



ALTERATIONS AND ADDITIONS TO PLANNING COMMITTEE

15th December 2025

Item 5 – 23/00114/FUL – Radial Distributor Route 2 - Northern Radial Distributor Road

- **Consultation Responses**

Chelmsford Garden Community Council – 12.12.25

Chelmsford Garden Community Council has made the following comments:

- (i) Proposed Designs for Junction 19 of the A12 - there is a question mark over the benchmark for trip generation as it does not appear to take into account traffic from outside the Chelmsford Garden Community area that will inevitably use this strategic road leading to the A12. The CGCC note that some of the design factors in the roundabout system are of concern as there are 3 pedestrian crossings that would impede the flow of traffic; this could be addressed with a footbridge that has previously been suggested.
- (ii) Areas of Conflict - The proposed design appears to include quite a few areas where there could be a conflict between the traffic in the various lanes which is a common problem with the system at present.
- (iii) Northbound Slip Road - there is a major concern that the slip road to the A12 Northbound is only one lane which could lead to conflict and congestion.

National Highways – 11.12.25

A scheme has been identified for Junction 19 A12 that mitigates the impact of the Chelmsford Garden Community on the junction and A12. The PFA sets out conditions required to protect the road from a severe impact and only allows the beneficial occupation of 558 dwellings in Zones 1 and 3 and 875 dwellings in Zone 2 before the road is open to traffic. National Highways will require that section 1a (Chelmsford Bypass) remains restricted to bus use until the Junction 19 scheme is completed and fully open to traffic. This will be required to protect Junction 19 from unrestricted flows from the west.

National Highways therefore recommend that the following conditions should be attached to any planning permission that may be granted.

Condition 1

Prior to commencement of development, the applicant shall enter into a Planning Framework Agreement (PFA) linked to the Section 106 agreement(s) for Zones 1,2 and 3, which collectively form Chelmsford Garden Community. The PFA shall include occupation trigger points and the restriction of Section 1a (Chelmsford Bypass) to bus only use and shall be submitted to and approved by the Local Planning Authority in consultation with National Highways. National Highways will be consulted on the wording and contents of this agreement.

Condition 2

Section 1a of the Chelmsford Bypass shall remain restricted to bus use only until the Junction 19 scheme is practically completed, unless otherwise agreed in writing with the LPA in consultation with National Highways.

Item 6 – 22/01950/OUT - Zone 1 Chelmsford Garden Community

- **Report Errors**

Para. 7.34 – The sentence should read ‘an area with a maximum height of 2½ storeys’.

Para. 7.39 - Development Specification Table - Innovation Hub section should read a maximum of 7,500m² (of which 2,500m² limited to Class E (b) and E (c)); these uses are intended to animate the Innovation Hub and enhance its commercial attractiveness.

- **Amendments to Drawings/Documents**

Site Wide Healthcare Strategy

The CGC Sitewide Healthcare Strategy has been updated to show that the floorspace of the Great Belsteads Healthcare centre in Zone 1 has been increased to 452m²(NIA) in order to meet the needs of the Bloor Homes scheme in Broomfield.

Monitor & Manage Fund

The s106 Specification - Monitor & Manage Fund report has been amended to contain additional wording in Appendix F at the request of Essex County Council Highways:

Safeguarding for Traffic Management Measures to be Implemented

Where practical reserved matters applications for roads within the CGC will seek to protect the ability to implement future traffic management measures determined to be required by the Steering Group subject to the findings of the monitoring surveys, with the purpose of increasing the non-car modal share. The changes will be restricted to the locations shown in Figure 1.1 for Bus Gate and Access amendments. In relation to the access changes, they will be restricted to the extents shown in Figures 1.2, 1.3 and 1.4.

Any measures will only be agreed subject to a) no impact on the land take and developable area compared with the illustrative master plan and the approved parameter plans and no requirement for safeguarding of additional land, b) no impacts arising on the ability to obtain adoption or delay adoption of the roads c) no material impact on the costs for the proposed works.

The Steering Group will determine whether it is reasonable to recommend any future proofing for Traffic Management measures, with reference to points a), b) and c).

The updated version of the document is Rev F.

- **Condition Amendments**

Condition 55- Innovation Hub- Employment Floorspace

The condition wording contains a typographical error in the wording of the maximum floorspace; this should read *'the ancillary uses shall not exceed a maximum floor area of 7,500m².'*

The wording of the remainder of the condition remains unaltered.

