



Planning Committee
21st January 2025

Application No	:	20/02064/OUT Outline Application
Location	:	Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex
Proposal	:	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.
Applicant	:	Mr Robert Eburne Bloor Homes Limited
Agent	:	Mr Andrew Fisher
Date Valid	:	15th December 2020

Appendices:

Appendix 1	S106 Heads of Terms
Appendix 2	Drawing No(s) to be listed on any decision notice
Appendix 3	Summary of consultations (since June 2023)
Appendix 4	June 2023 Committee Report, Green Sheet and Minutes
Appendix 5	August 2022 Committee Report, Green Sheet and Minutes
Appendix 6	Site Location Plan

1. Executive summary

- 1.1. At the meeting of the Planning Committee in June 2023 it was resolved that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to: the completion of the Section 106 agreement referred to in the report to the meeting and the conditions set out in the report to the meeting.
- 1.2. Since the resolution of the Planning Committee to approve the application, the S106 agreement has been drafted and the finer details of clauses negotiated by the City Council, Essex County Council and Bloor Homes. A full list of heads of terms is included at Appendix 1.
- 1.3. Since the June 2023 Committee resolution minor amendments to the suggested conditions and heads of terms for the Section 106 agreement have become necessary.
- 1.4. These amendments include:
 - 1.4.1. Flexibility on the First Homes S106 provisions
 - 1.4.2. Removal of conditions 28 & 29 – Residential Travel Packs and Smarter Choices Campaign
 - 1.4.3. Removal of Biodiversity Net Gain S106 provisions
 - 1.4.4. Essex Coast RAMS tariff
- 1.5. The amendments are minor and policy compliant, they are, however, referred to the Planning Committee to make a decision as they do not accord with the specific details, heads of terms and conditions listed in the previous report (Appendix 4) which went before the Planning Committee in June 2023 and where the Committee resolved to approve planning permission.
- 1.6. Given the minor nature of the amendments required, it continues to be Officers' view that the proposal is acceptable, subject to conditions and the completion of the S106 agreement (as detailed in Appendix 1).

2. Background

- 2.1. In August 2022 the Committee considered an outline application for residential development for up to 512 dwellings, including affordable housing and custom build homes (Use Class C3), a Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure on land to the north of Woodhouse Lane, Broomfield, which had been allocated as a strategic growth site in the Local Plan. All matters except for primary access were reserved. A Green Sheet of additions and alterations was distributed before the meeting. A copy of the Committee report and Green Sheet is appended at Appendix 5.
- 2.2. At the meeting, it was clear from the members' discussion of the application that the Committee was of the view that the development should not proceed without the link road or, as an alternative, the provision of a Park and Ride service. Officers said that if the Committee were minded to approve the application, subject to the completion of the S106 agreement and compliance with conditions, as well as the construction of the link road being secured, discussion would continue between the Council, the applicant and the NHS Trust with a view to reaching agreement on its provision and maintenance. If the delivery of the link road could not be secured, the application would be brought back to the Committee to consider the Park and Ride option.

2.3. Members accepted the assurance of officers that the application would be brought back to the Committee if discussions over the link road were not successful. It was resolved that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out in the report to the meeting; and
- securing delivery of the link road.

2.4. Since the meeting of the Planning Committee, Officers worked hard with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the hospital link road.

2.5. In March 2023 the NHS Trust confirmed that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This was despite the applicant's offer to pay a maintenance sum to The NHS Trust.

2.6. In light of this, the parties agreed an 'Alternative Transport Strategy' in lieu of the hospital link road in the form of funding of £1,350,000 to be provided by the Applicant to fund, primarily, a Park and Ride shuttle bus service. This was accepted by officers and the Local Highway Authority and the Planning Committee subsequently resolved that the application be approved subject to: the completion of the Section 106 agreement referred to in the report to the meeting (including an obligation to secure the 'Alternative Transport Strategy' and the conditions set out in the report to the meeting (see Appendix 4).

3. Amendments since previous Planning Committee resolution (June 2023)

3.1. Since the resolution of the Planning Committee to approve the application, the S106 agreement has been drafted (see Appendix 1 for heads of terms) and the finer details of clauses negotiated by the City Council, Essex County Council and Bloor Homes.

3.2. Since the June 2023 Committee resolution minor amendments to the suggested conditions and heads of terms for the Section 106 agreement have become necessary.

