



Planning Committee
24/02/2026

Application No	:	25/01025/FUL Full Application
Location	:	Land North Of Highwood Road Roundabout Writtle Chelmsford Essex
Proposal	:	Change of use of land to 1 no. Gypsy/Traveller pitch comprising 1 no. mobile home and 1 no. touring caravan with associated works. Formation of new access.
Applicant	:	Mr T Collins
Agent	:	Mr Peter Brownjohn
Date Valid	:	18th July 2025

Appendices:

Appendix 1 Drawings
Appendix 2 Consultations

1. Executive summary

- 1.1. The application is referred to Planning Committee at the request of a local councillor due to the level of local interest and opposition, which warrants public scrutiny.
- 1.2. The proposal is for change of use of the land from nominal agricultural use to 1no. Gypsy/Traveller pitch (accommodating 1no. mobile home and 1no. touring caravan), along with associated works comprising the formation of a permeable surface and the erection of fencing and a gate. The proposal also includes a revised access from Bulimers Way, an area of soft-landscaped amenity space and an area of enhanced grassland beyond the enclosed residential area.
- 1.3. This proposal follows application ref 24/01134/FUL, which was refused on 27 May 2025 for six reasons. These reasons related to Green Belt impact, harm to the character and appearance of the area, unmitigated likely significant adverse impacts on Habitats sites, lack of mitigation regarding Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS), adverse impact on highway safety, and flood risk concerns.
- 1.4. Since the previous application was determined, the Council's position in terms of supply and delivery of Gypsy/Traveller pitches has not improved – there remains an unmet need. Government policy is clear where this scenario exists. Where a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites, the provisions in paragraph 11(d) of the National Planning Policy Framework (NPPF) apply, commonly referred to as the 'tilted balance'. In other words, the planning balance 'tilts' in favour of approving an application. A consideration of the site under Green Belt national policy has concluded that the site is considered as 'grey belt' land and the proposal therefore is not inappropriate development. The proposal does include some adverse impacts (character of site, for example) but those impacts would not significantly and demonstrably outweigh the benefits of providing a further pitch within a sustainable location.
- 1.5. The required ecological surveys have been undertaken. Revisions have been made to the access to improve the visibility splays. A financial contribution has been made to mitigate the likely significant adverse effects on Habitats sites. A Flood Risk Assessment has been undertaken and submitted as part of the application. The previous reasons for refusal are suitably addressed.
- 1.6. The application is recommended for approval, subject to conditions.

2. Description of site

- 2.1. The application site ('the site') comprises a parcel of undeveloped grassland located within the Green Belt, immediately to the north of Highwood Road Roundabout, at the junctions of Ongar Road West (an A Road) and Bulimers Way (a Class III road).
- 2.2. The site forms part of a larger paddock ('the wider site') within the applicant's ownership (and blue lined), enclosed by native hedgerow, with a small, preserved woodland in its northeast corner and two preserved trees along its northern boundary (ref: TPO/2019/005).

- 2.3. Vehicular access is provided off Bulimers Way to the east via an existing field gate. There is a footway along Highwood Road to the east of the site providing pedestrian access to Writtle. Footpath Writtle 84 (a Public Right of Way) extends across the field to the northwest of the site.
- 2.4. Agricultural land bounds the wider site to the north, with existing dwellings a short distance farther north, a garden centre nearby to the west, and the Defined Settlement of Writtle a short distance to the east across Bulimers Way.
- 2.5. There are no listed buildings within proximity of the site, though Grade II-listed Bulimers Farmhouse lies some 250m to the north.

3. Details of the proposal

- 3.1. The application proposes a material change of use of the land from a nominal agricultural use to 1no. Gypsy/Traveller pitch (accommodating 1no. mobile home and 1no. touring caravan), along with associated works comprising the formation of an area of permeable hard surface and the erection of fencing and a gate.
- 3.2. The submitted drawings show that a mobile home would be set back from Bulimers Way by about 22m. Two parking spaces are indicated between the mobile home and Bulimers Way and space for a touring caravan is indicated in front of the mobile home and next to the parking spaces.
- 3.3. Access would be provided via a new access created just north of the existing field gate off Bulimers Way. The existing access would be closed.
- 3.4. Seven fruit trees are also proposed just outside the red line application site within the land outlined in blue (within same ownership). The land outlined in blue is proposed as an area of soft-landscaped amenity space to the north side of the application site and an area of enhanced grassland to the west of the site.

4. Other relevant applications

- 4.1. 23/00252/FUL - Refused 25th April 2023
Change of use of land to 1 no. Gypsy / Traveller pitch comprising 1 no. mobile home and 1 no. touring caravan with associated works.
- 4.2. 24/01134/FUL - Refused 27th May 2025
Material change of use of land to 1 no. Gypsy/Traveller pitch comprising 1 no. mobile home and 1 no. touring caravan along with associated works.

5. Summary of consultations

- Public Health & Protection Services – no comments to make
- Essex County Council Highways – acceptable, subject to conditions

- Writtle Parish Council – Strongly objects - The land lies outside of the defined settlement boundary and within the Green Belt. The proposals impact on the openness and character and appearance of the Green Belt, the latter through the domesticity and spread of the development that would cause harm on this rural part of Writtle. The development is likely to impact on a European designated site. The proposal contravenes the Writtle Neighbourhood Plan. The revised access is considered to be inappropriate.
- Police - Designing Out Crime – no response received
- Essex County Fire & Rescue Service - Access for fire appliances is not acceptable as shown. The following matters need to be addressed before access for fire service purposes can be considered satisfactory: The surface should be capable of sustaining a load of 18 tonnes (26 tonnes in the case of aerial appliances). Further information is required. More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.
- ECC Gypsy Traveller Services Manager – no response received
- Recycling & Waste Collection Services – no response received
- Local residents – 13 representations made in objection, summarised as follows:
 - Identical to previously refused applications.
 - Green Belt impacts: inappropriate development, harm openness and visually intrusive. No evidence of alternative sites not within the Green Belt. No very special circumstances exist.
 - Character and appearance: Conflicts with the rural character of the area, the intrinsic character and beauty of the countryside and would be an eyesore.
 - Flood risk: Fails to fully assess flood risk.
 - Highway impacts: Safety concerns over both vehicle and pedestrian access, additional traffic, insufficient information submitted.
 - Public health concerns regarding water collection facilities.
 - Underutilisation of the site.
 - Contrary to Policy DM3.
 - Adverse impacts substantially outweigh the benefits.
 - The Council is sufficiently meeting its need in the district for Gypsy/Traveller sites.
 - Local GP services are already 'Full' and cannot support the development.
 - Proposal would harm wildlife; fails to demonstrate that no protected or priority species would be adversely impacted; the submitted BNG assessment is insufficient; excessive hardstanding and unnecessary loss of green space; would necessitate the felling of protected trees.
 - Inadequate publicity of the application.
 - There are other, more suitable sites for the development nearby.
 - Would result in the loss of agricultural land.
 - The site has a history of unlawful occupation.
 - Development may affect the social countenance of the area.

