



**Planning Committee**  
**3<sup>rd</sup> December 2024**

<b>Application No</b>	:	21/01545/OUT Outline Application
<b>Location</b>	:	Land North Of Warren House Roxwell Road Writtle Chelmsford Essex
<b>Proposal</b>	:	<b>Outline application for Strategic Growth Site 2 comprising up to 880 new homes, primary school with co-located early years and childcare nursery, travelling showpersons site for five serviced plots, sports facilities including a pavilion/community centre, neighbourhood centre (including retail, community, healthcare, office and residential uses), plus associated landscaping and habitat creation, public open space and play facilities, roads and infrastructure (all matters reserved except access), together with a detailed scheme in the south east corner for Phase 1A comprising 311 no. houses plus associated roads, parking and infrastructure (Landscaping reserved for Phase 1A).</b>
<b>Applicant</b>	:	Crest Nicholson Eastern
<b>Agent</b>	:	Michael Smith
<b>Date Valid</b>	:	16th August 2021

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### 1. Executive summary

- 1.1. This application proposes the development of Strategic Growth Site Policy 2, allocated land at West Chelmsford, for up to 880 homes of mixed size and use, travelling showpeople site for five serviced plots, neighbourhood centre, new primary school with an early years and childcare nursery and one stand-alone early years and childcare nursery, and healthcare provision.
- 1.2. The development would deliver 35% affordable homes, of which 22% would be for affordable rent. The affordable rent units would be delivered in accordance with the Council's Strategic Housing Market Assessment Update (December 2015) (SHMA) mix and in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022), whereby a revised mix applies to the additional units over the allocated number of 800 homes in the Local Plan. The revised mix seeks to address the shortfall in supply of new four-bedroom affordable homes for rent by reducing the proportion of one-bedroom dwellings, in favour of an increase in the proportion of four-bedroom homes.
- 1.3. The application would also deliver five travelling showperson plots, with independent access off Roxwell Road, which means its delivery is not incumbent upon development of a new roundabout in later phasing to the west.
- 1.4. The proposal delivers 880 dwellings, in addition to the other requirements of the growth site policy, in a manner consistent with the previously approved masterplan for the site.
- 1.5. The proposal demonstrates conformity with the Local Plan. It is therefore recommended that the application should be approved by the Director of Sustainable Communities subject to conditions and the completion of the s.106 agreement.

### 2. Description of site

- 2.1. The application site is roughly 62 hectares of agricultural land situated to the west of Chelmsford's built-up area. The site gently slopes towards the One Bridge Brook to the east, with a low ridge in the centre. To the south, Roxwell Road creates a hard edge to the fields to the north, the land sloping down towards the River Can. Land to the south of Roxwell Road is designated as Green Belt and Green Wedge, until a point to the east where it co-terminates with the designated Urban Area of Chelmsford.
- 2.2. The site lies within the Parish of Writtle. The application site extends into the St Andrews Ward to the east by virtue of the inclusion of the pedestrian / cycle links into Avon Road.
- 2.3. Two public footpaths cross the site. Footpath 25 runs north-south within the eastern half of the site and forms part of the Essex Centenary Circle. Footpath 26 runs diagonally from footpath 25 towards the Lordship Road roundabout to the south west.

### 3. Details of the proposal

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3.1. The application is submitted in outline for up to 880 dwellings, with a more detailed scheme for 311 dwellings included within it. This is not a hybrid application however (usually including outline and full elements) as there are reserved matters for both elements of the application.

3.2. Outline planning permission is sought for up to 880 dwellings, a primary school with co-located early years and childcare nursery, a travelling showpersons site (TSP) for five serviced plots, sports facilities including a pavilion/community centre, neighbourhood centre (including retail, community, healthcare, office and residential uses), plus associated landscaping and habitat creation, public open space and play facilities, roads and infrastructure. All matters are reserved except access. The proposal also includes a detailed scheme for the south east corner of the application site, referred to as Phase 1A, which comprises of 311 dwellings and associated infrastructure. Only landscaping is reserved for Phase 1A as details of access, layout, appearance and scale are provided as part of the application submission.

3.3. As access is not reserved, details are included for each entry point into the site. The entry points include four vehicular access points – one standalone access to the west to serve the TSP; one new access to the west off an enlarged roundabout at the junction between Lordship Road and Roxwell Road; one new access to the east off a newly created roundabout along Roxwell Road – this access will serve Phase 1A as in/out arrangement until a point that the bus loop is fully constructed and connects to the western roundabout; one standalone access to the east of the new roundabout to serve a pumping station. Pedestrian and cycle access details to the east are provided through the provision of two bridges over the brook which link into Avon Road.

3.4. The application is accompanied by an Environmental Statement.

#### 4. Other relevant applications

*18/00001/MAS - approved 3 February 2021*  
*Strategic Growth Site 2 - West Chelmsford*

4.1. The masterplan was subject to negotiation and revision. The substantive point to evolve from its consideration through Policy Board was the deletion of the 'bus link' element into the Urban Area. The bus link appears as a site masterplanning principle within the Strategic Growth Site Policy of the Local Plan. Its deletion (but with cycle and pedestrian link to remain) was endorsed by Policy Board and later approved by Cabinet in February 2021.

4.2. The approved masterplan is a material planning consideration in the determination of the planning application.

*18/02031/SCOPE – agreed 1<sup>st</sup> February 2019*

4.3. Scoping report for Environmental Impact Assessment (EIA) agreed subject to a number of items being included within the Environmental Statement.

#### 5. Summary of consultations

5.1. Below is a summary of the responses from consultees. More detailed summary to be found in Appendix C.

- Essex badger protection group - no objection, subject to conditions requested.
- CERA (Chignal Estate Residents Association) - request further information and amendments.

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- Active Travel England – references standing advice note
- Essex Swifts - request the addition of integral Swift nest bricks/boxes in meaningful numbers throughout the development.
- Environment Agency - no objection, providing flood risk considerations have been taken into account.
- Essex Police - welcome the opportunity to assist developer achieve Secured by Design Homes award.
- ECC Development and Flood Risk, Waste & Environment - no objection, subject to conditions.
- NHS Mid and South Essex ICB - impact on primary healthcare provision, request for healthcare facility in addition to financial contribution.
- Essex Fire and Rescue - comments on access, Building Regulations, water supplies and sprinkler systems.
- Natural England - no objection, satisfied with on-site mitigation, note agreement to RAMS payment, Habitat Regulations Assessment acceptable.
- Sport England - objection subject to issues being addressed through planning application or alternatively via planning conditions or obligations.
- Anglia Water - no objection, capacity available.
- ECC Growth and Development – request for conditions on green infrastructure and minerals; request for education contributions.
- ECC Historic Environment – recommend conditions for trial-trenching and open area excavation.
- Writtle Parish Council - submission of several responses following initial plans and amendments. Parish Council note that previous comments remain relevant.
- Latest plans – object to increase in number of units for Phase 1A related to lack of services; absence of internal bus route; absence of on-site play area/s or other play features; amendments to ‘village green’ area in centre of scheme has reduced its community/environmental value; welcome amendments to Centenary Way (provided suitably lit).
- Previous comments summarised as concerns predominantly related to layout, sustainability, dwelling types, dwelling design, heritage, affordable housing, access and highways, landscaping, CIL.
  - Chignal Parish Council – concerns over traffic increase on local road; routing of construction traffic; impact on oversubscribed local healthcare facilities; concern over visibility, landscape impact and light pollution on the rural area to the north and west of the site.
  - Good Easter Parish Council - concerns over increased traffic congestion on the A1060, concerns over capacity of Writtle Surgery.



- Cycling Action Group - request conditions and financial contributions.
- Showmen's Guild of Great Britain London and Home Counties – welcoming of provision but object to detailing of location and access, request for trees to be retained, request for formalised ownership transfer and site management by Guild.
- Ramblers Association – no objection, note some discrepancies in documents

5.2. Below is a summary of responses from representations. There were 47 contributions, some of which were from the same representative (usually over the course of the amendments).

- Design - detracts from character of area; size and scale of the development out of keeping; lack of detail submitted for proposed housing, associated infrastructure and green space; lacks detail for full assessment; division of central green within revisions diminishes concept and usability.
- Supporting infrastructure - inadequate provision of sports facilities and play area for younger children; scheme should include a secondary school as the existing schools would not have the capacity to accommodate the residents of the new development; infrastructure, including public transport, is already under pressure and proposed provision is not sufficient; inadequate detail regarding GP surgery / dental facilities; infrastructure should be delivered as part of phase 1.
- Residential amenity - raising of cycle path will result in overlooking and security risk.
- Green Belt land – loss of.
- Environmental impacts: resulting from loss of green space; adverse effects of traffic increase; adverse affect of lighting on wildlife; lack of mitigation for wildlife, including protected species; reference to mineral safeguarding area; loss of food producing high quality farmland.
- Submission documents – criticise date of collation of various reports; redaction issue with Ground Impact Report restricts scrutiny; absence of statement considering community impact beyond development site.
- Flood risk/drainage - concerns over discharge into the River Chelmer; general flooding concerns; query foul sewer capacity.
- Transport matters – insufficient parking provision; requires improved traffic management signage; requires additional pedestrian crossing; safety concerns over vehicular access; Ongar Road and The Green should be considered in terms of traffic impact; cycle links should be hard surfaced, not gravel and connected more widely; proposed pedestrian / cycle path proposed too wide and should be reduced; query legitimacy of transport statement due to times of survey; pedestrian safety concerns; suggestion of installation of eastern roundabout to east of site to help reduce traffic speed; request for inclusion of speed restrictions and pavement renewal along Roxwell Road.
- Travelling Showperson Site – request for location and access arrangements to be revised.
- Allotment space – loss of.
- Air quality/public health – concerns expressed.
- Trees - object to removal; concern regarding the proximity of attenuation pond/root damage; request for relocation.
- Need – questioned in light of existing vacant dwellings.
- Geographic allocation – note growth needed particularly to west side of Chelmsford.
- House value - decrease (in Writtle)
- Positive comments – delivery of homes, schools, shops and facilities

*Preliminary response to representations*

5.3. It should be noted that consultation responses and representations cover the breadth of the document submissions - initial plans at the outset of the application in 2021 and then two amendments in 2024.

5.4. Land on the opposite side of Roxwell Road is designated as both Green Belt and Green Wedge. The proposal would not result in the loss of either.

5.5. The impact upon property values is not a material planning consideration.

5.6. The following sections will deal with a number of planning matters, some issues raised through representations are not material planning considerations. This report will not comment on requests for amendments, as the application is considered on its submitted details and appraised on its individual merits.

## 6. Planning considerations

### ***Principle of Development***

*Strategic Priorities: 1 (sustainable development patterns) 2 (new homes), 5 (strategic infrastructure), 6 (local infrastructure)*

*Local Plan Strategic Policies: S1, S6, S7. Site Policies: Growth Site Policy 2*

6.1. Strategic Priority 2 of the Chelmsford Local Plan is 'meeting the needs for new homes'. The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet objectively assessed housing needs.

6.2. Strategic Policy S7 sets out the spatial strategy (i.e., the scale and distribution) for new development over the period of the Local Plan. The Spatial Strategy applies the Spatial Principles to focus new housing and employment growth to the most sustainable locations, which includes sustainable urban extensions around Chelmsford and South Woodham Ferrers. In allocating sites for strategic growth, this policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.

6.3. The application site relates to Strategic Growth Site Policy 2 – West Chelmsford. This site policy requires the following amount and type of development:

- Around 800 new homes of mixed size and type to include affordable housing
- Travelling showpeople site for 5 serviced plots
- Neighbourhood centre
- Provision of a new primary school with co-located early years and childcare nursery
- Provision of new stand-alone early years and childcare nursery

6.4. This application follows the approval of a masterplan for the site allocation. The development of the masterplan began in 2018 and was led by Crest Nicholson. Community and technical stakeholder workshops were held in September 2018 and extended public consultations were carried out in both July and September 2018, with a further round in April 2020 following revisions to the masterplan. The substantive revisions related to the substitution of a bus link into Avon Road with a foot/cycle link only. The masterplan was considered by Chelmsford Policy Board on 16 July 2020 and then 15 October 2020. The masterplan was approved by Cabinet on 3 February 2021.

6.5. In terms of land use, the proposed development meets the requirements of Strategic Growth Policy 2. Although the application is submitted in outline, an illustrative layout plan has been provided to show how the development might be laid out in totality, with the south east section shown in detail. The land uses are consistent with the approved masterplan, which required a landscape led approach.

6.6. The land was allocated in the Chelmsford Local Plan as a strategic growth site with the intention that the development would be a sustainable extension of the existing Urban Area (albeit noting it is sited almost entirely within the Parish of Writtle). Within the Policies Map, the Urban Area extends westwards enveloping the majority of the growth site. The principle of the development is acceptable.

6.7. The site has been the subject of a detailed masterplan and the application submission is broadly in accordance with that masterplan. The development therefore contributes to fulfilling the Council's strategic priorities for housing and employment growth and is in accordance with the Spatial Strategy.

### **Housing**

*Strategic Priority 2 (new homes)*

*Local Plan Strategic Policy: S6, Local Policies: DM1, DM2*

#### *Market Housing*

6.8. The reasoned justification within Policy DM1 outlines an appropriate mix for market housing on strategic sites in order to address the Council's greatest need. The proposed revised policy within the Local Plan review will provide an indicative market mix based on the latest Strategic Strategic Housing Needs Assessment (SHNA) 2024. Whilst the revised policy carries limited weight, the updated assessment is relevant in considering application details. The application is made in outline and the housing mix is indicative as a whole; however the size and type of 311 dwellings within Phase 1A are fixed. Both the detailed element and indicative total demonstrate an acceptable mix of market dwellings. As the application is made in outline the future mix of subsequent parcels will be a matter to be secured through the legal agreement, taking into account the mix already included in Phase 1A.

6.9. Policy DM1 also requires 50% of the total units to be delivered as Accessible or Adaptable dwellings in compliance with Building Regulation M4(2). This is secured by planning condition. Policy DM1 also requires 5% of the affordable units to meet requirement M4(3) of the Building Regulations 2015 (wheelchair user dwellings). This is confirmed in the accommodation schedule but will be secured through legal agreement.

#### *Affordable Housing*

6.10. The application is for "up to" 880 dwellings. 35% percent of the new homes are to be provided as affordable housing units, albeit shown indicatively at this outline stage. This would equate to a maximum of 308 units overall, with 109 affordable homes within Phase 1A. This is compliant with Policy DM2. The 109 affordable units are specifically identified within Phase 1A (akin to the level of detail of a full application, but with landscaping reserved).

6.11. The Council's Planning Obligations SPD (POSPD) sets out the required mix for affordable housing. To ensure new affordable provision is weighted to make a proportionate contribution to the assessed need, 22% of the total number of dwellings within the development will be required to be provided as social or affordable rented accommodation. The applicant has agreed that the

Affordable Rented units would be delivered in accordance with the Council's Strategic Housing Market Assessment Update (December 2015) (SHMA) mix and in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022) whereby a revised mix applies to the additional units over the allocated number of 800 homes in the Local Plan. The revised mix seeks to address the shortfall in supply of new four-bedroom affordable homes for rent by reducing the proportion of one-bedroom dwellings, in favour of an increase in the proportion of four-bedroom homes. Households in need requiring one-bedroom accommodation are most likely to have their need met from the current supply.

- 6.12. The remaining mix has been agreed to be split between First Homes (9%) and Shared Ownership (4%). However, given the content of the recent consultation for a revised National Planning Policy Framework (NPPF), it is likely that First Homes will be removed from the definition of affordable housing. An increase in Shared Ownership properties is not problematic to the Council; this matter simply requires noting with regard to the legal obligations in this report, in order to give flexibility for negotiation over the coming months once the revised NPPF is published.

#### *Self-Build and Custom Build and Specialist Residential Housing*

- 6.13. Policy DM1 C) states that within all developments of more than 100 dwellings the Council will require 5% self-build homes, which can include custom housebuilding. The development would include 5% of the new homes as self-build plots in a location to be determined in future reserved matters applications. The provision of these units, as well as design coding, would be secured through the s.106 agreement. No self-build plots are proposed within Phase 1A; this is not ultimately objectionable in the context of overall provision being secured.
- 6.14. Policy DM1 C) also requires the provision of specialist residential accommodation, taking account of local housing needs. The Planning Obligations SPD states that at the time a formal application is submitted, the Council will consider the specialist residential accommodation needs identified in the Council's Housing Strategy as well as the latest assessments of need. The Council has produced a Planning Advice Note relating to specialist residential accommodation (SRAPAN). This states that the latest assessment of housing need is contained within the Housing Strategy. The Planning Advice Note explains that obtaining a commuted sum in lieu of on-site specialist residential accommodation provision would enable flexibility in the location of units but also the ability to align revenue funds to match this capital contribution towards the identified housing needs. The applicant is committed to contribute to specialist residential accommodation through a commuted sum in line with the Planning Advice Note. This will be secured through the s.106 agreement.

#### **Education**

*Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure)*

*Local Plan Strategic Policies: S9, S10; Site Policies: Growth Site Policy 2; Local Policy: DM20*

- 6.15. The site allocation policy includes the requirement for a new co-located primary school and early years and childcare nursery, and one stand-alone early years and childcare nursery. These are outlined within the land use plan and application details, and to be secured through the s.106 agreement.
- 6.16. A two-form entry primary school is proposed in the location agreed in the masterplan. The applicant is agreeable to the land being offered up, plus a financial contribution. Design details will need to be resolved at reserved matters.

- 6.17. The application proposal would mitigate its impacts on education through contributions to Early Years, Primary Education, Secondary Education and Post-16 Education, all secured through the s.106 agreement. Indicative figures were provided by Essex County Council, which are now agreed with the applicant.

### **Health**

*Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure) Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 2, Local Policy: DM20*

- 6.18. Strategic Growth Site Policy 2 states that 'healthcare provision' will be required for community facilities as required by the NHS/ Clinical Commissioning Group (CCG).
- 6.19. The NHS Mid Essex Clinical Commissioning Group (CCG) were consulted on this planning application and have advised that the proposed development is likely to have an impact on the services of the surgeries that operate within the vicinity and that the GP practices do not have capacity for the additional growth resulting from this development. They have requested the safeguarding of a site within the proposal, in addition to a financial contribution towards the creation of additional floorspace. Both will be secured through the s.106 agreement, to mitigate the impact of the development on healthcare services.

### **Open Space / Sports provision**

- 6.20. Land in the west of the allocation is allocated for future recreation use/SuDS, as shown on the Policies Map. The site policy notes ancillary development to support the site may be acceptable within this zone. The masterplan evolved to a point whereby the primary SuDs provision was to be located to the east of the site (now reflected in the planning application). The western zone was therefore allotted to recreation and sports, as well as the TSP site. The consequence of the layout is that the bulk of built development is sandwiched between these natural, or greener edges, to the east and west, which remains a suitable design response.
- 6.21. Strategic Growth Site Policy 2 requires a coherent network of public open space, formal and informal sport, recreation and community space within the site. Strategic Policy S5, Policy DM26 provide the lead into the requirements for open space, which are then quantified within Appendix B and the Open Space Planning Advice Note. Open space provision in Phase 1A in isolation, and the wider development site, well exceed the numerical requirements of the Local Plan.
- 6.22. The sports pitches are located to the west of the proposed school site. A pavilion, with car park, is sited to the north of the school. Whilst it is acknowledged that the pavilion is not optimally sited from a Sport England perspective, its function is multi-purpose – serving two different sports (football and cricket) and a community use. Any location further west would extend built form into the more natural western edge and physically sever the north / south green infrastructure currently proposed in the illustrative masterplan.
- 6.23. The masterplan is illustrative but it outlines outdoor sports facility provision in the form of football and cricket pitches with an associated sports pavilion and parking area. Sport England have raised a number of detailed matters that can be addressed at reserved matters stage. Management of facilities will be dealt with through the legal agreement. Financial contributions are requested, this again is a matter for legal agreement. A community use agreement has been requested to enable joint use of the primary school – this is secured through planning condition.