3.3. These amendments include:

3.3.1. Flexibility on the First Homes S106 provisions

3.3.2. Removal of conditions 28 & 29 – Residential Travel Packs and Smarter Choices Campaign

3.3.3. Removal of Biodiversity Net Gain S106 provisions

3.3.4. Essex Coast RAMS tariff

3.4. The reasons for the amendments are set out in the table below:

Amendment	Reason	Proposal
1. Flexibility on First Homes provisions	The recently published December 2024 version of the National Planning Policy Framework (NPPF) no longer requires 25% of affordable housing to be provided as First	The intention is to enable the First Homes to be delivered either as First Homes or Shared Ownership properties.

	Homes (see NPPF footnotes 31 and 90).	
2. Removal of conditions 28 & 29 – Residential Travel Packs and Smarter Choices Campaign	The provision of residential travel packs and a smarter choices campaign are to be an obligation of the S106 agreement. To avoid duplication, the conditions are proposed to be removed.	The intention is to remove conditions 28 and 29 as they are a duplication of obligations in the S106 agreement. The requirements for the smarter choices campaign will also be updated.
3. Removal of Biodiversity Net Gain S106 provisions	Biodiversity Net Gain provisions were erroneously retained on the June 2023 report. Biodiversity net gain is not required as a S106 obligation following the removal of the proposed link road.	The development would continue to deliver the same quantum of biodiversity net gain as previously proposed, but as it will be delivered on-site it is not required as a S106 obligation.
4. Essex Coast RAMS tariff	Essex Coast RAMS contribution listed in S106 obligations to be increased.	Increase Essex Coast RAMS contribution to £156.76 per dwelling in line with current tariff.

3.5. Due to the length of time that has passed since the June 2023 resolution of the Planning Committee, an Ecological Constraints Note has been provided so that the ecological information supporting the application remains up-to-date. The ecologist carried out a walkover survey and concluded that the habitats had not materially changed since the previous surveys. Officers are content with this conclusion.

4. Summary of Consultations (Since June 2023)

- 4.1. Since the Planning Committee resolved to approve the application, subject to the completion of a S106 Agreement and compliance with conditions, in June 2023, the following responses have been received:
- 4.2. Essex County Council Highways – The details of the Smarter Choices campaign are acceptable to the Highway Authority and would, in conjunction with the other mitigation sought by the Highway Authority as outlined in our recommendation to Planning dated 18th May 2023, adequately mitigate the impact of the development.
- 4.3. Local Residents - One representation has been received expressing concern about the impact of the development in relation to traffic congestion.
- 4.4. Full details of responses received since the previous Planning Committee (June 2023) meeting are included at Appendix 3.
- 4.5. All consultation responses prior to the previous Planning Committee meeting (June 2023) are included in the previous committee reports which are attached at Appendix 4 and Appendix 5.

5. Planning Considerations

1. First Homes

- 5.1. The application initially included provision for 9% of the total units to be delivered as First Homes. Based on 512 units being delivered, this equated to 47 units and would have complied with the Council's First Homes Planning Advice Note. In addition, the previous Planning Committee reports also required a First Homes financial contribution to be secured by the S106 agreement. This was to ensure that the same overall value was secured when compared against Shared Ownership properties.
- 5.2. The previous Planning Committee resolutions, based on the reports, required *"35% of total units to be affordable with 22% of total units affordable rent, 9% First Homes and the balance (4%) Shared Ownership."*
- 5.3. In December 2024 the Ministry of Housing, Communities and Local Government (MHCLG) published a revised version of the National Planning Policy Framework (NPPF). Footnote 31 of the December 2024 NPPF says that *"the requirement to deliver a minimum of 25% of affordable housing as First Homes, as set out in 'Affordable Homes Update' Written Ministerial Statement dated 24 May 2021, no longer applies. Delivery of First Homes can, however, continue where local planning authorities judge that they meet local need."* This is also confirmed by footnote 90 of the December 2024 NPPF.
- 5.4. It is therefore recommended that the proposed affordable housing obligations are amended to require: *35% of total units to be affordable with 22% of total units to be affordable rent and either:*
- (a) 9% of the total units to be First Homes and the balance (4%) to be Shared Ownership, in which case there will be a First Homes financial contribution;*
- or*
- (b) 13% of the total units to be Shared Ownership, in which case there is no longer a requirement for a First Homes financial contribution.*

2. Residential Travel Packs and Smarter Choices Campaign

- 5.5. The June 2023 committee report stated that, in line with the recommendations of the Local Highway Authority, a residential travel plan and a commitment to a Smarter Choices campaign to encourage modal shift towards sustainable transport means were required as mitigation to be secured by the S106 agreement. The report also included conditions 28 and 29 which set out the scope of the required residential travel plan and Smarter Choices campaign.
- 5.6. Paragraph 57 of the December 2024 NPPF states that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. As such, it is recommended that conditions 28 and 29 are deleted, as their requirements are a duplication of the S106 obligations that relate to residential travel plans and the Smarter Choices campaign and therefore the conditions are not necessary or reasonable.
- 5.7. Throughout S106 drafting negotiations, the scope of the Smarter Choices campaign has been refined. This would now cover a period of seven years from occupation of the first dwelling and would include (subject to a £500,000 cost cap):
- Annual bus travel incentives – provision of bus tickets for each household