6. Planning considerations

Policy context

The Development Plan

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 stipulates that a decision must be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.2. The Council's Local Plan (The Chelmsford Local Plan 'The CLP') was adopted in May 2020 and plans for the period 2013-2036. The Council are reviewing the adopted Local Plan. Consultation on the second Chelmsford Local Plan: Pre-Submission (Regulation 19) Document ('The CLP Reg. 19') closed on 8 January 2026.
- 6.3. As this application seeks permission for a windfall (unallocated) Gypsy/Traveller pitch, the most relevant and applicable policy of the development plan is Policy DM3, which expressly provides for such developments. Policy DM3 (Gypsy, Traveller, and Travelling Showpeople Sites) is a criteria-based policy with considerations ranging from environmental to design matters.
- 6.4. In this case, the development plan comprises both the Chelmsford Local Plan (adopted May 2020) ('CLP') and the Writtle Neighbourhood Plan (made December 2021) ('WNP').
- 6.5. The National Planning Policy Framework (December 2024) ('NPPF'), states at paragraph 30 that the policies of a neighbourhood plan, where they are in conflict and unless superseded, take precedence over existing non-strategic policies in a local plan covering the neighbourhood area.
- 6.6. Case law has established that the development plan should be read as a whole in decision-making.

National Policy

- 6.7. The NPPF, which forms a material consideration in the determination of this application, includes sections relevant to this proposal.
- 6.8. The 'Planning Policy for Traveller Sites' (PPTS) of December 2024 is also a material consideration and should be read in conjunction with the NPPF. The document sets out the Government's planning policy for traveller sites. Similar to Policy DM3 of the CLP, the PPTS also includes site relevant considerations for traveller sites.

Need

- 6.9. At paragraph 9, the PPTS says that local planning authorities should set pitch targets for Travellers, as defined in Annex 1, which address the likely permanent and transit site accommodation needs of travellers in their area.
- 6.10. At the time of the preparation of the adopted CLP (2013-2036), the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment Need Summary Report (GTAA 2017) identified (by extrapolation) a need of nine pitches by 2036.
- 6.11. This need was incorporated into the CLP in Strategic Policy S6 which sets out the housing requirements for the district. Accordingly, Strategic Policy S7 allocated land for nine pitches to be delivered at Drakes Lane. Since the adoption of the CLP, and specifically within the monitoring period 2022 to 2023, nine Gypsy/Traveller pitches have been delivered on the Drakes Lane site, meeting the needs identified in the GTAA 2017 in full.

- 6.12. In September 2024, a new Gypsy and Traveller accommodation assessment ('GTAA 2024') was published, forming part of the evidence base for the review of the Local Plan. This GTAA (2024) identifies an unmet need for households who meet the definition of a Gypsy/Traveller (as per Annex 1 of the Planning Policy for Traveller Sites ('PPTS')). In December 2024, the PPTS Annex 1 definition was amended. As a consequence, the need reported in the September 2024 GTAA is adjusted to reflect the revised definition in Annex 1. For the overall plan period of 2023-2042, the need for those that meet the revised definition, is 44 pitches. For the initial five year period this need is 24 pitches.
- 6.13. The Council are currently reviewing the adopted Local Plan. Consultation on the Chelmsford Local Plan: Pre-Submission (Regulation 19) Document ('The CLP Reg. 19') closed on Tuesday 18 March 2025. A second Regulation 19 consultation has just taken place and closed on 8 January 2026. This second 'Reg 19 Focused Additional Sites' consultation focussed solely on additional housing and employment allocations, and did not include any further allocations for additional Gypsy, Traveller or Travelling Showpeople.
- 6.14. Strategic Policy S6 of the CLP Reg. 19 allocates sites for 30 pitches within major development schemes. Policy S7 (The Spatial Strategy) again states that windfall sites are further expected to be a reliable source of housing supply during the plan period. Planning permission for windfall developments will likely provide a supply of 5 pitches. This likely supply of 5 pitches includes one pitch granted planning permission in December 2025 by the Planning Committee for Butts Green Road in Sandon. As such, a further 9 pitches across the plan period are required to meet the identified need of 44 pitches.
- 6.15. Notwithstanding the pitch provision within the Reg 19 CLP, it remains the case at present that the Council is unable to demonstrate an adequate supply of sites to meet identified needs for Gypsy/Traveller pitches. Paragraph 28 of the PPTS advises that where a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites, the provisions in paragraph 11(d) of the NPPF apply, commonly referred to as the 'tilted balance'. In other words, the planning balance 'tilts' in favour of approving an application.

Main Issues

The main issues relate to *i)* whether the proposed use of the land is inappropriate development in the Green Belt, *ii)* the effect of the development upon the character and appearance of the area, *iii)* highway safety, *iv)* flood risk, *v)* ecology, *vi)* amenity, *vii)* trees, *viii)* heritage, *ix)* consideration of criteria based policies – Policy DM3 of the CLP and the PPTS.

Green Belt

Issue *(i)* - Whether inappropriate development in the Green Belt

Paragraph 155 of the NPPF

- 6.16. Paragraph 155 of the NPPF states that the development of homes, commercial and other development in the Green Belt should not be regarded as inappropriate where all of the following apply:-
- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
 - b. There is a demonstrable unmet need for the type of development proposed
 - c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework

- 6.17. The 'Golden Rules' requirement in paragraph 155(d) do not apply to traveller sites.
- 6.18. In order to not be considered as inappropriate development in the Green Belt the proposal will therefore need to satisfy criteria a, b & c of paragraph 155.
- 6.19. With regard to 155(a), this criteria has two elements. Firstly, whether the development would utilise grey belt land, and secondly whether it would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan.
- 6.20. Grey belt land is defined in the NPPF as "...land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143". The definition requires an analysis of paragraph 143 of the NPPF.
- 6.21. Purpose (a) of paragraph 143 is to check the unrestricted sprawl of large built-up areas. Writtle is not a large built up area, so has no contribution to the sprawl of large built up areas. Purpose (a) is not applicable.
- 6.22. Purpose (b) is to prevent neighbouring towns merging into one another. National Planning Policy Guidance (PPG) advises that this relates to towns, not villages. Writtle is a village, not a town. Therefore, purpose (b) is not applicable.
- 6.23. Purpose (d) is to preserve the setting and special character of historic towns. The PPG is clear that this purpose relates to historic towns, not villages. Writtle is not an historic town and therefore the site does not make a contribution to purpose (d).
- 6.24. In view of the above, the application site meets the definition of 'grey belt' land in the NPPF. The first element of paragraph 155 (a) is therefore satisfied.
- 6.25. The second element of paragraph 155 (a) requires a consideration of the wider purposes of the Green Belt in the plan area. The development would have a visual impact on the Green Belt, as discussed within the report below, through its very presence. Green Belt land within Chelmsford covers roughly a third of its administrative area. This application site would represent a minor incidence across the Green Belt with Chelmsford. The degree of harm would not be such as to fundamentally undermine the purposes, taken together, of the remaining Green Belt land across the area of the CLP. The second element of paragraph 155 (a) is therefore satisfied. The proposal therefore complies with criterion (a) of paragraph 155.
- 6.26. With regard to criterion (b) of paragraph 155, in view of the Council's published Gypsy and Traveller accommodation needs assessment, the Council is unable at present to demonstrate an up-to-date five-year supply of deliverable Gypsy/Traveller sites. The proposal therefore complies with criterion (b) of paragraph 155 of the NPPF (a demonstrable unmet need).
- 6.27. With regard to criterion (c) of paragraph 155, specific reference is made to paragraphs 110 and 115 of the NPPF, as well as paragraph 13 of the PPTS. Paragraph 110 directs development to locations which limit the need to travel and offer a genuine choice of travel modes, while acknowledging the variance of such opportunities between urban and rural areas. Part (b) of paragraph 115 requires new developments to ensure safe and suitable access for all users; part (d) requires significant impacts on the transport network (as regard capacity, congestion, and safety) to be capable of being cost-effectively mitigated to an acceptable degree through a vision-led approach. Paragraph 13 of the PPTS requires Gypsy/Traveller sites to be economically,