Condition 64 – Essex Regiment Way Construction Access Creation & Closure

The first paragraph of Condition 64 has been amended to read as follows:

Prior to, or concurrently with the submission of the relevant reserved matters, details of the temporary construction access for the purposes of completing drainage for the development and the pedestrian cycle bridge over Essex Regiment Way shall be submitted to and approved in writing by the local planning authority. The details shall be broadly in accordance with Drawing No. 19140-CHEL-700-017 – s278 ERW Temporary Construction Access unless otherwise agreed in writing by the local planning authority. The details shall include construction details, long section, drainage, lighting, and signage.

The fourth arm on the roundabout is only required to enable to the construction of the bridge. The detailed design of the arm is shown illustratively at this stage and would be refined once the final design of the bridge is known. Construction sequencing and programming for the bridge is also required to inform the timings of the fourth arm construction and removal. A detailed application for this temporary fourth arm will follow once the bridge design and parameters are known. The approach has been agreed with the highway authority.

- **Consultation Responses**

NHS Mid and South Essex Integrated Care System – 12.12.25

The NHS ICB have provided a further supplementary consultation response dated 12th December 2025. The ICB acknowledge that matters raised in relation to lease arrangements for the first healthcare facility can be addressed through s106 negotiations and welcome this and the commitment to continuing discussions on the matters raised.

The ICB is keen to ensure the arrangement secured is affordable so that suitable infrastructure can be provided to serve the healthcare needs of the population.

Capacity Gap Funding

The capacity gap funding calculated to mitigate the impact of the CGC prior to the delivery of the second healthcare facility is as follows:

1. **Excess Service Cost** – The difference between the GP contract costs and the primary care network additional role costs for the required arrangement (7 days per week including evening appointments) and a normal contract that would be agreed for the second health centre in due course. The costs are calculated to be £318.91 per dwelling per year, which based on the Dec 2025 trajectory is 4,631 units. Value - £1,476,872.21

2. Mobilisation Costs – Setting up and standing down this temporary arrangement will result in specific costs that would not otherwise be incurred. Based on recent local experience, this is calculated to be a cost of around £60,000. Value - £60,000.00
3. ICB Costs – The cost to the ICB of hosting and managing the arrangement, which is included at 12% of the other costs. Value - £184,424.67

Total Cost of Capacity Gap Funding = £1,721,296.88

The ICB was asked to provide further details of the methodology which sits behind the calculations; this is detailed below:

- The excess service cost is the additional cost of providing GP services to those residents of the development that are in excess of the capacity of the first healthcare facility until the second healthcare facility is opened.
- The capacity of the first healthcare facility for CGC residents will be 452m² (536 total NIA – 84m² required for the residents of the Woodhouse Lane site).
- A facility of 452m² will provide capacity for 2,747 dwellings (based on 120m² per 1750 patients and a space requirement aligned to DH guidance within 'Health Building Note 11-01: Facilities for Primary and Community Care Services'.
- The CGC housing trajectory dated November 2025 shows that the capacity of the first healthcare facility will be breached during 2033/34. The total site occupancy at the end of 2033/34 is expected to be 2967 dwellings. The space deficit for the part of this year is ignored in these calculations.
- The number of dwellings occupied in excess of 2747 dwellings for the period before the second healthcare facility is provided in 2038/39 is, according to the November 2025 housing trajectory:

Year	Total Occupations	Occupations in Excess of 2747
2034/35	3261	514
2035/36	3461	714
2036/37	3669	922
2037/38	3884	1137
2038/39	4091	1344
	Total	4631

- The difference between the GP contract costs and primary care network additional roles costs for the required arrangement (7 days per week including evening appointments) and a normal contract that would be agreed for the second health centre in due course is calculated to be £318.91 per dwelling earlier in 2025.

Response

The consortium have considered the additional letter provided by the NHS ICB and confirmed the following:

- Zone 1 Healthcare Facility – Acceptance of the revised trigger of 350-450 occupations on Zone 1, subject to agreeing the details relating to phasing, trajectory through the site specific s106 Agreement.
- Capacity Gap Funding – Agreement to the revised contribution of £1,721,296.88 subject to agreement of the review mechanisms in the respective site specific s106 Agreements.