- Travel awareness leaflets- for all households in the parish of Broomfield and on Blasford Hill
- Cycle incentive – two Dr Bike Events per year with invitations to all households in the parish of Broomfield and on Blasford Hill
- Monitoring

5.8. The scope of the Smarter Choices campaign has been thoroughly reviewed and negotiated by the Local Highway Authority and officers. The Local Highway Authority have provided a consultation response (detailed in Appendix 3) which states that there is no objection to the proposed Smarter Choices Campaign, and that the details of the Smarter Choices campaign would, in conjunction with the other mitigation sought by the Highway Authority, adequately mitigate the impact of the development.

5.9. The scope of the Smarter Choices campaign is considered to be appropriate and acceptable such that it would promote sustainable travel to/from the area surrounding the site, would encourage a modal shift to sustainable means, and would contribute towards the mitigation of the transport impacts of the development.

3. Biodiversity Net Gain

5.10. The previous committee reports (Appendix 4 and Appendix 5) set out biodiversity net gain as an obligation that was to be secured in the S106 agreement. This was because the link road element of the initial proposal required biodiversity net gain to be delivered off-site.

5.11. When the link road was removed from the proposal, the June 2023 report erroneously still listed biodiversity net gain as an obligation to be secured by the S106 agreement.

5.12. The proposal has not been amended since the link road was removed and therefore biodiversity net gain has been removed from the list of S106 obligations. The same quantum on biodiversity net gain would be delivered on site, but is not required as part of the S106 agreement as the reserved matters application for landscaping and conditions can adequately secure the net gain.

4. Essex Coast RAMS tariff

5.13. The June 2023 report listed the Essex Coast RAMS contribution as £137.71 per dwelling. It is recommended that this is amended to reflect the current tariff of £156.76 per dwelling.

6. Legal Obligations

6.1. The full list of S106 obligations for the development are set out in Appendix 1 to this report. For completeness, amendments to the s106 planning obligation requirements for the overall development are highlighted below:

- 6.1.1. Affordable Housing – Flexibility introduced to allow the First Homes to either remain as First Homes or be replaced as Shared Ownership;
- 6.1.2. Inclusion of residential travel plan (including residential travel packs) and Smarter Choices campaign;
- 6.1.3. Removal of obligation relating to biodiversity net gain;
- 6.1.4. Essex Coast RAMS contribution of £156.76 per dwelling (or higher amount as may be applicable at the date of payment).

7. Community Infrastructure Levy (CIL)

7.1. This application may be CIL liable and there may be a CIL charge payable. CIL would be calculated based on reserved matters applications.

8. Planning Balance (Conclusion)

- 8.1. The conclusions reached in the planning balances carried out as part of the June 2023 committee report (Appendix 4) and the August 2022 committee report (Appendix 5) have not materially changed as a result of the suggested amendments. The amendments are minor and a result of refinement.
- 8.2. The application site has been allocated in the Chelmsford Local Plan. It is a sustainable extension to the existing settlement of Broomfield. The application follows an approved masterplan and has been planned in a sustainable way. The development would maximise opportunities for walking and cycling, rather than the private car.
- 8.3. The development would generate jobs through the construction process and in the longer term through the onsite healthcare facility and early years and childcare facility. The construction of up to 512 dwellings on the site would increase spending locally which would add to the local economy.
- 8.4. The proposed development would be in a location where local schools, shops and healthcare facilities could be accessed on foot, by cycling or through public transport. The development would, subject to S106 obligations, provide safe and accessible alternative travel modes to the private car.
- 8.5. The development is required to meet the Council's identified growth needs. The development would provide a range of house types and tenures, including affordable rent homes, Shared Ownership homes, Custom Build, Wheelchair User homes and accessible or adaptable homes. Provision would also be made for specialist residential accommodation (either by financial contribution or on-site provision), a healthcare facility, community space and early years and childcare facility. Financial contributions would be made towards local education provision. The development would include local open space, a children's play area and natural and semi-natural open spaces.
- 8.6. The development would result in a biodiversity net gain, substantial new tree planting and the creation of natural and semi-natural open spaces. The developer has advised that the scheme will be 'gas free' and that houses will be heated by air source heat pumps and solar energy. 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.
- 8.7. There are no other material considerations that need to be taken into account since the committee's previous consideration of the application in June 2023. The Broomfield Neighbourhood Plan carries limited weight at this stage in decision making.
- 8.8. Overall 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 therefore acceptable, subject to conditions and the completion of the S106 agreement.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions, the details/minor variations of which would be delegated to the Director of Sustainable Communities/Planning Development Services Manager in liaison with the Chair and Vice Chair of the Planning Committee):

Procedure

Condition 1 – Reserved Matters

No development shall commence within any phase until plans and particulars showing precise details of the appearance, landscaping, layout and scale (hereinafter called the “Reserved Matters”) within the phase have been submitted to and approved in writing by the Local Planning Authority. All development shall be carried out in accordance with the Reserved Matters details approved.

