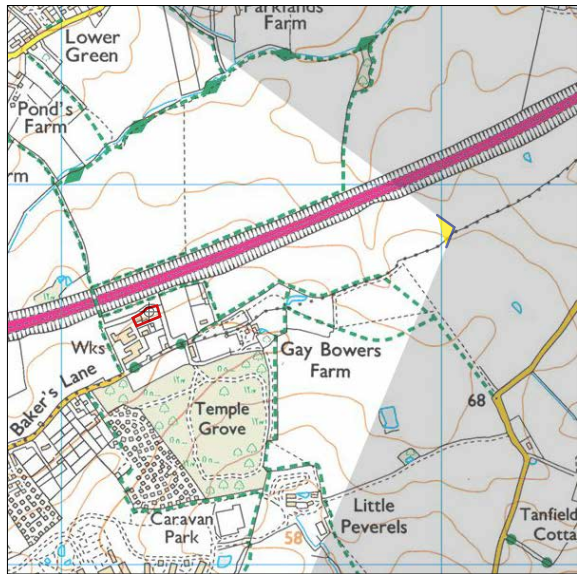
KEY

- Assessment Viewpoint
- Radii at 250m intervals

VIEW 1 - Parklands Horse Riding Track



Panoramic Image: BASELINE VIEW



Viewpoint Data
Date: 13.02.2024
Time: 11:20
Bearing: 254°
Distance to Site Cen: 836m
Viewpoint Elevation: 65m
Camera Height: 1.5m
Grid Reference: TL 72033 01891

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HFOV: 104°
Projection: Cylindrical

Receptor Susceptibility
The view would be gained by pedestrians and horse riders using the footpath for several minutes. The susceptibility of the view is considered to be High.

Features
The foreground comprises arable fields with hedgerow boundaries. The value of the view is considered to be Moderate.

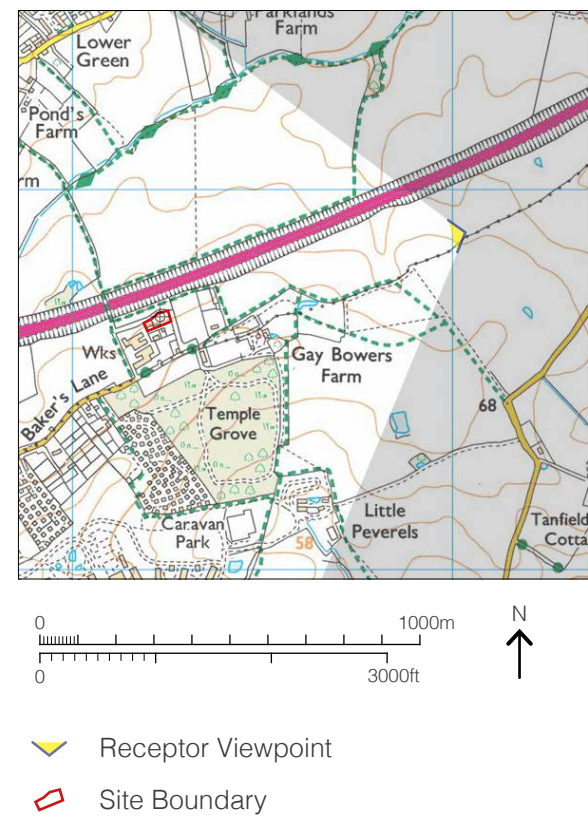
Sensitivity
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
	LOW	MODERATE	HIGH	
				VALUE

VIEW 1 - Parklands Horse Riding Track



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 11:20
Bearing: 254°
Distance to Site Cen: 836m
Viewpoint Elevation: 65m
Camera Height: 1.5m
Grid Reference: TL 72033 01891

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be just discernible through tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

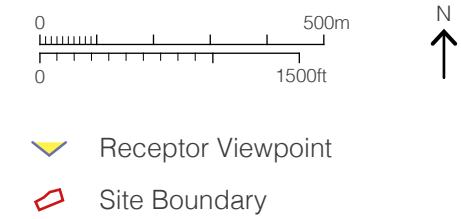
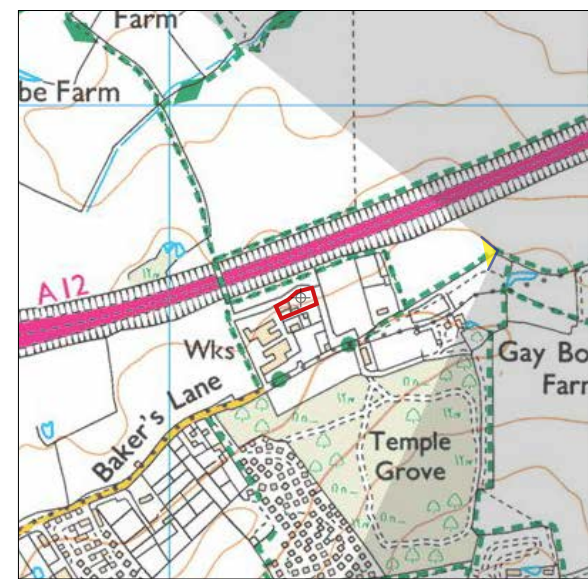
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

VIEW 2 - Public Footpath 57 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data
Date: 13.02.2024
Time: 11:31
Bearing: 255°
Distance to Site Cen: 361m
Viewpoint Elevation: 72m
Camera Height: 1.5m
Grid Reference: TL 71577 01757

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/320
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Receptor Susceptibility
The view would be gained by pedestrians using the footpath for several moments. The susceptibility of the view is considered to be Moderate.

Features
The foreground comprises an arable field. Hedgerows and wooded bank of the dual carriageway enclose the view. The value of the view is considered to be Moderate.

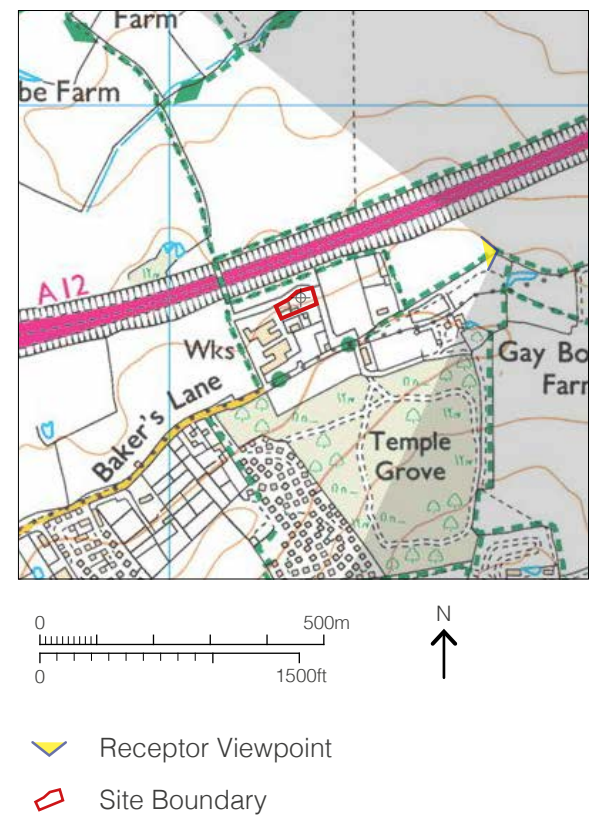
Sensitivity
The sensitivity of the view is assessed as *Medium*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
VALUE				

VIEW 2 - Public Footpath 57 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 11:31
Bearing: 255°
Distance to Site Cen: 361m
Viewpoint Elevation: 72m
Camera Height: 1.5m
Grid Reference: TL 71577 01757

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/320
Focal Length: 50mm
ISO Speed: 2000

Image Information
HFoV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be just discernible through tree canopies during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

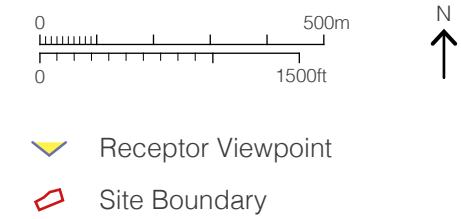
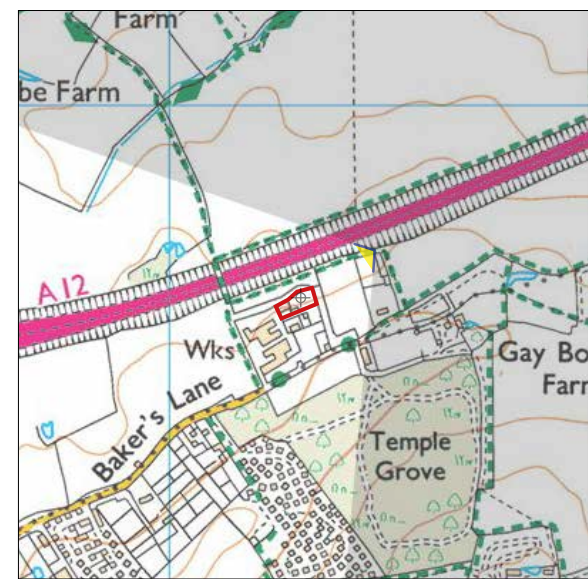
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE
	NEGLECTIBLE	INSIGNIFICANT	LOW SIGNIFICANCE
		LOW	HIGH
SENSITIVITY OF RECEPTOR			

VIEW 3 - Public Footpath 59 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data
Date: 13.02.2024
Time: 11:43
Bearing: 232°
Distance to Site Cen: 176m
Viewpoint Elevation: 69m
Camera Height: 1.5m
Grid Reference: TL 71367 01770

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/250
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Receptor Susceptibility
The view would be gained by pedestrians using the footpath for several moments. The susceptibility of the view is considered to be Moderate.

Features
The foreground comprises paddocks. The wooded bank of the dual carriageway is visible to the right of the view. The value of the view is considered to be Moderate.