- 6.24. Writtle Parish Council, as well as other public representations, have challenged the approach to play space provision. The rationale is one of a strategic nature and represents a change in approach from the masterplan stage, but one informed by the Council's Park Services. Residents in Phase 1A will benefit from green areas embedded within the development parcel and informal space next to the SuDS features to the east, but no specific play areas in this phase. The northernmost bridge cuts across the Avon Road play area before reaching Avon Road. Monies are already set aside for improvements to this play area (through an historic legal agreement from a planning application which developed Cherwell Drive play area). The legal agreement for West Chelmsford will secure additional monies and also secure the construction of the bridge prior to first occupation. Both existing and new residents will benefit from the improved play area, which will be accessed by foot and cycle from Phase 1A. The rationale is sound and endorsed by the Parks department, and follows a general thrust to provide less but more strategic play areas within new development.
- 6.25. The proposed works associated with the northernmost bridge (including ramps and turning areas) would incur into the Council allotment site, however no allotments would be lost as a result of the works. No allotments are to be requested within the application site, owing to a high vacancy rate at the Avon Road site.

### **Transport**

*Key Strategic Priorities: 5 (strategic infrastructure), 6 (local infrastructure)*

*Local Plan Strategic Policies: S9, S10; Local Policy: DM24*

#### *Transport Modelling, Traffic Impact and Mitigation Proposals*

- 6.26. One of the key issues for residents within Writtle is the impact of the development on traffic numbers through the Parish. This concern is echoed by the Parish Council. The primary concern is congestion, but also traffic speed.
- 6.27. The National Planning Policy Framework (NPPF) states at paragraph 114 that in assessing specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be - or have been taken up, given the type of development and its location;
  - b) safe and suitable access to the site can be achieved for all users;
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 6.28. The NPPF goes on to state that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (paragraph 116).
- 6.29. The transport assessment submitted as part of this application demonstrates that, with the inclusion of mitigation measures, that the impact of the development on highway safety is acceptable and cumulative impacts on the road network are not severe. The transport assessment (TA), and subsequent addendums, have analysed the impact of the development on the highway network. The TA has concluded, subject to a package of appropriate mitigation, that the traffic impact that would result from the proposal could be suitably mitigated through a



package of highway works, sustainable transport measures and financial contributions, as set out in this recommendation.

- 6.30. Those mitigation measures are listed within Appendix 1. The mitigation measures would promote sustainable transport, including walking and cycling connections, the provision of a new bus service between the site and the Chelmsford rail and bus station to connect to local and facilities services. The Highway Authority has concluded that the proposal would not be detrimental to highway safety, capacity or efficiency.

#### *Routes and Access*

- 6.31. The Strategic Growth Site Policy 2 sets out masterplanning principles for movement and access. The main vehicular access for this development would be via an existing (but enlarged) roundabout at the top of Lordship Road, and a new roundabout to the south east corner (along Roxwell Road). A separate vehicular access is proposed to the west of the Lordship Road roundabout to serve the TSP site. Access is not a reserved matter for any part of this proposal and is therefore suitably detailed within the submission for the Local Highway Authority to form a view on highway safety and the impact on the road network.
- 6.32. Two pedestrian/cycle links are proposed to the east, linking into Avon Road via new footbridges. Both structures, and their associated development, are included within the planning application as access is not a reserved matter. The northernmost bridge is the substitute for the originally proposed bus link, which was omitted from the masterplan following consideration of representations made at masterplan stage and endorsed by both Policy Board and later Cabinet in approving the document. The merits of the substitution were weighed in previous planning processes – the approved masterplan represents a material consideration in this respect. The Local Highway Authority do not view a bus link as an essential element of infrastructure for the scheme to be acceptable. The two pedestrian/cycle bridges remain and are an acceptable alternative to the bus link. The scheme would also provide a bus loop within the site and contribute to the provision of a new route from the site to serve the city centre. The bus service loop to include Writtle University College has been promoted by the developer; this route requires some further clarification before it can be deemed as deliverable. These matters are to be resolved through negotiation on the legal agreement.
- 6.33. The details of the TSP access demonstrate that, subject to conditions, it would be safe to use and its impact upon the highway network would be an acceptable one. Some public representations echo concerns from Guild members about the access. The Showman’s Guild are not a formal consultee, but the proposals are a culmination of the masterplan process. This application deals with the merits of the submission at hand, rather than an alternative that may be preferable to representations. An additional arm to the enlarged roundabout was discounted at masterplan stage due to the required land take and impact upon the layout. The proposed access has been tested through the TA and reviewed by the Local Highway Authority to be acceptable in highway safety terms.

#### ***Natural Environment***

Key Strategic Priority 7 (Protecting and enhancing the Natural and Historic and Environment)  
*Local Plan Strategic Policy: S4, Local Policies DM16 and DM17*

#### *Loss of agricultural land*

- 6.34. The site currently comprises agricultural land. The majority of the site is classed as grade 3a (good quality), with roughly a third as grade 2 (very good). This would be permanently lost. It should be noted however that the land is allocated in the Local Plan – this loss has therefore previously been considered at a strategic level and deemed acceptable by the Council, and through Local Plan examination. The loss was deemed insignificant in the wider context and there is no material change in circumstances evident to form an alternative conclusion.

#### *Minerals*

- 6.35. It is noted that the site exceeds the 5ha threshold for sites within a sand and gravel Minerals Safeguarding Area. ECC Minerals do not consider extraction to be practical or reasonable. No conflict with the Essex Minerals Plan is identified.

#### *Ecology - Designated Sites*

- 6.36. The application site is located within the Zone of Influence of two designated sites with statutory protection; Essex Estuaries Special Area of Conservation (SAC), and Blackwater Estuary Special Protection Area (SPA) and Ramsar. These sites have national, European and international importance.
- 6.37. The application is accompanied by a shadow Habitat Regulations Assessment (HRA). This identifies that there is potential for the sites to be impacted by recreational pressure, including recreational fishing.
- 6.38. Further information was requested from Natural England to quantify the accessible natural greenspace and demonstrate a circular dog walk of at least 2.3km. Details have been updated and Natural England have withdrawn their initial objection. The Council have carried out an Appropriate Assessment which has been reviewed and deemed acceptable by Natural England.
- 6.39. The site lies within the Zone of Influence identified as part of the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) for Blackwater Estuary SPA and Ramsar, and the corresponding component of Essex Estuaries SAC. A financial contribution in accordance with the requirements of the Essex Coast RAMS is to be secured through the s.106 agreement.

#### *Ecology - on site*

- 6.40. The nearest statutory designation is Marconi Ponds Local Nature Reserve (LNR), located approximately 1.75km to the southeast of the site. The LNR is designated on the basis of woodland habitat and ponds. The nearest statutory designation is Chelmer Valley Local Nature Reserve (LNR) located approximately 2.2km to the east of the site. There are no designations of international importance within 15km of the site.
- 6.41. The biodiversity section within the environmental statement was informed by various ecological assessments. Survey work has been updated in 2023 due to the passage of time since the original submission. Surveys of note covered bats, badgers, otters, water voles, wintering birds, breeding birds, reptiles and Great Crested Newts.
- 6.42. Badger setts have been identified on site. The environmental statement deals with mitigation measures, which will limit the impact of the development.
- 6.43. The updated ecological report notes that the mitigation measures outlined within the environmental statement remain relevant and that those measures (such as low lighting, noise



reducing construction measures and phased mowing) are best captured by a Construction and Environment Management Plan (secured by planning condition). Subject to the mitigation measures and conditions there would be no likely harm. No objection is raised by Natural England.

#### *Ecology - Biodiversity Net Gain*

- 6.44. The environmental statement sets out how the development seeks to increase biodiversity on the site, with a target 10% net gain in biodiversity to be achieved. The application does not mandatorily need to provide for 10% (as submitted pre 12<sup>th</sup> Feb 2024), however it is proposed to be achieved nonetheless. A Biodiversity Enhancement Strategy is to be secured by condition.

#### *Trees*

- 6.45. The application is accompanied by an arboricultural impact assessment which contains the results of a tree survey and details relating to tree constraints and likely impacts resulting from the proposed development.
- 6.46. Some trees on the north-eastern boundary of the site are protected by a Tree Preservation Order (TPO), however they are not to be removed. The site is not within a Conservation Area. The non-preserved trees to be removed are mostly category C (smaller trees of lower quality). No category A (large, high-quality) trees are to be removed. One category B tree (oak) and part of a category B grouping would be removed to facilitate the northern link into Avon Road. The removal of good quality category B trees is regrettable however essential in this case for pedestrian/cycle access into Avon Road. Replacement trees are to be planted in public open spaces to mitigate for the loss.
- 6.47. Two groups of trees would be affected by the TSP site due to the formation of the access and also the visibility splays necessary for vehicles, particularly to the west. The access itself would result in the loss of a section of a category C group; the visibility splay requirement cuts across a category B group of trees to the west of the access. The loss of trees is regrettable, but also essential; they will however be compensated through provision of new trees and biodiversity gain. Some tree loss was accepted through the masterplan process. The allocation, and now the detail, provide much needed travelling showperson plots which would contribute towards meeting an unmet need across Chelmsford – the harm to the natural environment needs to be balanced against that provision.
- 6.48. The development has little impact on the remaining trees, with minimal encroachment into Root Protection Areas (RPAs). Protective fencing is detailed on the Tree Protection Plan, however further details such as ground protection should follow in an Arboricultural Method Statement, which is to be conditioned.

#### **Noise**

*Strategic Priority 8 (Well designed and attractive places, healthy communities)*  
*Local Policy DM29*

- 6.49. A noise assessment has been submitted as part of the application. Noise arising from construction of the proposed development was assessed to determine the impact on existing receptors. Construction noise and vibration from the proposed development is anticipated to have a negligible effect on existing receptors in the area around the site. The report recommends a Construction Environmental Management Plan, which will be secured by condition.

- 6.50. Mitigation measures are unlikely to be required for the majority of external private amenity areas. No amenity areas directly overlook the A1060 as new properties will front the road. The report notes that the majority of properties within the development area are likely to meet internal noise criteria with standard glazing and ventilation. For properties overlooking the A1060, uprated acoustic glazing and ventilation may be required. A suitably worded condition is proposed in order to secure acceptable internal noise levels.
- 6.51. The City Council's Public Health and Protection Service have reviewed the content of the submitted noise report and have advised that the content is acceptable.

### ***Air Quality***

*Strategic Priority 8 (Well designed and attractive places, healthy communities)*

*Local Policy DM30*

- 6.52. An air quality impact assessment has been submitted as part of the Environmental Statement. The assessment takes into account both the construction period and the generated road traffic impacts during the operational phase of the development.
- 6.53. The impact of the operational phase on air quality at any of the current or proposed receptors has been deemed as negligible and will not result in any exceedances of the air quality objectives. The methodology and conclusions of the report have been reviewed by the Council's Public Health and Protection Service and they are content that the findings are sound.

### ***Flood risk and Drainage***

*Local Policy DM18*

#### *Flood risk*

- 6.54. The Environment Agency Flood Zone map indicates that whilst the majority of the site lies within Flood Zone 1 'Low Probability', the eastern and western boundary of the site is located within Flood Zones 2 'Medium Probability' and 3 'High Probability' of the One Bridge Brook and River Can respectively. No built form is proposed within these flood zones.
- 6.55. The site is allocated within the Chelmsford Local Plan and has therefore been subject to the Sequential Test as part of the allocation process and was deemed to have passed. The site does not, therefore, need to have the Sequential Test re-applied in accordance with paragraph 162 of the NPPF. The proposed 'More Vulnerable' (residential development) development is therefore wholly located within Flood Zone 1 'Low Probability', which, according to NPPF Planning Practice Guidance Tables 2 and 3, is considered appropriate. The Exception Test is therefore not required.

#### *Surface Water*

- 6.56. Policy DM18 of the Chelmsford Local Plan states that all major development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS).
- 6.57. A SuDs drainage strategy is included as part of the application. The principle of the drainage strategy is to ensure that the water draining from the site would be no more than the existing situation. There have been comments from local residents regarding problems of surface water

flooding in the local area. It is not the purpose of a planning application to resolve existing issues, the proposed development must not worsen the possibilities of surface water flooding. This must also take into account the impacts of climate change.

- 6.58. The submitted SuDs scheme has been considered by the Lead Local Flood Authority at Essex County Council. They do not object to the granting of planning permission for this development and recommend conditions to secure the SuDs scheme, together with its management and maintenance.

#### *Foul Water*

- 6.59. Anglian Water have advised that the sewerage system has available capacity for projected flows.

#### **Historic Environment**

##### *Strategic Priority 7 (Protecting and Enhancing the Natural and Historic Environment)*

##### *Local Plan Strategic Policy: S3, Local Policies DM13, DM14 and DM15*

#### *Heritage*

- 6.60. The application site does not include any designated or non-designated heritage assets. There are a number of heritage assets within the wider area which are considered below.
- 6.61. The Horse and Groom (south of Roxwell Road), Manor House (south of Roxwell Road), the Chapel (corner of Chignal Road and Mashbury Road), and St Andrews Church (Chignal Road) are non-designated heritage assets within the vicinity. The development site makes no contribution to the significance of these buildings.
- 6.62. Writtlewick (Chignal Road) is Grade II listed. The setting which contributes to significance is now confined to the grounds and immediate surroundings. The development site makes no contribution to the setting of Writtlewick or the adjacent cottage due to the separating distance and intervening post-war development.
- 6.63. Writtle College lies to the southwest of the development site. The site includes a timber framed barn dating from c.1450, which is a Scheduled Monument and grade II\* listed building. The moated site of King John's Hunting Lodge and the original college building designed by J Stuart County Architect, built 1938-40, are both non-designated heritage assets. The college is c.500m from the development site at its closest point, is well screened and has no known historic associations. The development site makes no contribution to the setting of designated and non-designated heritage assets at the Writtle College site.
- 6.64. Brick Barns Farm lies to the far north of the development site on Mashbury Road. The group comprises an early seventeenth century timber framed lobby entry farmhouse, eighteenth century combined barn and dovecote and other eighteenth and nineteenth century outbuildings. The farmhouse and barn are grade II listed, justifiably so for their age and rarity. There are views from Roxwell Road towards the Brick Barns complex and views back towards Writtle from the site itself. The development site forms part of an extensive rural landscape which forms part of the setting to Brick Barns Farm and contributes to its significance. Development to the southwest on the application site would alter the landscape character and reduce the expansive rural setting. The site would be partly screened from Brick Barns and would be at least 550m at its closest point, this together with the retained rural setting would mean that there would be a limited impact on the setting of Brick Barns Farm. This impact could

be mitigated through the landscaping on the north edge and careful design of the development in terms of building layout, height, scale, form and materials. These matters can be further addressed through future reserved matters applications.

- 6.65. Crows Farmhouse is a timber framed building dating from c.1600. It is located c.460m from the northern edge of the application site. There is an impressive brick chimney stack on the roadside. The building has been modernised and extended, and the farm buildings historically related to the complex no longer survive. The building is Grade II listed, justifiably so as a vernacular building dating from pre-1700. The setting would once have been of a rural landscape, with dispersed farmsteads, but the expansion of Chelmsford reached Crows Farmhouse in the second half of the twentieth century and this rural setting has been eroded. It maintains a rural setting to the northwest and west, which contributes to its significance. Development to the southwest on the development site would alter the landscape character and reduce the expansive rural setting. The site would be partly screened from Crows Farmhouse and would be at least 460m at its closest point, this together with the retained rural setting to the west means that there would be a limited impact on the setting of Crows Farmhouse. This impact could be mitigated through landscaping the northern end of the site, and careful design of the development in terms of building layout, height, scale, form and materials. These matters can be further addressed through future reserved matters applications.
- 6.66. New Barn Farm lies to the west of the development site within a rural setting. It comprises a late nineteenth century house and traditional barn of nineteenth century or earlier origins. The remainder of the buildings date from the twentieth century. The traditional buildings can be considered as non-designated heritage assets, due to their architectural and historic interest, the early-mid twentieth century buildings are of historic interest due to their association with Marconi wireless experiments and also as a WWII radio listening and transmission post. The rural setting to this group contributes to its significance. The proposed development would alter the landscape character and reduce the expansive rural setting. New Barn Farm would retain a rural setting on all sides, which would be reduced to the east, where sports pitches would be located. It would still remain legible within a rural landscape. There would be minor harm to the setting of the non-designated heritage assets. This harm could be minimised through the detailed landscape design, but there would still be a minor harmful impact to be weighed in the planning balance in accordance with Policy DM14 and NPPF para 209.
- 6.67. The minor harm identified to the designated heritage assets (even with potential landscaping through reserved matters) should be balanced at this stage in light of the delivery of a large quantum of housing (and affordable housing) for a strategic allocation.

#### *Archaeology*

- 6.68. Essex County Council Historic Environment Branch advise that there are cropmarks within the area which comprise some undated pits and ditches and a possible Bronze Age round barrow. A cropmark of a probable prehistoric enclosure lies just to the north of the area. It is possible that there may be further archaeological features surviving within this area. A condition is included for trial trenching followed by open area excavation.
- 6.69. Subject to a condition, the development would not result in any significant harmful impacts on heritage assets that cannot be satisfactorily mitigated through layout, design and landscaping.

#### *Design and Layout*

- 6.70. The application is submitted in outline with all matters reserved except access. Phase 1A details four reserved matters (access, layout, scale & appearance) so that only landscape is reserved for that section.

#### *Development parcels*

- 6.71. The overall character of the site would obviously change, as the land is currently agricultural. The site was allocated in the Local Plan in 2020 and the evidence base for the Local Plan included landscape character assessments. The site was considered to be suitable for residential development. The proposed scheme is landscape led.
- 6.72. Those development parcels not detailed, and only shown indicatively through parameter plans, should not prejudice the wider development. An illustrative masterplan is also included. The indicative layout broadly follows the principles set by the approved masterplan. The scheme shows three remaining parcels of residential development, divided by an east / west open space and north / south internal bus route. School and neighbourhood centre are to be located on the western edge of the residential development, with recreation space shown to the west. The TSP site is identified to the south west corner, and whilst its layout is indicative its access is fixed and consequently its location is effectively fixed by this application.
- 6.73. The scheme provides a total of 27.7ha of public open space, comprising 3.6ha for the sports facilities, 2.9ha for the ecology park and 21.2ha of other open space. The last figure contains allotments, natural and semi-natural green space, formal parks and garden, play provision for children and young people, green corridors and amenity green space, with the details to be submitted for approval through the reserved matters. This figure exceeds the 7.3 hectares required by Table 12 in Appendix B to the Local Plan.
- 6.74. The Writtle Neighbourhood Plan (December 2021) highlights the opportunities at the Warren Farm for creation of a landscape buffer to Roxwell Road and improving cycle routes in the locality. Cycle routes would be improved and new ones provided. The development frontage is set back from Roxwell Road; the two entry residential parcels within Phase 1A have been redesigned to provide a greater setback and a deliberately unsymmetrical appearance. The Plan also transposes 'design principles' and 'design considerations' into Policy WNP D3: Warren Farm Growth Area. The proposed frontage suitably balances active frontage with a landscape buffer. The peripheral built development to the wider site will be a detailed matter for future reserved matters applications. Green spaces are integral to the overall layout and the detailed phase. Landscaping is a reserved matter, but it is evident from the submission that soft landscaping will play a major role in street scenes. Materials will be a matter to be controlled through planning condition, indicatively the details are of high quality.
- 6.75. Policy DM24, and more widely the strategic policies, require public art to be embedded within major development schemes. A condition is proposed to secure public art for the scheme.
- 6.76. Overall, the illustrative layout and parameter plans show a development scheme that would be compliant with the masterplan and likely to have an acceptable character and appearance. No conflict is identified with the Neighbourhood Plan.