Reason:

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

Condition 2 – Time limits

(i) Application for the first Reserved Matters application shall be made no later than the expiration of 3 years beginning with the date of this planning permission.

(ii) Applications for the approval of the remainder of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 6 years from the date of this planning permission.

(iii) Implementation of a Reserved Matters approval shall commence no later than 2 years from the date of the approval of the Reserved Matters for the relevant phase.

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 3 – Parameter plans

Plans and particulars of the Reserved Matters referred to in Condition 1 for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority, and shall accord with the following Parameter Plans (subject to such minor variation that may be subsequently agreed in writing by the local planning authority):

- 25746-RG-M-86D Public Open Space
- 25746-RG-M-82A Land Use
- 25746-RG-M-83C Building Heights
- 25746-RG-M-84E Access and Movement
- 25746-RG-M-44F Tree and Building Removal

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Compliance with approved plans

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

Reason:

In order to achieve satisfactory development of the site.

Condition 5 - Phasing

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 6 - archaeology

- (i) Prior to the commencement of the development an archaeology mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to and approved in writing by the local planning authority following the completion of the archaeological evaluation.
- (ii) No development or preliminary groundworks shall commence on those areas containing archaeological deposits until fieldwork, as detailed in the archaeology mitigation strategy subject of part (i) of this condition, has been carried out.
- (iii) Within six months of the completion of the fieldwork, unless otherwise agreed in writing with the local planning authority, a post-excavation assessment shall be submitted to and agreed in writing with the local planning authority. This shall include a 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:

Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. A phased archaeological condition is needed to ensure appropriate mitigation. This is in line with the National Planning Policy Framework and Policy DM15 of the Chelmsford Local Plan.

Condition 7 – Contamination

No development shall commence within each phase or sub-phase of the development until a scheme to deal with the risks associated with the contamination of the land associated with that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The scheme shall incorporate the following components:-

- (i) A preliminary risk assessment which identifies:- Previous uses, Potential contaminants associated with those uses, A conceptual model of the site including sources, pathways and receptors, Potentially unacceptable risks arising from contamination at the site.
- (ii) A site investigation scheme based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (iii) The site investigation results and a detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken,

(iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
The scheme shall be implemented as approved unless any changes are otherwise agreed in writing with the local planning authority.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is identified and remediation measures appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 8 - SuDS

As part of Reserved Matters submissions for each phase or sub-phase, a detailed surface water drainage strategy shall be submitted for approval. The strategy shall broadly accord with the submitted Flood Risk Assessment and Drainage Strategy by Stantec (May 2022) and include consideration of a range of SUDs measures such as green roofs, rainwater harvesting, rain gardens, water butts and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy DM18 of the Chelmsford Local Plan.

Condition 9- Levels

Prior to any construction works within each phase or sub-phase, including the spine road, detailed drawings and sections showing the finished levels of all parts of the development 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 10- BREEAM

- a) The neighbourhood centre building, healthcare facility and early years building hereby permitted shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);
- b) Prior to the commencement of the neighbourhood centre building, healthcare facility or early years building, 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;
- c) the neighbourhood centre building, healthcare facility or early years building 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 neighbourhood centre building, healthcare facility or early years 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

Condition 11– PROW safeguarding

No development shall take place within the phases or sub phases adjoining the Public Right Of Way Number 29 (PROW 225_29) until a scheme (including temporary re-routing, fencing, barriers, crossing points) to safeguard public use of the existing public right of way has been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with the approved plan.

Reason:

To ensure the existing public right of way is retained and available throughout the development period.

Condition 12– Hard Landscape

No development shall commence within each phase or sub-phase of the development until details of the following have been submitted to and approved in writing by the local planning authority:-

- (i) The proposed roads/footways/footpaths and cycleways within that phase or sub-phase of the development including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, gradients, surfacing and means of surface water drainage,
- (ii) How the design of the streets and spaces take into account mobility and visually impaired users, and
- (iii) A panel composed of samples of all materials to be used in the paving of the ground surfaces including details of the product name, number, colour and manufacturer.