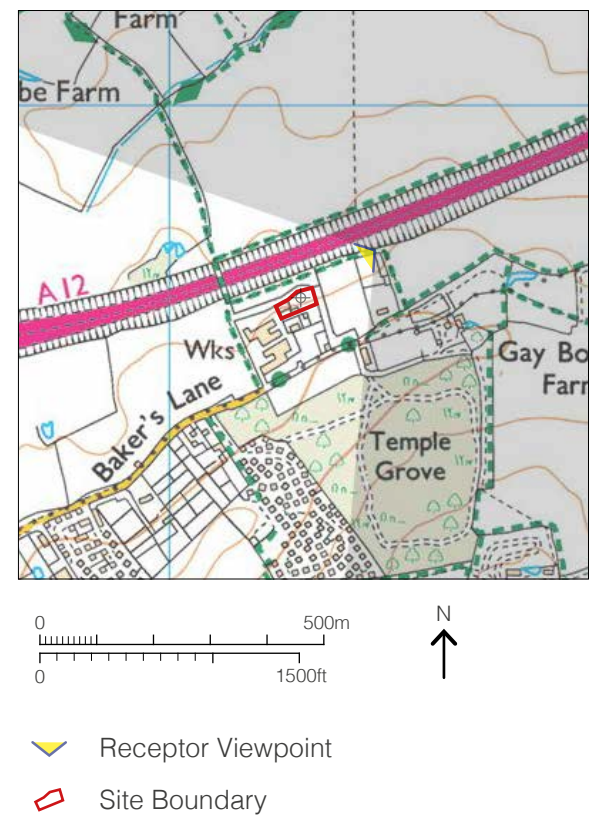
Sensitivity
The sensitivity of the view is assessed as *Medium*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
				VALUE

VIEW 3 - Public Footpath 59 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 11:43
Bearing: 232°
Distance to Site Cen: 176m
Viewpoint Elevation: 69m
Camera Height: 1.5m
Grid Reference: TL 71367 01770

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/250
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be visible beyond the paddocks in the foreground during training hours.

Magnitude of Effect
The magnitude of the effect would be Minor and slightly adverse.

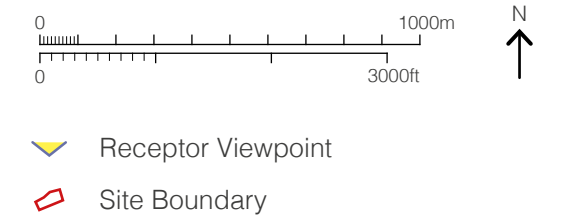
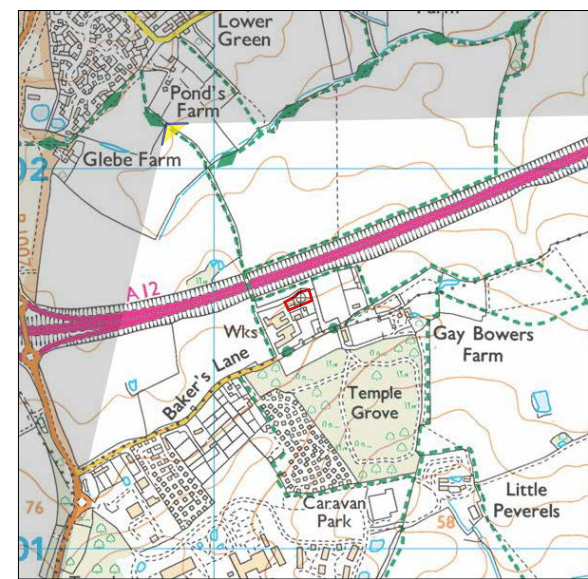
Significance of Effect
The effect is considered to be of Low Significance.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE
	NEGIGIBLE	INSIGNIFICANT	LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

VIEW 4 - Public Footpath 50 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data
Date: 13.02.2024
Time: 12:01
Bearing: 144°
Distance to Site Cen: 570m
Viewpoint Elevation: 62m
Camera Height: 1.5m
Grid Reference: TL 70889 02122

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility
The view would be gained by pedestrians using the footpath, which is a recreational route, for several moments. The susceptibility of the view is considered to be High.

Features
The foreground comprises undulating arable fields. The value of the view is considered to be High.

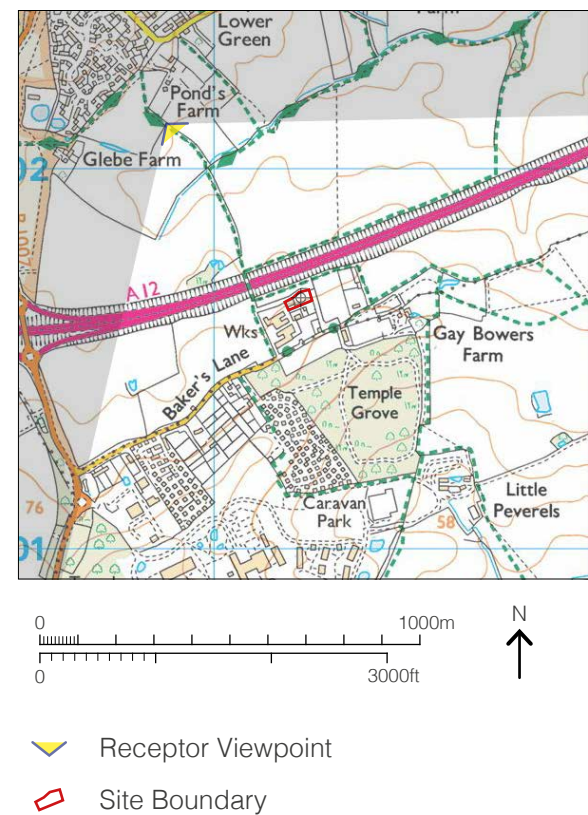
Sensitivity
The sensitivity of the view is assessed as *High*.

SENSITIVITY OF VIEW			
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH
	LOW	LOW to MEDIUM	MEDIUM
	MODERATE	MEDIUM	MEDIUM to HIGH
	LOW	MODERATE	HIGH
VALUE			

VIEW 4 - Public Footpath 50 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 12:01
Bearing: 144°
Distance to Site Cen: 570m
Viewpoint Elevation: 62m
Camera Height: 1.5m
Grid Reference: TL 70889 02122

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Anticipated Effect upon View
The crane would be just discernible above tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

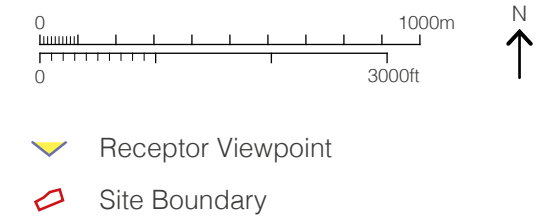
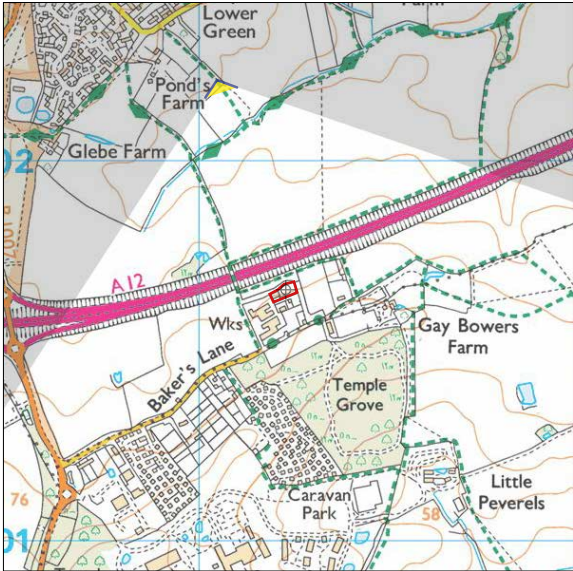
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

VIEW 5 - Public Footpath 52 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data

Date: 13.02.2024
Time: 12:11
Bearing: 164°
Distance to Site Cen: 574m
Viewpoint Elevation: 61m
Camera Height: 1.5m
Grid Reference: TL 71072 02215

Camera Settings

Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information

HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility

The view would be gained by pedestrians using the footpath for several moments. The susceptibility of the view is considered to be High.

Features

The foreground comprises undulating arable fields. The value of the view is considered to be High.

Sensitivity

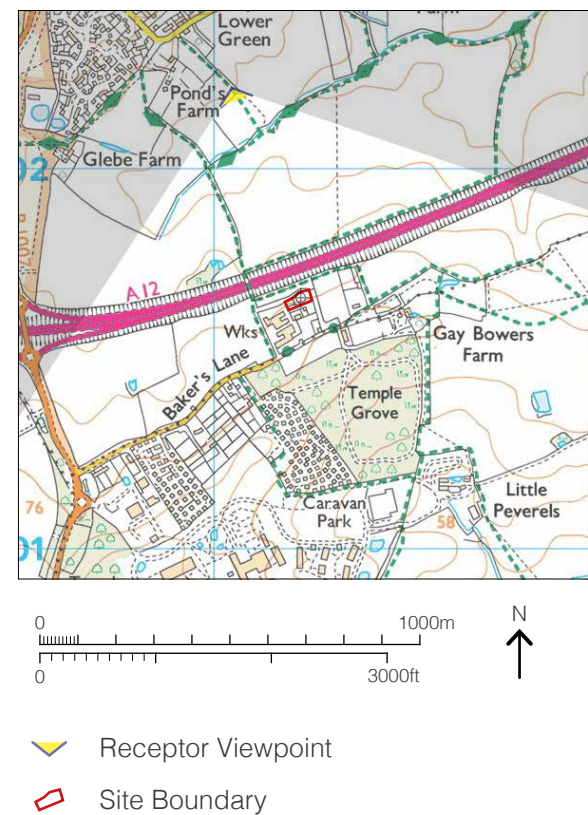
The sensitivity of the view is assessed as *High*.