#### *Phase 1A*

- 6.77. As noted, the layout, scale and appearance is detailed for Phase 1A (and is not a reserved matter) so can be considered at this stage. Those details have been significantly altered during

the lifetime of the application. The layout of roads and dwellings, along with the design of dwellings has been amended to reflect a less rigid, less road dominated, layout.

- 6.78. The spine road, which represents the first stage of the bus route has been given a more angular shape. The majority of the dwellings are set within perimeter blocks, utilising a combination of rear and side parking (both covered and uncovered).
- 6.79. There is a distinct absence of apartments within the layout. Instead, maisonettes are utilised, which have the appearance of two storey houses. Those units have been designed to offer garden space and restrict mutual overlooking. The maisonette units include frontage parking, but those units form part of a symmetrical street scene in most cases where the built form of the maisonettes is set back and 'book-ended' by other properties. Frontage parking is a necessity numerically, but has been suitably designed into streetscapes. Landscaping will supplement where appropriate.
- 6.80. The entrance parcel serving Phase 1A has been significantly reworked from initial submission stage. The overall concept for the entrance balances the desire for focal properties to front the new roundabout with properties which are not overscaled and respect the setback from Roxwell Road desired by the Parish Council through the masterplan process and the Neighbourhood Plan.
- 6.81. The context of the site and the settlement of Writtle to the south-west has been well researched and analysed; from this a strong design concept has been formed which seeks to reflect the layout and architecture of Writtle in the design of the new dwellings within the proposal. Built form, scale, construction details, materials and building typologies have used the existing settlement as a design cue; this forms the architectural approach to the layout and detailed design of the dwellings within the scheme. The proposed development includes greenways which extend into the scheme, as they do in Writtle itself which has an irregularly shaped village green bordered by trees; onto which the settlement has evolved over successive periods of development over time. A variety of architectural styles are present which is reflective of the settlement which has inspired it.
- 6.82. The parkland separation from the suburban areas to the east has been maintained with landscaping and planting carried into the site through the development along the routes and streets which form the layout each side of a central spine road.
- 6.83. The 'Lanes' character area features outward facing perimeter blocks with the scale and building heights rising to 2 ½ storeys amid a scale dominated by predominantly two-storey development. Through routes and other loops enable vehicular access with cul-de-sacs at the outermost extremes of the layout on the parkland edges to the proposal.
- 6.84. Front gardens are delineated by railings and landscaping to provide defensible spaces to the front at the boundary between public and private areas. Building forms reflect the traditional Essex vernacular with shallow building depths and steep roof pitches.
- 6.85. The variation evident in the established settlement of Writtle has also been expressed in the architectural design of the dwellings and enables the use of detailing to create dwellings inspired by the Georgian, Victorian and Edwardian periods. These include hung tiles, slates, white and pale boarding, render and a variety of brick colours. Plinth details, bay windows, porches/Georgian door canopies, parapet details, open eaves, brick chimneys and through brick chimneys are elements of the architectural details which add character and interest to the streetscape.

- 6.86. Materials also bring variation to each dwelling with a variety of materials at various heights on the building elevations. Fenestration details also add interest and correspond well to the architectural design of the dwellings, supporting their references to various historic periods in addition to their other details, materials, and building form. Blind window details add interest whilst enabling sensitive neighbour relationships to be managed. Corner turning units occupying prominent positions have been carefully designed with windows providing interest on two main street-facing elevations. Double bay fronted detached character properties mimic the former shop frontages of Writtle. Variety in roof heights across the terrace blocks adds interest and disguises the deeper house types within the terrace.
- 6.87. In terms of house detailing, brick stretcher horizontal banding details have been used extensively and pick out key details such as the parapets to the front of many dwellings. Also brick detailing above window apertures resemble the many examples that are present in Writtle. Although based on a palate of materials, there is variation across the site with variety provided by landscaping, boundary treatments, doors, porches and porch canopies. Streets present different and varied appearances with character properties in prominent locations to add to the quality of the design and assist in wayfinding within the site.
- 6.88. The quality of the architectural design achieved across the proposal is high, with a significant contribution made by the materials design and detailing of each dwelling. The result is a series of streets and spaces which are inspired by the layout and design of the existing settlement of Writtle.
- 6.89. Overall, the residential properties have been designed so that the inter-relationships avoid overbearing or overlooking. Where some properties do not strictly adhere to the standards set out in Appendix B of the Local Plan, there exists a design rationale or bespoke design response (i.e. corner plots, or use of obscure windows). Back-to-back relationships, where they exist, are satisfactory.
- 6.90. Garden sizes across the unit types are compliant with Appendix B standards, with the odd exception where design has necessitated a minor deviation.
- 6.91. All properties conform to the Nationally Described Space Standards.
- 6.92. Parking standards reflect those required through the Essex Parking Standards (2009), as directed by Policy DM27. There is some differential in the offering to some of the affordable units but this is in the context of a designed product whereby the design quality of those units is indistinguishable from the market units. The differentiation is essentially an over-provision for some market units (double garages in addition to spaces, for example) and not an under-provision for affordable.
- 6.93. Neighbour relationships with the nearest residential properties, along Roxwell Road, are acceptable. Separation distances between new and existing properties in Avon Road would be sufficient for the development not to be harmful to their amenity.
- 6.94. It is recognised however that the use of the pedestrian/cycle links (both) would be set between existing residential properties. Those existing entrances to allotments/play space are not redundant, however their nature and frequency of use would change through the granting of this application. The Local Plan highlighted those links, and the masterplan considered them in more detail (deleting the use of buses specifically). Their planning principle has been established by previous documents. Large scale details are to be requested through condition, in addition to



the standard levels condition, in order to address concerns regarding levels. Landscaping is obviously reserved, but can ultimately provide some mitigation. Any increased frequency, and thereby impact on existing residential amenity, must also be balanced with the delivery of these sustainable (non-vehicular) routes so that both existing and new residents may more easily access schools, sports pitches shops, and open spaces.

### **Sustainable development**

- 6.95. The National Planning Policy Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three overarching objectives to sustainable development; economic, social and environmental.

#### *Economic*

- 6.96. The proposal would generate jobs through the construction process and in the longer term through the occupation of the neighbourhood centre, onsite open space management and sports facilities. The construction of up to 880 dwellings on the site would also increase spending in the local economy. These benefits carry weight in favour of the proposed development.

#### *Social*

- 6.97. The proposed development would provide a range of house types and sizes and would meet the City Council's identified growth needs. The development would provide affordable homes of varying type, self or custom build, wheelchair user homes and accessible or adaptable homes. It would also provide contributions towards specialist residential accommodation. Five much needed travelling showperson plots would be provided.
- 6.98. The scheme includes facilities that would encourage social interactions and the growth of a new community, whilst also physically connecting with the St Andrews Ward to the east via new bridge connections. The onsite facilities will include strategic and local open space, sports provision and play spaces. The development would also be mitigating its own impacts in relation to education through the provision of financial contributions.
- 6.99. The scheme has been designed to connect pedestrian and cycle links to enable improved connections with the city centre and provide good walking and cycling routes throughout the site. Active and sustainable modes of transport are a realistic prospect.
- 6.100. It is recognised that the development will result in additional private motor vehicles on the existing highway network. The applicant has sought to mitigate the impacts of the additional traffic through a financial contribution, and physical facilitation of a new bus route to the city centre.
- 6.101. The proposal provides social benefits, which weighs in favour of the development.

#### *Environmental*

- 6.102. The scheme is landscape led, providing significant areas of open space. It is acknowledged, however, that the development would result in a loss of open countryside. The proposal seeks to retain most of the existing trees and hedgerows and would result in no harm to protected species. A biodiversity net gain above 10% will be achieved.



- 6.103. The application provides environmental benefits through the provision of a network of pedestrian and cycle links, and financial contributions towards an improved bus service to encourage sustainable modes of transport.
- 6.104. Conditions are recommended to ensure the development is built sustainably by requiring the installation of electric vehicle charging infrastructure, by requiring water efficiency building regulations to be met and also for non-residential buildings to be built to BREEAM 'Very Good' level.
- 6.105. Minor harm would be caused to existing heritage assets in the area and a condition is attached to ensure that the archaeology of the site is properly recorded.
- 6.106. Overall, with the provision of appropriate conditions and s.106 obligations, the proposal is considered to comply with the three strands of sustainable development.

### **Legal Obligations**

*Key Strategic Priorities: 2 (new homes), 5 (strategic infrastructure), 6 (local infrastructure);*

*Local Plan Strategic Policies: S6, S9, S10;*

*Site Policies: Growth Site Policy 2; Local Policies: DM1, DM2, DM16, DM20*

- 6.107. The nature of the requirements for mitigation of this type of application will necessitate a s.106 agreement to be signed. The head of terms are agreed with the applicant and are summarised as follows.
- 6.108. Contributions listed are correct at the time of publication.

### Housing

#### *Affordable Housing*

- 35% of total units to be provided as affordable housing - 22% affordable rent, 9% first homes (includes financial contribution), and 4% shared ownership in line with current policy requirements but with proviso that mix may be altered should First Homes no longer be a requirement in a revised NPPF due to be published end 2024/early 2025
- Wheelchair User M4(3)(2)(b) units to be secured at 5% of the total number of affordable homes
- Affordable housing scheme to be submitted to address phasing, delivery and mix for each phase

#### *Specialist residential accommodation*

- Financial contribution £457.50 x 880 dwellings = £402,600

#### *Self/Custom Build*

- Self/Custom Build housing to be provided at 5% of the total number of units
- Design code to be submitted and agreed

#### Travelling showperson site

- Provision of 5 serviced plots
- Provision of shared access

### *Education*

The figures provided by Essex County Council, are based on up to 880 dwellings as the mix and final number is unknown at this stage. The figures would be adjusted accordingly subject to the final mix and number. Financial contributions are requested for Early Years, Primary Education, Secondary Education, Post 16 Education, Employment and Skills.

- Siting of standalone nursery within neighbourhood centre

### *Transport/Infrastructure*

- Footway / cycleway to adoptable standard internally within the site
- Footway / cycleway improvements to Lawford Lane
- Footway / cycleway improvements for journeys into city centre and Hylands School
- New roundabout along Roxwell Road
- Enlarged roundabout Lordship Road / Roxwell Road
- Financial contribution to delivering new bus service/s
- New bus stops (plus temporary)
- Local highways improvements and sustainable transport measures
- Submission of travel plan

### *Open Space / Recreation*

- Open Space Delivery
- Open Space Phasing and Delivery Plan
- Strategic Open Space. Safeguarding of land and transfer to CCC with a commuted maintenance sum or transfer to Management Company
- Provision of play areas
- Financial contribution to Avon Road play area
- Landscape and Open Space Management and Maintenance Plan
- Provision of a sports pavilion/community centre
- Provision of sports pitches
- 2,640 trees to be planted (based on 880 dwellings) on site or financial contributions in lieu of on-site provision in accordance with the City Council's Tree Planting Planning Advice Note

### *Health Care*

- Siting of building capable of adaptation for surgery within neighbourhood centre
- Financial contribution towards floorspace provision

### *Biodiversity / RAMS*

- RAMS financial contribution per dwelling £163.86 x 880 dwellings = £144,196.80

### *Other*

- Monitoring fees for numerous schedules

## **7. Community Infrastructure Levy (CIL)**

7.1. The development is CIL liable and CIL payments will be levied on the CIL chargeable elements of the development.

## **8. Conclusion**

8.1. The site was allocated in the Chelmsford Local Plan as a sustainable urban extension to the Urban Area (noting it lies within the Parish of Writtle due to current boundaries). The application follows an approved masterplan, which has shaped both its form and detailing. This application is accompanied by an Environmental Statement because it is EIA development. Positive amendments have been made to the scheme from its initial submission in 2021, in terms layout and architectural approach.

8.2. For reasons listed in Section 6, the development would be a positive contributor economically and socially. Any minor negative environmental impacts can be mitigated. Any harm to heritage assets are weighed in the context of delivery of this strategic site. All material considerations have formed part of the planning balance.

8.3. The development is required to meet the Council's identified growth needs and is a direct consequence of the plan-led system. The proposal is in accordance with the approved masterplan and would satisfactorily meet the requirements of Strategic Growth Site Policy 2 (West Chelmsford) of the Chelmsford Local Plan.

8.4. The proposed development accords with the Chelmsford Local Plan and would deliver a sustainable development as sought by the National Planning Policy Framework. The proposal is acceptable, subject to conditions and the completion of the S106 agreement.

## **RECOMMENDATION**

**(a) Subject to an agreement, as indicated in the report presented to the Committee, being entered into pursuant to the Town and Country Planning Act 1990, the Director of Sustainable Communities be authorised to grant the application subject to the following conditions:-**

### **Procedure**

#### **Condition 1 – reserved matters**

Details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place in each phase beyond 1A and the development shall be carried out as approved.

Reason:

The particulars submitted are insufficient for consideration of the details mentioned.

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**Condition 2 – reserved matters Phase 1A**

Details of the landscaping for Phase 1A (no. 311 dwellings) as labelled on drawing no (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.

Reason:

The particulars submitted are insufficient for consideration of the details mentioned.

**Condition 3 – time limit submission**

Application for approval of the reserved matters shall be made to the local planning authority no later than 10 years from the date of this permission.

Reason:

In order to comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Condition 4 – time limit implementation**

The development hereby permitted shall take place no later than 2 years from the date of approval of the last of the reserved matters to be approved.

Reason:

In order to comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Condition 5 - parameter plans**

Plans and particulars of the Reserved Matters referred to in Condition 1 for each phase of the development shall accord with the following Parameter Plans:

Parameter Plan - Land Use (Drawing no. DR-001 S5-P2)

Parameter Plan - Density (Drawing no. DR-0002 S5-P2)

Parameter Plan - Heights (Drawing no. DR-0003 S5-P2)

Parameter Plan - Access and Movement (Drawing no. DR-0004 S5-P2)

Parameter Plan – Green infrastructure (Drawing no. DR-0005 S5-P2)

Reason:

In order to achieve satisfactory development of the site.

**Condition 6 - access plans**

The development hereby permitted shall be carried out in accordance with the following access plans:

Proposed Site Plan Layout (Drawing no.29713B\_10 rev R7)

Western Site Access Roundabout (Drawing no.110123/A/02 rev M)

Eastern Site Access Roundabout (Drawing no.110123/A/03 rev R)

Proposed Showperson Access Roxwell Road (Drawing no.110123/A/26 rev H)

Proposed Northern Cycle Link (Drawing no.110123/A/56 rev D)

Proposed Southern Cycle Link (Drawing no.110123/A/55 rev E)

Reason:

In order to achieve satisfactory development of the site.

**Condition 7 - Phasing**

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Prior to, or concurrently with, the first application for Reserved Matters a Phasing Plan shall be submitted to and agreed in writing with the Local Planning Authority. The Phasing Plan shall include details of the phasing of the development. The development shall thereafter be carried out in accordance with the agreed details of phasing.

Reason:

In order to achieve satisfactory development of the site.

## **Pre-commencement**

### **Condition 8 - Levels**

Prior to any development works within each phase or sub-phase, detailed drawings and sections showing the finished levels of all parts of the development within that phase or sub-phase in relation to the levels of the adjacent phases, surrounding area and neighbouring buildings shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the development is constructed at suitable levels in relation to its surroundings in accordance with Policy DM23 of the Chelmsford Local Plan.

### **Condition 9 – Large scale details**

Prior to the construction of either pedestrian / cycle bridges across One Bridge Brook and their associated ramps, large scale drawings, including sections, shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason:

In order to achieve satisfactory development of the site with Policy DM23 of the Chelmsford Local Plan. Also to ensure that privacy of nearby residential properties can be maintained.

### **Condition 10 - Construction Management Plan**

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. provision of a safe and suitable access to the site;
- ii. vehicle routing;
- iii. the parking of vehicles of site operatives and visitors;
- iv. loading and unloading of plant and materials;
- v. storage of plant and materials used in constructing the development;
- vi. wheel and underbody washing facilities;
- vii. measures on site to control the deposition of dirt / mud on surrounding roads during the development;
- viii. treatment and protection of public rights of way during construction;
- ix. hours of deliveries;
- x. highway safety considerations;
- xi. Before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense where caused by developer.

Reason:

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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.

### **Condition 11 - Archaeology**

1. No development or preliminary groundworks within any phase or sub-phase of the development shall commence until a programme of archaeological trial trenching has been secured and undertaken in accordance with a written scheme of investigation which has previously been submitted by the applicant and approved by the planning authority.
2. A mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to the local planning authority following the completion of this work.
3. No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been previously approved by the local planning authority in consultation with its historic environment advisors.
4. The applicant shall submit to the local planning authority a post-excavation assessment (to be submitted within six months of the completion of fieldwork. This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for archaeological investigation work to be undertaken. These works are required to ensure that adequate archaeological records can be made in respect of the site in accordance with Policy DM15 of the Chelmsford Local Plan.

### **Condition 12 – surface water drainage**

No works, except demolition, shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates to 1:1 Greenfield runoff rates for all storm events up to and including the 1 in 100 year rate plus 40 allowance for climate change All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event. or, if impracticable;
- Demonstrate that features are able to accommodate a 1 in 10 year storm event within 24 hours of a 1 in 30 year event plus climate change
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.

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- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure the effective operation of SuDS features over the lifetime of the development. To provide mitigation of any environmental harm which may be caused to the local water environment.

Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

### **Condition 13 - minimise off-site flooding**

No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works, and prevent pollution, has been submitted to, and approved in writing by the local planning authority. The scheme shall subsequently be implemented as approved.

Reason:

To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.

### **Condition 14 - Biodiversity enhancement strategy**

Prior to the commencement of the development hereby permitted a Biodiversity Enhancement Strategy (BES) demonstrating how the development will achieve a minimum of 10% biodiversity net gain shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with that strategy, with a timetable for implementation and details of maintenance of biodiversity features within each phase to be included with the submission of landscaping details to address the reserved matters.

Reason:

To ensure that the development delivers Biodiversity Net Gain in accordance with the Council's Making Places SPD.

### **Condition 15 - Contamination**

a) No development within any phase or sub-phase of the development shall take place until a scheme to assess and deal with any contamination within that phase or sub-phase has been submitted to and approved in writing by the local planning authority.

b) Prior to the occupation or first use of the development within any phase or sub-phase, any remediation found necessary as a result of the scheme to be approved under part (i) of this condition shall be carried out, and a validation report to that effect submitted to the local planning authority for written approval and the development shall be carried out in accordance with that scheme.

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for contamination to be accurately assessed. This is to ensure the development does not give rise to problems of pollution or contamination in accordance with Policy DM30 of the Chelmsford Local Plan.

### **Condition 16 - Construction Environmental Management Plan**

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Prior to commencement within any phase or sub-phase of the development hereby permitted a Construction Environmental Management Plan (CEMP) relating to that phase or sub-phase shall be submitted to and approved in writing by the local planning authority.