Chelmsford Garden Community Council – 12.12.25

Chelmsford Garden Community Council has made the following comments:

- (i) Proposed Designs for Junction 19 of the A12 - there is a question mark over the benchmark for trip generation as it does not appear to take into account traffic from outside the Chelmsford Garden Community area that will inevitably use this strategic road leading to the A12. The CGCC note that some of the design factors in the roundabout system are of concern as there are 3 pedestrian crossings that would impede the flow of traffic; this could be addressed with a footbridge that has previously been suggested.
- (ii) Areas of Conflict - The proposed design appears to include quite a few areas where there could be a conflict between the traffic in the various lanes which is a common problem with the system at present.
- (iii) Northbound Slip Road - there is a major concern that the slip road to the A12 Northbound is only one lane which could lead to conflict and congestion.
- (iv) s106 - funding for cycle ways includes a cycle way leading through Springfield to the city centre, which is of little use to the CGCC Parish. The funding should be concentrated on infrastructure that is of particular use to the Parish.

National Highways – 11.12.25

National Highways note that a scheme has been identified for Junction 19 A12 that mitigates the impact of the Chelmsford Garden Community on the junction and A12. The PFA sets out conditions required to protect the road from a severe impact and only allows the beneficial occupation of 558 dwellings in Zones 1 and 3 and 875 dwellings in Zone 2 before the road is open to traffic. National Highways will require that section 1a (Chelmsford Bypass) remains restricted to bus use until the Junction 19 scheme is completed and fully open to traffic. This will be required to protect Junction 19 from unrestricted flows from the west.

National Highways therefore recommend that the following conditions should be attached to any planning permission that may be granted.

Condition 1

Prior to commencement of development, the applicant shall enter into a Planning Framework Agreement (PFA) linked to the Section 106 agreement(s) for Zones 1,2 and 3, which collectively form Chelmsford Garden Community. The PFA shall include occupation trigger points and the restriction of Section 1a (Chelmsford Bypass) to bus only use and shall be submitted to and approved by the Local Planning Authority in consultation with National Highways. National Highways will be consulted on the wording and contents of this agreement.

Condition 2

Within 6 months of grant of planning permission (or other time frame agreed in writing with the local planning authority (LPA)) the developer shall submit detailed designs for the A12 Junction 19 improvement scheme (as shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025). The details shall be approved in writing by the Local Planning Authority in consultation with National Highways and shall include:

Scheme details shall include drawings and documents showing:

- (i) How the improvement interfaces with the existing highway alignment and carriageway markings including lane destinations.
- (ii) Full construction details relating to the highway improvement, including any modifications to existing structures or proposed structures with supporting analysis.
- (iii) Full signing and lighting details.
- (iv) Confirmation of compliance with Departmental Standards (DMRB) and policies (or approved relaxations/departures from standards).
- (v) Evidence that the scheme is fully deliverable within land in the control of the applicant or the Highway Authority.
- (vi) An independent Stage 2 Road Safety Audit, with confirmation that all Stage 1 RSA recommendations have been addressed, undertaken (in accordance with Departmental Standards (DMRB) and Advice notes.
- (vii) A construction Management plan detailing how construction traffic will be managed.

Condition 3

No more than 558 dwellings in Zones 1 (to which this application relates) shall be beneficially occupied unless and until the A12 Junction 19 mitigation scheme shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025 is completed and open to traffic. And section 1a of the Chelmsford Bypass shall remain restricted to bus use only until the Junction 19 scheme is practically completed, unless otherwise agreed in writing by the LPA in consultation with National Highways.

Condition 4

No part of the development hereby approved shall be brought into use unless and until the Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Essex County Council and National Highways as Highways Authorities.

The Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include;

- The identification of targets for trip reduction and modal shift
- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The penalties to be applied in the event that targets are not met and the mechanisms for mitigation.
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter.
- Mechanisms to secure variations to the Travel plan following monitoring and reviews.

National Highways have also requested that the National Highways informative re S278 agreements is appended to any decision.

Response

Discussions are continuing with National Highways regarding their consultation response and the conditionality they have set out; the local planning authority is of the view that this is addressed either within the Planning Framework Agreement and/or within obligations forming part of the site specific s106 Agreements.