SENSITIVITY OF VIEW			
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH
	LOW	LOW to MEDIUM	MEDIUM
	MODERATE	MEDIUM to HIGH	MEDIUM
	LOW	MODERATE	HIGH
VALUE			

VIEW 5 - Public Footpath 52 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 12:11
Bearing: 164°
Distance to Site Cen: 574m
Viewpoint Elevation: 61m
Camera Height: 1.5m
Grid Reference: TL 71072 02215

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Anticipated Effect upon View
The crane would be just discernible beyond tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

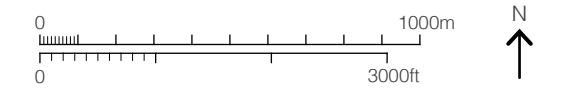
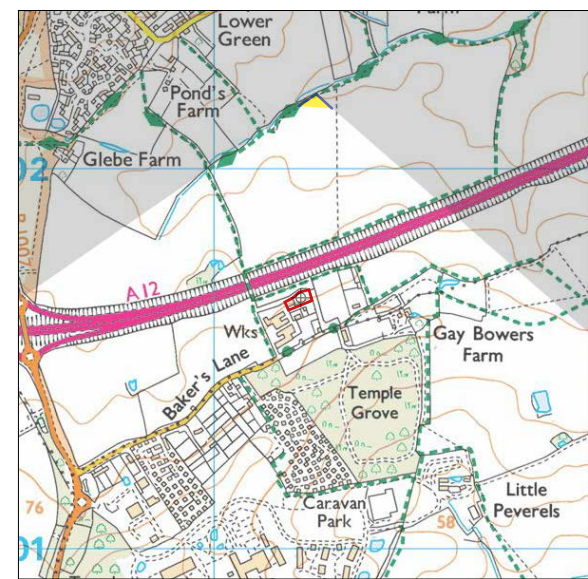
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT				
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		LOW	MEDIUM	HIGH
SENSITIVITY OF RECEPTOR				

VIEW 6 - Public Footpath 54 Galleywood



Panoramic Image: BASELINE VIEW



- Receptor Viewpoint
- Site Boundary

Viewpoint Data
Date: 13.02.2024
Time: 12:16
Bearing: 184°
Distance to Site Cen: 542m
Viewpoint Elevation: 57m
Camera Height: 1.5m
Grid Reference: TL 71264 02203

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility
The view would be gained by pedestrians using the footpath, which is a recreational route, for several moments. The susceptibility of the view is considered to be High.

Features
The foreground comprises arable fields with woodland in the distance. The value of the view is considered to be Moderate.

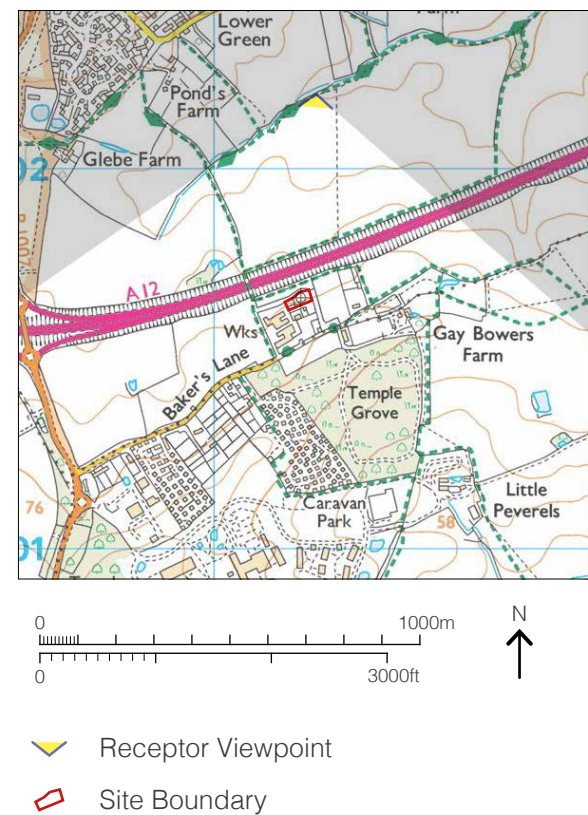
Sensitivity
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
				VALUE

VIEW 6 - Public Footpath 54 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 12:16
Bearing: 184°
Distance to Site Cen: 542m
Viewpoint Elevation: 57m
Camera Height: 1.5m
Grid Reference: TL 71264 02203

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information
HFoV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be just discernible above tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

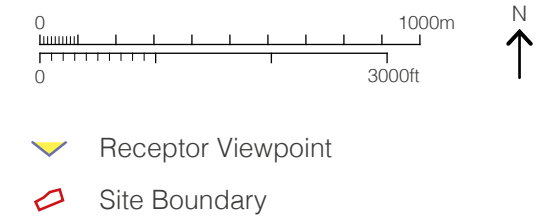
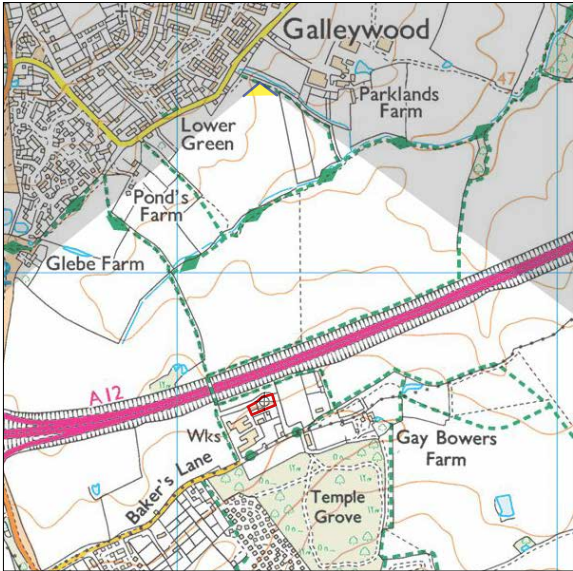
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT				
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		LOW	MEDIUM	HIGH
SENSITIVITY OF RECEPTOR				

VIEW 7 - Public Footpath 56 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data

Date: 13.02.2024
Time: 12:25
Bearing: 180°
Distance to Site Cen: 852m
Viewpoint Elevation: 61m
Camera Height: 1.5m
Grid Reference: TL 71227 02514

Camera Settings

Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/640
Focal Length: 50mm
ISO Speed: 2000

Image Information

HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility

The view would be gained by pedestrians using the footpath for several moments. The susceptibility of the view is considered to be High.

Features

The foreground comprises arable fields with woodland in the distance. Overhead cables detract slightly. The value of the view is considered to be Moderate.

Sensitivity

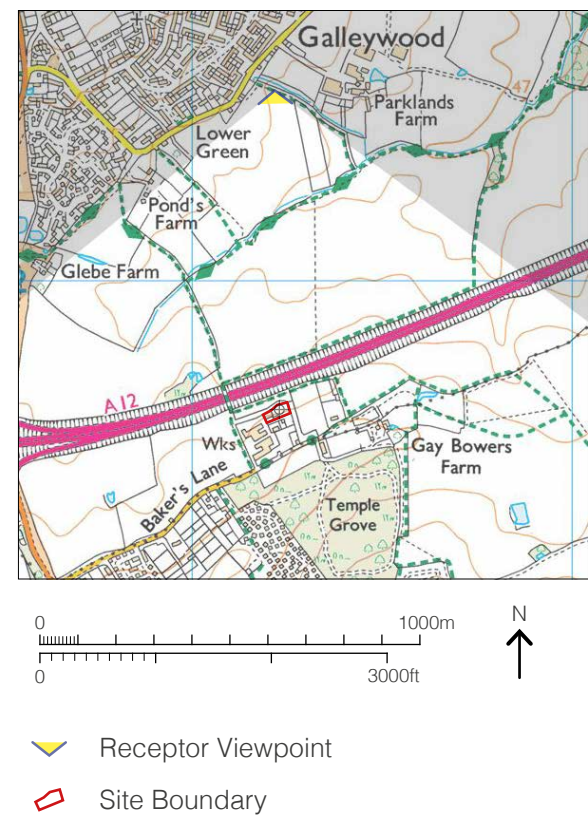
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
				VALUE

VIEW 7 - Public Footpath 56 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 12:25
Bearing: 180°
Distance to Site Cen: 852m
Viewpoint Elevation: 61m
Camera Height: 1.5m
Grid Reference: TL 71227 02514

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/640
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Anticipated Effect upon View
The crane would be just discernible above tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

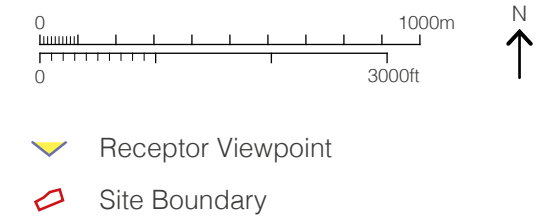
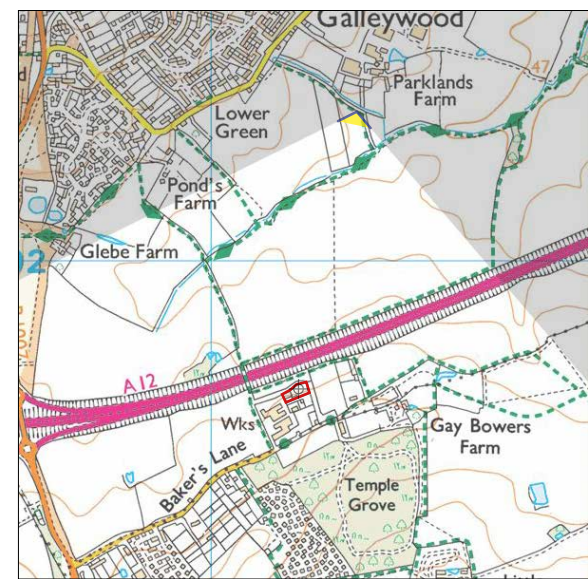
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

VIEW 8 - Public Footpath 56 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data
Date: 13.02.2024
Time: 12:29
Bearing: 193°
Distance to Site Cen: 760m
Viewpoint Elevation: 55m
Camera Height: 1.5m
Grid Reference: TL 71394 02404

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility
The view would be gained by pedestrians using the footpath for several moments. The susceptibility of the view is considered to be High.