The CEMP shall include, but not be limited to the following

- control measures for noise and vibration during the period of construction;
- construction dust and dust monitoring;
- waste management and management of earthworks;
- good practices for construction vehicles and stationary plant;
- mitigation measures for biodiversity as set out within section 9 of the Environmental Statement

Reason:

To ensure that the construction of the development does not result in harmful impacts on the local environment in accordance with Policies DM29 and DM30 of the Chelmsford Local Plan.

### **Condition 17 - Badgers**

No development, including demolition, ground works or vegetation clearance, shall take place until the local planning authority has been provided with a badger walkover and/or monitoring survey including mitigation measures in the form of a method statement. The method statement shall set out the organisation or person responsible for implementing and supervising the method statement including whether a development licence will be required from Natural England for the closure of any sett(s). The scheme shall be implemented as approved.

Reason:

This information is needed prior to commencement of the development to ensure there is no harm caused to badgers in accordance with Policy DM16 of the Chelmsford Local Plan.

### **Condition 18 – Arboricultural method statement**

No development shall take place until an arboricultural method statement setting out details of ground protection, service routes and levels changes has been submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason:

To safeguard the existing trees in accordance with Policy DM17 of the Chelmsford Local Plan.

## **Pre-occupancy**

### **Condition 19 – SuDS maintenance plan**

Prior to the first occupation of the development within any phase or sub-phase of the development, a maintenance plan detailing the maintenance arrangements for SuDS features within that phase or sub-phase, including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be submitted to and approved in writing by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements shall be provided.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and Policy DM18 of the Chelmsford Local Plan.

### **Condition 20 – Pumping station access**

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Prior to first use of the pumping station, the access arrangement shown in principle on dr no.110123/SK34, shall be provided to include, but not limited to; clear to ground visibility splays of 2.4 metres by 120 metre visibility splays in both directions and be provided with an appropriate vehicle crossover.

Reason:

To provide adequate inter-visibility between users of the access and the public highway and to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

#### **Condition 21 – Pumping station restrictions**

- (i) Prior to first use of the pumping station, the parking and turning area shall be provided. The vehicle parking area and associated turning area shall be retained in this form at all times.
- (ii) No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- (iii) Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the footway.

Reason:

To ensure that appropriate parking and turning is provided and to ensure that on-street parking does not occur on the A1060. To avoid displacement of loose material onto the highway. To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed. In the interests of highway safety.

#### **Condition 22 - Vehicle parking**

No dwelling or community facility shall be brought into use until such time as the approved vehicle parking for that dwelling or community facility has been made available for use. The spaces shall not thereafter be used for any purpose other than the parking of motor vehicles in conjunction with the dwelling or community facility which they serve.

Reason:

To ensure that parking provision is acceptably integrated within the development avoiding car dominated spaces and to prevent on-street parking in the interests of highway safety and the amenities of the area in accordance with Policy DM27 of the Chelmsford Local Plan.

#### **Condition 23 - Visibility splays**

- (i) The 2.4 metre by 31 metre visibility splays at the cycle route crossing near to and across plots 146 and 200, as shown on dr no.110123/SK28 rev C shall be provided clear to ground and maintained free of any obstruction in perpetuity.
- (ii) The visibility splays at the cycle route crossings, of the spine road and minor roads, as shown on dr no.110123/SK28 rev C shall be provided clear to ground and maintained free of any obstruction in perpetuity.
- (iii) The junction and forward visibility splays for the spine road, as shown in principle on dr no.110123/SK29 rev C shall be provided clear to ground prior to first use of the road and shall be maintained free of any obstruction in perpetuity.

Reason:

To provide adequate inter-visibility between users, in the interest of highway safety.

#### **Condition 24 - Part M4 (2)**

A minimum of 50% of the dwelling units as approved shall be constructed to comply with Building Regulations 2015 Approved Document Part M4(2) Category 2.

Reason:

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To ensure the development provides sufficiently adaptable homes to meet current and future needs of residents in accordance with Policy DM1 of the Chelmsford Local Plan.

**Condition 25 - Pedestrian and cycle surfacing and lighting**

The network of pedestrian and cycleway routes within the site shall, where to be adopted by the highway authority, be hard surfaced and illuminated in accordance with details to be submitted to and approved in writing by the Local Planning Authority and designed to accord with the adoptable highway standard applicable at the time. The pedestrian and cycle routes shall be implemented as part of the overall phased delivery of the development in accordance with an agreed timetable.

Reason:

In the interests of establishing a logical route network which permeates the development encouraging sustainable methods of travel and minimising the need for travel by car.

**Condition 26 - Cycle parking Phase 1A**

In relation to Phase 1A, no terraced dwelling or maisonette shall be occupied until secure and covered bicycle parking has been laid out within the site in accordance with details which shall previously have been submitted to and approved in writing by the local planning authority. Those spaces shall thereafter be kept available for the parking of bicycles only.

Reason:

To ensure that cycle storage provision is acceptably integrated within the development in a safe and convenient manner to encourage cycling as a sustainable mode of transport in accordance with Policy DM27 of the Chelmsford Local Plan.

**Condition 27 - Refuse and recycling – specific to Phase 1A**

In relation to Phase 1A each dwelling shall not be occupied until the facilities for the storage of refuse and recyclable materials for that dwelling 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.

**Condition 28 - samples of building materials**

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

Reason:

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

**Condition 29 - noise insulation**

The residential properties shall be constructed so that the internal noise levels in habitable rooms, with windows closed, does not exceed 35 dBA LAeq (0700-2300 hours) and 30 dBA LAeq (2300-0700 hours).

Reason:

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

**Condition 30 – Broadband**

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Each dwelling shall be provided with a connection to superfast broadband prior to the first occupation of that dwelling.

Reason:

Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being in accordance with the objectives of the National Planning Policy Framework and Making Places Supplementary Planning Document.

**Condition 31 - Boundary treatments**

- a) Details of the proposed treatment of all boundaries, including drawings of any gates, fences, walls, railings or piers, shall be submitted to and approved in writing by the local planning authority.
- b) Each dwelling shall not be occupied until the boundary treatments for that dwelling have been provided in accordance with the approved details.

Reason:

In the interests of the visual amenities of the area and to safeguard the residential living environment of the occupiers of the proposed dwellings and the existing neighbouring dwellings in accordance with Policy DM29 and Policy DM23 of the Chelmsford Local Plan.

**Condition 32 - EV Charging**

No dwelling or building shall be occupied until that dwelling or building has been provided with one electric vehicle charging point for a dwellinghouse with dedicated off-road parking or one electric vehicle charging point per 10 parking spaces for a non-residential building or where off-road parking is unallocated. Electric vehicle charging points shall be installed and retained in accordance with details that shall have been previously submitted to and agreed in writing by the local planning authority.

Reason:

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

**Condition 33 - Tree retention**

No trees or hedges within any phase or sub-phase of the development shall be felled, uprooted, damaged, or disturbed or removed prior to the commencement of development within that phase or sub-phase until the details submitted under condition of this permission have been approved in writing by the local planning authority. If any such tree is removed, uprooted, destroyed or dies prior to commencement of development or within a period of 5 years following commencement another tree shall be planted within the next available planting season. The location, size and species of replacement planting shall be as agreed in writing by the local planning authority.

Reason:

To safeguard the existing trees which are of amenity value and add character to the development in accordance with Policy DM17 and Policy DM23 of the Chelmsford Local Plan.

**Condition 34 - Public Art**

Within six months of the commencement of the development, a public art statement shall be submitted to and approved in writing by the local planning authority. The statement shall include the following:

- a) Details of the artist (including an explanation of why they have been selected for this scheme),
- b) Details of the proposed public art (including an explanation of the chosen theme and medium) and its intended siting,
- c) Details for the installation including timing,
- d) Future maintenance regime.

The approved public art scheme shall be implemented in accordance with the approved statement.

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Reason:

To ensure that Public Art is provided in accordance with Policy DM24 Chelmsford Local Plan.

## **Post occupancy monitoring and management**

### **Condition 35 - SuDs maintenance logs**

The applicant, or any successor in title or maintenance body nominated by the applicant, must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and Policy DM18 of the Chelmsford Local Plan.

### **Condition 36 - Water efficiency**

All new dwelling units as hereby approved shall be constructed to achieve water efficiency to a standard of no more than 110 litres of water per person per day.

Reason:

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

### **Condition 37 - Unbound material**

No unbound material shall be used in the surface treatment of any 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.

### **Condition 38 - Community use agreement**

Use of the primary school shall not commence until a community use agreement, prepared in consultation with Sport England, has been submitted to and approved in writing by the Local Planning Authority and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the indoor and outdoor sports facilities of the school and shall include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason:

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy DM20.

### **Condition 39 - BREEAM commercial over 500sqm**

a) All new non-residential buildings with a floor area in excess of 500sqm shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);

b) Prior to the commencement of any building with a floor area in excess of 500sqm, a Design Stage Assessment (under BREEAM or its successor) for each building shall be carried out and a copy of the Interim Certificate or the Assessor's summary score sheet shall have been submitted to and approved in writing by the Local Planning Authority;

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- c) any building with a floor area in excess of 500sqm shall not be occupied until a Post Construction Review (under BREEAM or its successor) has been carried out in respect of that building and a copy of the Final Certificate or the Assessor's final summary score sheet has been submitted to the Local Planning Authority verifying that the agreed standards have been met in respect of that building.
- d) a copy of the Final Certificate, if it is not submitted prior to the first occupation of the relevant building, shall be submitted within six months following approval of the final summary score sheet.

**Reason:**

To ensure that the development is constructed sustainably in accordance with Policy DM25 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](http://www.chelmsford.gov.uk/construction-site-noise)
- 2 You are reminded that this permission is also subject to a legal agreement, and that the terms of this agreement must be complied with.
- 3 More information about BREEAM is available on the BRE website: [www.breeam.org](http://www.breeam.org) .
- 4 The proposed development is liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended) which will be applied to any Reserved Matters application(s) submitted in connection with this outline application. Reserved Matters application(s) must be accompanied by a CIL Additional Questions Form as well as CIL Form 2 - Claiming Exemption or Relief if claiming Social Housing relief. There are further details and links to these forms on the Council's website at [www.chelmsford.gov.uk/cil](http://www.chelmsford.gov.uk/cil).
- 5 Please note that the Council will contact you at least annually to gain information on projected build out rates for this development. Your co-operation with this request for information is vital in ensuring that the Council maintains an up to date record in relation to Housing Land Supply.
- 6 All work within or affecting existing and future highways 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](mailto:development.management@essexhighways.org).

- 8 All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.
- 9 Any tree planting proposed within the highway must be agreed with the Highway Authority. Trees must be sited clear of all underground services and visibility splays and must be sympathetic to the street lighting scheme. All proposed tree planting must be supported by a commuted sum to cover the cost of future maintenance, to be agreed with the Highway Authority.
- 10 The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath 26 and 26 Writtle shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
- 11 Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available

### **Positive and Proactive Statement**

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

### **Background Papers**

Case File

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**Plans to be listed on any Decision Notice:**

CN079-MP-LP-001 A  
29713B\_10 R7  
2982-4-4-5 DR-0001 S5-P2  
2982-4-4-5 DR-0002 S5-P2  
2982-4-4-5 DR-0004 S5-P2  
2982-4-4-5 DR-0005 S5-P2  
29713B\_300 DI  
29713B\_500A RI  
29713B\_501 A  
29713B\_502 A  
2982-5-2 DR-0112 S4-PI  
2982-5-2 DR-0113 S4-PI  
2982-5-2 DR-0114 PI  
2982-5-2 DR-0115 S4-PI  
2982-5-2 DR-0200 PI  
2982-5-2 DR-0201 PI  
2982-5-2 DR-0202 PI  
110123/A/02 M  
110123/A/03 R  
110123/A/26 H  
110123/A/55 E  
110123/A/56 D  
29713B\_20 R3  
29713B\_21 R3  
29713B\_22 R3  
29713B\_23 R3  
29713B\_25 R3  
29713B\_26 R4  
29713B\_27 R3  
29713B\_29 R2  
29713B\_100 R5  
29713B\_101 R3  
29713B\_102 R2  
29713B\_103 R2  
29713B\_104 R2  
29713B\_105 R4  
29713B\_106 R3  
29713B\_107 R3  
29713B\_108 R3  
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29713B\_125 R4

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29713B\_137 R5  
29713B\_138 D1  
29713B\_150 R3  
29713B\_151 R2  
29713B\_152 R3  
29713B\_153 R3  
29713B\_157 R3  
29713B\_158 R1 R2  
29713B\_200 R4  
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29713B\_202 R3  
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29713B\_206 R4  
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29713B\_210 R3  
2982-5-2 DR-0100 P5  
2982-5-2 DR-0101 P4  
2982-5-2 DR-0102 P4  
2982-5-2 DR-0103 P4  
2982-5-2 DR-0104 P4  
2982-5-2 DR-0105 P4  
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2982-5-2 DR-0110 P5  
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110123/AT/P01 B  
110123/AT/T01 B  
110123/AT/U01 C  
110123/AT/U02 C  
110123/AT/U03 C  
110123/AT/U04 C  
110123/AT/V01 B  
110123/AT/V02 B  
110123/AT/V03 B  
110123/AT/V04 B  
110123/SK25 C  
110123/SK25.I C  
110123/SK28 C  
110123/SK29 C  
110123/SK29.I B  
110123/SK29.2 B  
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## Appendix 2 – Highways mitigation measures (as outlined by Transport Assessment addendum April 2024)

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### Proposed Sustainable Mitigation Measures:

- Lighting and drainage work on pedestrian and cycle routes to Chelmsford and Writtle Village;
- Streetlighting and crossing improvements on route to Hylands School;
- New gateway features on A1060 Roxwell Road and Writtle Village; Wi
- dening of Lordship Road footway;
- New build out at Writtle Doctors Surgery to replace existing hatched markings;
- New splitter islands on Lordship Road;
- Two pedestrian and cycle links between the Proposed Development and the existing urban area;
- A contribution towards the Melbourne Way/Avon Road cycleway;
- Two new bus services serving the development, Writtle University College, Chignal Housing Estate and Roxwell Road, with a contribution agreed by the developer to be secured via S106 agreement;
- Public Transport Vouchers;
- Electric vehicle charging facilities;
- The provision of a mobility hub in the Neighbourhood centre which could include:  
Information on travel choices;  
Electric vehicle parking, and  
Car clubs (if feasible);
- Cycle parking at each property and cycle maintenance vouchers.

### Proposed Highway Mitigation Measures:

- Site Access East – New 3-arm roundabout with the A1060 Roxwell Road;
- Site Access West – Enlarged roundabout at A1060 Roxwell Road/Lordship Road Junction with new fourth arm into the site;
- Travelling Showpersons Access with A1060 Roxwell Road as a new priority junction;
- A signalled toucan crossing on Roxwell Road close to the new eastern access roundabout;
- Toucan crossing on Roxwell Road close to the Lordship Road roundabout;
- A new segregated footway/cycleway within the site to the north of Roxwell Road between the two access roundabouts extended to connect to the existing footway;
- Roxwell Road/Chignal Road junction improvement scheme (extension of left-turn lane);
- Rainsford Road/Park Avenue junction improvement scheme (MOVA and crossing detectors);
- Improvements at the junctions between the A1060 and A1016 at the Parkway junctions (improved lining); and, Potential extension of 30/40mph limit on Roxwell Road and 30mph limit on Lordship Road.

Full copies of consultation responses can be found on the Council's website.

- Essex badger protection group - no objection, subject to conditions requested.

As confirmed in the latest Wildlife and Countryside Link Report, the badger remains the most persecuted protected mammal in the UK and it is therefore imperative that the location of any badger setts remains strictly confidential and is not published on public forums. As the commentary which follows relates to the location of known badger setts, we ask that it is not uploaded to the planning portal and is instead treated with the utmost sensitivity.

The Essex Badger Protection Group has long standing records relating to numerous setts on and around the application site and we note that the presence of these setts is further confirmed by the accompanying badger survey from Aspect Ecology. As noted, there are eleven setts in total and we hold similar records of two more, offsite, within a 1Km radius. The main sett on site, referred to as S2 by Aspect Ecology, has been known to the Essex Badger Protection Group for over 50 years. Overall, it is our considered opinion that all setts are likely to relate to the same family group (clan) of badgers, with the application site forming a key part of their territory given its close proximity to all of the setts in question. We note that Aspect Ecology holds a similar view as confirmed in section 2.1.9 of the confidential badger appendix.

From a badger protection perspective, this makes the site less than ideal for development purposes with mitigation needing to be employed very carefully in order to ensure that the badger clan remains protected. It must also be borne in mind that badgers are creatures of habit and will continue to try and utilise the application site during, and after, the completion of the project. Ultimately, there is a significant danger of creating a housing estate beset with 'badger problems' i.e. broken fences and damaged lawns. The creation of protected areas and the maintenance of green corridors around the site are therefore vital in order to try and minimise these risks and ensure the long term effects on the badger clan, and the homeowners, are minimal. Given the habitat offered by the wider area, notably to the North and West, this ought to be achievable with enough care and attention at the planning/design stages.

We are generally supportive of the Aspect Ecology report, although we do remain concerned regarding the new roads through the site and believe that these need to be considered more carefully within the final mitigation proposals. In our view, tunnels under the new roads should be adopted at regular intervals, in addition to other measures, in order to reduce the risk of road accidents for the benefit of both badgers and motorists. Badgers readily adapt to such tunnels although their position does need to be considered in relation to established paths and routes. Reduced speed limits are rarely adhered to by drivers and warning signs are largely ignored. As far as we are aware, there is little evidence to support the usefulness of "reflective" material to try and dazzle and deter badgers from crossing roads. Speed bumps would be our preferred method from those suggested but, ultimately, badgers will quickly adapt to any deterrent methods employed to keep them away from roads and learn to ignore them. Providing a safe method of crossing at suitable locations is more likely to provide the mitigation required and has been successfully employed on other similar sites.

Ultimately, we have no objection to this development in principle but believe that any permission granted should be conditional upon the following:

The provision of a final badger mitigation plan to cover:

The wildlife protection measures to be adopted for the new roads

Full details of the exclusion areas around the protected setts with details of habitat enhancement for those sites

Details of green corridors linking the protected setts and providing access to the wider habitat offsite.

Full details of construction related mitigation to be followed including:

All workmen on site should be fully briefed concerning the presence of badgers on site.

Any trenches or deep pits should be securely covered overnight to stop any badgers falling in and becoming trapped. Alternatively, a rough plank can be provided, at an angle no steeper than 45 degrees, to allow any badgers a suitable means of escape.

Any trenches/pits should be inspected each morning and evening to ensure no badgers have become trapped.

The storage of topsoil or other 'soft' building materials within the site should be given careful consideration. Badgers will readily adopt such mounds as setts, which would then be afforded the same protection as established setts. So as to avoid the adoption of any mounds, they should be subject to daily inspections before work commences.

During the work, the storage of any chemicals should be contained in such a way that they cannot be accessed or knocked over by any roaming badgers.

Open pipework with a diameter of more than 120mm should be properly covered at the end of the work day to prevent badgers entering and becoming trapped. Again, should a badger trap itself then formal ecological advice must be sought before work commences for the day.

Litter on site should be cleared at the end of the working day or otherwise kept to a minimum.

Security lighting should be kept to a minimum so as not to disturb the badgers on site.

- CERA (Chignal Estate Residents Association) - request further information and amendments.