socially, and environmentally sustainable, and directs local planning authorities to take account of community integration, access to and availability of services and amenities, the provision of a settled base close to work, the health and wellbeing of occupiers, and the risks of development in areas at a high risk of flooding.

6.28. Within this assessment, the following considerations emerge:

- The site is in a rural location but with accessibility on foot/by cycle to the services and amenities of Writtle (including shops, education providers, green spaces, public houses, and bus routes to Chelmsford).
- Access to Writtle on foot/by cycle would necessitate the crossing of Bulimers Way - an approach to Highwood Road Roundabout with a national speed limit and restricted visibility splay. There would be no other way to exit the site on foot/by cycle.
- The access position has been revised from the previous refusal. Traffic speed data in both directions has been provided. The Highway Authority are now satisfied from a safety perspective.
- Vehicular traffic generated from a single pitch would have a limited impact on highway capacity and congestion.
- Economically, the proposal represents a minor benefit in the form of increased spending capacity in the locality.
- Socially, despite there being local opposition to the scheme, it is not the case that the development would inherently impede community integration or result in socially harmful impacts. Weighing in favour of the proposal, the development would provide a settled base for occupants and support the Gypsy/Traveller way of life. On balance, the proposal demonstrates some social benefits.
- Environmentally, the proposal would also result in visual harm to the character and appearance of the area. Tree loss would be mitigated. Nevertheless, on balance, the environmental impacts of the proposal would be moderately adverse.

6.29. Overall, the proposal carries some sustainability credentials in the form of accessibility to services/amenities on foot/by cycle, as well as economic and social benefits. Highway safety has been addressed in this application. The impact on Habitats Sites has been mitigated through a RAMS payment (discussed later in report). Previous concerns related to ecology have been addressed. Accordingly, the proposal complies with criterion (c) of paragraph 155 of the NPPF.

Inappropriate development - summary

6.30. Since the development of the site would utilise grey belt land, and it would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan, it meets the requirements of paragraph 155 of the NPPF and thereby is not inappropriate development in the Green Belt.

6.31. Given that the development is not 'inappropriate' there is no need to make any assessment as to its effects on the openness of the Green Belt. This approach is established by case law.

Issue (ii) - effect on the character and appearance of the area

Policy context

6.32. Strategic Policy S1 (Strategic Principles) of the CLP requires all new development to respect the character and appearance of landscapes and the built environment.

- 6.33. Policy DM10 (Change of Use and Engineering Operations), Part A) (Green Belt) of the CLP states that engineering operations will be permitted within the Green Belt where they preserve openness, do not conflict with the purposes of including land within the Green Belt, and do not harm the character and appearance of the area.
- 6.34. Policy DM23 (High Quality and Inclusive Design) of the CLP requires development to respect the character and appearance of the area in which it is located and be compatible with its surroundings.
- 6.35. Policy WNP D1 (High Quality Design) of the WNP lends support for developments which relate well to the existing settlement and surrounding landscape features, and which minimise visual intrusion, retain and incorporate important existing landscaping, and make use of complementary boundary treatments including plantings native to Writtle.

Impact on character and appearance of the area

- 6.36. The application site is considered to be rural in character. The site comprises an undeveloped grass paddock, with hedgerow around its perimeter. The site is bound by an agricultural field to the north and the Highwood Road Roundabout to the south. Two hard surfaced access points exist at present. The character of the area is therefore a mix of rural and urban elements.
- 6.37. The proposed change of use would introduce permanent residential occupation to the site, as well as two caravans and associated domestic chattels and paraphernalia (such as domestic vehicles, washing lines, play equipment, benches, etc). Associated works would introduce a permeable hard surface of 1042sqm and a pitch enclosure formed of fencing and a gate. The character of the site, as experienced within the site would therefore clearly be altered. Domestic activity associated with the use within the site and traffic movements from vehicles would be more prevalent than its current sporadic use.
- 6.38. Views from public vantage points would be attainable during winter months by users of the highway through the deciduous hedgerow, as well as pedestrians along the Bulimers Way and Highwood Road footways.
- 6.39. Mitigation in the form of further soft landscaping would provide further screening of the development in the long-term, but this would take time to become established. It would require management and would not eliminate visibility in winter months.
- 6.40. The application site is essentially undeveloped, as is its wider field setting to the north, until reaching the residential properties along Ongar Road. The Defined Settlement Boundary of Writtle sits further beyond to the east / north east. The absence of development within the site and its open green setting to the north create a sense of rurality, albeit this is interrupted by the road features of the A414 to the south west, Bulimers Way to the east and the Highwood Road roundabout to the south. The scheme would be some harm to the existing character and appearance of the area. Planning conditions could control / reduce such harm but there would remain some moderate residual visual harm, in conflict with Policy S1, DM10, DM23 of the CLP and Policy WNP D1 of the WNP.

Issue (iii) - Highway Safety and Access

- 6.41. Strategic Policy S1 (Spatial Principles) of the CLP requires all new development to be located at well-connected and sustainable locations.
- 6.42. Strategic Policy S9 (Infrastructure Requirements) of the CLP requires new development to be supported by the provision of infrastructure necessary to serve its needs.
- 6.43. Policy WNP MA2 (Traffic Management Proposals) of the WNP lends support for development which appropriately mitigates impacts on highway safety.
- 6.44. Paragraph 115, part b) of the NPPF requires development proposals to provide safe and suitable access to the site for all users. As per paragraph 116, development should only be refused on highway grounds where the impact on highway safety would be unacceptable or the residual cumulative impacts on the road network would be severe.
- 6.45. The application site lies immediately to the north of the Highwood Road Roundabout (an A Road), at the junctions of Ongar Road West (the A414) and Bulimers Way. Access is provided off Bulimers Way - an approach to the roundabout with a national speed limit and restricted visibility splay.
- 6.46. The access position was revised following the previously refused application. In addition, traffic speed surveys were submitted with the application in order to demonstrate that the proposal is acceptable in highway terms.
- 6.47. The proposal includes the requisite number of parking spaces within the site to serve the development.
- 6.48. The Essex Highway Authority raise no objection. Accordingly, the proposal complies with Strategic Policies S1 and S9 of the Local Plan as well as the aims and objectives of the NPPF. Granting planning permission would not result in an adverse impact in respect of highway safety or capacity.