Paragraph (iii) of the recommendation to be amended as follows:

The Director of Sustainable Communities use their existing delegated powers to liaise with and confirm the final requirements of National Highways recommendations relating to the withdrawal of its holding objection and to reflect these within the PFA, or the site specific s106 Agreement (as appropriate).

Item 7 – 22/01950/FUL - Zone 1 Chelmsford Garden Community

- **Consultation Responses**

Letter of Representation – John Hammond on behalf of Chelmsford Cycling Action Group – 08.12.25

The letter of representation has been submitted to update the consultation response of Chelmsford Cycling Action Group.

1. The latest drawing for Essex Regiment Way Cycle Bridge uploaded July 2025 is unsatisfactory; there should be an explicit condition requiring amended bridge details.
2. The cyclist part of the bridge ramp should be put on the outside of the curve because pedestrians will want to take the shortest route.
3. The drawings should be amended to show segregation of pedestrians by kerb or level difference to prevent wheeled vehicles cutting across them.
4. The curve radius on the cyclist bridge ramp needs increasing to comply with the DMRB CD353 as follows:
5. "5.15 The minimum inside radius of the footway for curved and spiral ramps shall be 5.5 metres.
5.15.1 Where bridges are designed for use by cyclists and/or equestrians, a larger curve radius may be required."
6. The drawings should not be approved without stating the materials and colours to be used for surfaces, structures and parapets.

Chelmsford Garden Community Council – 12.12.25

Chelmsford Garden Community Council has made the following comments:

- (i) Proposed Designs for Junction 19 of the A12 - there is a question mark over the benchmark for trip generation as it does not appear to take into account traffic from outside the Chelmsford Garden Community area that will inevitably use this strategic road leading to the A12. The CGCC note that some of the design factors in the roundabout system are of concern as there are 3 pedestrian crossings that would impede the flow of traffic; this could be addressed with a footbridge that has previously been suggested.
- (ii) Areas of Conflict - The proposed design appears to include quite a few areas where there could be a conflict between the traffic in the various lanes which is a common problem with the system at present.
- (iii) Northbound Slip Road - there is a major concern that the slip road to the A12 Northbound is only one lane which could lead to conflict and congestion.
- (iv) s106 - funding for cycle ways includes a cycle way leading through Springfield to the city centre, which is of little use to the CGCC Parish. The funding should be concentrated on infrastructure that is of particular use to the Parish.

National Highways – 11.12.25

National Highways note that a scheme has been identified for Junction 19 A12 that mitigates the impact of the Chelmsford Garden Community on the junction and A12. The PFA sets out conditions required to protect the road from a severe impact and only allows the beneficial occupation of 558 dwellings in Zones 1 and 3 and 875 dwellings in Zone 2 before the road is open to traffic. National Highways will require that section 1a (Chelmsford Bypass) remains restricted to bus use until the Junction 19 scheme is completed and fully open to traffic. This will be required to protect Junction 19 from unrestricted flows from the west.

National Highways therefore recommend that the following conditions should be attached to any planning permission that may be granted.

Condition 1

Prior to commencement of development, the applicant shall enter into a Planning Framework Agreement (PFA) linked to the Section 106 agreement(s) for Zones 1,2 and 3, which collectively form Chelmsford Garden Community. The PFA shall include occupation trigger points and the restriction of Section 1a (Chelmsford Bypass) to bus only use and shall be submitted to and approved by the Local Planning Authority in consultation with National Highways. National Highways will be consulted on the wording and contents of this agreement.

Condition 2

Within 6 months of grant of planning permission (or other time frame agreed in writing with the local planning authority (LPA)) the developer shall submit detailed designs for the A12 Junction 19 improvement scheme (as shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025). The details shall be approved in writing by the Local Planning Authority in consultation with National Highways and shall include:

Scheme details shall include drawings and documents showing:

- (i) How the improvement interfaces with the existing highway alignment and carriageway markings including lane destinations.
- (ii) Full construction details relating to the highway improvement, including any modifications to existing structures or proposed structures with supporting analysis.
- (iii) Full signing and lighting details.
- (iv) Confirmation of compliance with Departmental Standards (DMRB) and policies (or approved relaxations/departures from standards).
- (v) Evidence that the scheme is fully deliverable within land in the control of the applicant or the Highway Authority.
- (vi) An independent Stage 2 Road Safety Audit, with confirmation that all Stage 1 RSA recommendations have been addressed, undertaken (in accordance with Departmental Standards (DMRB) and Advice notes.
- (vii) A construction Management plan detailing how construction traffic will be managed.