Reason:

To ensure that the proposed hard landscape is visually satisfactory, able to be maintained in the long term, suitable for drainage purposes, does not prejudice the lasting quality of the locality and which ensures that materials sourcing is resource efficient in accordance with Policies DM24, DM18 and S2 of the Chelmsford Local Plan.

Condition 13- Construction Method Statement

No development within each phase or sub-phase of the development shall commence until a Construction Method Statement for that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The statement shall include details of the following relating to such phase or sub-phase of the development:-

- i. construction vehicle access and routing,
- ii. any temporary traffic management/signage,
- iii. wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,
- iv. contractor and visitor parking clear of the highway,
- v. highway safety considerations,
- vi. turning, loading and unloading of plant and materials,
- vii. hours of deliveries,
- viii. a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction, and
- ix. a scheme to prevent pollution caused by surface water run-off and groundwater during construction.

The approved statement shall be adhered to throughout the duration of the construction period of the relevant phase or sub-phase of the development. Until final surfacing is completed, footway and shared surface base courses shall be provided and maintained in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering pedestrian routes.

Reason:

In the interests of highway safety and to ensure the environmental impact of the construction of the development is adequately mitigated and to safeguard the amenities of the occupiers of neighbouring residential properties and future residents of the development in accordance with Policies S2, DM24 and DM29 of the Chelmsford Local Plan.

Condition 14– Badger Report

As part of Reserved Matters submissions for each phase or sub-phase a badger monitoring report shall be submitted for approval.

Reason:

In the interests of safeguarding badgers in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 15– Arboriculture

As part of Reserved Matters submissions for each phase or sub-phase the following documents shall be submitted for approval:

- (i) an impact assessment & arboricultural method statement. To include:
 - (a) Details of trees and hedges to be retained and removed,
 - (b) Details of tree surgery work to retained trees,
 - (c) Specification for tree protection including layout and type of tree protection for construction including change that may occur during development,
 - (d) Location and installation of services, utilities and drainage,
 - (e) Details of construction within the root protection area of retained trees,
 - (f) A full specification for the construction of the new access and parking areas, including details of the bespoke cross-over and cellular confinement specification, and the extent of the areas. Details must include the relevant sections through them,
 - (g) Details of site access, temporary parking, welfare facilities, loading and unloading, storage of equipment, materials, fuels and waste,
 - (h) Tree protection plan,
 - (i) Boundary treatments within the root protection areas,
 - (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.
- (ii) strategic soft landscaping design
- (iii) landscape and ecological maintenance plan
- (iv) landscape and ecological management plan

Reason:

In the interests of creating a landscape led development and safeguarding landscape feature which are preserved and of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

Condition 16– Custom Build Design Code

No development within any phase or sub-phase of the development which will include custom build housing shall commence until a design code for custom build units has been submitted to and agreed in writing with the local planning authority. This shall be in accordance with the Council's Self-Build and Custom Build Planning Advice note dated April 2022. Subsequent reserved matters applications for custom build units shall accord with the approved design code.

Reason:

To ensure satisfactory development of the site and ensure the development is visually satisfactory in accordance with policy DM23 of the Chelmsford Local Plan.

During Construction

Condition 17– Public Art

Within twelve 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.

Reason:

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

Condition 18– Boundaries

- 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) Individual dwellings shall not be occupied until boundary treatments relating to the dwelling or dwellings have been implemented in accordance with the approved details.

Reason:

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

Condition 19– KEGS boundary

Prior to its installation, details of a fence to be installed on the western boundary of the site with the King Edward VI Grammar School playing field shall be submitted to and agreed in writing with the local planning authority. The fence shall be installed prior to the first occupation of any part of the development.

Reason:

To ensure the proposed development is visually satisfactory and to restrict access to the neighbouring private land.

Condition 20– Refuse & Recycling

Prior to their installation, details of the facilities for the storage of refuse and recyclable materials shall be submitted to and approved in writing by the local planning authority. 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 21– Lighting

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

Reason:

To ensure that the proposed development is visually satisfactory and does not adversely affect biodiversity in accordance with policies DM23 and DM16 of the Chelmsford Local Plan.

Condition 22– new roundabout

Within six months of commencement of the development hereby permitted, a new roundabout junction on B1008 as shown indicatively on Ardent plan 184281-002F shall be provided. The junction shall include a toucan crossing on the northern arm, parallel crossing on the western arm and uncontrolled drop kerb crossing on the southern arm.

Reason:

To enable construction and residential access to the site.