Issue (iv) - Flood Risk

- 6.49. Paragraph 181 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 6.50. Paragraph 182 of the NPPF states that applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of run off, and which are proportionate to the nature and scale of the proposal.
- 6.51. The site lies within Flood Zone 1 (lowest risk) and a site specific Flood Risk Assessment (FRA) was submitted with the application. The previous application did not include a FRA.
- 6.52. The FRA confirms the site being within Flood Zone 1, with a very low probability of flooding from rivers. The proposed development area also lies outside of the surface water flood extents identified by the Environment Agency. Areas of potential risk of surface water flooding are confined to lower-lying wooded land within the wider site boundary (blue lined land). To provide for a sustainable surface water strategy, a full infiltration-based SuDS strategy is proposed which is the use of a permeable paving for all new hardstanding area designed to capture, store and infiltrate surface water run off from the development. The drainage design accommodates rainfall events up to the 1 in 100-year storm plus 40% allowance for climate

change. The FRA concludes that with the use of permeable paving across all new hardstanding areas (as proposed), the proposal would be acceptable in flood risk terms.

Issue (v) - Ecology

- 6.53. Strategic Policy S1 (Spatial Principles) of the CLP requires all new development to preserve or enhance biodiversity.
- 6.54. Strategic Policy S4 (Conserving and Enhancing the Natural Environment) of the CLP commits the Council to the protection of designated sites and species, requires new development to demonstrate the advancement of biodiversity, and establishes a precautionary approach where insufficient information is provided about avoidance, management, mitigation, and compensation measures.
- 6.55. Policy WNP LE2 of the WNP offers support to development proposals which are expected to retain and enhance the natural environment, and which result in net environmental and biodiversity gains.
- 6.56. Policy DM16 (Ecology and Biodiversity), Part D (Biodiversity and Geodiversity in Development) of the CLP states that all development proposals should (commensurately) conserve and enhance networks of habitats, species, and sites, avoid negative impacts on biodiversity (or otherwise mitigate unavoidable impacts/compensate for residual impacts), and deliver a net gain in biodiversity where possible.
- 6.57. The applicant has provided a reptile survey and a ground level tree assessment as well as relevant ecological impact assessment. No reptiles, nor potential roost features were found. Accordingly, the Council is satisfied that the proposal would not adversely impact on protected/priority species or habitats. The proposal therefore complies with Policies S4 and DM16 of the CLP. Granting planning permission would not result in an adverse impact in respect of ecology.

Issue (vi) - Residential amenity

- 6.58. The site is bounded by agricultural land and two major roads. It is located sufficient distance from the nearest dwellings to offset any potential harm to neighbouring residential amenity.
- 6.59. Occupants would be subject to some air quality and noise impacts from the nearby roundabout and road network. These impacts may amount to a degree of harm but Public Health and Protection Services (PHPS) have not raised an objection to the proposal and it is therefore acceptable in amenity terms.

Issue (vii) - Trees

- 6.60. One field maple would be removed to allow for the new access. A small area of the adjacent preserved woodland (approx. 40sqm) would also be removed. Replacement trees are proposed on the west side of the woodland area to replace those removed and replacement hedge is proposed across the closed access. Minor management of roadside hedges in the northeast corner of the site is required to maintain visibility splays and these are maintenance works that have been carried out historically. The proposed development, including replacement planting, would not adversely impact upon the nearby preserved trees/woodland to the north and northeast of the site. Whilst there is some loss of trees, these can be mitigated. The impact can be viewed as neutral.

Issue (viii) - Heritage

- 6.61. The site is located some 250m south of Grade II-listed Bulimers Farmhouse. Views are attainable across the landscape; however, intervening hedgerow would negate any harmful impacts on the setting of the listed building. Its setting would be preserved.

Issue (ix) - Compliance with Policy DM3 (Gypsy, traveller and travelling showpeople sites) and the Planning Policy for traveller sites (PPTS)

Policy DM3 of the Chelmsford Local Plan

- 6.62. Policy DM3 (Gypsy, Traveller, and Travelling Showpeople Sites) is a criteria-based policy expressly providing for the development of 'windfall' (i.e. unallocated) Gypsy/Traveller pitches. Policy DM3 requires all criteria to be met. An assessment against each is made as follows:

i)The site is not in the Green Belt, unless there are very special circumstances;

- 6.63. The application site is located within the Green Belt, however, the proposal is not inappropriate development by virtue of compliance with paragraph 155 of the NPPF (which provides an exception to inappropriate development). Very special circumstances are not required to be demonstrated. The introduction of the exception under paragraph 155 of the NPPF (in December 2024) post-dated the publication of the Local Plan. As a result this criteria cannot strictly be complied with as written in the Local Plan policy, however the new wording in the NPPF allows for its Green Belt location to be acceptable in principle. Because of the misalignment in policy wording Policy DM3 would be given reduced weight.

ii)Adequate community services and facilities are within reasonable travelling distance;

- 6.64. The site is within reasonable proximity to the services and facilities of Writtle, these being accessible via a footpath along Highwood Road, opposite the proposed access to the site. The village school is approx. 900m to the east; the village community association centre approx. 600m. This criteria is satisfied.

iii)The site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas;

- 6.65. The site is large enough to accommodate the proposed number of caravans, vehicles, and ancillary areas (as demonstrated on the submitted plans). This criteria is satisfied.

iiii)There is no significant adverse impact on the intrinsic character and beauty of the countryside;

- 6.66. Although the proposal would see the introduction of domestic chattels and paraphernalia, and associated operational development, the impact of the proposal is not considered to be significantly adverse or of a level to justify refusal of the application. This criteria is satisfied.

v)The site would not lead to the loss of, or adverse impact on, important historic and natural environment assets;

- 6.67. The submitted ecological surveys and assessments conclude there would not likely be a significant adverse effects on Habitats sites. The setting of historic assets would be preserved. This criteria is satisfied.

vi) There is no significant risk of land contamination or unacceptable risk of flooding;

- 6.68. The site and its surroundings are subject to a present and future risk of surface water flooding but this has been satisfactorily addressed by the proposal.
- 6.69. There is no significant risk of land contamination. Limited information has been submitted in relation to recycling, waste storage and collection, but these provisions can satisfactorily be secured via planning condition. This criteria is satisfied.

vii) The site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents;

- 6.70. The site would provide an acceptable living environment for the proposed residents (those being the applicant and their immediate dependants) and the proposal would not result in a significant adverse impact on the amenity of other nearby residents. This criteria is satisfied.

viii) Safe and convenient vehicular access to the local highway network can be provided;

- 6.71. The proposal provides suitable vehicular access to the site. This criteria is satisfied.

ix) Essential services (water, electricity and foul drainage) are available on-site or can be made available on-site;

- 6.72. Limited information has been provided regarding the provision of essential services. Nevertheless, the submitted planning statement asserts that the site is capable of being provided with essential services, including water, electricity, and foul drainage, on-site. These can be secured by condition. This criteria is satisfied.

x) Plots for Travelling Showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.