Condition 3

No more than 558 dwellings in Zones 1 (to which this application relates) shall be beneficially occupied unless and until the A12 Junction 19 mitigation scheme shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025 is completed and open to traffic. And section 1a of the Chelmsford Bypass shall remain restricted to bus use only until the Junction 19 scheme is

practically completed, unless otherwise agreed in writing by the LPA in consultation with National Highways.

Condition 4

No part of the development hereby approved shall be brought into use unless and until the Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Essex County Council and National Highways as Highways Authorities.

The Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include;

- The identification of targets for trip reduction and modal shift
- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The penalties to be applied in the event that targets are not met and the mechanisms for mitigation.
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter.
- Mechanisms to secure variations to the Travel plan following monitoring and reviews.

National Highways have also requested that the National Highways informative re S278 agreements is appended to any decision.

Discussions are continuing with National Highways regarding their consultation response and the conditionality they have set out; the local planning authority is of the view that this is addressed either within the Planning Framework Agreement and/or within obligations forming part of the site specific s106 Agreements.

Paragraph (iii) of the recommendation to be amended as follows:

The Director of Sustainable Communities use their existing delegated powers to liaise with and confirm the final requirements of National Highways recommendations relating to the withdrawal of its holding objection and to reflect these within the PFA, or the site specific s106 Agreement (as appropriate).

Item 8 – 23/00124/OUT - Zone 3 Chelmsford Garden Community

- **Report Errors**

Section 6. Summary of Consultation Responses states National Highways – Insert Final Response. The National Highways consultation response is summarised in full below.

- **Amendments to Drawings/Documents**

Site Wide Healthcare Strategy

The CGC Sitewide Healthcare Strategy has been updated to show that the floorspace of the Great Belsteads Healthcare centre in Zone 1 has been increased to 452m²(NIA) in order to meet the needs of the Bloor Homes scheme in Broomfield.

Monitor & Manage Fund

The s106 Specification - Monitor & Manage Fund report has been amended to contain additional wording in Appendix F at the request of Essex County Council Highways:

Safeguarding for Traffic Management Measures to be Implemented

Where practical reserved matters applications for roads within the CGC will seek to protect the ability to implement future traffic management measures determined to be required by the Steering Group subject to the findings of the monitoring surveys, with the purpose of increasing the non-car modal share. The changes will be restricted to the locations shown in Figure 1.1 for Bus Gate and Access amendments. In relation to the access changes, they will be restricted to the extents shown in Figures 1.2, 1.3 and 1.4.

Any measures will only be agreed subject to a) no impact on the land take and developable area compared with the illustrative master plan and the approved parameter plans and no requirement for safeguarding of additional land, b) no impacts arising on the ability to obtain adoption or delay adoption of the roads c) no material impact on the costs for the proposed works.

The Steering Group will determine whether it is reasonable to recommend any future proofing for Traffic Management measures, with reference to points a), b) and c).

The updated version of the document is Rev F.

- **Consultation Responses**

NHS Mid and South Essex Integrated Care System – 12.12.25

The NHS ICB have provided a further supplementary consultation response dated 12th December 2025. The ICB acknowledge that matters raised in relation to lease arrangements for the first healthcare facility can be addressed through s106 negotiations and welcome this and the commitment to continuing discussions on the matters raised.

The ICB is keen to ensure the arrangement secured is affordable so that suitable infrastructure can be provided to serve the healthcare needs of the population.

Capacity Gap Funding

The capacity gap funding calculated to mitigate the impact of the CGC prior to the delivery of the second healthcare facility is as follows:

1. Excess Service Cost – The difference between the GP contract costs and the primary care network additional role costs for the required arrangement (7 days per week including evening appointments) and a normal contract that would be agreed for the second health centre in due course. The costs are calculated to be £318.91 per dwelling per year, which based on the Dec 2025 trajectory is 4,631 units. Value - £1,476,872.21
 2. Mobilisation Costs – Setting up and standing down this temporary arrangement will result in specific costs that would not otherwise be incurred. Based on recent local experience, this is calculated to be a cost of around £60,000. Value - £60,000.00
 3. ICB Costs – The cost to the ICB of hosting and managing the arrangement, which is included at 12% of the other costs. Value - £184,424.67
- Total Cost of Capacity Gap Funding = £1,721,296.88