Condition 23– completion of spine road

Prior to occupation of the 200th dwelling, the spine road from B1008 to Woodhouse Lane, including the junction to Woodhouse Lane and associated works to Woodhouse Lane, shall be completed and available for use. The spine road shall include a bus turnaround area towards the south-western extent of the spine road, within phase 2, and junction with Woodhouse Lane, and associated works to Woodhouse Lane (east) to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented.

The spine road shall comprise:

- a) A 6.75 metre single carriageway
- b) LTN 1/20 complaint two-way cycleway (3m) with segregated footway (2m) on southern side with no individual frontage access
- c) parallel crossing points to accommodate cyclists and pedestrians
- d) Drop kerbs on south side opposite side road junctions on the north side to allow cyclists to join the southern cycleway
- e) Uncontrolled crossing points at agreed locations along the route, to include features to enable ped/cycle permeability throughout the site
- f) A verge and 2m footpath adjacent to carriageway on northern side
- g) Traffic calming measures
- h) Bus stops and bus turnaround facilities
- i) Connections to the western section of Woodhouse Lane, with associated works to Woodhouse Lane to enable a prohibition of motor vehicles traffic regulation order (TRO) to be completed.

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 24 – provision of cycleway and pedestrian improvements Chelmsford to Gt Waltham

There shall be no occupation of the site until the cycleway and pedestrian improvements to section 1 of the Chelmsford to Great Waltham cycle route from Corporation Road to Goulton Road, to include footway widening along the route, parallel crossing (Kings Road), North Avenue central reserve crossing, resurfacing and signs and lines have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 25– cycle way provision eastern side of B1008

There shall be no occupation of the site until an LTN 1/20 compliant cycleway and pedestrian improvements to the eastern side of B1008 north of the access roundabout, as shown indicatively on Ardent plan 184281-013A, have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 26– additional bus stops B1008

There shall be no occupation of phase 1 until new additional bus stops north and southbound on the B1008, at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure properties within phase 1 of the development are within 400m walking distance of a bus stop.

Condition 27– additional bus stops spine road

There shall be no occupation of phase 2 until bus stops on the spine road, at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure all properties are within 400m walking distance of a bus stop

Condition 28– parking spaces and layout

The number of parking spaces and how these are laid out (including dimensions) shall be in accordance with the Essex Parking Standards Design and Good Practice September 2009. This applies to all vehicular parking spaces including disabled requirements together with cycle parking and facilities for powered two wheelers.

Reason:

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

Condition 29– cycleways

The network of strategic cycleway routes shall be 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 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 30 – walking routes

The network of footpath routes shall be surfaced and illuminated in accordance with details to be submitted to and approved in writing by the local planning authority. The walking 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 31– Public Right of Way

(i) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) Footpath 29 Little Waltham between Woodhouse Lane and the proposed spine road shall be upgraded to cycletrack and removed from the PROW network.

(ii) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) 29 Little Waltham between proposed Spine Road and northern site boundary shall be upgraded to footway and removed from PROW network.

Reason:

To provide fit for purpose routes reflecting the change of circumstances and the expectation of occupiers of the new development.

Condition 32– Ancillary infrastructure

No ancillary infrastructure including pipes, flues, vents, meter boxes, external letterboxes, fibre wires and cables required by statutory undertakers and to be incorporated as part of the building design shall be provided within each phase or sub-phase of the development until full details of their location and design have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the detailed finish of the proposed development is visually satisfactory and does not prejudice the lasting quality of the locality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 33– Street lighting and signage

No street lighting, street name plates and any other signage shall be provided within each phase or sub-phase of the development until full details of their location and design have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the proposed development is visually satisfactory, to avoid street clutter, to minimise the number of sign posts in public spaces, to maximise the placing of lights and signs on building faces and to ensure lasting environmental quality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 34– Materials

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

Reason:

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

Prior to first occupation

Condition 35 – SuDS maintenance plan

Prior to the first occupation of the development a maintenance plan detailing the maintenance arrangements for SuDS features including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be submitted to and agreed 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 36– SuDS maintenance

The applicant or any successor in title must maintain yearly logs of maintenance to the surface water drainage system which shall be carried out in accordance with the approved Maintenance Plan subject of condition 35. These logs 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 37– Contamination verification

Prior to the first occupation or first use of each phase or sub-phase, any remediation of the site found necessary shall be carried out. A validation report to that effect and a long term monitoring and maintenance plan in respect of groundwater shall be submitted to the local planning authority for written approval prior to the first occupation of the relevant phase or sub-phase and the development shall be carried out in accordance with that scheme.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is remediated appropriately to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 38– Carriageway Construction

The carriageways of the proposed estate roads shall be laid out and constructed up to and including at least road base level, prior to the commencement of construction of any residential dwelling or building intended to take access from that road.