Features
The foreground comprises paddocks fields with arable fields and woodland in the distance. The value of the view is considered to be Moderate.

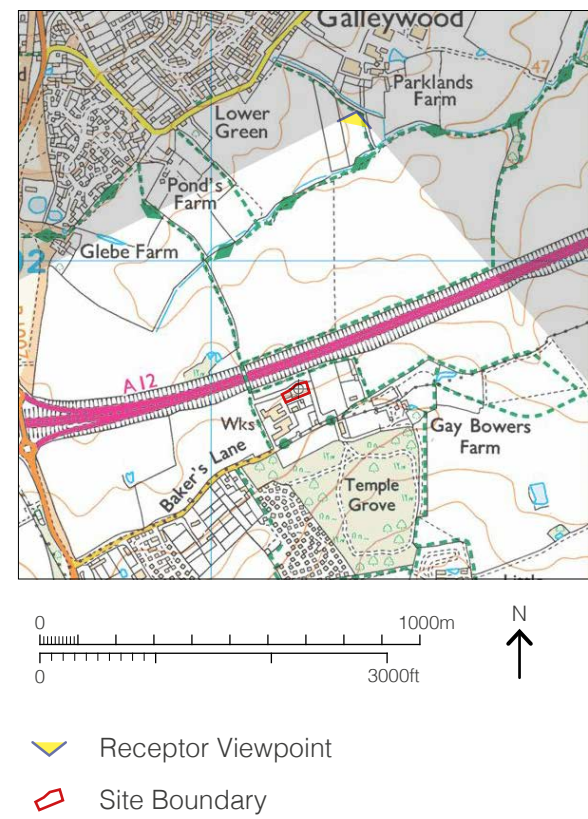
Sensitivity
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
VALUE				

VIEW 8 - Public Footpath 56 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 12:29
Bearing: 193°
Distance to Site Cen: 760m
Viewpoint Elevation: 55m
Camera Height: 1.5m
Grid Reference: TL 71394 02404

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be just discernible above tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

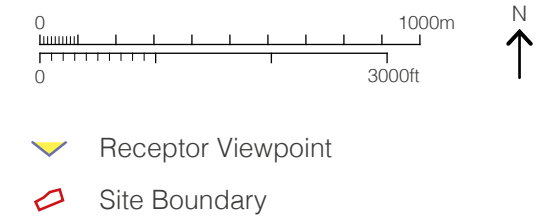
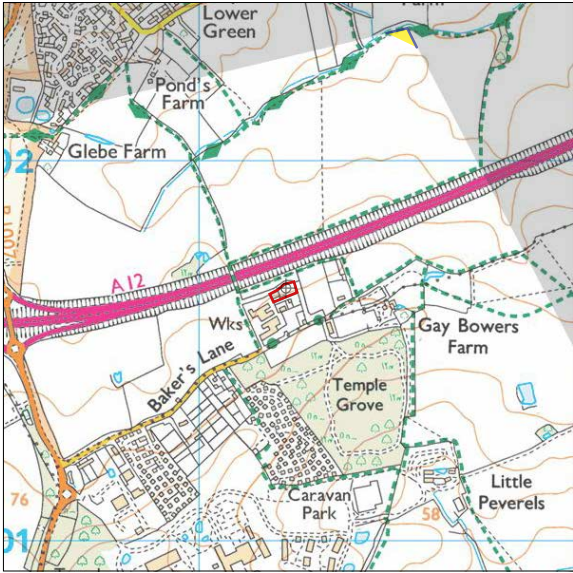
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

VIEW 9 - Public Footpath 54 Galleywood



Panoramic Image: BASELINE VIEW



- Receptor Viewpoint
- Site Boundary

Viewpoint Data

Date: 13.02.2024
Time: 12:34
Bearing: 205°
Distance to Site Cen: 769m
Viewpoint Elevation: 53m
Camera Height: 1.5m
Grid Reference: TL 71553 02359

Camera Settings

Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information

HFoV: 104°
Projection: Cylindrical

Receptor Susceptibility

The view would be gained by pedestrians using the footpath, which is a recreational route, for several moments. The susceptibility of the view is considered to be High.

Features

The foreground comprises arable fields with woodland in the distance. The value of the view is considered to be Moderate.

Sensitivity

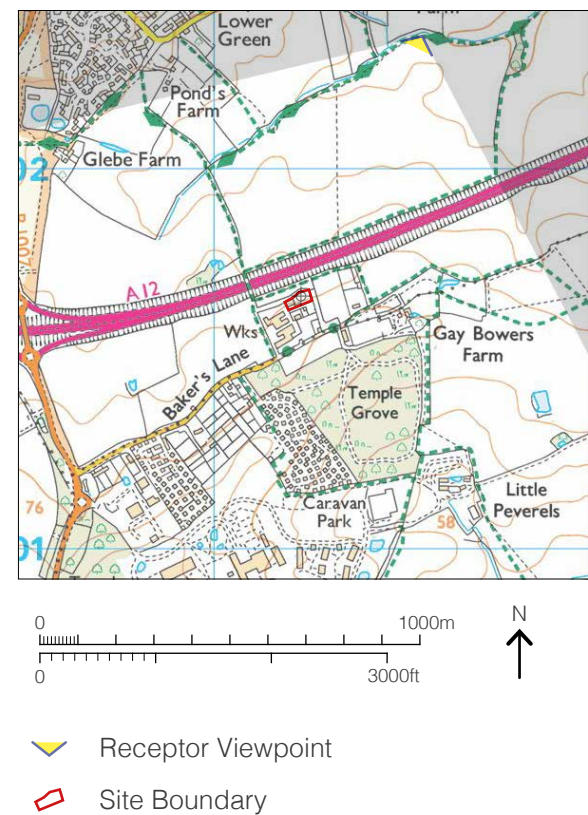
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
				VALUE

VIEW 9 - Public Footpath 54 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 12:34
Bearing: 205°
Distance to Site Cen: 769m
Viewpoint Elevation: 53m
Camera Height: 1.5m
Grid Reference: TL 71553 02359

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Anticipated Effect upon View
The crane would be just discernible above tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

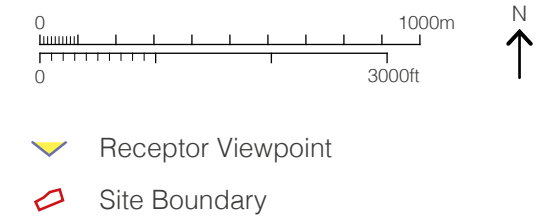
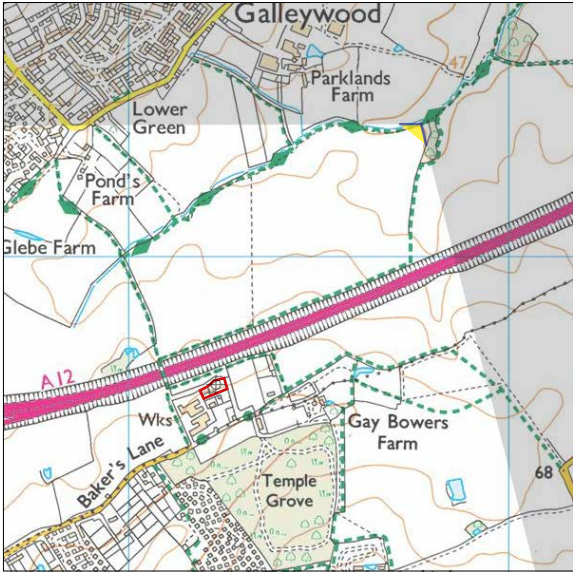
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

VIEW 10 - Public Footpath 54 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data

Date: 13.02.2024
Time: 12:39
Bearing: 218°
Distance to Site Cen: 885m
Viewpoint Elevation: 51m
Camera Height: 1.5m
Grid Reference: TL 71777 02357

Camera Settings

Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information

HfOV 104°
Projection Cylindrical

Receptor Susceptibility

The view would be gained by pedestrians using the footpath, which is a recreational route, for several moments. The susceptibility of the view is considered to be High.

Features

The foreground comprises arable fields with woodland in the distance. The value of the view is considered to be Moderate.

Sensitivity

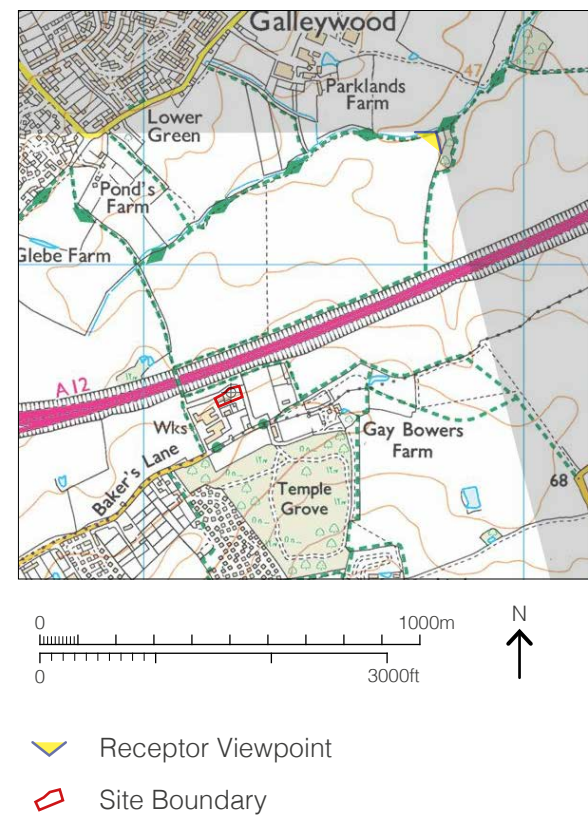
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
VALUE				

VIEW 10 - Public Footpath 54 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 12:39
Bearing: 218°
Distance to Site Cen: 885m
Viewpoint Elevation: 51m
Camera Height: 1.5m
Grid Reference: TL 71777 02357

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/500
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be just discernible above tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