Southern cycle/pedestrian link

With reference to the southern cycle and pedestrian access linking Warren Farm and Avon Road, CERA request the following:

1. Cross sections and long sections showing existing and proposed spot levels and topography.
2. Detail and design of link seem greatly over engineered - the width of the path and extent of the bridge should be scaled down to the size of similar links constructed elsewhere. All recent combined cycle and pedestrian links in new developments (such as Beauleigh Park and Channels) are 3m in width except in specific locations where they are a maximum of 3.4m. Considering the number of links from Warren Farm, eg; via the northern link to Avon Rd and Roxwell Rd to the south, 3m to 3.5m in width should be sufficient to accommodate projected pedestrian and cycle traffic. Government guidelines suggest 4m width where the rate is <1000/hr
3. Further detail on street lighting, including lux levels, location, height and type of luminaire and columns.
5. A document or report should be provided to demonstrate how the proposals will enhance the safety and security of the neighbouring properties, who form the boundaries of the links, due to the increased exposure to potential issues such as anti social behaviour, that come with the public realm.
6. Detail of finishing materials, street furniture, planting, soft landscaping details. Chignal Estate residents should be given the opportunity to input into these aesthetics as they will directly influence the environment of the Chignal Estate. It would be easy to design just a black tarmac path with no thought to using the opportunity to better the quality of the area. Involving the local community in the design on things such as planters, flower beds, benches etc, and with the right approach from the designers, the green corridor between Warren Farm and Chignal estate could be a great outdoor park and area real asset to the community.

7. Explanation on how the path will not compromise the RPZ or adjacent piled foundations to neighbouring property adjacent to the entrance to the link from Avon Rd. The tree in question has a TPO, so under no circumstances should the tree routes be damaged or the tree removed.

8. Confirmation from Chelmsford City Council should be given on how access to the driveways, which have a shared entrance with the cycle link, will be maintained and consideration given to the new proposed public right of way that will affect access to and ownership of the properties.

9. Consideration given to boundary security and access arrangement of neighbourhood properties to ensure these are not compromised.

10. Relocation of turning head for maintenance access (as required by Parks Dept) as far west as possible away from neighbouring houses and gardens to mitigate disruption. Topography suggests this would be feasible with minimal impact on the scheme.

#### Northern cycle/pedestrian link

#### Bus link

This outline application is being submitted against the Approved Master Plan Addendum, Approved by Chelmsford Council, NOT the original Master Plan which included a bus link. It is frustrating to see wording included in the submission, which references a road safety audit carried out on the Avon Rd link. Following the numerous and extremely detailed public debates surrounding the Avon Road link, the bus link was removed and no longer has relevance to the new proposals - which is submitted against the Masterplan Addendum.

Reason: In accordance with the provisions of the Approved Master Plan Addendum. Motor car or bus traffic between the development and Avon Road would be harmful to amenity and road safety in the established residential area.

- Active Travel England - references standing advice

In response to the above consultation, Active Travel England's (ATE's) statutory consultee remit applies to qualifying planning applications that were made valid on or after 1st June 2023. ATE notes that this planning application was submitted in August 2021 and that the current consultation has resulted from the submission of amended plans and documents following discussions with key stakeholders, including the highways team at Essex County Council.

Based on the information currently available, ATE therefore consider it appropriate to issue its standing advice note at this stage in the process to guide the local planning authority's (LPA's) assessment of the application rather than to provide a comprehensive response that may delay a decision further. Our standing advice note can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice->

However, where the LPA considers that advice from ATE can help to unblock any specific issues, then ATE would be happy to review elements of the application upon request.

- Essex Swifts - request the addition of integral Swift nest bricks/boxes in meaningful numbers throughout the development.

May we request the addition of integral Swift nest bricks in meaningful numbers throughout the development. Swifts are colonial breeders:-

"Number of Swift Boxes Recommended for a New Build Development:-

The latest recommendation via the RIBA's 'Designing for Biodiversity' is to allow one box per dwelling / flat for the development in question. For example, a development of 50 houses would require 50

Swift boxes and these could be installed in clusters of 2 to 4 boxes on gable ends as close as practical under the eaves. But we are open to discussion on this o/a numbers aspect. Bungalows & garages are not suitable as they are too low"

"Legislation & Policy Guidance

Under section 40 of the Natural Environment and Rural Communities (NERC) Act 2006, public bodies have a duty to protect and enhance all biodiversity. This is supported by the national Planning Policy Framework (NPPF) 2018 in paragraph 175d: When determining Planning Applications, Local Planning Authorities should apply the following principles.....opportunities to incorporate biodiversity improvements in and around developments should be encouraged. Many Local Authorities now include Swift nest site provision in Local Plans and Supplementary Planning Guidance documents. One of the first to do was the Exeter City Council (Exeter City Council 2010) and other authorities around the country have followed suit; for example the Local Plans for the London Boroughs of Hackney and Islington require Swift bricks to be used in many new developments".

Essex Swifts is available to discuss this issue in more detail via the email address lodged for this comment.

- Environment Agency - no objection, providing flood risk considerations have been taken into account.

31.05.24

We have no objection to this planning application, providing that you have taken into account the flood risk considerations which are your responsibility. We have highlighted these in the flood risk section below.

Flood Risk

Our maps show the site lies within fluvial Flood Zone 3a defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for an outline application for Strategic Growth Site 2 comprising up to 880 new homes, primary school with co-located early years and childcare nursery, travelling show persons site for five serviced plots, sports facilities including a pavilion/community centre, neighbourhood centre (including retail, community, healthcare, office and residential uses), plus associated landscaping and habitat creation, public open space and play facilities, roads and infrastructure (all matters reserved except access), together with a detailed scheme in the south east

corner for Phase 1A comprising 177 no. houses plus associated roads, parking and infrastructure (Landscaping reserved for Phase 1A), which is classified as a 'more vulnerable' development, as defined in Table 2: Flood Risk Vulnerability Classification of the Planning Practice Guidance.

Therefore, to comply with national policy the application is required to pass the Sequential and Exception Tests and be supported by a site specific Flood Risk Assessment (FRA). To assist you in making an informed decision about the flood risk affecting this site, the key points to note from the submitted FRA, prepared by Stantec, referenced 41939/4004 Revision H and dated March 2024, are:

- o The site lies within the flood extent for a 1% (1 in 100) annual probability event, including an allowance for climate change. However, all proposed development is to be provided within flood zone 1, based upon the modelling completed as part of the initial assessment.
- o As the proposed buildings are to be provided within flood zone 1, finished ground floor levels will be above the 1% (1 in 100) annual probability flood level including climate change.
- o Two crossings of One Bridge Brook Chignall, a designated Main River are proposed. Section 6.6 of the submitted FRA confirms that these crossings will be for pedestrians and cyclists and will be formed by way of a bridge. Any bridges should be designed to ensure that flow for the 1% annual probability flood, inclusive of climate change can pass beneath it, and should be constructed from bank to bank, without building within the cross-section of the river.
- o The FRA does not provide any details of land raising or any alterations of ground levels within the floodplain that may alter the route of flow or nature of flooding within the floodplain. If ground levels are to be altered within the modelled floodplain then we would expect further

information/modelling to be submitted to demonstrate that flood risk on and off site will not be increased as a result of the proposals.

Other advice: Other Sources of Flooding

In addition to the above flood risk, the site may be within an area at risk of flooding from surface water, reservoirs, sewer and/or groundwater. We have not considered these risks in any detail, but you should ensure these risks are all considered fully before determining the application. Informative - Environmental Permit for Flood Risk Activities

The applicant may need an environmental permit for flood risk activities if they want to do work in, under, over or within 8 metres (m) from a fluvial main river and from any flood defence structure or culvert or 16m from a tidal main river and from any flood defence structure or culvert. The One Bridge Brook Chignall, is designated a 'main river'.

Application forms and further information can be found at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. Anyone carrying out these activities without a permit where one is required, is breaking the law. It should be noted that approval is unlikely to be granted for a culvert.

- Essex Police - welcome the opportunity to assist developer achieve Secured by Design Homes award. 16.09.2021 –

Essex Police recognise the level of complexity and challenges the proposed growth within Chelmsford district comprises of, but view this as an opportunity for Chelmsford to thrive and become a vibrant location for people to want to live and visit; whilst achieving an ambitious longterm vision that delivers high quality and sustainable development. Further to our response (dated 24th June 2020) to the initial proposals, the Essex Police Designing out Crime Office (DOCO) have not been approached and would welcome initial consultation regarding the project. Please note that all the below comments and observations have been garnered through the Design and Access Statement for the project only. Traditionally, the DOCO would review a plethora of documentation such as lighting plans, landscape plans and transport management, however, due to technical difficulties this information was unable to access via the planning portal.

The 'Essex Police - Designing out Crime Office' (DOCO) would wish to raise the below observations for further consultation:

That the actuality and perception of crime is considered throughout the design: Adopting the concept that crime is deemed as a "material consideration" throughout will ensure the health and wellbeing of residents and increase the overall sustainability. Essex Police recommend the consideration of 'designing out crime concepts' throughout all aspects of the design. During the planning process the DOCO would recommend undertaking a 'Security Needs Assessment' to identify ongoing risk of crime and Anti-Social behaviour (ASB). This will ensure that the building design and specification decisions create both a healthy and safe environment that does not promote vulnerability. It is imperative that design specifications of buildings and the surrounding community are risk commensurate (i.e. correlate to the Security Needs Assessment) and it is important that an effective and realistic level of physical security is commensurate with the risk. Opportunity for liaison with the Designing out Crime Team at the earliest opportunity to discuss design specifics: Essex Police recommend essential engagement between the 'Essex Police DOCO' and Project Design Team on the following:

Masterplan proposals:

We note that the Masterplan is a concept plan and holistic vision and would welcome the prospect of further discussion with the developers on the below; to benefit and gain a clearer understanding of the emerging proposed development, its scale, height, and definitive building footprint. We appreciate that it is important to create a sense of place and build communities with the provision of accessible services and facilities that encourage walking and cycling etc. It is also important to ensure that the design is such, that any community spaces and broader public realm, do not become a



central point for ASB or generate a fear of crime when using that space, thus having an adverse effect on those communities. Constructing well designed places, buildings and communities that promote both sustainable communities and health and wellbeing is an objective that the Essex Police DOCO widely supports; however, it is imperative that they must also be safe, secure, and accessible. This can similarly be evidenced within the Health Impact Assessment, as mitigating the opportunities for crime is not only about reducing and preventing injury and crime, but it is also about building strong, cohesive, vibrant, and participatory communities. Furthermore, Essex Police DOCO would wish to discuss the below:

Ensuring the design garners the appropriate level of permeability with connectivity across the development and the wider community. The rationale is to mitigate any potential community tension. Design of the community facility and surrounding infrastructure inclusive of residential and commercial parking, access and egress and management and maintenance procedures. With a focus on sustainable travel across the site, consideration needs to be given to the secure external storage facilities and bicycle security, be this within the home environment or within communal bicycle stores. Essex Police would recommend inclusion of detailed lighting design, evidencing current relevant standards and or relevant industry standards. It is important that the landscape architect and lighting designers coordinate their plans to avoid conflict between lighting, planting strategies and conservation. In this vein, Essex Police would wish further clarification and information regarding the proposed 'cycle height street lighting that is designed to illuminate the route without light spillage' as this could potentially raise the fear of crime and undermine the lighting uniformity. Throughout, careful consideration needs to address the materials used for external furniture and aesthetics such as seating, planters, and play equipment, ensuring they are risk commensurate and fit for purpose i.e. vandal, graffiti, and arson resistant. Adopting appropriate policy plans will be required to embed the management and maintenance schemes, for areas such as community facilities and landscape management. Design of proposed 'Green Bridges' to ensure for all that use that space can do so safely and consider potential risks associated with such proposals. Essex Police would wish to review the detailed Landscape Plans for the proposal (as this was not clear through the Design and Access Statement) and would wish to query the use of timber knee rails and proposed boundary treatment.

#### Travelling Show People Site

Regarding the Travelling Show People Site, Essex Police would wish for discussions with the developer to consider the following:

Essex Police would recommend careful consideration appertaining to the road infrastructure, as this will not only promote a safe haven for occupants but may also discourage criminal activity. Road access to the site and the ongoing farm raises concerns over access and egress onto the site for emergency services and safety of the staff. Along that stretch of road what traffic calming measures will be in place, will this be replicated across the development? Essex Police would request detailed border treatments for the site as judicious planting may not be of a robust nature. Boundaries delineation between the public and public realm space needs to be clearly defined, with any open spaces displaying features which mitigate any potential unauthorised access. Consideration of the 'Communities and Local Government, Designing Gypsy and Traveller Sites, Good Practice Guide' when fine tuning the detail across the site. The DOCO would strongly advocate liaison with the Essex Police - Roads Policing Team regarding the layout and strategic routes in and around the development and surrounding community, such as the proposals for Roxwell Road. Consideration is requested by developers to use the "Safe system approach" when designing local roads. This will take into consideration the various road user groups who wish to access these roads.

#### Detailed Design Scheme:

Essex Police welcome Crest Nicholson's ambition to achieve Secured by Design (SBD) Gold accreditation across the whole development. As a police initiative, SBD seeks to improve the security



of buildings and their immediate surroundings, seeking to achieve sustainable reductions in crime through design and other approaches to help communities live in a safer society. Essex Police would wish for urgent discussions with the developer to ensure that the design embeds the necessary CPTED agendas and clarifies proposals. Additionally, the DOCO have the following observations that would require further clarification and detail: (NB: Essex Police acknowledge that the detail requested may have been provided, however, due to restricted access via the portal, this information was unavailable to the DOCO at time of review.)

**Public Realm:** Adopting risk commensurate measures to secure public realm areas inclusive of the effective use of landscaping. We recommend that landscape provision is carefully considered across the scheme. It is imperative that the planting design takes full account of all other opportunities for crime that it may generate. Essex Police would encourage discussions to ensure alignment to the wider connectivity to adjacent communities (via the proposed bus route and cycle / pedestrian footpaths) and the desired public realm across the development, ensuring these areas are designed for a safer future.

**Bin Collection:** Essex Police DOCO would wish to seek clarification regarding the proposed secure independent access to the rear garden so that bins can be stored and moved appropriately where required. Unfortunately, the Design and Access Statement does not clarify the design proposal and identifies a potential security risk.

**Landscaping:** Within the landscape plans (where appropriate) we would strongly recommend utilising a layered planting schedule that incorporates planting that has a defensive nature, whilst being aesthetically pleasing. The DOCO would wish to review the landscape legend for the proposal and would wish to discuss with Project Design Team.

**Lighting Provision:** Due to the significance of lighting, the DOCO would wish to seek clarity regarding proposed lighting uniformity and standards across the development, resulting in a detailed Lighting Impact Assessment (LIA). The Essex Police Designing out Crime Team would welcome early consultation regarding the development and if there are any further queries around embedding designing out crime practices within the project, please do not hesitate to contact [designingoutcrime@Essex.police.uk](mailto:designingoutcrime@Essex.police.uk).

Have nothing further to add to our comments of 16/9/21, except to reiterate that we would welcome the opportunity to consult on this development to assist the developer demonstrate their compliance with these policies by achieving a Secured by Design Homes award.

- ECC Development and Flood Risk, Waste & Environment - no objection, subject to conditions.
- NHS Mid and South Essex ICB - impact on primary healthcare provision, request for healthcare facility in addition to financial contribution.
- Essex Fire and Rescue - comments on access, Building Regulations, water supplies and sprinkler systems.

*April 2024*

Draw attention to following comments:

*Access*

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

The Brigade has been consulted with regards to the above-mentioned proposal and makes the following observations:

Essex County Fire and Rescue Service is not satisfied with the proposals for the following reasons:

The arrangements should be in accordance with the details contained in the Approved Document to Building Regulation Volume 1 Sec B5. When referring to the submitted plans access for a pumping appliance should be provided to within 45m of all points inside the dwellinghouse this cannot be achieved on Plot 28

When referring to submitted plan 28713B\_22 Rev D1 Proposed Site Plan Layout Fire Strategy Diagram, the emergency access road measures under the required 3.7m therefore a fire service vehicle would not be able to use this road.

Where compliance with ADB Volume 1 Sec B5 cannot be achieved due to excessive travel distance between the fire appliance and all points within the dwelling, this Authority considers that the provision of a sprinkler system installed throughout the affected dwelling allows the distance criteria referred to above to be increased by up to 50%.

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 Regulation 12 of the Building (Approved Inspectors etc.) Regulations 2010 (as amended).

#### 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."

- Natural England - no objection, satisfied with on-site mitigation, note agreement to RAMS payment, Habitat Regulations Assessment acceptable.

Thank you for sending us the further information as requested in our consultation response letter and the revised HRA. We have looked at the information and, in this instance, we are we are satisfied that sufficient on-site mitigation has been provided to mitigate for alone impacts on the Essex Coast Habitats Sites and we also note the availability of existing accessible open spaces nearby in particular, West Park, which is within easy walking distance from the application site. We also note that the applicants will provide the required financial contribution to the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) to account for any residual 'in combination' effects from other developments within the Zone of Influence of the Essex Coast RAMS.

We can confirm that we are in agreement with the HRA for this application and have no further objection.

- Sport England - objection subject to issues being addressed through planning application or alternatively via planning conditions or obligations.

16.09.2021

Summary:

Residential Development: Community Sports Needs

An objection is made to the proposals for community sports facility provision to meet the needs of the proposed residential development. More specifically, it is requested that the following matters be addressed before the planning application is determined and/or through a planning obligation/conditions where appropriate:

The proposed quantum of outdoor sports facility provision should be secured through a planning obligation with provision for the delivery of the facilities within a defined timescale;

It is requested that the sports ground be designed to accommodate a potential 3G artificial grass pitch in the future plus provision is made for delivering a 9 wicket fine turf cricket square plus all weather wicket instead of the single all weather cricket wicket proposed as set out in this response;

The location of the community centre/pavilion should be reviewed if possible because the proposed location is not desirable from a cricket perspective;

A schedule of the minimum facilities that would be provided in the community centre/pavilion that supports the sports ground plus the minimum level of car parking should be agreed and secured through a planning obligation;

Submission and approval of the design and layout of outdoor sports facilities, supporting facilities and a sports pitch feasibility study;

Securing management and maintenance arrangements for the outdoor sports facilities through a planning obligation;

Financial contributions should be secured towards off-site indoor sports facility provision for meeting the additional demand generated for facilities such as swimming pools and sports halls;

A community use agreement for the primary school's facilities should be secured.

Active Design

Advisory comments are made in relation to how the proposals have considered Sport England's Active Design principles and it is requested that the comments and suggestions are considered before the design is finalised. It is also requested that a condition is imposed requiring subsequent reserved matters applications (for the areas covered by the outline application) to demonstrate how Active Design principles have been considered in the detailed design of the development.

## Sport England - Non Statutory Role and Policy

The Government, within their Planning Practice Guidance (Open Space, Sports and Recreation Facilities Section) advises Local Planning Authorities to consult Sport England on a wide range of applications. <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>. This application falls within the guidance as it relates to the creation of one or more playing pitches.

Sport England assesses this type of application in line with its planning objectives and with the National Planning Policy Framework (NPPF). Sport England's planning objectives are to PROTECT existing facilities, ENHANCE the quality, accessibility and management of existing facilities, and to PROVIDE new facilities to meet demand. Sport England's Planning for Sport guidance can be found here: <https://www.sportengland.org/facilities-and-planning/planning-for-sport/planning-for-sport-guidance/>. In this context, I would like to comment on the following matters:

### Community Sports Facility Provision

#### Introduction

In accordance with paragraph 98 of the NPPF, Sport England seeks to ensure that the development meets any additional community sports facility needs that are generated by the development. The occupiers of new development, especially residential, will generate demand for community sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. As advised in paragraph 98 of the NPPF, the level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, Playing Pitch Strategy or other relevant needs assessment.