The ICB was asked to provide further details of the methodology which sits behind the calculations; this is detailed below:

- The excess service cost is the additional cost of providing GP services to those residents of the development that are in excess of the capacity of the first healthcare facility until the second healthcare facility is opened.
- The capacity of the first healthcare facility for CGC residents will be 452m² (536 total NIA – 84m² required for the residents of the Woodhouse Lane site).
- A facility of 452m² will provide capacity for 2,747 dwellings (based on 120m² per 1750 patients and a space requirement aligned to DH guidance within 'Health Building Note 11-01: Facilities for Primary and Community Care Services'.
- The CGC housing trajectory dated November 2025 shows that the capacity of the first healthcare facility will be breached during 2033/34. The total site occupancy at the end of 2033/34 is expected to be 2967 dwellings. The space deficit for the part of this year is ignored in these calculations.
- The number of dwellings occupied in excess of 2747 dwellings for the period before the second healthcare facility is provided in 2038/39 is, according to the November 2025 housing trajectory:

Year	Total Occupations	Occupations in Excess of 2747
2034/35	3261	514
2035/36	3461	714
2036/37	3669	922
2037/38	3884	1137
2038/39	4091	1344
	Total	4631

- The difference between the GP contract costs and primary care network additional roles costs for the required arrangement (7 days per week including evening appointments) and a normal contract that would be agreed for the second health centre in due course is calculated to be £318.91 per dwelling earlier in 2025.

Response

The consortium have considered the additional letter provided by the NHS ICB and confirmed the following:

- Zone 1 Healthcare Facility – Acceptance of the revised trigger of 350-450 occupations on Zone 1, subject to agreeing the details relating to phasing, trajectory through the site specific s106 Agreement.
- Capacity Gap Funding – Agreement to the revised contribution of £1,721,296.88 subject to agreement of the review mechanisms in the respective site specific s106 Agreements.

Chelmsford Garden Community Council – 12.12.25

Chelmsford Garden Community Council has made the following comments:

- (i) Proposed Designs for Junction 19 of the A12 - there is a question mark over the benchmark for trip generation as it does not appear to take into account traffic from outside the Chelmsford Garden Community area that will inevitably use this strategic road leading to the A12. The CGCC

note that some of the design factors in the roundabout system are of concern as there are 3 pedestrian crossings that would impede the flow of traffic; this could be addressed with a footbridge that has previously been suggested.

- (ii) Areas of Conflict - The proposed design appears to include quite a few areas where there could be a conflict between the traffic in the various lanes which is a common problem with the system at present.
- (iii) Northbound Slip Road - there is a major concern that the slip road to the A12 Northbound is only one lane which could lead to conflict and congestion.
- (iv) s106 - funding for cycle ways includes a cycle way leading through Springfield to the city centre, which is of little use to the CGCC Parish. The funding should be concentrated on infrastructure that is of particular use to the Parish.

National Highways – 11.12.25

National Highways note that a scheme has been identified for Junction 19 A12 that mitigates the impact of the Chelmsford Garden Community on the junction and A12. The PFA sets out conditions required to protect the road from a severe impact and only allows the beneficial occupation of 558 dwellings in Zones 1 and 3 and 875 dwellings in Zone 2 before the road is open to traffic. National Highways will require that section 1a (Chelmsford Bypass) remains restricted to bus use until the Junction 19 scheme is completed and fully open to traffic. This will be required to protect Junction 19 from unrestricted flows from the west.

National Highways therefore recommend that the following conditions should be attached to any planning permission that may be granted.

Condition 1

Prior to commencement of development, the applicant shall enter into a Planning Framework Agreement (PFA) linked to the Section 106 agreement(s) for Zones 1,2 and 3, which collectively form Chelmsford Garden Community. The PFA shall include occupation trigger points and the restriction of Section 1a (Chelmsford Bypass) to bus only use and shall be submitted to and approved by the Local Planning Authority in consultation with National Highways. National Highways will be consulted on the wording and contents of this agreement.