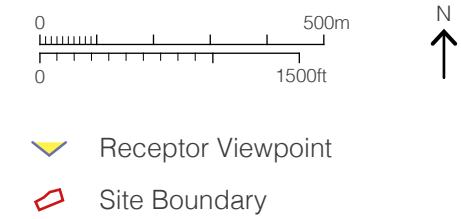
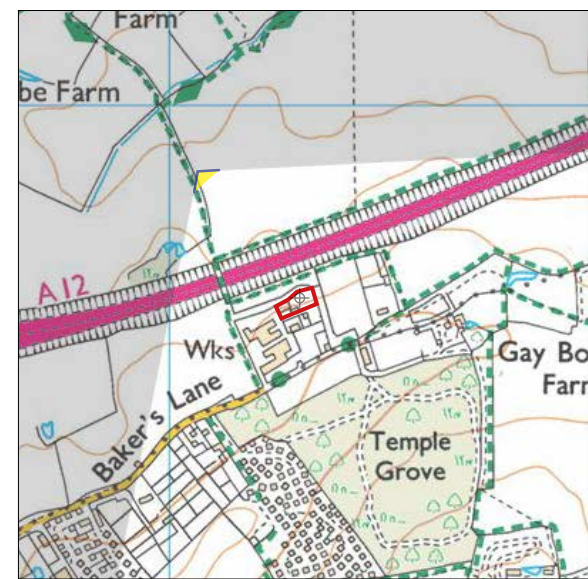
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

VIEW 11 - Public Footpath 50 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data
Date: 13.02.2024
Time: 13:06
Bearing: 144°
Distance to Site Cen: 277m
Viewpoint Elevation: 63m
Camera Height: 1.5m
Grid Reference: TL 71062 01885

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Receptor Susceptibility
The view would be gained by pedestrians using the footpath for several moments. The susceptibility of the view is considered to be High.

Features
The foreground comprises an arable field with a hedgerow to the right of the view and woodland in the near distance. The value of the view is considered to be Moderate.

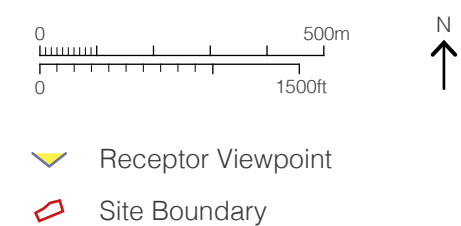
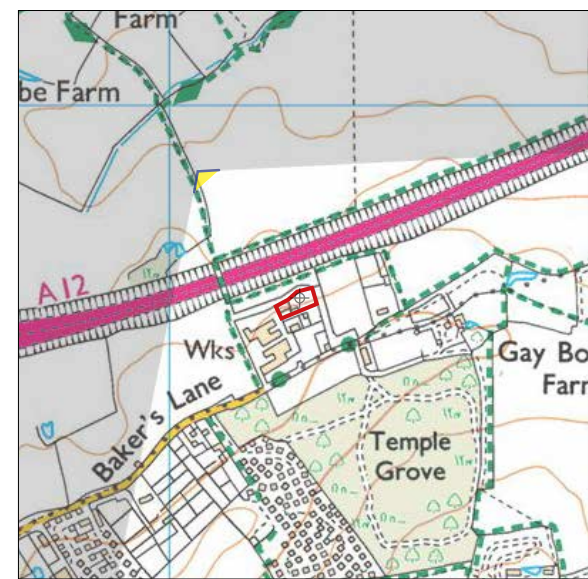
Sensitivity
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
VALUE				

VIEW 11 - Public Footpath 50 Galleywood



Panoramic Image: PROPOSAL SHOWN



- Receptor Viewpoint
- Site Boundary

Viewpoint Data
Date: 13.02.2024
Time: 13:06
Bearing: 144°
Distance to Site Cen: 277m
Viewpoint Elevation: 63m
Camera Height: 1.5m
Grid Reference: TL 71062 01885

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be discernible beyond tree canopies at the far side of the field during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

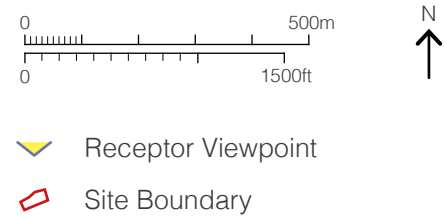
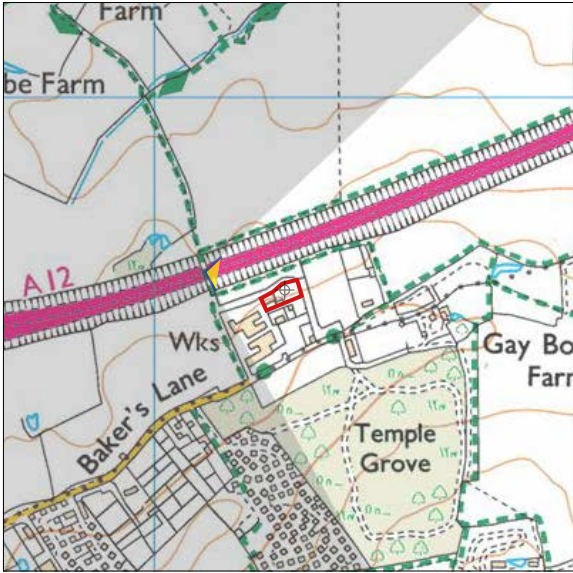
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT				
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		LOW	MEDIUM	HIGH
SENSITIVITY OF RECEPTOR				

VIEW 12 - Public Footpath 50 Galleywood



Panoramic Image: BASELINE VIEW



Viewpoint Data

Date: 13.02.2024
Time: 13:11
Bearing: 111°
Distance to Site Cen: 139m
Viewpoint Elevation: 67m
Camera Height: 1.5m
Grid Reference: TL 71097 01713

Camera Settings

Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/320
Focal Length: 50mm
ISO Speed: 2000

Image Information

HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility

The view would be gained by pedestrians using the footpath briefly. The susceptibility of the view is considered to be Moderate.

Features

The dual carriageway and wooded verges comprise the foreground. Structures on the industrial estate can be seen and detract from the view. The value of the view is considered to be Moderate.

Sensitivity

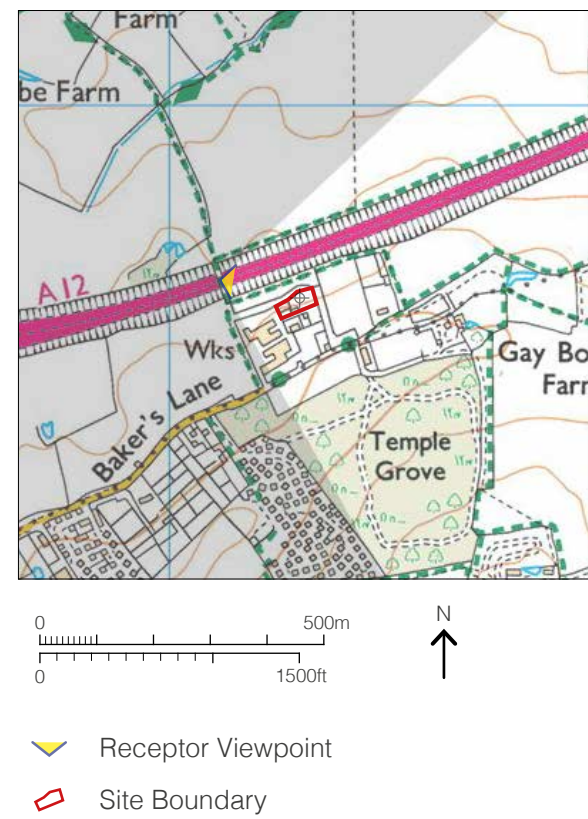
The sensitivity of the view is assessed as *Medium*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
VALUE				

VIEW 12 - Public Footpath 50 Galleywood



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 13:11
Bearing: 111°
Distance to Site Cen: 139m
Viewpoint Elevation: 67m
Camera Height: 1.5m
Grid Reference: TL 71097 01713

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/320
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be visible beyond trees in the foreground during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible and slightly adverse.

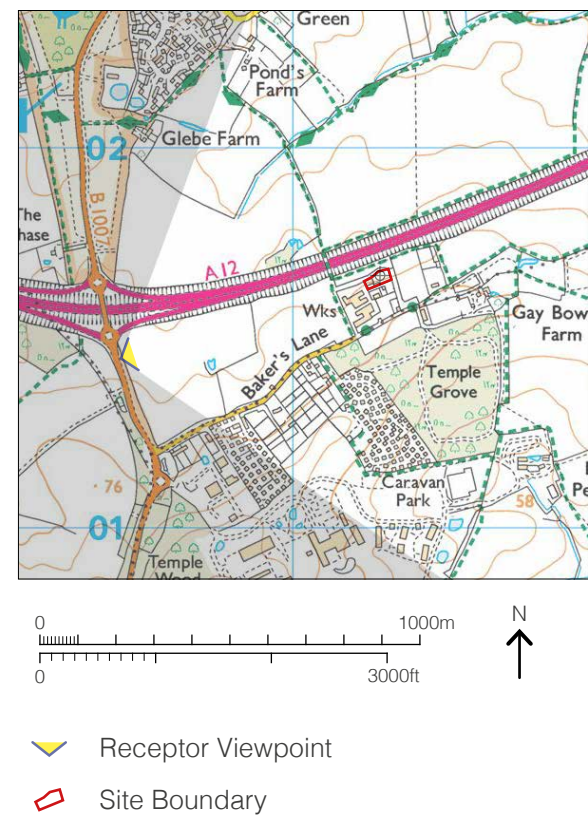
Significance of Effect
The effect is considered to be Insignificant.

SIGNIFICANCE OF EFFECT				
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE	SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT	LOW SIGNIFICANCE
		LOW	MEDIUM	HIGH
SENSITIVITY OF RECEPTOR				

VIEW 13 - Stock Road



Panoramic Image: BASELINE VIEW



Viewpoint Data
Date: 13.02.2024
Time: 14:05
Bearing: 72°
Distance to Site Cen: 705m
Viewpoint Elevation: 70m
Camera Height: 1.5m
Grid Reference: TL 70554 01450

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility
The view would be gained by road users briefly. The susceptibility of the view is considered to be Moderate.