- 6.73. The proposal does not relate to plots for Travelling Showpeople, therefore this criterion is not applicable.

Planning Policy for traveller sites (PPTS)

- 6.74. This Government guidance sets out the planning policy for traveller sites, to be read in conjunction with the NPPF. There is specific reference for traveller sites in the Green Belt, but this relates to 'plan-making'. It also includes a specific policy for the determination of planning applications (Policy H).
- 6.75. The proposed site is considered to be well planned within the already apportioned field parcel. It will include improved landscaping and an amenity (play) area. The proposed physical enclosures are not too harsh. Specific reference is made to the tilted balance being applicable where a 5 year cannot be demonstrated. As such there is no conflict with aspirations of the PPTS

Conclusion on criteria based policies

- 6.76. With consideration to the above criteria-based assessment, and in light of the revised NPPF, the proposal complies with Policy DM3 of the Local Plan and the PPTS .

Other Matters

Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS)

- 6.77. Section 15 of the National Planning Policy Framework (NPPF) requires that when determining planning applications, local planning authorities should apply the principle that if significant harm to biodiversity resulting from development cannot be avoided adequate mitigation, or, as a last resort, compensation for, then planning permission should be refused.
- 6.78. Chelmsford Local Plan Policy DM16 states that developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.
- 6.79. Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.
- 6.80. The proposal site falls within 'zones of influence' identified by Natural England for likely significant effects to occur to European designated sites, in this case specifically the Blackwater Estuary Special Protection Area and RAMSAR site. Those likely significant effects will occur through increased recreational pressure when considered either alone or in combination with other residential development. The RAM's payment has been made by the Applicant to address the need for mitigation for the dwelling which would be created by the proposal.
- 6.81. The proposal development complies with the objectives of Chapter 15 of the NPPF and Chelmsford Local Plan Policy DM16.

Biodiversity Net Gain (BNG)

- 6.82. In this case, the BNG regulations require the delivery of a 10% net gain in habitat and hedgerow units. It is clear from the submitted drawings that there exists sufficient space within the wider site to further increase the provision of habitat and hedgerow units prior to the commencement of the development. Planning conditions requiring the submission of a final BNG plan and habitat management plan will be secured to ensure compliance with the general BNG planning condition (as per Schedule 7A, Part 2, Subsection 13 of the Town and Country Planning Act 1990).

Further matters

- 6.83. The following comments are intended to address final, other matters that have not otherwise been addressed, and with specific reference to consultee comments and public representations:
- The proposed development would not materially increase demand on local services and amenities.
 - Whilst the agricultural land classification for the application site is 'very good', the parcel of land is already sub-divided from the wider field parcel. The change of use of the land would also represent a minor loss.

- Previous breaches of planning control do not form material planning considerations.
- Three site notices were displayed to advertise the application in accordance with the relevant legislation.

Planning Balance

- 6.84. As set out at paragraph 28 of Planning Policy for Traveller Sites (2024) (PPTS) the lack of a 5 year supply of deliverable sites directs that the provisions in paragraph 11(d) of the NPPF apply (the tilted balance).
- 6.85. Paragraph 11(d) indicates that permission should be granted unless: (i) the application of policies in the Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes, individually or in combination.
- 6.86. Footnote 7 evident within 11(d)(i) includes policies in the NPPF related to a number of planning constraints. Not all are applicable to this site. For example the application site is not a habitats site. The site falls within the zone of influence for Essex Coast RAMS. However, the Council is satisfied there are appropriate measures available to mitigate any potential unacceptable impacts. It is not designated as a Site of Special Scientific Interest; not Local Green Space; not a National Landscape, a National Park or defined as Heritage Coast; not irreplaceable habitat; not designated heritage asset and not in an area at risk of flooding or coastal change. The site is within the Green Belt, however the definition of grey belt (in the NPPF glossary) excludes such land (grey belt) from providing a strong reason for refusal through application of footnote 7.
- 6.87. With regard to the Green Belt, the site is considered to be grey belt land and fulfils the criteria of paragraph 155 of the NPPF. The proposal is not inappropriate development. There is therefore not a need to consider openness or whether very special circumstances exist.
- 6.88. There is no strong reason for refusing permission with regard to NPPF paragraph 11(d)(i).
- 6.89. The officer report identifies conflict with CLP Policies S1, DM10 and DM23. Policies S1 and DM10 are afforded reduced weight as they do not fully align with the revised NPPF (2024). Policy DM23 of the CLP and Policy WNP D1 of the WNP are afforded full weight and there is also some conflict with those design based policies in that the moderate visual harm would be caused as a result of the development.
- 6.90. With regard to NPPF paragraph 11(d)(ii), the site is in a sustainable location in terms of providing reasonable access to services and facilities. The provision of one pitch in circumstances where the Council is unable to demonstrate a 5 year supply of pitches to meet current need is a benefit that attracts substantial weight.
- 6.91. On balance the adverse impacts do not significantly and demonstrably outweigh the benefits.

Conclusion

- 6.92. The proposal needs to be determined in the context of the Council not being able to demonstrate a 5 year supply of pitches. The tilted balance identified in the NPPF is therefore engaged. Following consideration of Green Belt national policy the site has been considered to be 'grey belt' and with specific regard to paragraph 155 of the NPPF, the report establishes that the proposal is not inappropriate development in the Green Belt. None of the exclusions to applying the tilted balance disengage 'tilting' the application towards an approval. Furthermore, none of the adverse impacts would significantly and demonstrably outweigh the benefits of providing an additional pitch in a sustainable location.
- 6.93. All other matters which formed the basis of the previous refusal have been addressed and overcome.
- 6.94. For the reasons given above and having regard to all other matters raised, it is concluded that the proposed development is acceptable and in accordance with the Development Plan as a whole and other material considerations.

Community Infrastructure Levy (CIL)

- 6.95. The application may be CIL liable and there may be a CIL charge payable.

RECOMMENDATION

The Application be APPROVED subject to the following conditions:-

Condition 1

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

Reason:

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

Condition 2

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

Reason:

In order to achieve satisfactory development of the site

Condition 3

The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1: Glossary of Planning Policy for Traveller Sites (or its equivalent in replacement national policy).