Condition 2

Within 6 months of grant of planning permission (or other time frame agreed in writing with the local planning authority (LPA)) the developer shall submit detailed designs for the A12 Junction 19 improvement scheme (as shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025). The details shall be approved in writing by the Local Planning Authority in consultation with National Highways and shall include:

Scheme details shall include drawings and documents showing:

- (i) How the improvement interfaces with the existing highway alignment and carriageway markings including lane destinations.
- (ii) Full construction details relating to the highway improvement, including any modifications to existing structures or proposed structures with supporting analysis.
- (iii) Full signing and lighting details.
- (iv) Confirmation of compliance with Departmental Standards (DMRB) and policies (or approved relaxations/departures from standards).

- (v) Evidence that the scheme is fully deliverable within land in the control of the applicant or the Highway Authority.
- (vi) An independent Stage 2 Road Safety Audit, with confirmation that all Stage 1 RSA recommendations have been addressed, undertaken (in accordance with Departmental Standards (DMRB) and Advice notes.
- (vii) A construction Management plan detailing how construction traffic will be managed.

Condition 3

No more than 558 dwellings in Zones 3 (to which this application relates) shall be beneficially occupied unless and until the A12 Junction 19 mitigation scheme shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025 is completed and open to traffic. And section 1a of the Chelmsford Bypass shall remain restricted to bus use only until the Junction 19 scheme is practically completed, unless otherwise agreed in writing by the LPA in consultation with National Highways.

Condition 4

No part of the development hereby approved shall be brought into use unless and until the Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Essex County Council and National Highways as Highways Authorities.

The Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include;

- The identification of targets for trip reduction and modal shift
- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The penalties to be applied in the event that targets are not met and the mechanisms for mitigation.
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter.
- Mechanisms to secure variations to the Travel plan following monitoring and reviews.

National Highways have also requested that the National Highways informative re S278 agreements is appended to any decision.

Discussions are continuing with National Highways regarding their consultation response and the conditionality they have set out; the local planning authority is of the view that this is addressed either within the Planning Framework Agreement and/or within obligations forming part of the site specific s106 Agreements.

Paragraph (iii) of the recommendation to be amended as follows:

The Director of Sustainable Communities use their existing delegated powers to liaise with and confirm the final requirements of National Highways recommendations relating to the withdrawal of its holding objection and to reflect these within the PFA, or the site specific s106 Agreement (as appropriate).

Item 9 – 23/00124/FUL - Zone 3 Chelmsford Garden Community

- **Consultation Responses**

Chelmsford Garden Community Council – 12.12.25

Chelmsford Garden Community Council has made the following comments:

- (i) Proposed Designs for Junction 19 of the A12 - there is a question mark over the benchmark for trip generation as it does not appear to take into account traffic from outside the Chelmsford Garden Community area that will inevitably use this strategic road leading to the A12. The CGCC note that some of the design factors in the roundabout system are of concern as there are 3 pedestrian crossings that would impede the flow of traffic; this could be addressed with a footbridge that has previously been suggested.
- (ii) Areas of Conflict - The proposed design appears to include quite a few areas where there could be a conflict between the traffic in the various lanes which is a common problem with the system at present.
- (iii) Northbound Slip Road - there is a major concern that the slip road to the A12 Northbound is only one lane which could lead to conflict and congestion.
- (iv) s106 - funding for cycle ways includes a cycle way leading through Springfield to the city centre, which is of little use to the CGCC Parish. The funding should be concentrated on infrastructure that is of particular use to the Parish.

CCC Access Officer- 3.12.25

Guidance of percentages of fully accessible dwellings is given within Chelmsford Cities Local Planning Strategy 2022-2041.

- 50% of new dwellings on major residential schemes should achieve requirement Part M Category 2 (Accessible and adaptable dwellings) M4(2) of schedule 1 (para1) to the Building Regulations 2010 (as amended) to create sustainable developments for the future.
- To support the aging population and the specific needs of disabled people within Chelmsford, the council expects 5% of all new affordable homes on larger development sites to be wheelchair accessible by meeting the requirement Part M, category 3 (Wheelchair user dwelling) M4 (3) (2) (b) of schedule 1 (para 1) to the Building Regulations 2010 (as amended).
- Wheelchair user dwellings should be provided as affordable housing for rent that the local authority is responsible for allocating or nominating a person to live in.
- Where the 5% requirement does not result in the whole numbers of units, the number of affordable dwellings meeting requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para1) to the Building Regulations 2010 (as amended), will be rounded up. 8.10 Wheelchair user dwellings will need to be provided at a range of sizes which is summarised in a Wheelchair Homes Planning Advice Note and updated annually.
- External carriageways and footways should follow the DFT guidance provided in Inclusive Mobility a guide to best practise 2021.