Features
The foreground comprises an arable field and woodland in the near distance. Some Parts of the industrial estate are visible. The value of the view is considered to be Moderate.

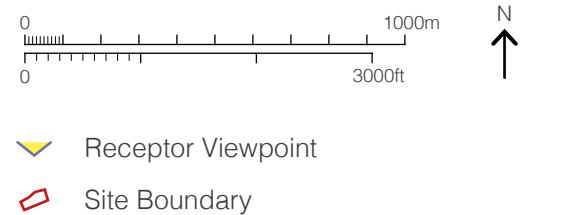
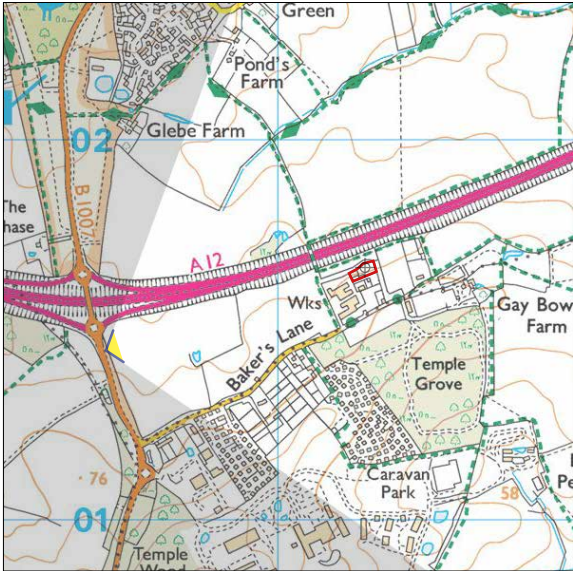
Sensitivity
The sensitivity of the view is assessed as *Medium*.

SENSITIVITY OF VIEW				
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH	HIGH
	MODERATE	LOW to MEDIUM	MEDIUM	MEDIUM to HIGH
	LOW	LOW	LOW to MEDIUM	MEDIUM
		LOW	MODERATE	HIGH
VALUE				

VIEW 13 - Stock Road



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data
Date: 13.02.2024
Time: 14:05
Bearing: 72°
Distance to Site Cen: 705m
Viewpoint Elevation: 70m
Camera Height: 1.5m
Grid Reference: TL 70554 01450

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/400
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be barely discernible through tree canopies during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

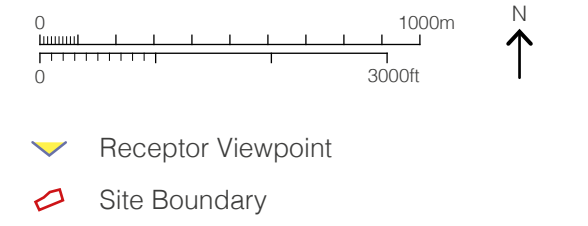
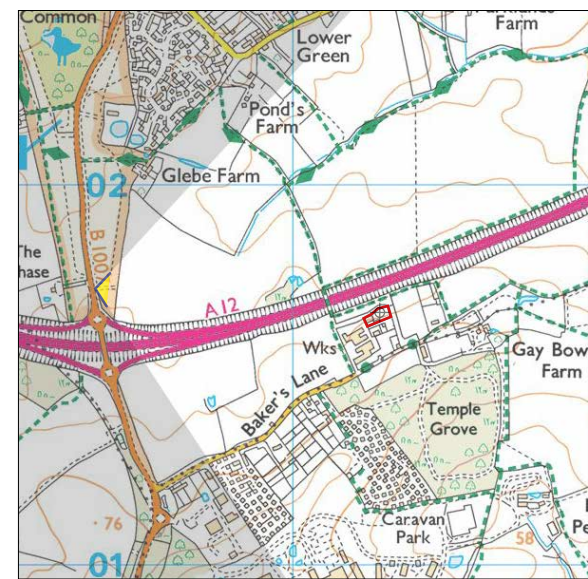
Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT				
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE	SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT	LOW SIGNIFICANCE
		LOW	MEDIUM	HIGH
SENSITIVITY OF RECEPTOR				

VIEW 14 - Stock Road



Panoramic Image: BASELINE VIEW



- Receptor Viewpoint
- Site Boundary

Viewpoint Data
Date: 13.02.2024
Time: 14:09
Bearing: 95°
Distance to Site Cen: 739m
Viewpoint Elevation: 65m
Camera Height: 1.5m
Grid Reference: TL 70489 01730

Camera Settings
Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/320
Focal Length: 50mm
ISO Speed: 2000

Image Information
HfOV: 104°
Projection: Cylindrical

Receptor Susceptibility
The view would be gained by road users and pedestrians for several moments. The susceptibility of the view is considered to be Moderate.

Features
The foreground comprises grassland with hedgerows and scrub with woodland in the distance. There are no detractors. The value of the view is considered to be High.

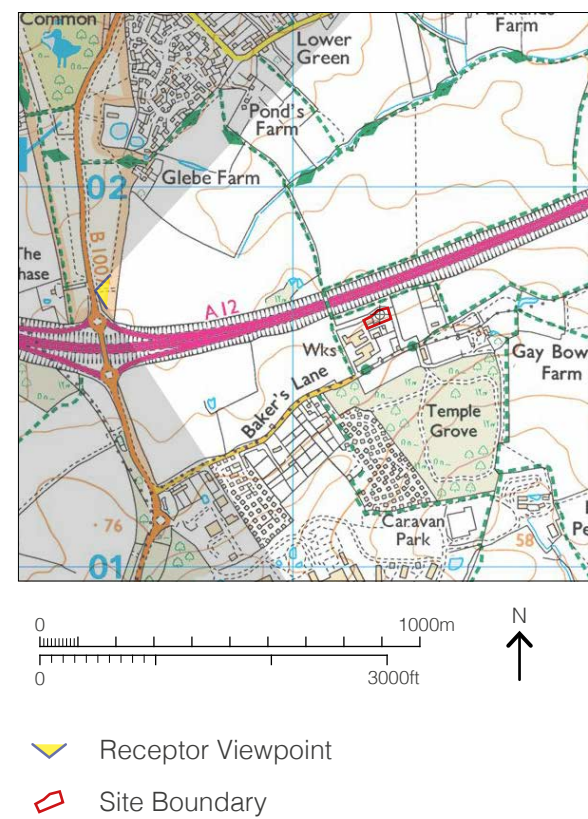
Sensitivity
The sensitivity of the view is assessed as *Medium to High*.

SENSITIVITY OF VIEW			
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH
	MODERATE	LOW to MEDIUM	MEDIUM
	LOW	LOW	LOW to MEDIUM
		LOW	MODERATE
VALUE			

VIEW 14 - Stock Road



Panoramic Image: PROPOSAL SHOWN



Viewpoint Data

Date: 13.02.2024
Time: 14:09
Bearing: 95°
Distance to Site Cen: 739m
Viewpoint Elevation: 65m
Camera Height: 1.5m
Grid Reference: TL 70489 01730

Camera Settings

Device: Canon EOS 6D
Lens: EF50mm f/1.4
Aperture: f/22
Exposure Time: 1/320
Focal Length: 50mm
ISO Speed: 2000

Image Information

HFoV 104°
Projection Cylindrical

Anticipated Effect upon View
The crane would be barely discernible beyond tree canopies in the distance during training hours.

Magnitude of Effect
The magnitude of the effect would be Negligible.

Significance of Effect
The effect would be Insignificant.

SIGNIFICANCE OF EFFECT			
MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLECTIBLE	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		SENSITIVITY OF RECEPTOR	
		LOW	HIGH

Effects upon Receptor Views

Reference	View Location	Distance	Sensitivity	Description of Effect	Magnitude of Effect	Significance of Effect
1	Parklands Horse Riding Track	836m	Medium to High	The crane would be just discernible through tree canopies in the distance during training hours.	Negligible	Insignificant
2	Public Footpath 57 Galleywood	361m	Medium	The crane would be just discernible through tree canopies during training hours.	Negligible	Insignificant
3	Public Footpath 59 Galleywood	176m	Medium	The crane would be visible beyond the paddocks in the foreground during training hours.	Minor	Low Significance
4	Public Footpath 50 Galleywood	570m	Medium to High	The crane would be just discernible above tree canopies in the distance during training hours.	Negligible	Insignificant
5	Public Footpath 52 Galleywood	574m	High	The crane would be just discernible beyond tree canopies in the distance during training hours.	Negligible	Insignificant
6	Public Footpath 54 Galleywood	542m	Medium to High	The crane would be just discernible above tree canopies in the distance during training hours.	Negligible	Insignificant
7	Public Footpath 56 Galleywood	852m	Medium to High	The crane would be just discernible above tree canopies in the distance during training hours.	Negligible	Insignificant
8	Public Footpath 56 Galleywood	760m	Medium to High	The crane would be just discernible above tree canopies in the distance during training hours.	Negligible	Insignificant
9	Public Footpath 54 Galleywood	769m	Medium to High	The crane would be just discernible above tree canopies in the distance during training hours.	Negligible	Insignificant
10	Public Footpath 54 Galleywood	885m	Medium to High	The crane would be just discernible above tree canopies in the distance during training hours.	Negligible	Insignificant
11	Public Footpath 50 Galleywood	277m	Medium	The crane would be discernible beyond tree canopies at the far side of the field during training hours.	Negligible	Insignificant
12	Public Footpath 50 Galleywood	139m	Medium	The crane would be visible beyond trees in the foreground during training hours.	Negligible	Insignificant
13	Stock Road	705m	Medium	The crane would be barely discernible through tree canopies during training hours.	Negligible	Insignificant
14	Stock Road	739m	Medium to High	The crane would be barely discernible beyond tree canopies in the distance during training hours.	Negligible	Insignificant

Summary of Effects on Visual Receptors

- 46 The proposal would have a *Negligible* effect on the majority of the assessment views, with a single location close to the site where the proposal would be more clearly visible (View 3) where the effect is considered to be Minor. The effect is considered to be *Insignificant* on most views, as the boom is dark and not eye-catching and generally seen amongst or beyond tree canopies. The effect on View 3 is considered to be of Low Significance.
- 47 The visual survey was carried out in February during the trees' dormant season. When trees are in leaf the effects would be further reduced.
- 48 In addition the crane is to be lowered outside of training hours. This would result in no effect at weekends and seasonal holidays, which would be beneficial at times when there could be an increased number of recreational receptors on footpaths.
- 49 Overall the effect of the proposal is assessed as *Negligible* and *Insignificant*.