The proposal comprises an outline planning application for up to 880 dwellings and supporting development on land at Warren Farm to the west of Chelmsford. Land use and green infrastructure parameter plans and an illustrative masterplan has been submitted which show a 3.6 ha sports ground to the west of the development that would be proposed for two senior football pitches, a junior football pitch and an artificial cricket wicket. This would be supported by a community centre/pavilion to the north west of the sports ground. The population of the proposed development is estimated to be up to around 2,120 people based on information provided in the Environmental Statement. In this context, I would wish to make the following comments on the community sports provision aspects of the planning application.

#### Evidence Base and Policy Context

The evidence base for community sport and local planning policy context can be summarised as follows:

The adopted Chelmsford Local Plan (2011-2031) includes policy S9 which includes a requirement for development to provide community infrastructure which includes sport, leisure and recreational facilities. The site allocation policy (Strategic Growth Site Policy 2 - West Chelmsford) includes a site infrastructure requirement for the development to provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.

Chelmsford City Council's Playing Pitch and Outdoor Sports Strategy (2016) and Indoor/Built Sports Facility Strategy (2016) <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-new-local-plan/new-local-plan/evidence-base/> collectively provide a robust evidence base for community outdoor and indoor sports facilities in Chelmsford and both strategies identify a range of existing and future deficiencies in facility provision;

Chelmsford City Council's Planning Obligations SPD (2021) requires Strategic Open Space (including outdoor sports facilities) to be provided in accordance with the requirements of the Local Plan and

includes a formula for calculating financial contributions towards parks, sport and recreation grounds.

In view of the local planning policy and evidence base context, it is considered that in accordance with Government policy in paragraph 98 of the NPPF, a robust local basis exists for justifying the provision of outdoor and indoor community sports facility provision to be made by this development proposal.

#### Outdoor Sports Provision

It is acknowledged that the masterplan is illustrative and that only limited detail has been provided at this stage about the outdoor sports facility provision proposed in the development as detailed proposals would come forward at the reserved matters stage. The proposals for outdoor sports provision are broadly welcomed in principle as they would appear to represent a positive response to the Local Plan policy. In this context, Sport England's advice on the approach to outdoor sports provision is as follows:

**Quantity of Provision:** An area of 3.6 ha of is proposed for the sports ground. As the Council's Planning Obligations SPD does not provide advice on how outdoor sports facility provision made in new development should be quantified it is not possible to make an informed assessment of the proposals. The Council will therefore need to consider whether the amount of provision proposed is adequate based on local circumstances. It is advocated that if the 3.6 ha is considered acceptable by the Council that provision is made for securing this quantum in a section 106 agreement to ensure that this level of provision is delivered in practice when subsequent reserved matters applications are prepared. It is therefore requested that the proposed quantum of formal outdoor sports provision to be provided on-site as part of the development is secured through a planning obligation with arrangements for its delivery within a defined timescale linked to the phasing of the residential elements of the development.

**Form of Provision:** I have consulted the Football Foundation (who represent the FA and Essex County FA) and the England & Wales Cricket Board (ECB) for advice on the indicative layout of the sports ground and the types of pitches proposed and their feedback has been as follows:

**Football:** It has been advised that there are 467 community football team in Chelmsford and the three main clubs local to the application site ( Chelmsford City Youth FC, Writtle Minors FC and Old Chelmsfordians FC) have growing youth sections that will be expected to expand further with the additional population associated with the proposed development which in turn will increase the demand for football pitches. The nearest community football pitch to the site is Melbourne Park which caters mainly for adult football. The highest priority football facility need in Chelmsford is for additional 3G artificial grass pitches which have been identified in both the Chelmsford Playing Pitch Strategy and the Chelmsford Local Football Facilities Plan. The potential to accommodate a 3G artificial grass pitch as part of the sports ground is therefore advocated as this would be more responsive to meeting local needs than providing additional natural turf pitches. As it would not be possible to accommodate an artificial grass pitch on the cricket outfield area, it is requested that the proposed sports ground be extended to allow space for a full size 3G artificial grass pitch to be accommodated. Providing a space sufficient to accommodate two full size 11v11 football pitches is welcomed as this would offer flexibility to accommodate junior and mini pitches if required instead;

**Cricket:** The ECB has advised that there is significant local demand in Chelmsford for new cricket facilities, in particular from Chelmsford Super Kings CC, who currently rent a pitch from the cricket club locally in Writtle and have been seeking a long-term "home" site." In the context of the growing local demand from clubs such as Chelmsford Super Kings, and the increase in demand that will be created from this development and other significant residential developments within the city, the ECB would advocate the inclusion of a fine turf square (with a supporting all weather wicket) within the playing fields provided on-site (with an irrigation system built in), so that senior cricket can be played at the site. An all weather wicket (also known as a non turf pitch) would only be suitable for

some junior matches and training. It would not be suitable for adult cricket matches. The ECB would not therefore support just an all weather wicket being provided as currently proposed. A fine turf square would require a minimum of 9 grass wickets in addition to a non-turf pitch to provide sufficient capacity for matches and training requirements. The square and outfield construction would need to be in full accordance with ECB TS4 guidance following a specification provided by a fine turf consultant. In addition, the pavilion will be expected to meet the ECB's TS5 pavilion guidance, including key principles such as accessibility to and a visual connection to the cricket pitch. The ECB would also advocate the inclusion of a non-turf net practice facility in accordance with ECB TS6 guidance for training purposes, and storage for grounds equipment to allow the square and outfield to be maintained.

In view of the above feedback from the governing bodies, Sport England would advocate that the sports ground is designed to future proof the accommodation of a full size 3G artificial grass pitch to allow the full football needs arising from the development to be met e.g. through extending the sports ground to the north. Sport England would also share the ECB's view that the cricket pitch should be designed as a 9 wicket fine turf square with a supporting non-turf pitch that accords with ECB design guidance rather than just a non-turf pitch because this would be more responsive to local needs. A section 106 agreement should therefore make specific provision for the sports ground to include a 9 wicket fine turf square (with irrigation system built-in) with a supporting non-turf pitch that accords with ECB design guidance as well as two full size 11v11 football pitches therefore to provide clarity about what would be expected to be included in a reserved matters application.

**Location & Accessibility:** The location of the sports ground within the development is broadly welcomed as it would be readily accessible from the residential areas and would in close proximity to the local centre and primary school. Attention will need to be given at reserved matters stage to ensure that the sports ground can be accessed directly from the proposed road network to allow access by away teams and officials without creating residential amenity issues associated with traffic and parking at peak times of use. Attention will also need to be given to cycle and pedestrian access to the sports ground from across the whole development to help ensure that the facility can easily be accessed by active travel modes to reduce car use within the development and promote active forms of travel to the facility.

**Ancillary Facilities:** The principle of providing a community centre that would provide the pavilion facilities to support the sports ground is welcomed. However, it should be noted that siting the facility to the north east of the sports ground as currently proposed is not ideal from a cricket perspective because the view of the cricket pitch for spectators from the pavilion will be directly into the afternoon sun. There will also need to be a visual connection between the pavilion and the sports pitches especially to support cricket use. The community centre/pavilion should therefore be integrated into the sports ground and should not be separated by fencing or other constraints. While active travel to the site is encouraged, provision will need to be made for adequate car parking to support the use of the sports ground in recognition that a large proportion of users will not reside locally (i.e. away teams and officials in particular) It is requested that a schedule of the minimum facilities which the pavilion must provide should be included in a section 106 agreement to avoid potential disputes between the applicant and the local planning authority over the scope of facilities that need to be provided at reserved matters stage given the costs associated with delivery of the required pavilion facilities. The minimum level of car parking to support the sports ground should also be included in a section 106 agreement. The design and layout of the pavilion facilities will be expected to accord with Sport England's Clubhouses design guidance <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/clubhouses>, the Football Foundation's Changing Accommodation guidance and the ECB's Pavilions and Clubhouses guidance <https://www.ecb.co.uk/be-involved/club-support/club-facility-management>



Detailed Matters: Planning Obligations and Conditions: A range of matters will need to be addressed at the reserved matter stage to help ensure that the detailed planning, design and layout of the sports ground provided is acceptable in practice. Securing these matters through an outline planning permission is required to ensure that the matters raised above are satisfactorily addressed in practice including consideration of whether the actual facilities proposed are responsive to local community needs at the time, whether the design and layout is fit for purpose and whether appropriate and sustainable facility management is in place. Sport England has model planning conditions that can assist the Council in this regard which are on our website at [https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport?section=playing\\_fields\\_policy](https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport?section=playing_fields_policy). It is requested that the following matters be addressed:

Submission and approval of the design and layout of the sports ground if not required as part of a wider reserved matters requirement - see condition 9a of model conditions schedule;

Submission and approval of a sports pitch feasibility study and construction specification for the natural turf playing fields to ensure that the construction and design of natural turf playing pitches is fit for purpose - see condition 10a of model conditions schedule;;

Submission and approval of the design and layout of the pavilion/community centre, car parking and other ancillary facilities proposed to support the use of the sports ground - see condition 9a of model conditions schedule;

Securing in a section 106 agreement, details of agreed management and maintenance arrangements for the sports ground including details of long term facility maintenance contributions;

#### Indoor Sports Provision

As acknowledged in the Environmental Statement (paragraph 7.82) the development does not provide for the additional indoor sports facility needs that it generates and therefore it will have an adverse effect on existing indoor facilities due to increasing demand for such provision. While reference is made to the primary school potentially providing a sports hall that could be accessed by the community, unless a significantly enhanced specification is proposed, a conventional primary school would only usually provide a school hall that meets the DfE's BB103 guidance. While such halls may be suitable for activities such as dance and fitness they would not be conventional sports halls that are suitable for the majority of the most popular indoor sports played by the community such as badminton, netball and basketball.

As indoor sports facilities are strategic facilities that serve large populations and as the population generated by the proposed development in isolation would not be sufficient to justify the provision of a conventional facility on-site (see below Sports Facility Calculator figures), it is considered that off-site provision in the form of a financial contribution secured through CIL or a planning obligation towards the provision or improvement of off-site facilities would be the most suitable form of provision on this occasion.

Sport England's established Sports Facilities Calculator (SFC) <https://www.sportengland.org/facilities-and-planning/planning-for-sport/planning-tools-and-guidance/>.

can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that a population of 2,120 in Chelmsford City will generate a demand for 0.15 sports halls (£379,007), 0.10 swimming pools (£405,818) and 0.02 rinks of an indoor bowls centres (£58,565). The attached WORD document provides more detail of the calculations. Consideration should be given by the Council to using the figures from the Sports Facility Calculator for informing the level of a financial contribution if a planning obligation is secured. Further details of the Sports Facilities Calculator are available on our website at <https://www.sportengland.org/facilities-and-planning/planning-for-sport/planning-tools-and-guidance/>.

#### Conclusion on Sports Facility Provision



As there are a number of matters that require consideration and addressing as requested above before the application is determined, an objection is made to the planning application in its current form. However, I would be willing to withdraw this objection in due course if the above advice is considered and positive proposals are made to address the matters through the planning application or planning obligation/condition requirements.

#### Primary School

The proposed primary school would be expected to provide some sport and recreation facilities for meeting educational needs that could also be used by the community outside of school hours such as the playing field and the school hall. While these facilities are principally for school use and would be designed for primary school aged children and should not be considered as a substitute for dedicated community facilities, they would offer potential to complement provision made for dedicated community sports facility provision. It has been noted from the Planning Statement that the facilities would be intended to be made available for community use when not in school use which is welcomed.

While there is limited detail of what would be provided on the school site, to ensure that the school's facilities are secured for community use in practice, I would request that any planning permission makes provision for securing the community use of the sports facilities provided on the school site. A formal community use agreement would be the appropriate mechanism for securing community use. Without a formal community use agreement being secured there would be no certainty that the facilities would be accessible to the community in practice after they have been built. Model condition 16 from our model planning conditions schedule should be used as a basis for securing this through planning permissions. Any planning permission should also make provision for full details of the design and layout of the school sports facilities to be submitted as part of reserved matters.

#### Active Design

Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015) <https://www.sportengland.org/facilities-planning/active-design/>, a guide to planning new developments that create the right environment to help people get more active. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design which is consistent with section 8 of the NPPF. Sport England commends the use of the guidance in the master planning process for new residential developments. It should also be noted that the latest version of the Essex Design Guide (February 2018) <https://www.essexdesignguide.co.uk/> has embedded the Active Design principles into guide.

I have noted that the applicant has positively considered comments made by Sport England during the preparation of the masterplan that was prepared in advance of this application being submitted in relation to Active Design considerations. In general terms, the masterplan for the scheme demonstrates an attractive and accessible landscape with housing and supporting infrastructure and the layout is permeable and well connected to the existing urban area and infrastructure. The development is also set within landscaped buffers providing a pleasant transition between the site and surrounding countryside whilst also providing opportunities for amenity and recreation. I would make the following comments on specific active design themes:

**Opportunities for Active Travel:** A key feature for active travel is the connection into the wider Chelmsford cycle network where national cycle route 1 runs to the south of the site and provides car free access to Chelmsford and the railway station. The proposals connect into this network at the southeast corner of the site and there are further cycle connections on the eastern boundary to the existing settlement. This should be highlighted with wayfinding signage in the detailed design and within the residential travel packs. The development has been designed to maintain the existing footpath alignment whilst providing further connectivity with alternative pedestrian and cyclist

routes through the buffer landscaping areas. Areas of higher density and mixed use are at the centre of the site, with development applying good urban design principles, such as a hierarchy of streets, block sizing, back to back relationships and well overlooked streets with landscaping, footpaths and public realm providing a walkable connected layout. There is a wide range of sustainable transport options including public transport. It is good to see additional support to encourage sustainable transport within the travel plan. Features such as cycle parking for each property, a mobility hub at the neighbourhood centre, travel information packs and bicycle maintenance and training vouchers demonstrate activity promotion. It is requested that such infrastructure is included within the detailed design of the non-residential areas of the site with cycle storage, showers and lockers provided to incentivise cycling to work. The detailed proposals include a southern cycle link through to Avon Road which provides good connectivity to the allotments and connection to the neighbouring areas.

However, there appears to be a lack of a clear cycle connection between the primary cycle access route at the site entrance and the southern cycle link to Avon Road. This should be reviewed as a complete cycle connection would prevent cyclists from needing to join the spine road and cycle for this short section. The connectivity of the circular footpath in phase 1A should also be reviewed to make the connections across the proposed spine road more attractive and direct. At present, the footpath on the east side of the residential area joins the footpath than runs along the main Roxwell Road and there is no obvious crossing place of the proposed spine road to join up with the circular footpath on the west side of the development. Furthermore the circular footpath to the west does not directly join the spine road. There is a concern that this design may break the continuity of the circular route and deter users from using the route in its entirety due to a lack of visibility and concerns over how to cross the spine road.

Active Environments: It is positive to see the co-location of uses included within the development meaning site users have access to a range of facilities and services within walking distance, such as the school, neighbourhood centre and sports facilities. Opportunities for formal physical activity are provided with sport and leisure facilities, play spaces, recreational routes. Informal physical activities are also provided with recreational routes, areas of landscaping including the woodland blocks, ecology parks and green infrastructure. The significant amount of open space proposed in the development which is in close proximity to the residential areas is welcomed. The east-west green corridor through the centre of the site which links the principal open spaces is particularly welcomed as this integrates the open spaces with the community facilities and allows good connectivity between all of the open spaces for pedestrians and cyclists. The circular footpath around the periphery of the site is supported as this would encourage walking and cycling around the development for leisure purposes and the positive relationship of the footpath to the principal green spaces is welcomed and the connections with existing footpaths that link to the surrounding countryside.

At the reserved matters stage, attention should be given to the design of the footpath so that it is suitable for a range of users e.g. adequate seating to support use by the elderly, waymarking to support walking from the footpath to the countryside and distance markers and the provision of informal exercise equipment. In the detailed proposals for the landscape strategy for phase 1A, the footpath that is proposed along the boundary of the residential area adjoining the attenuation ponds is welcomed. However, it is requested that consideration be given to providing a footpath along the eastern side of the ponds to allow a circular walk around the ponds for all potential users;

In conclusion, the proposals suggest that the infrastructure appears to be in proposed to enable active lifestyles, however it is requested that the additional suggestions made above considered and incorporated into the detailed design. We would also request that Active Design is considered through the maintenance and management proposals for the open spaces that would expect to be secured through a planning obligation. It would be welcomed if active travel options are promoted in residents welcome packs to encourage walking and cycling.

The Active Design guidance includes a checklist that can be applied to developments and it is recommended that the checklist is used in the preparation of subsequent reserved matters planning applications for the outstanding individual phases to ensure that opportunities for encouraging active lifestyles have been fully explored in the planning and design of the development. It is also requested that a planning condition be imposed requiring the submission and approval of details to demonstrate how the reserved matters applications have considered Active Design principles. Sport England would welcome discussions with the applicant in due course to provide further advice on how Active Design can be considered in the detailed proposals.

We would recommend that this scheme applies for the Livewell Development Accreditation as it aligns with many of the key health and wellbeing principles and the scheme would present an opportunity for wider recognition. The details on the Livewell process and information on how to sign up can be found here: <https://www.essexdesignguide.co.uk/supplementary-guidance/livewell-development-accreditation/>.

Sport England would be happy to provide further advice to the applicant or how opportunities for maximising physical activity opportunities can be incorporated into the development through consideration of Active Design.

I hope that these comments can be given full consideration when a decision is made. I would be happy to discuss the response with the local planning authority and/or the applicant as the determination of the application progresses. Please contact me if you have any queries

13.05.2024

I can advise that Sport England has no comments to make on the amended plans submission. Sport England's position on the application therefore remains as set out in our original response to the consultation dated 15th September 2021 i.e. an objection is made to the proposals for community sports facility provision to meet the needs of the proposed residential development.

Reference is made in the applicant's covering letter (dated 28th March 2024) to a draft section 106 agreement and an updated Infrastructure Delivery Scheme being prepared. Sport England would welcome consultation on these documents when they are available as they may be relevant in relation to addressing the comments made in our original response.

- Anglia Water - no objection, capacity available.

#### ASSETS

##### Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement.

Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

#### WASTEWATER SERVICES

##### Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Chelmsford Water Recycling Centre that will have available capacity for these flows

Planning Report

### Section 3 - Used Water Network

This response has been based on the following submitted documents: dwg. 41939/2002/001 B. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) INFORMATIVE - Notification of intention to connect to the public sewer under

S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

INFORMATIVE – Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

### Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be reconsulted to ensure that an effective surface water drainage strategy is prepared and implemented. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Planning Strategic Enquiry. The Lead Local Flood Authority (LLFA) are a statutory consultee for all major development and should be consulted as early as possible to ensure the proposed drainage system meets with minimum operational standards and is beneficial for all concerned organisations and individuals. We

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promote the use of SuDS as a sustainable and natural way of controlling surface water run-off. We please find below our SuDS website link for further information.

<https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/>

26.04.2024

We have reviewed the submitted documents and we can confirm we have no additional comments to add to our previous response PLN-0130172.

- ECC Growth and Development – request for conditions on green infrastructure and minerals; request for education contributions.
- ECC Historic Environment – recommend conditions for trial-trenching and open area excavation.

There are some cropmarks within the area which comprise some undated pits and ditches and a possible Bronze Age round barrow. A cropmark of a probable prehistoric enclosure lies just to the north of the area. It is possible that there may be further archaeological features surviving within this area.

RECOMMENDATION: An Archaeological Programme of Trial Trenching followed by Open Area Excavation of significant deposits identified

1. No development or preliminary groundworks shall commence until a programme of archaeological trial trenching has been secured and undertaken in accordance with a written scheme of investigation which has previously been submitted by the applicant, and approved by the planning authority.
2. A mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to the local planning authority following the completion of this work.
3. No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been previously approved by the local planning authority in consultation with its historic environment advisors.
4. The applicant shall submit to the local planning authority a post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

The Council should inform the applicant of the archaeological recommendation and its financial implications. An archaeological brief will be produced from this office detailing the work required on request.