Guidance has been produced for planners, designers, building owners and operators to support the design and operation of safe, welcoming, accessible and inclusive sports and leisure facilities.

For the Sports environment, England Sports Design Guidance should be followed. The Accessible and inclusive sports facilities (AISF) guide replaces the previous documents: Accessible Sports Facilities guidance and Access for Disabled People.

National Highways – 11.12.25

National Highways note that a scheme has been identified for Junction 19 A12 that mitigates the impact of the Chelmsford Garden Community on the junction and A12. The PFA sets out conditions required to protect the road from a severe impact and only allows the beneficial occupation of 558 dwellings in Zones 1 and 3 and 875 dwellings in Zone 2 before the road is open to traffic. National Highways will require that section 1a (Chelmsford Bypass) remains restricted to bus use until the Junction 19 scheme is completed and fully open to traffic. This will be required to protect Junction 19 from unrestricted flows from the west.

National Highways therefore recommend that the following conditions should be attached to any planning permission that may be granted.

Condition 1

Prior to commencement of development, the applicant shall enter into a Planning Framework Agreement (PFA) linked to the Section 106 agreement(s) for Zones 1,2 and 3, which collectively form Chelmsford Garden Community. The PFA shall include occupation trigger points and the restriction of Section 1a (Chelmsford Bypass) to bus only use and shall be submitted to and approved by the Local Planning Authority in consultation with National Highways. National Highways will be consulted on the wording and contents of this agreement.

Condition 2

Within 6 months of grant of planning permission (or other time frame agreed in writing with the local planning authority (LPA)) the developer shall submit detailed designs for the A12 Junction 19 improvement scheme (as shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025). The details shall be approved in writing by the Local Planning Authority in consultation with National Highways and shall include:

Scheme details shall include drawings and documents showing:

- (i) How the improvement interfaces with the existing highway alignment and carriageway markings including lane destinations.
- (ii) Full construction details relating to the highway improvement, including any modifications to existing structures or proposed structures with supporting analysis.
- (iii) Full signing and lighting details.
- (iv) Confirmation of compliance with Departmental Standards (DMRB) and policies (or approved relaxations/departures from standards)
- (v) Evidence that the scheme is fully deliverable within land in the control of the applicant or the Highway Authority.
- (vi) An independent Stage 2 Road Safety Audit, with confirmation that all Stage 1 RSA recommendations have been addressed, undertaken (in accordance with Departmental Standards (DMRB) and Advice notes.
- (vii) A construction Management plan detailing how construction traffic will be managed.

Condition 3

No more than 558 dwellings in Zones 3 (to which this application relates) shall be beneficially occupied unless and until the A12 Junction 19 mitigation scheme shown in outline on Mayer Brown drawing 203100-MAY-NA-BRI-SK-D-GA9 dated July 2025 is completed and open to traffic. And section 1a of the Chelmsford Bypass shall remain restricted to bus use only until the Junction 19 scheme is

practically completed, unless otherwise agreed in writing by the LPA in consultation with National Highways.

Condition 4

No part of the development hereby approved shall be brought into use unless and until the Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Essex County Council and National Highways as Highways Authorities.

The Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include;

- The identification of targets for trip reduction and modal shift
- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The penalties to be applied in the event that targets are not met and the mechanisms for mitigation.
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter.
- Mechanisms to secure variations to the Travel plan following monitoring and reviews.

National Highways have also requested that the National Highways informative re S278 agreements is appended to any decision.

Discussions are continuing with National Highways regarding their consultation response and the conditionality they have set out; the local planning authority is of the view that this is addressed either within the Planning Framework Agreement and/or within obligations forming part of the site specific s106 Agreements.

Paragraph (iii) of the recommendation to be amended as follows:

The Director of Sustainable Communities use their existing delegated powers to liaise with and confirm the final requirements of National Highways recommendations relating to the withdrawal of its holding objection and to reflect these within the PFA, or the site specific s106 Agreement (as appropriate).