Effect of the Proposal on the Purposes of the Green Belt

50 The effect of the proposal is considered against each of the five purposes of the Green Belt as follows:

To check the unrestricted sprawl of large built up areas.

51 The proposal is located on previously developed land, which is not adjacent to any built up area. The proposal would not therefore affect the sprawl of any large built up areas.

To prevent neighbouring towns merging into one another.

52 The proposal is located on previously developed land, located distant from any towns. The proposal would not have any effect on the merging of towns.

To assist in safeguarding the countryside from encroachment.

53 The proposal is located on previously developed land and the proposal would therefore not affect encroachment upon the countryside.

To preserve the setting and special character of historic towns.

54 The proposal site does not comprise the setting of an historic town. The nearest conservation area is at Stock, over 3km to the south west of the proposal site.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

55 The proposal is located on previously developed land, and represents a viable reuse of developed land, reducing the pressure for the proposal to be on any other land within the Green Belt.

Conclusion

56 The proposal does not conflict with any of the purposes of the Green Belt.

Effect on Openness of the Green Belt

57 A number of matters may need to be taken into account in making this assessment. These include:

openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;

the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of

openness; and

the degree of activity likely to be generated, such as traffic generation.³

Openness

58 The boom comprises a single armature which spatially is of very low impact. The narrow mobile boom extends a little more than most trees canopies present in the site setting.

59 The crane would be lowered outside of training hours, resulting in a small mass being present for some of the time.

60 The effect of the proposal on openness is Negligible and its effect is considered to be Insignificant.

Duration and Remediability

61 The crane would be lowered outside of training hours. The proposal is entirely and instantaneously remediable.

62 The proposal is likely to continue only as long as the business is viable.

63 The proposal can be quickly dismantled and the proposal is completely remediable. This is considered to be a Negligible effect which would be Insignificant.

Activity generated

64 The proposal generates a limited amount of activity during the working day. The level of activity is considered to be of a low level and not necessarily any greater than other commercial operations which could use the site. The proposal would result in no increase in activity.

Conclusion

65 The proposal would result in a *Negligible* and *Insignificant* effect upon the openness of the Green Belt.

66 This allows the conclusion to be drawn that the proposal, comprising an engineering operation, is not inappropriate, in accordance with Paragraph 154 (h, ii) of the NPPF, as it would result in openness generally being preserved; and the proposal does not conflict with the purposes of including land within the Green Belt, as shown.

67 In addition, as made clear in footnote 55 of Paragraph 153 of the NPPF, any harm to openness should not be given substantial weight when determining planning applications on previously developed land within the Green Belt.

³ <https://www.gov.uk/guidance/green-belt> Paragraph: 001 Reference ID: 64-001-20190722

APPENDIX A - SINGLE FRAME IMAGES



VIEW 1 - PARKLANDS HORSE RIDING TRACK - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 1 - PARKLANDS HORSE RIDING TRACK - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 2 - PUBLIC FOOTPATH 57 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 2 - PUBLIC FOOTPATH 57 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 3 - PUBLIC FOOTPATH 59 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 3 - PUBLIC FOOTPATH 59 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 4 - PUBLIC FOOTPATH 50 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 4 - PUBLIC FOOTPATH 50 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 5 - PUBLIC FOOTPATH 52 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 5 - PUBLIC FOOTPATH 52 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 6 - PUBLIC FOOTPATH 54 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 6 - PUBLIC FOOTPATH 54 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 7 - PUBLIC FOOTPATH 56 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 7 - PUBLIC FOOTPATH 56 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 8 - PUBLIC FOOTPATH 56 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 8 - PUBLIC FOOTPATH 56 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 9 - PUBLIC FOOTPATH 54 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 9 - PUBLIC FOOTPATH 54 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 10 - PUBLIC FOOTPATH 54 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 10 - PUBLIC FOOTPATH 54 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 11 - PUBLIC FOOTPATH 50 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 11 - PUBLIC FOOTPATH 50 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 12 - PUBLIC FOOTPATH 50 GALLEYWOOD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 12 - PUBLIC FOOTPATH 50 GALLEYWOOD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 13 - STOCK ROAD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 13 - STOCK ROAD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length



VIEW 14 - STOCK ROAD - VISUAL BASELINE (CRANE REMOVED)

Represents actual scale of viewing experience when A3 at arms length



VIEW 14 - STOCK ROAD - PROPOSAL SHOWN

Represents actual scale of viewing experience when A3 at arms length

APPENDIX B - DEVELOPMENT PROPOSAL



APPENDIX C - METHODOLOGY

Objectives of the VIA

- 68 This report is a Visual Impact Assessment (VIA) and follows the Guidelines for Landscape and Visual Impact Assessment (3rd ed. 2013) published by the Landscape Institute and the Institute of Environmental Management and Assessment.
- 69 The purpose of this assessment is to evaluate the likely impacts of the development proposal upon visual amenity. The report concludes with mitigation measures to prevent, reduce or offset effects that arise from the proposed development.
- 70 The assessment of visual effects should inform the iterative design process, identify residual effects and provide guidance on strategies for enhancement thereby resulting in effective primary mitigation as an integral part of the design proposal.
- 71 Where the requirement for assessment does not have scope for inclusion within the design process, assessment is carried out at the end of the design process. The proposal may then be revised to include recommendations and mitigation strategies as set out in the VIA as secondary mitigation.
- 72 In both situations the VIA provides objective assessment of baseline sensitivity and effects of the development proposal upon visual amenity to inform planning decisions.
- 73 The baseline sensitivity of each receptor is established. The magnitude of the change likely to occur is described and the resulting significance of the anticipated effect determined.

LVIA Guidance

- 74 This Visual Impact Assessment has been carried out by qualified, trained and experienced landscape professionals using techniques and best practice in accordance with the following guidance:
- Guidelines for Landscape and Visual Impact Assessment, 3rd ed. 2013, published by the Landscape Institute and the Institute of Environmental Management and Assessment.
 - Landscape Character Assessment, Guidance for England and Scotland; Topic Paper 6: Techniques and Criteria for Judging Capacity and Sensitivity, published by The Countryside Agency and Scottish Natural Heritage.
 - Landscape Institute Advice Note 01/11. Photography and Photo-montage in Landscape and Visual Impact Assessment.
 - Landscape Institute Advice Note 02/17. Visual representation of development proposals.
- 75 Planning guidance and informing this report includes:
- The National Planning Policy Framework, Department

for Communities and Local Government, Revised, July 2021.

- MAGIC Interactive mapping, Natural England (magic.defra.gov.uk)

Visual Amenity Baseline

- 76 Assessment of visual effects deals with the effects of change and development on the views experienced by individuals or groups of people. Changes can occur in the content and character of views and as a result of the change or loss of existing elements and/or introduction of new elements.
- 77 The area in which views are likely to be changed is established at an early stage usually through the creation of a Zone of Theoretical Visibility (ZTV) using a Geographic Information System (GIS).
- 78 The area in which the development may be visible, the different groups of people, who may experience views of the development, the viewpoints where they will be affected and the nature of the views at those points are identified.
- 79 Development proposal may have visual effects on the setting of heritage assets, including important views to and from those assets. In urban areas there may be strategic views relating to heritage assets, landmarks and other key views and vistas.
- 80 The types of viewers who will be affected and the places where they will be affected are identified. Viewpoints are selected for inclusion in the assessment and for the illustration of visual effects to represent the range of receptor views gained. Receptor viewpoints are usually located in publicly accessible locations only, however in some situations it may be appropriate to consider views from private property.
- 81 Baseline photos record the existing views at selected receptor viewpoints. Each image is captured with a full-frame-sensor 50mm optical length lens, tripod mounted with a levelling head, at a height of 1.5m, to best represent the viewing experience of a pedestrian. Photographs are digitally merged to create panoramic views centred on the site which represent a wider field of view and convey an holistic viewing experience, and provide contextual information for assessment. Annotations may be added to photographs to emphasize important components of each view.

Visual Effects

- 82 The likely effects on visual receptors are identified with the assistance of wireframe photomontages of the proposal. Changes in views and visual amenity may arise from built forms and/or from soft landscape elements of the development. The effects are considered in terms of: the nature of the view of the development, whether there is a full or partial view, or only a glimpse;

the proportion of the development or particular features that would be visible; the distance of the viewpoint from the development; and, whether the view is stationary or transient or one of a sequence of views, as from a footpath or moving vehicle, and the nature of the changes.

- 83 An informed professional judgement is made as to whether the visual effects are beneficial or adverse, or in some cases neutral, based upon a judgement about whether the changes will affect the quality of the visual experience for those groups of people who will see the changes, given the nature of the existing views.
- 84 Wireframe photomontages of the proposed dwelling are depicted on baseline photography to assist with the assessment of visual effects.

Assessing the Significance of Visual Effects

- 85 The visual effects may be assessed to determine their significance by considering the nature of the visual receptor and the nature of the effect on views and visual amenity.
- 86 The sensitivity of each visual receptor (person or group of people) is assessed in terms of both their susceptibility to change in views and visual amenity and the value attached to particular views.
- 87 The susceptibility of different visual receptors is a function of: (1) the occupation of people experiencing the view at particular locations; and, (2) the extent to which their attention or interest is focused on the views and the visual amenity they experience at particular locations.
- 88 The value attached to views takes account of: (1) recognition of the value attached to particular views, for example in relation to heritage assets or planning designations; and, (2) indicators of the value attached to views by visitors, for example references in guidebooks or on tourist maps, provision of facilities for enjoyment, or references to them in art or literature.
- 89 Each of the visual effects identified is evaluated in terms of its size or scale, the geographical extent of the area influenced and its duration and reversibility.
- 90 The magnitude of the visual effect takes account of: the scale of the change in the view with respect to the loss or addition of features in the views and changes in its composition; the degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line, height, colour and texture; and, the nature of the view of the proposed development, in terms of the relative amount of time over which it will be experienced and whether views will be full,

partial or glimpses.