Reason:

Planning permission has only been granted on the basis that it will meet an identified need for Gypsy and Traveller accommodation in accordance with Policy DM3 of the Chelmsford Local Plan.

Condition 4

There shall be no more than one pitch within the site. On the pitch hereby approved there shall be no more than two caravans sited at any one time, of which no more than one shall be a mobile home or a static caravan (as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, both as amended).

Reason:

To ensure the satisfactory development of the site and in the interests of safeguarding the Green Belt, in accordance with the policies of the Writtle Neighbourhood Plan as well as Policies S1, S11, DM3 and DM23 of the Chelmsford Local Plan.

Condition 5

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

Reason:

To ensure that the development would not result in unacceptable light pollution within the Green Belt in accordance with Policy DM6 of the Chelmsford Local Plan.

Condition 6

No vehicles over 3.5 tonnes shall be stored or parked on the site, and no commercial activities shall take place on the land, including the storage of materials, plant, and/or waste.

Reason:

To ensure the satisfactory development of the site and in the interests of safeguarding the Green Belt, in accordance with the policies of the Writtle Neighbourhood Plan as well as Policies S1 and S11 of the Chelmsford Local Plan.

Condition 7

There shall be no residential occupation of the development hereby permitted until such time as an essential services strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the following:

- i. means of supplying potable water to the permitted caravans;
- ii. means of disposing of foul water from the permitted caravans.

In the event that the strategy does not include on-site solutions (e.g. a package treatment plant), detailed justification shall be provided as to why, and a sustainable point of connection to the public foul network shall be identified.

Thereafter, there shall be no occupation of the development hereby permitted until such time as the approved strategy has been implemented in full in accordance with the approved details.

Reason:

To prevent pollution and ensure that the site is supplied by adequate and sustainable services in accordance with Policies S1, S4, S9, S10, DM3, and DM16.

Condition 8

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no wall, gate or other

means of enclosure other than hereby approved shall be constructed within or along the boundaries of the site without the written consent of the local planning authority.

Reason:

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

Condition 9

The development hereby permitted shall only be carried out in accordance with the details contained in the approved Preliminary Ecological Appraisal undertaken by Ecology Partnership dated June 2024.

Reason:

To ensure that no harm is caused to protected species in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 10

There shall be no occupation of the development hereby permitted until such time as the SUD'S strategy has been implemented and the development hereby permitted shall only be carried out in accordance with the details contained in the approved 'Flood Risk and Surface Water Drainage Assessment 1556' undertaken by Flume Consulting Engineers.

Reason:

To ensure that surface water run-off is adequately addressed in accordance with Policies S1, S2, and DM18 of the Chelmsford Local Plan.

Condition 11

No development shall take place until a final written Biodiversity Net Gain Plan (The BNG Plan) in the form of the national BNG Plan template, for the provision of a minimum 10% biodiversity net gain, has been submitted to and approved in writing by the local planning authority. The BNG Plan shall relate to the development for which planning permission is granted, and include:

- (i) completed metric calculation tool;
- (ii) pre-development and post-development plans (showing the location of on-site habitat, the direction of north and drawn to an identified scale);
- (iii) biodiversity net gain register reference numbers (if purchasing off-site units); and
- (iv) proof of purchase if purchasing statutory biodiversity credits.

The development shall not be begun until such time that The Biodiversity Net Gain Plan (BNG Plan) has been approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with The BNG Plan.

Reason:

To ensure the statutory biodiversity gain condition of the Environment Act 2021 is met and to ensure the development accords with Policy DM16 of the Chelmsford Local Plan.

Condition 12

No development shall take place on any part of the site until a written Habitat Management and Monitoring Plan (HMMP), in the form of the national Natural England and DEFRA template, for a minimum period of 30 years for the site has been submitted to and approved in writing by the Local Planning Authority. The approved HMMP shall be strictly adhered to and implemented in full for its duration and shall contain the following:

- (i) details setting out how the onsite or off-site gains will be managed;

Details of the persons responsible for the implementation, management and monitoring;

- (ii) details of how habitats will be monitored (including specific details for each type of habitat);

- (iii) details, including a schedule, of monitoring reports to be submitted to the local planning authority over at least a 30 year period;
- (iv) details of how management will be reviewed;
- (v) details of adaptive management to account for habitat restoration if the management plan is not working.

Reason:

To ensure the statutory biodiversity gain condition of the Environment Act 2021 is met and to ensure the development accords with Policy DM16 of the Chelmsford Local Plan.

Condition 13

There shall be no residential occupation of the development hereby permitted until such time as a site development scheme relating to land edged both red and blue on Dwg. J004889-DD-01 has been submitted to and approved in writing by the Local Planning Authority. The site development scheme shall include details of the following:

- i. details of the proposed treatment of all boundaries, including gates, fences, walls, railings or piers;
- ii. hard surfacing and vehicle parking and turning areas;
- iii. planting plans for proposed and replacement hedgerows, trees, and other vegetation including specifications of species, sizes, planting centres, number, and percentage mix;
- iv. details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife, including all recommended enhancements set out in the approved Preliminary Ecological Appraisal;
- v. management details and a five-year maintenance plan.

Planting plans shall include native species only and shall propose a replacement hedgerow along the frontage of the site.

Thereafter, there shall be no residential occupation of the development hereby permitted until such time as parts i), and ii) of the approved site development scheme has been implemented in full in accordance with the details approved. The remainder of the approved site development scheme shall have been implemented in full in accordance with the details approved by the end of the first available planting season following their approval.

Reason:

To ensure that hardsurfacing is permeable to prevent discharge of surface water onto the highway, to allow vehicles to turn within the site, to allow access for fire tender, to prevent loose material being displaced on to the highway, to add character to the development, to integrate the development into the area, to promote biodiversity, and to provide a satisfactory living environment for occupants in accordance with Policies S1, S4, S11, DM3, DM16, and DM23 of the Chelmsford Local Plan.

Condition 14

Within the first planting season following the commencement of the development, three trees shall be planted within the site outlined in red on the approved drawing no. J004889-DD-01. Details of approximate location and tree species shall be submitted to and approved in writing by the Local Planning Authority prior to their planting.

If any tree is removed, uprooted, destroyed or dies within a period of 5 years following its planting, a new tree or shrub of the species listed above shall be planted in its place within the next available planting season.

Reason:

To appropriately mitigate the impact of the development on the Green Belt and the character and appearance of the area, and to promote biodiversity in accordance with the policies of Policies S1, S2, S11, DM3, DM16, and DM23 of the Chelmsford Local Plan.

Condition 15

Prior to occupation of the development, the proposed new vehicular access in Bulimers Way, shown in the "As Proposed Site Plan" drawing no. J004889-DD-04 Revision B and "Proposed Visibility Splays" drawing no.2304063-01 Revision B, at its centre line shall be provided with:

- i. A clear to ground visibility splay with dimensions of 2.4 metres by 120 metres to the northeast. Such vehicular visibility splays shall be retained free of any obstruction at all times.
- ii. A clear to ground visibility splay with dimensions of 2.4 metres by 43 metres to the southwest, to the Highwood Road roundabout, as measured from and along the nearside edge of the carriageway. This will require clearance of foliage from the highway verge. Such vehicular visibility splays shall be retained free of any obstruction at all times.