Reason:

To provide a satisfactory interim standard of access and safety and linkage with the existing highway network.

Condition 39– Final Surfacing of Roads and Paths

The carriageways, footways, shared surfaces, footpaths and cycleways within each phase or sub-phase of the development shall be completed with final surfacing prior to the occupation of 90% of the units within that phase/sub-phase of the development unless the road is a construction route in which case the final surfacing shall be completed following the cessation of use of that road as a construction route.

Reason:

In the interests of highway safety.

Condition 40– Vehicle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved parking areas for that part of the development have 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 that part of the development 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 41 – Cycle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved cycle parking areas for that part of the development have been made available for use. The cycle spaces shall not thereafter be used for any purpose other than the parking of cycles in conjunction with that part of the development which they serve.

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 42– Broadband

Each dwelling shall be provided with a connection to 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 43– 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 or one electric vehicle charging point per 10 parking spaces for a non-residential building. 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.

Ongoing

Condition 44– Water Efficiency

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

Reason:

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

Condition 45– M4(2)

A minimum of 50% of the dwelling units as approved shall be constructed to comply with Building Regulations Approved Document Part M4(2) Category 2 (2010 - as amended).

Reason:

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 46 – PD rights boundary treatments

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no wall, gate or other means of enclosure other than approved under reserved matters shall be constructed beyond the roadside front or side elevation of properties within the site without the written consent of the local planning authority.

Reason:

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

Condition 47– Unbound material

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

Reason:

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

Post Occupation

Condition 48– planting report

Within 24 months of the first occupation of each phase or sub-phase of the development a tree and hedge planting report detailing the results of the first 12-month defect inspection shall be submitted to and agreed in writing with the local planning authority. Any remedial works shall be carried out in accordance with a timetable to be submitted to and agreed in writing with the local planning authority.

Reason:

In the interests of creating a landscape led development and safeguarding landscape feature which are preserved and of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

Notes to Applicant

- 1 Hours of work during construction

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

Noisy work:

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

Light work:

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

In some circumstance further restrictions may be necessary.

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

Party Wall Act

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

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

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

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

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

- 3 More information about BREEAM and the Code for Sustainable Homes is available on the BRE website: www.breeam.org or contact the BREEAM office, Tel: 01923 664462. Information about the Code for Sustainable Homes is also available at the Department for Communities and Local Government's website: www.communities.gov.uk.
- 4 You are reminded that this permission is also subject to a legal agreement, and that the terms of this agreement must be complied with.
- 5 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.
- 6 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.

- 7 The Local Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting the existing highway. Contact details are: Telephone: 0845 603 7631. Email: development.management@essexhighways.org.

- 8 The new street and its junction and/ or connection with the existing highway should be formed to the requirements and satisfaction of the Highway Authority (Essex County Council). Attention in this respect is drawn to Section 184 of the Highways Act 1980. Contact details are: Development Management Team, Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU. Telephone via Contact Essex: 0845 603 7631. Email: development.management@essexhighways.org.

Affordable Housing

- 35% of total units to be affordable with 22% of total units as affordable rent and either:
 - (a) 9% of the total units to be First Homes and the balance (4%) to be Shared Ownership, in which case there will be a First Homes financial contribution; or
 - (b) 13% as Shared Ownership, in which case there is no longer a requirement for a First Homes financial contribution.

The size of the Affordable Rented units will reflect the requirements of Table 3 in the POSPD except in the circumstances where the number of residential units built at the site exceeds the 450-allocation identified in the Local Plan. In these circumstances a different housing size table will be applied but only to the Affordable Rented proportion above the 450-allocation number. In this case the affordable rent units above the 450 number will reflect Table 3 in the Housing Additionality Affordable Housing for Rent Planning Advice Note (January 2022) i.e., a greater proportion of four-bedroom homes.

- 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 (SRA)

- SRA to be either provided on site or through payment of a contribution of £457.50 per new residential dwelling. (BCIS All-in Tender Price Index).

Self/Custom Build

- Self/Custom Build housing to be provided at 5% of the total number of units.

Highways and transportation

- A financial contribution of £1,350,000 (index linked) to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service. Up to £350,000 of the contribution to be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan.
- Northeast by-pass contribution of £2.5million (Civil Eng Index linked).
- Cycle/footbridge over Essex Regiment Way contribution of £0.4million (Civil Eng Index linked).
- Junction improvements contribution of £1m (Civil Eng Index linked).
- Cycle route south from new access roundabout contribution of £300,000 towards a cycle route between the site access roundabout and Croxton Lane (Civil Eng Index linked).