- 91 The geographic extent of a visual effect considers the angle of the view in relation to the main activity of the receptor, the distance of the viewpoint from the proposed development and the extent of the area over which the changes would be visible.
- 92 The duration of the visual effect is likely to be permanent and irreversible for the development of most buildings. Some developments may be temporary which would have an effect on their significance. The effect of integrated landscape proposals will develop and judgements are made in this regard.
- 93 The sensitivity of the visual receptor and the magnitude of the visual effects are combined to form a judgement about the significance of each effect.
- 94 Where visual effects are judged to be significant and adverse, mitigation measures for preventing/avoiding, reducing, or offsetting or compensating for them are set out and residual effects identified.

Wireframe Photomontage

- 95 Wireframe photomontages of the proposed dwelling are depicted on baseline photography to assist with the assessment of visual effects following guidance set out in Visual Representation of Development Proposals Technical Guidance Note 06/19 (LI TGN 06/19), issued by the Landscape Institute which was prepared to help landscape professionals, planning officers and other stakeholders in the selection, production and presentation of types of visualisation appropriate to the circumstances in which they will be used.
- 96 The London View Management Framework (2012) proposes four levels of 'Accurate Visual Representation' (AVR), based on the degree of sophistication of the imagery representing the proposed development.
- 97 Level 1 Views show the location, size and degree of visibility of a proposal. This shows the massing of the proposal within a 3D context represented by the photograph.
- 98 Reference markers such as adjacent buildings and trees were located within the 3D model of the proposals. This allowed the proposal to be accurately superimposed upon each baseline image.
- 99 Images of the proposal from each receptor viewpoint were exported from the modelling software and superimposed upon baseline imagery using reference markers for correct alignment.
- 100 The outline of the proposal is shown with a red line. Where the proposal would not be directly visible it is outlined with a dashed line.



Visual Representation of Development Proposals
Technical Guidance Note

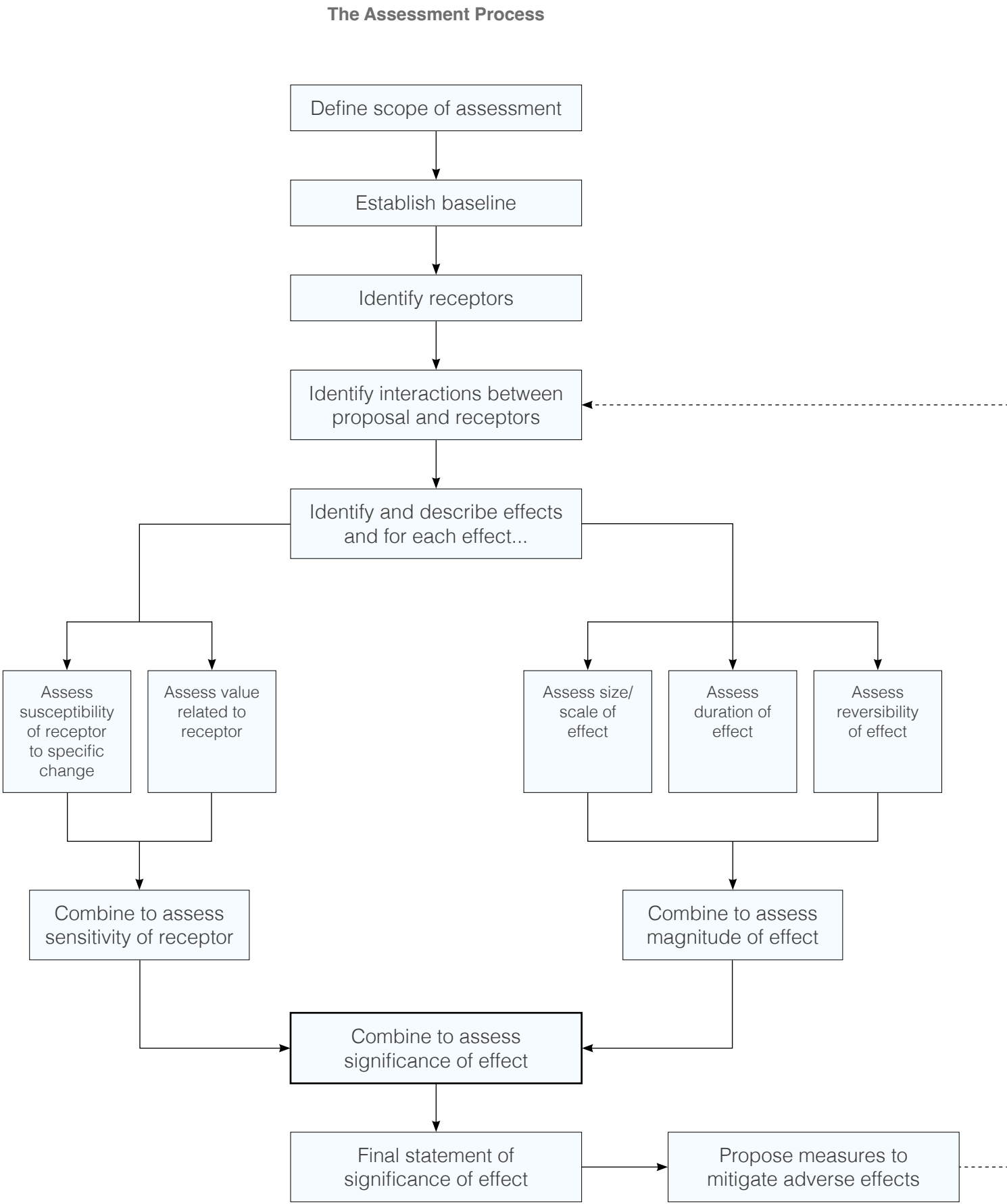


Table 1. Sensitivity of Landscape Character

SENSITIVITY	DEFINITION
HIGH	E.g. AONB / National Park / Conservation Area with characteristic features. Good examples of natural / man-made features / geological features / buildings / monuments. Good levels of landscape stewardship, strong literary / cultural associations. No detractors (pylons, roads, industrial buildings / fencing).
MEDIUM	E.g. Reasonable levels of landscape / townscape stewardship. Some common but good quality natural / man-made features / woodland / fields / characteristic buildings / hedgerows. Few detractors (pylons, roads, industrial buildings / fencing).
LOW	E.g. Common natural / man-made features / nondescript landscape / townscape. Detractors present (pylons, roads, industrial buildings / fencing).

Table 2. Sensitivity of Visual Receptor Matrix

SENSITIVITY OF VIEW			
SUSCEPTIBILITY	HIGH	MEDIUM	MEDIUM to HIGH
	MODERATE	LOW to MEDIUM	MEDIUM
	LOW	LOW	LOW to MEDIUM
		LOW	MODERATE
VALUE			

Table 3. Sensitivity of Visual Receptor

SENSITIVITY	DEFINITION
HIGH	E.g. Receptors in AONB / National Park / Conservation Area or other valued landscape with characteristic features clearly evident. Receptors who may gain views for moderate or prolonged periods from prominent or elevated positions. Receptors who view good examples of natural / man-made features (extended views of horizon / seascape, geological features / buildings / monuments, good examples of landscape stewardship, strong literary / cultural associations) with no detractors (pylons, roads, industrial buildings / fencing).
MEDIUM	E.g. Receptors with views of reasonable levels of landscape / townscape stewardship. Receptors who may be able to gain views for moderate or prolonged periods with some common but good quality natural / man-made features in view (long distance views / woodland / fields / characteristic buildings / hedgerows) and few detractors (pylons, roads, industrial buildings / fencing).
LOW	E.g. Receptors with views of common natural / man-made features (foreshortened views, nondescript landscape / townscape). Receptors with views likely to be obstructed or foreshortened with detractors present (pylons, roads, industrial buildings / fencing).

Table 4. Magnitude of Effect: Size/scale, extent, duration

MAGNITUDE		DEFINITION
ADVERSE	MAJOR	Extensive development resulting in considerable irreversible loss of existing characteristic features/visual amenity and no conservation of existing character/visual amenity.
	MODERATE	Development resulting in moderate amounts of irreversible adverse change to existing characteristic features/visual amenity and little conservation of existing character/visual amenity.
	MINOR	Development resulting in small detractions from existing characteristic features/visual amenity, with some conservation or enhancement of existing character/visual amenity.
	NEGLIGIBLE	Little or no change. Very small amount of loss of characteristic features/visual amenity.
BENEFICIAL	NEGLIGIBLE	Little or no change. Very small amount of enhancement of characteristic features/visual amenity.
	MINOR	Development resulting in small enhancements to characteristic features/visual amenity and conservation of existing character/visual amenity.
	MODERATE	Development resulting in moderate enhancement to characteristic features/visual amenity and conservation of existing character/visual amenity.
	MAJOR	Extensive enhancements to characteristic features/visual amenity and conservation of existing character/visual amenity.

Table 5. Significance of Effect Matrix

MAGNITUDE OF EFFECT	MAJOR	SIGNIFICANT	SIGNIFICANT	SIGNIFICANT
	MODERATE	LOW SIGNIFICANCE	SIGNIFICANT	SIGNIFICANT
	MINOR	INSIGNIFICANT	LOW SIGNIFICANCE	LOW SIGNIFICANCE / SIGNIFICANT
	NEGLIGIBLE	INSIGNIFICANT	INSIGNIFICANT	INSIGNIFICANT / LOW SIGNIFICANCE
		LOW	MEDIUM	HIGH
SENSITIVITY OF RECEPTOR				



0 5 10 20 Metres

1:800



Planning Committee
24/01735/FUL

Planning & Development Management
Directorate for Sustainable Communities

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