Reason:

To provide adequate inter-visibility between vehicles using the vehicular access and those in the existing public highway in the interest of highway safety.

Condition 16

The existing access shown on the "As Proposed Site Plan" drawing no. J004889-DD04 Revision B, shall be permanently closed, immediately after the site is brought into first beneficial use. The closed access shall incorporate the reinstatement to full height of the highway verge and kerbing within three months of the first occupation of the development hereby permitted.

Reason:

To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety.

Condition 17

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

Reason:

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

Condition 18

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

Reason:

To ensure that suitable facilities for refuse disposal are provided and that such facilities are visually satisfactory in accordance with Policy DM23 and DM26 of the Chelmsford Local Plan.

Notes to Applicant

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

Noisy work

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

Light work

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

In some circumstance further restrictions may be necessary.

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

- 2 The applicant is requested to contact Water Section at Essex Fire Services HQ with regard to any additional water supplies that may be required for the development.
- 3 The Local Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting the existing highway. Contact details are: Telephone: 0845 603 7631. Email: development.management@essexhighways.org.

Positive and Proactive Statement

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

Background Papers

Case File

Plans to be listed on any Decision Notice:

J004889-DD-04/B
 J004889-DD-01
 Flood Risk and Surface Water Drainage Assessment 1556
 2304063-01 Visibility Splays/B
 Preliminary Ecological Appraisal

Public Health & Protection Services

Comments
No PH&PS comments with regard to this application.

Essex County Council Highways

Comments
<p>28.08.2025 - Proposal</p> <p>Change of use of land to 1 no. Gypsy/Traveller pitch comprising 1 no. mobile home and 1 no. touring caravan with associated works. Formation of new access.</p> <p>Highway Considerations:</p> <p>The applicant has provided a 7-day speed survey for the proposed vehicular access to the site duration; Monday 9th December to Sunday 19th December 2024:</p> <p>For south-bound vehicles (approaching the roundabout on the non-approach side, the measured 85th percentile vehicle speeds were 40.9mph. The appropriate visibility X or minor distance 2.4 metres by 120 metres, as measured from the nearside carriageway edge can be achieved to the north-east over land in the applicant's control and highway land.</p> <p>o For vehicles north-east bound vehicles (approaching from the Highwood Road roundabout junction) the measured 85th percentile vehicle speeds were 28.2mph.</p> <p>The appropriate visibility X or minor distance 2.4 metres by 43 metres, as measured from the nearside carriageway edge can be achieved to the south-west over land in the applicant's control and highway land.</p> <p>From a highway and transportation perspective the impact of the proposal is</p>

acceptable to the Highway Authority subject to conditions:

1. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;

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

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

2.

Prior to occupation of the development, the proposed new vehicular access in Bulimers Way, shown in the "As Proposed Site Plan" drawing no. J004889-DD-04 Revision B and "Proposed Visibility Splays" drawing no.2304063-01 Revision B, at its centre line shall be provided with:

i.

A clear to ground visibility splay with dimensions of 2.4 metres by 120 metres to the northeast. This will require clearance of foliage from the highway verge and clearance of the some of the planted wooded area to 1 metre distance back from the visibility splay. To ensure that the future outward growth of the remaining planting does not encroach upon or obstruct the visibility splay. Such vehicular visibility splays shall be retained free of any obstruction at all times.

ii.

A clear to ground visibility splay with dimensions of 2.4 metres by 43 metres to the southwest, to the Highwood Road roundabout, as measured from and along the nearside edge of the carriageway. This will require clearance of foliage from the highway verge. Such vehicular visibility splays shall be retained free of any obstruction at all times.

Reason: To provide adequate inter-visibility between vehicles using the vehicular access and those in the existing public highway in the interest of highway safety.

3.

The existing access shown on the "As Proposed Site Plan" drawing no. J004889-DD-04 Revision B, shall be suitably and permanently closed incorporating the reinstatement to full height of the highway verge and kerbing immediately the proposed new access is brought into first beneficial use.

Reason: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety.

4.

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

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

5.

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

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

6.

Prior to first occupation of the development a vehicular turning facility, of a design to be approved in writing by the Local Planning Authority shall be constructed, surfaced and maintained free from obstruction within the site at all times for that sole purpose.

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

7.

There is plenty of space within the site to provide off-street parking in accordance with the Parking Standards, for the mobile home and for the touring caravan. Therefore, prior to first occupation not less than 2no. vehicle parking spaces shall be provided in accordance with the Parking Standards and an appropriate hardstand for the touring caravan shall be constructed ready for use. Details previously agreed in writing with the Local Planning Authority. The vehicle parking 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.

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.

8.

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

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

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.

Informatives:

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

The applicants should be advised to contact the Development Management Team by email at

development.management@essexhighways.org

Writtle Parish Council

Comments

The committee considered the application and in line with the previous two applications for the site, the parish council strongly objects to the proposal. The land lies outside of the defined settlement boundary and within the green belt where its openness should be maintained. The development is likely to impact on a European designated site. The proposals impact on the openness and character and appearance of the green belt, the latter through the domesticity and spread of the development that would cause harm on this rural part of Writtle. The proposals contravene the Writtle Neighbourhood Plan. Additionally the revised access is considered to be inappropriate.

Police - Designing Out Crime

Comments

No response received

Essex County Fire & Rescue Service

Comments

Planning Application No.: 25/01025/FUL

Description: Change of use of land to 1 Gypsy/Traveller pitch comprising 1 no. mobile home and 1 touring caravan with associated works. Formation of new access.

Location: Land North of Highwood Road Roundabout Writtle Chelmsford Essex

Access

Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13.

Access for fire appliances is not acceptable as shown.

The following matters need to be addressed before access for fire service purposes can be considered satisfactory:



The surface should be capable of sustaining a load of 18 tonnes (26 tonnes in the case of aerial appliances).

Further information is required.

More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.

Building Regulations

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

Local Authority Building Control will consult with the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority (hereafter called "the Authority") in accordance with "Building Regulations and Fire Safety - Procedural Guidance".

Approved Inspectors will consult with the Authority in accordance with The Building (Registered Building Control Approvers etc.) (England) Regs 2024.

Water Supplies

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

Sprinkler Systems

There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.