- Writtle Parish Council - submission of several responses following initial plans and amendments. Parish Council note that previous comments remain relevant.
- Latest plans – object to increase in number of units for Phase 1A related to lack of services; absence of internal bus route; absence of on-site play area/s or other play features; amendments to ‘village green’ area in centre of scheme has reduced its community/environmental value; welcome amendments to Centenary Way (provided suitably lit).

- Previous comments summarised as concerns predominantly related to layout, sustainability, dwelling types, dwelling design, heritage, affordable housing, access and highways, landscaping, CIL.
- Layout - minimal detail on phasing of housing and infrastructure (and thereby service provision), unit number raises concerns over sustainability; Development lacks a locally distinctive character or historical theme; Concerns regarding access to the TSP site; The current layout/planned usage of the recreational area is unsupported; Location of the community centre/pavilion is not suitable; Seek planning obligation to secure a schedule of the minimum facilities to be provided in the community centre/pavilion and the minimum level of car parking; Shorter lanes rather than boulevards are considered a little too stylised and formal in form. The proposed road leading north raises concerns for possible future development; Welcome the level of green areas although there needs to be specific improvement as follows-
  - i) Dwellings too close to rear of car wash/Enterprise car rental, providing poor outlook and amenity, not supporting the separation spacing originally planned.
  - ii) The separation between the Centenary Circle footpath and development is insufficient, lacks regard for the footpath that travels SW/NE to join with the junction of Lordship Road and Roxwell Road.
  - iii) Location of Play areas should be revised.
  - iv) Better planting/screening for cycleway/footpath south of Roxwell Road.
- Sustainability: More detail required on types of construction, water /energy saving measures and drainage.
- Dwelling types - scale too regular to represent a village environment; request for greater number of single storey development; self build homes not identified and some should be included in earlier phase; lower height dwellings would aid skyline variety; site entrance adversely impacts character and appearance of area; significant planting for dwellings required to assimilate it into the countryside gap.
- Design of Dwellings: Design of individual properties is generally high, although appears to be a lack of black horizontal weatherboarding that is prevalent in the village. Character of the built form does not currently meet the higher expectations of the NPPF 2021, designs are insufficiently varied with little reference to established development in the parish, more composite forms and less regular layout more appropriate; Would have been more sensitive to the local area if names of dwelling types had been labelled relating to local areas of Essex; New lighting will impact the area/no lighting strategy to accommodate safety/low energy and biodiversity concerns in Phase 1 site.
- Frontage properties (off eastern roundabout) - design comment submitted regarding site frontage redesign
- Heritage: The Geophysical site survey results are not in the public domain, although no objection from ECCs Historic section, this is based on limited information supplied. Strongly consider the established historical significance of Writtle Parish should be acknowledged, strengthened and not subsumed by this development. Two non-designated assets, New barns farm and Warren Malthouse, to the south, shows landscaping performing sufficient screening from the new development, this should be taken through in final proposal.
- Affordable housing: No reference to affordable housing in the more detailed element; Elsewhere it says provision will be subject to the burden of obligations and their impact on viability which is not in line with the NPPF 2021 or Local Plan; Insufficient detail on affordable housing aspect within the 177 units, essential this element is in the first phase; Should be more mobility dwellings and should be included in first phase.



- Access and Highways: Seek reduction in speed beyond that of the A1060 and into the City Centre. Impacts of increased traffic to Ongar Road, The Green and Lodge/Margaretting Roads for the 177 units, let alone projected overall 885 units; Measures included are acknowledged, query over weight limit to bridge; If scheme approved, a condition specifying the route for construction traffic should be issued to avoid use of the village, especially Lordship Road.

Shortcomings of the proposal are as follows: -

1. No mitigation planned for village; request for permanent enforcement cameras.
2. 20 mph speeds though the village green area should be implemented as part of mitigation.
3. Lack of regard for the narrow bridge on Lordship Road and its capacity.
4. Clarification required regarding upgrading of the footpath on the western side of Lordship Road.
5. Request for Village Gateway Sign at the Chelmsford/Writtle Parish boundary.

Lack of detail of cycle routes and surfacing within the site; Footpath linking development south to Roxwell Road needs consideration; All roads on the development should be 20mph; Independent and up to date surveys should be undertaken; The measures planned should be expanded and a programme of works that engages these prior to occupation of the first phase and an agreement that these works are to be funded solely by the developer.

- Landscaping - level of green areas should have greater purpose; limited use if drainage swales or ponds; potential for green roofs; absence of tree planting on secondary routes; note policy requirement for +1000 trees, with request for bolder landscaping; request for wider range of landscaping available to improve biodiversity.
- CIL - request clarification on phasing of development in order to plan projects related to Warren Farm
- Chignal Parish Council – concerns over traffic increase on local road; routing of construction traffic; impact on oversubscribed local healthcare facilities; concern over visibility, landscape impact and light pollution on the rural area to the north and west of the site.
- Good Easter Parish Council - concerns over increased traffic congestion on the A1060, concerns over capacity of Writtle Surgery.
- Cycling Action Group - request conditions and financial contributions.

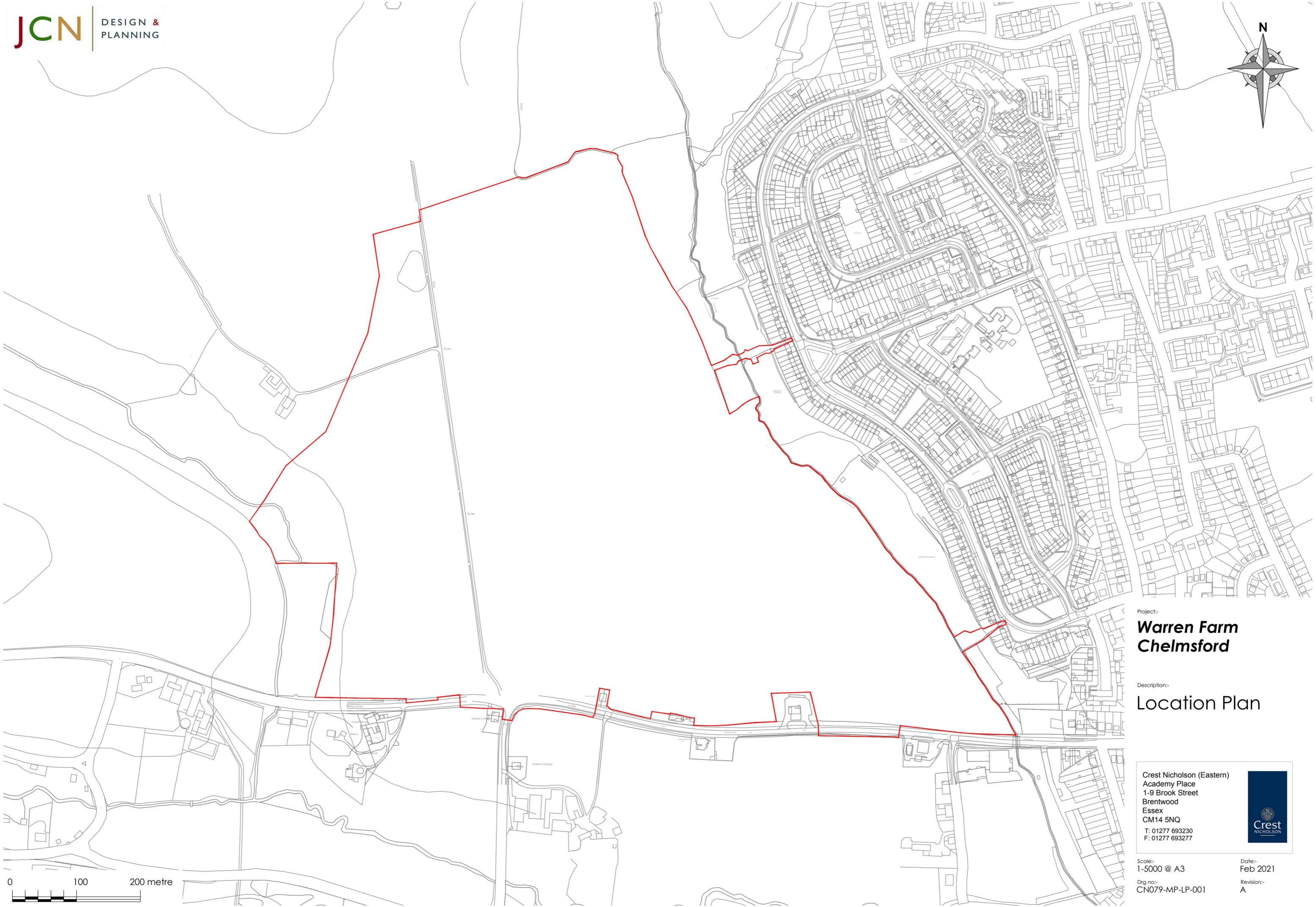
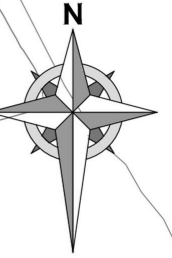
*September 2021*

1. Access junctions, crossing points and offsite works need amending to comply with LTN 1/20 and to provide safe, continuous, attractive cyclist routes, including to Hylands School.
2. There should be a condition that cyclist routes including offsite are completed before first occupation of houses.
3. The proposed Roxwell Road/Chignal Road junction scheme needs amending to include improvements to facilitate cyclists using the junction and crossing e.g. to Beachs Drive to connect to cyclist routes to school and city centre.
4. Beeches Road needs a scheme to make it more acceptable as a cyclist route for schoolchildren.
5. The Design and Access statement that 'the footway on the eastern side of Lordship Road will be widened (to between 1.5 and 2.0 metres) to enable pedestrians and cyclists to travel to National Cycle Route 1' needs amending to comply with LTN 1/20.



May 2024

1. There should be a condition or agreement for financial contribution for a scheme to alleviate flooding on Lawford Lane near the junction with National Cycle Route 1. That route is part of the developer's proposed cyclist/pedestrian route to Hylands School. It is blocked by flooding on 2-3 days per month during rainy periods (photo available).
  2. Lordship Road, being a narrow 40mph road, is intimidating and risky for most cyclists. The use of a 1.5m to 2m footway on the eastern side for 2-way cycling is not acceptable. Neither of those options are compliant with Local Transport Note LTN 1/20
  3. Beeches Road needs a scheme to make it more acceptable as a cyclist route for schoolchildren.
  4. The proposed Roxwell Road/Chignal Road junction scheme needs amending to include improvements to facilitate cyclists using the junction and crossing e.g. to Beachs Drive to connect to cyclist routes to school and city centre.
  5. There should be a condition that provision is made for charging electric bicycles.
  6. There should be a condition that all cycle routes should be usable by cargo bikes.
  7. There should be a condition for implementation of cycle direction signage to agreed key destinations.
  8. There should be a condition that cycle routes are well-lit. Routes should not be located where there will be opposition to them being lit.
  9. There should be a condition that cycleways should be segregated from pedestrians for the safety and convenience of all users, including those of impaired hearing or vision. As specified in Local Transport Note 1/20, cycles must be treated as vehicles, not pedestrians.
  10. There should be a condition that offsite and onsite cycle routes shall be made available before first occupation of development (to facilitate and maximise the habit of active travel from the outset).
- Showmen's Guild of Great Britain London and Home Counties – welcoming of provision but object to detailing of location and access, request for trees to be retained, request for formalised ownership transfer and site management by Guild.
  - Ramblers Association – no objection, note some discrepancies in documents



Project:-  
**Warren Farm  
Chelmsford**

Description:-  
**Location Plan**

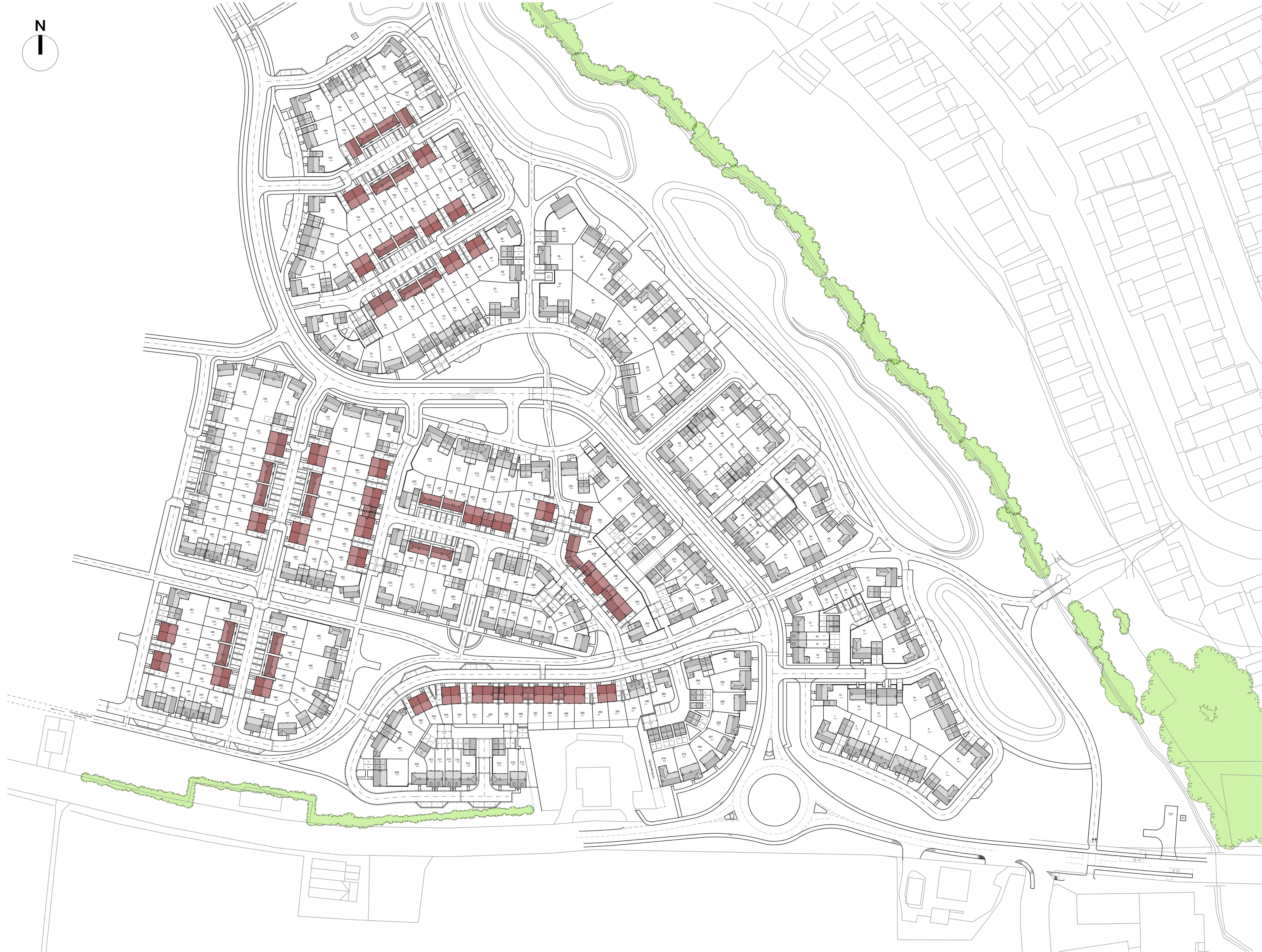
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Feb 2021  
Revision:-  
A





NOTES:  
 Report all discrepancies, errors and omissions.  
 Verify all dimensions on site before commencing any work on site or preparing shop drawings.  
 All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.  
 For all specialist work, see relevant drawings.  
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Rev	Date	Description
D1	22.03.2024	First Issue
D2	13.05.2024	Cycle path width increased to 3.7m for fire access route only.
R1	06.06.2024	M4(2) parking added, plots 47, 50, 66, 74, 99, 124, 174, 232, 242, 265 roof plan updated.
R2	22.07.2024	Updated highways following further tracking and FOG incorporated within parking court adjacent to plots 35 & 37. Plots 220 & 256 tenure change.
R3	29.07.2024	Updated materials and setting out to site frontage plots 278 - 285. All house 3.5 Affordable now M4(2).
R4	14.08.2024	Footprints updated for Future Homes Standards
R5	13.09.2024	Highways Updates
R6	23.09.2024	Minor updates to garden areas, amended location of M4(3) units and handing of Plot 263 & 264
R7	26.09.2024	Main spine road traffic calming updated

COVERAGE AREAS		
Private Area	-	7.4ha
Affordable Area	-	2.4ha
<b>Combined Areas</b>	-	<b>9.8ha</b>

Project Title  
**Proposed Residential Development,  
 Land at Warren Farm, Chelmsford**

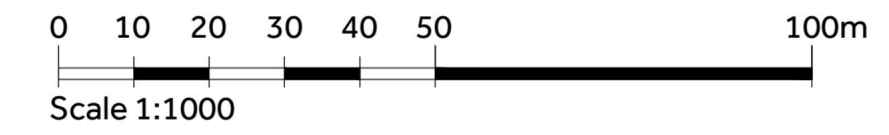
Drawing Description  
**Proposed Site Plan Layout**

Scale 1:1000 @ A1	Drawn by JH/EM
Date March 2024	Checked by TWM

**CLAGUE ARCHITECTS**

62 Burgate, Canterbury Kent CT1 2BH	01227 762060
1 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102
8, Disney Street London SE1 1JF	0203 597 6112
CANTERBURY	LONDON
	HARPENDEN

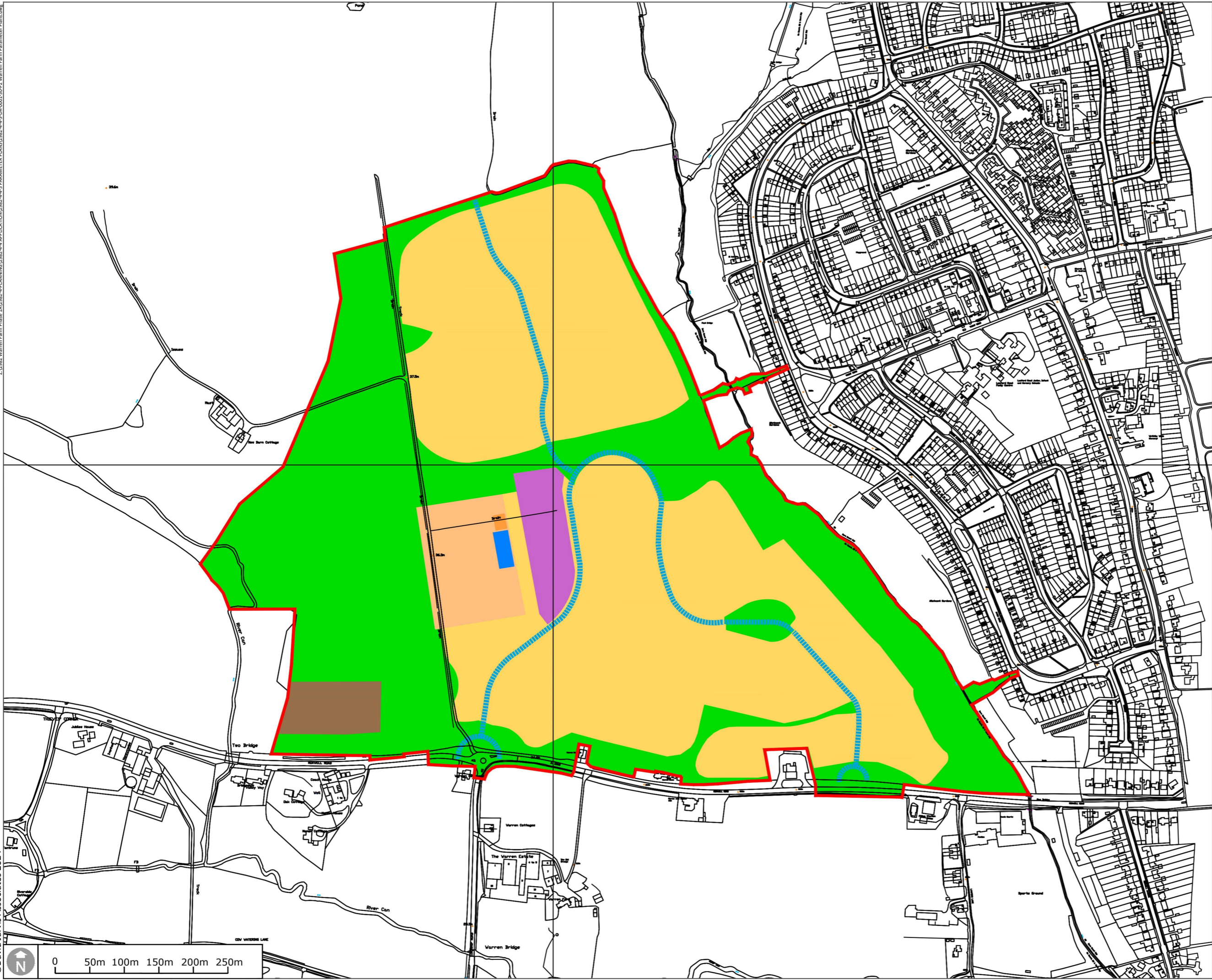
Drawing Number	Revision
<b>29713B_10</b>	<b>R7</b>