ECC Gypsy Traveller Services Manager

Comments
No response received

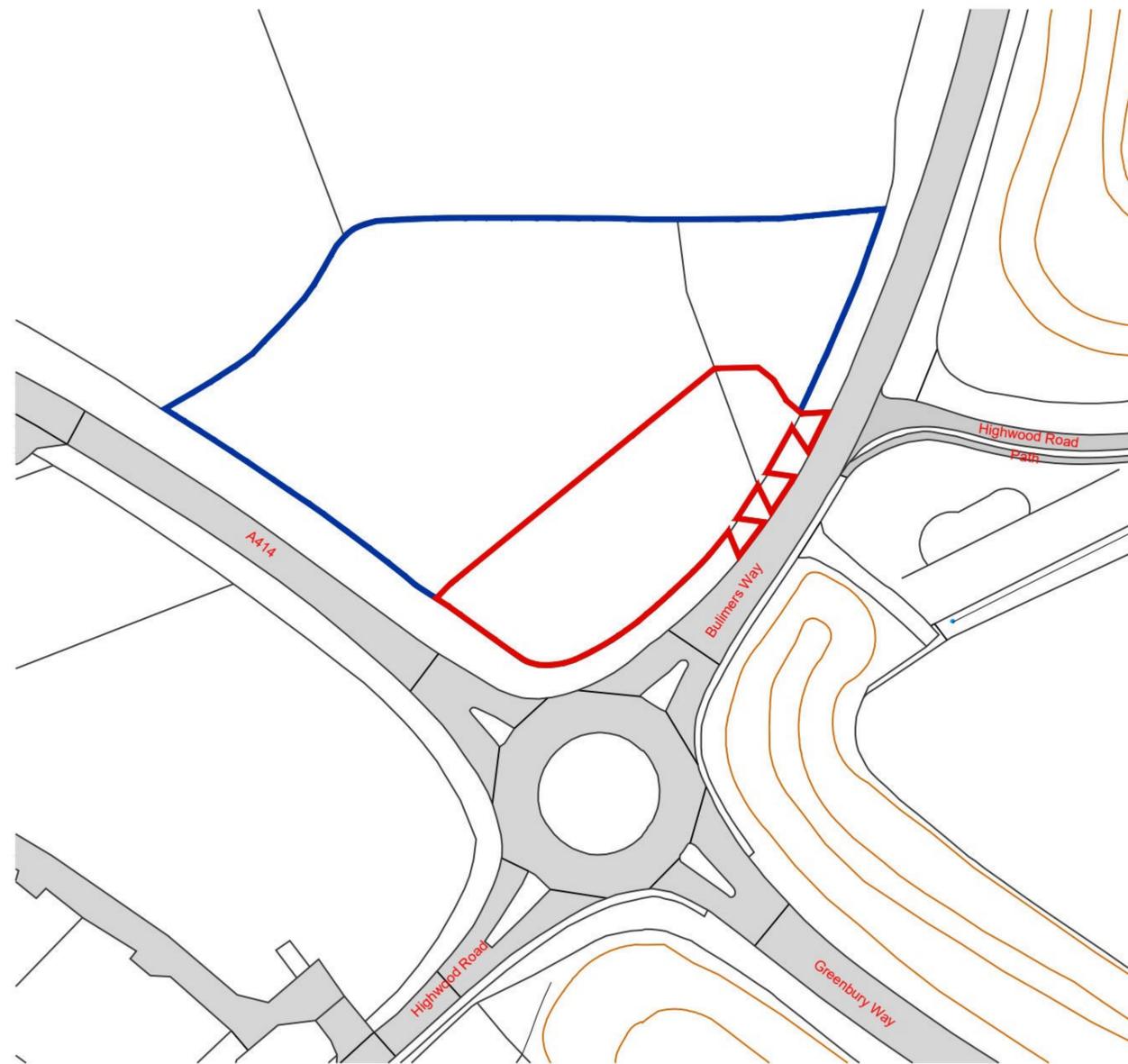
Recycling & Waste Collection Services

Comments
No response received

Local Residents

Comments
<p>Representations received – summarised below:</p> <ul style="list-style-type: none">o Is identical to previously refused applications and their reasons for refusal are still relevant to this application.o Green Belt impacts: the proposal represents inappropriate development, would harm openness, and would be visually intrusive. No evidence has been provided to show there are no alternative sites not within the Green Belt. There exist no very special circumstances to justify the development.o Character and appearance: the proposed development would conflict with the rural character of the area, the intrinsic character and beauty of the countryside and would be an eyesore.o Flood risk: the application fails to fully assess flood risk with no on site infiltration testing having been carried out.o Highway impacts: the access to the village is already congested. Safety concerns over access to the site. Additional traffic would conflict with other users of the highways; access and egress safety has not been demonstrated and vehicle tracking drawings should be provided; the submitted speed survey is insufficiently detailed; pedestrian access is not safe.o Reference to water collecting facilities on the site contradict the applicants statement that the site is capable of providing essential services, this gives rise to public health concerns.o Underutilisation of the site.o Fails to pass the tests of Policy DM3.o The adverse impacts of the proposal substantially outweigh the benefits.

- Need and supply of Gypsy/Traveller sites: there is a sufficient local supply of Gypsy/Traveller sites; the Council is sufficiently meeting its need in the district for Gypsy/Traveller sites.
- Impact on services: Local GP services are already 'Full' and cannot support the development.
- Biodiversity, ecology, and trees: the proposed development would harm wildlife; the application fails to demonstrate that no protected or priority species would be adversely impacted; the submitted BNG assessment insufficiently addresses how it will be secured; excessive hardstanding and unnecessary loss of green space, the development would necessitate the felling of protected trees.
- Other: publicity of the application has been inadequate; there are other, more suitable sites for the development nearby; the development would result in the loss of agricultural land; the site has a history of unlawful occupation; development may affect the social countenance of the area.



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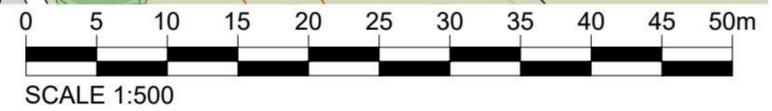
Site Location Plan



Rev	Date	Description
<small>Surrey Office 5 Pool House Bancroft Rd Reigate RH2 7RP</small>		<small>London Office No.1 Croydon 12-16 Addiscombe Rd Croydon CR0 0XT</small>
<small>T. 01737 225711 T. 02038 281180 www.wsipa.co.uk admin@wsipa.co.uk</small>		
Date	June 2025	Drawn By KA
Scale	1:1250@A3	Checked PB
Client	Mr. T Collins	
Project	Land at Junction of Ongar Road and highwood Road Writtle, Essex, CM1 3NT	
Title	Site Location Plan	
Drawing No.	J004889-DD-01	Rev.



As Proposed Site Plan



Rev	Date	Description
Surrey Office 5 Pool House Bancroft Rd Reigate RH2 7RP		London Office No.1 Croydon 12-16 Addiscombe Rd Croydon CR0 0XT
Date June 2025		Drawn By KA
Scale 1:500@A3		Checked PB
Client Mr. T Collins		
Project Land at Junction of Ongar Road and highwood Road Writtle, Essex, CM1 3NT		
Title As Proposed Site Plan		
Drawing No. J004889-DD-04		Rev. B