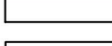
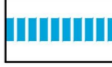




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**KEY**

-  Boundary: Application Site
-  Primary Roads
-  Primary School
-  Built Development
-  Neighbourhood Centre
-  Travelling Showpersons
-  Green Space

Status **PLANNING**

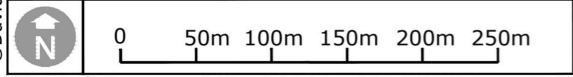
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 e: mail@davidjarvis.biz  
 w: www.davidjarvis.biz

Client **CREST NICHOLSON EASTERN**

Project **WARREN FARM, CHELMSFORD**

Drawing Title **PARAMETER PLAN - LAND USE**

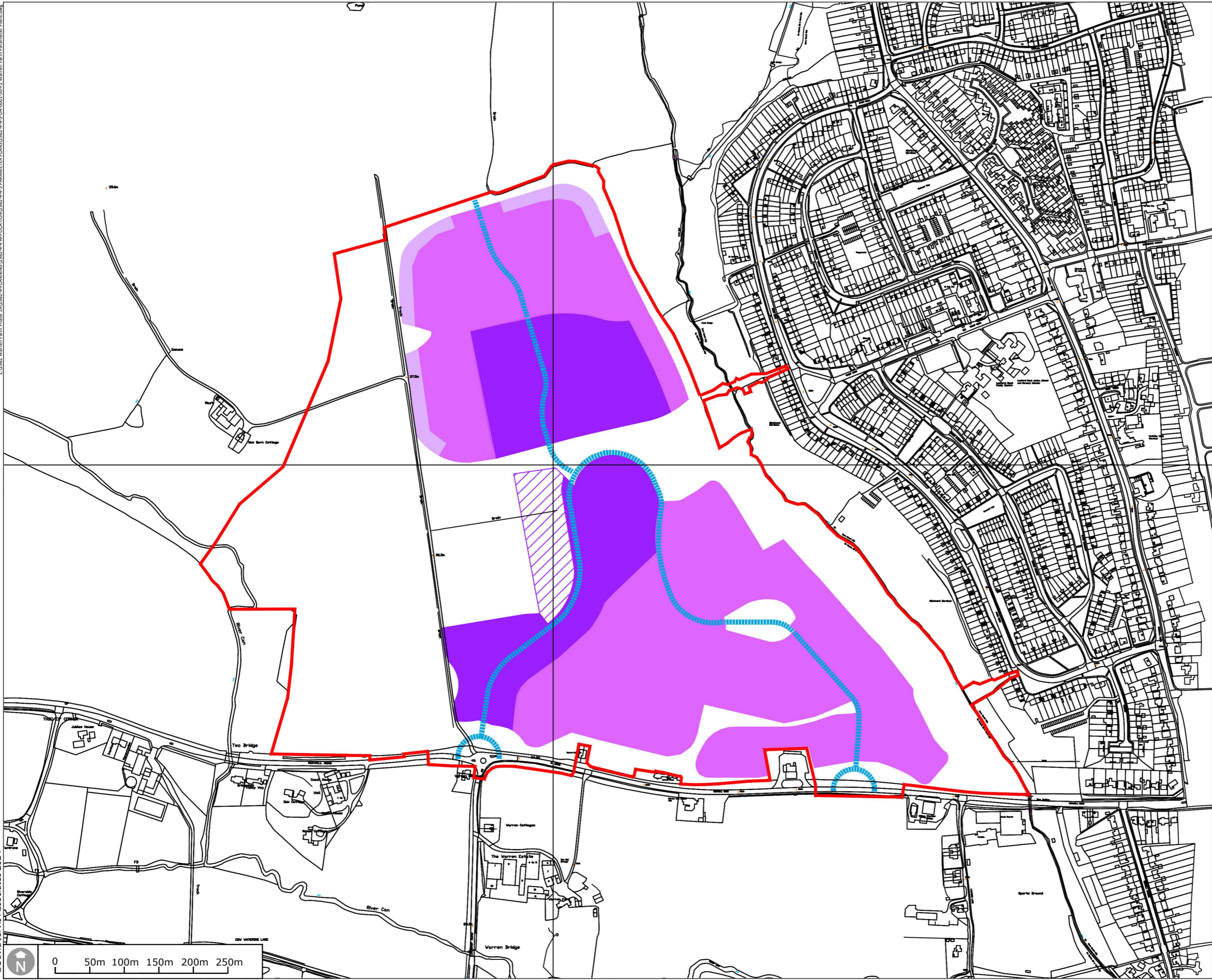
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Client Ref. -	Drawing Ref. <b>2982-4-4-5</b>	Drawing No. <b>DR-0001</b>
		Version <b>S5-P2</b>











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**KEY**

-  Boundary: Application Site
-  Primary Roads
-  Residential - Medium high density (30-33)
-  Residential - Medium density (25-32dph)
-  Residential - Low medium density (24-26dph)
-  Neighborhood Center and car parking

Status **PLANNING**

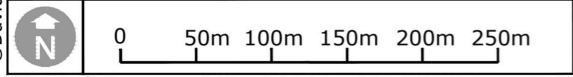
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Client  
**CREST NICHOLSON EASTERN**

Project  
**WARREN FARM, CHELMSFORD**

Drawing Title  
**PARAMETER PLAN - DENSITY**

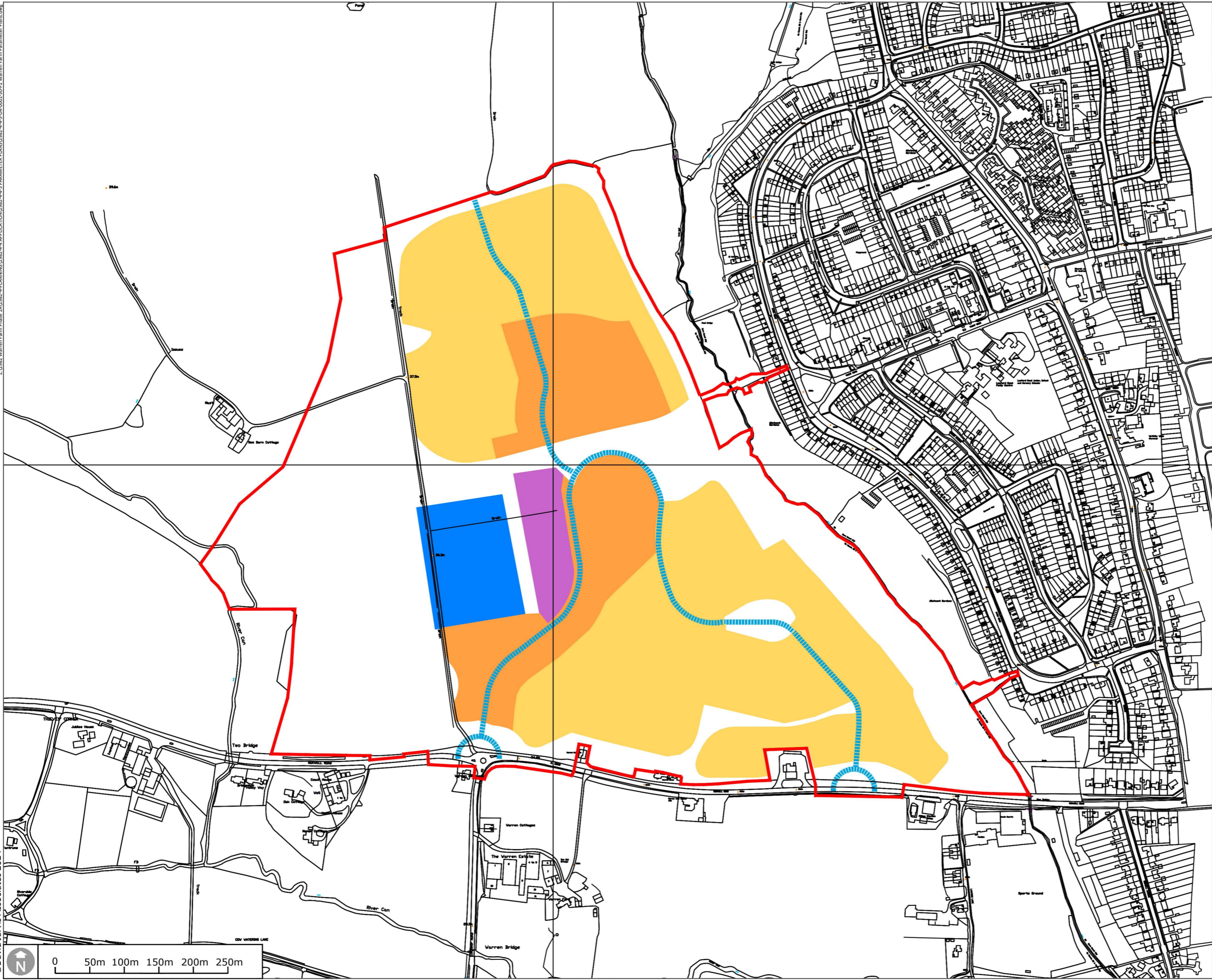
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		Version <b>S5-P2</b>

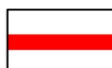









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- KEY**
-  Boundary: Application Site
  -  Primary Roads
  -  Residential - up to 2.5 storeys
  -  Residential - Up to 3 storeys
  -  Neighbourhood centre mixed use - Up to 4 storeys
  -  Primary School buildings up to 3 storeys

Status **PLANNING**

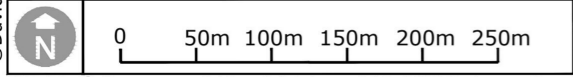
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Project **WARREN FARM, CHELMSFORD**

Drawing Title **PARAMETER PLAN - HEIGHTS**

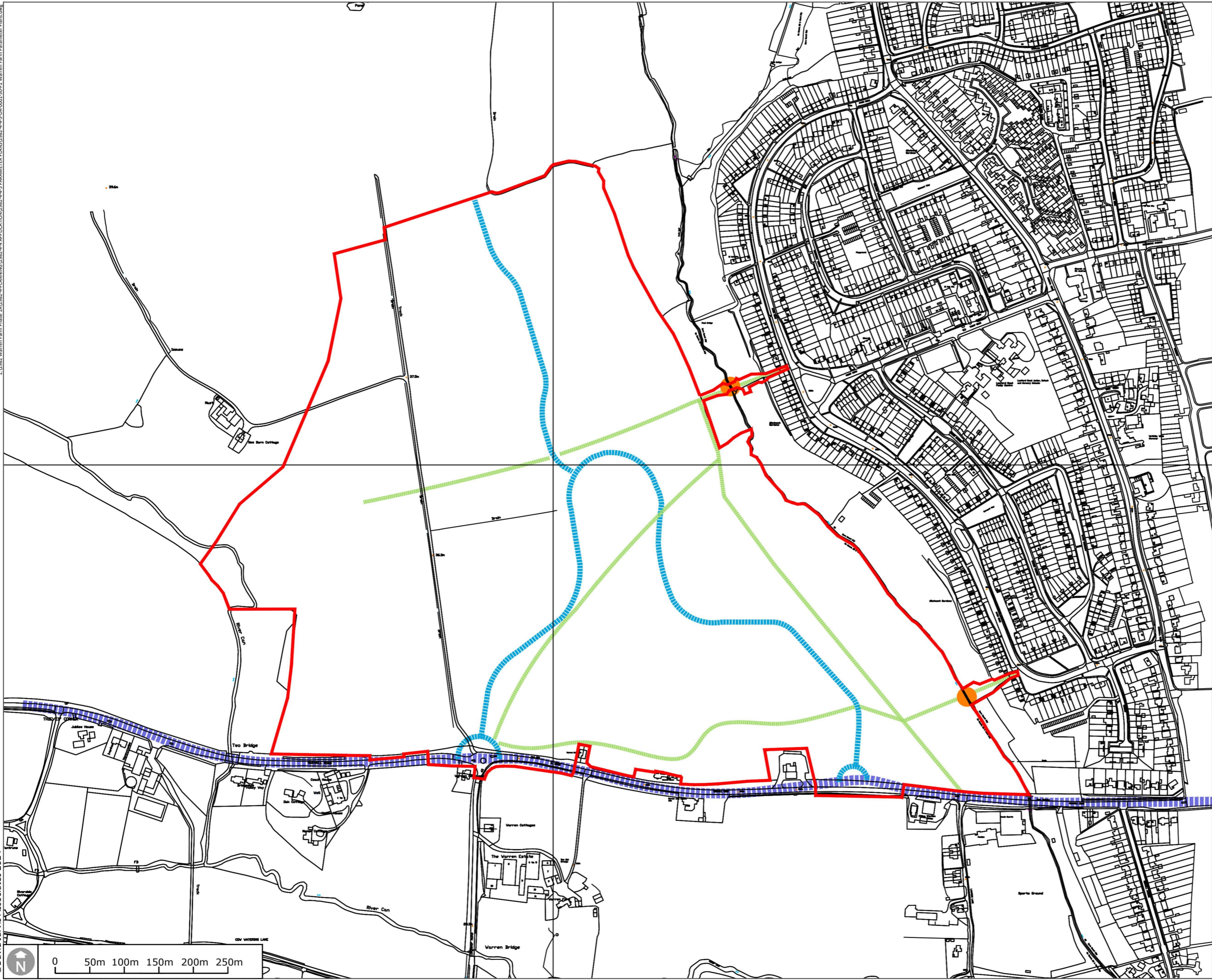
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		Version <b>S5-P2</b>










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KEY

-  Boundary: Application Site
-  Primary Roads
-  Roxwell Road frontage
-  Foot / Cycle Routes
-  Foot / Cycle Bridges

Status **PLANNING**

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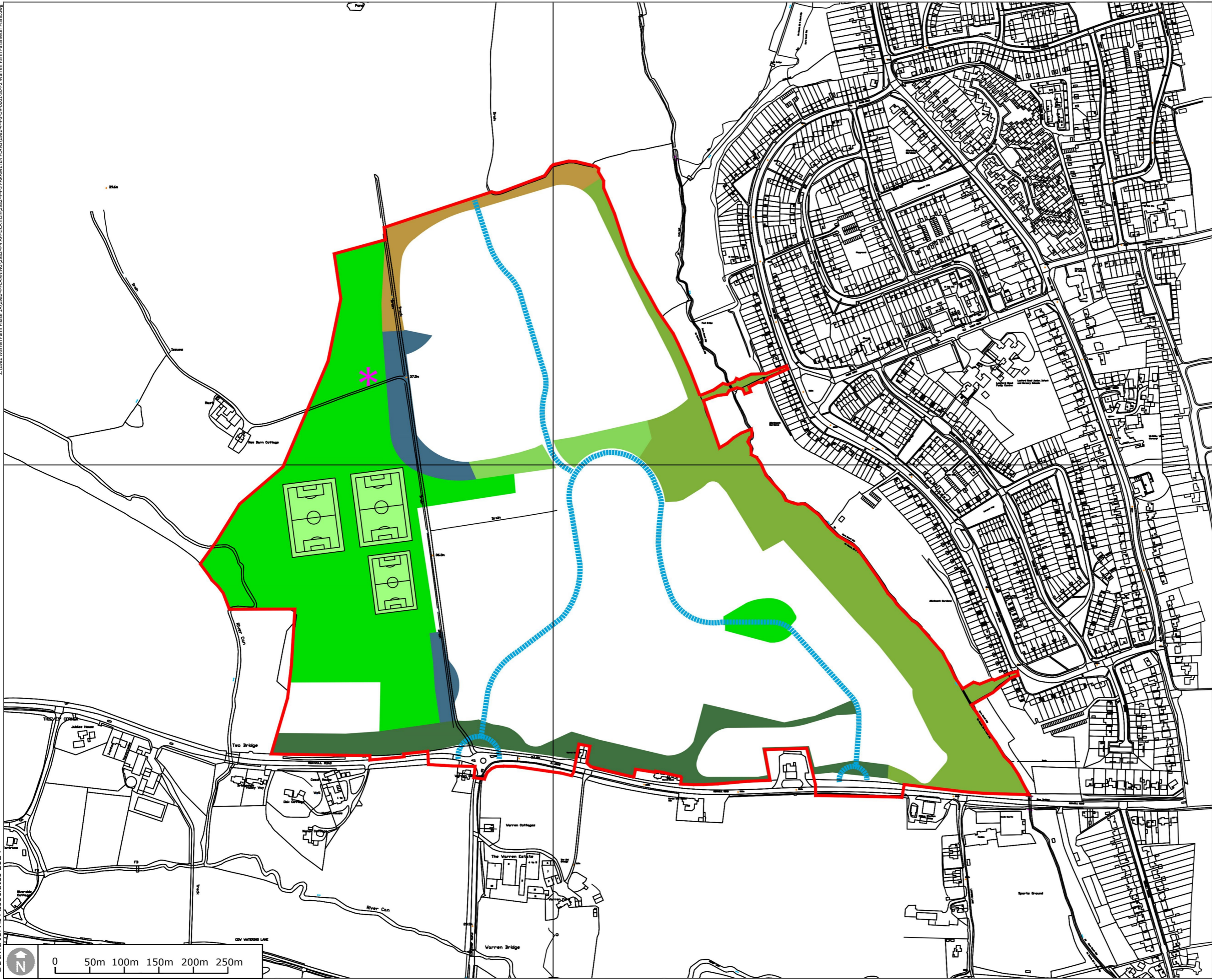
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		Version <b>S5-P2</b>



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**KEY**

-  Boundary: Application Site
-  Primary Roads
-  Sports Pitches
-  Play Areas
-  Green Edge
-  Roxwell Road Edge
-  Green Ways
-  Parkland Edge
-  Countryside Edge
-  Green Spaces

Status **PLANNING**

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Drawing Title **PARAMETER PLAN - GREEN INFRASTRUCTURE**

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