- Closure/downgrading/alterations to Woodhouse Lane.
- Developer to submit details of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane for technical approval prior to any development above slab level taking place at the site.
- No occupation of phase 2 of the development until technical approval has been given for the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane.
- Construction and delivery of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction, and associated works to Woodhouse Lane, in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority prior to 200th occupation.
- A bus strategy to be submitted to and approved by the highway authority prior to occupation.
- Developer to provide a bus service to the site to the specification of the highway authority prior to occupation of the 60th dwelling.
- Residential Travel Plan (including car club scheme and residential travel packs) as well as annual monitoring fee of £2817 until a year after full occupation (Government's Consumer Price Index (CPI)).
- Smarter Choices campaign and annual monitoring fee of £5,000 (Government's Consumer Price Index (CPI)) until a year after full occupation.
- Restriction on occupations until the new access roundabout, the spine road, works to Woodhouse Lane, cycle facilities and bus stop infrastructure have been carried out and a certificate of completion issued under s.278.

Open space

- Local open space to be provided to be laid out and secured in accordance with the planning permission.
- Local open space maintenance plan to be submitted and agreed.
- Open space commuted payment for maintenance of £234.82 per dwelling for open space (local and natural) maintenance bond to be submitted and secured, along with local authority step in powers should the developer wish to maintain the open spaces (in accordance with Tables 9 and 10 of the Planning Obligations Supplementary Planning Document). (Not index linked – POSPD para. 14.20).
- Strategic open space contribution in lieu of on-site delivery of parks sports and recreation grounds at £1,052.00 per dwelling (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Education

- Provision of a stand-alone early years and childcare nursery on land within the site of no less than 0.13ha. An area of 0.13 hectares of land to be secured and remediated to be transferred to ECC or other agreed body for a nominal sum at the formal request of the education authority.

- Contributions in accordance with ECC formula (as set out in Table 5 below) for Early Years, Primary and Secondary education to be paid in tranches as agreed with the education authority.

Table 5: Education	Factor			Cost per place
	1 bed	Flat	House (2+ bed)	
Early Years & Childcare	0	0.045	0.09	£20,508
Primary	0	0.15	0.3	£20,508
Secondary	0	0.1	0.2	£24,929
Formula = [Number of dwellings x factor] x cost per place (+ Public Sector Building Non-housing (PUBSEC Index))				

Healthcare

- Provision of land for a health facility with space for the new building appropriate access, parking and servicing arrangements to accommodate a building of around 1,000 sq. m to be secured and remediated. The site is to be subsequently transferred to Chelmsford City Council for a nominal sum on receipt of a formal request of the health authority.
- Contribution of £253,900 [£496.18 per dwelling] to support the development proposal.

Community Facility

- A community facility to be provided within the health facility building.

Essex Coast RAMS

- Contribution of £156.76 per dwelling.

Monitoring

- Contribution to cover Strategic Sites and Affordable Housing Monitoring cost and ECC Monitoring cost.

Plans to be listed on any Decision Notice:

RG-M-01/A
184281-016
184281-004/A
184281-013/A
184281-002/F
Planning Statement
Flood Risk Assessment
Barton Willmore response to scope of the cumulative effects assessment
Mitigation Specifications
Scoping Responses
Harvest Mouse Report
Breeding Bird Survey Report
Great Crested Newt His Assessment & Edna Result
Grassland Report
Extended Phase 1 Habitat Survey Plan
Health Impact Assessment
Summary & Residual Effects
Noise & Vibration
Transport & Access
Landscape & Visual
Alternatives & Design Evolution
Construction Methodology & Phasing
Cultural Heritage
EIA Methodology
Ecology & Nature Conservation
Site & Development Description
Socio-Economics
Water Resources & Flood Risk
Air Quality
Agricultural Land
Environmental Statement _ Non-Technical Summary
Phase 2 Ground Investigation Report
Figures
Hedgerow Assessment
Reptile Survey Report
Habitats regulations assessment
Wintering Bird Survey Report
Dormouse Survey Report
Survey Methods
Model inputs _ results processing
Glossary
Road Transport emission factors

Traffic Data
Bat Report
Heritage Statement
Archaeological trail trench evaluation report
Archaeological Desk-Based Assessment
Accurate visual representations and methodology
Arboricultural Impact Assessment
Table of visual effects
Table of landscape effects
Guidance notes for reduction of obtrusive light
Extracts from planning policy _ evidence base documents
Site context photos
Site Appraisal Photos
EIA Scoping Report
Previous iterations of the land use and access parameter plan
Landscape Management Tables
Geophysical Survey
Model Verification
Monitoring Data
Agricultural Land Classification _ Soil Resources
Policy
time history graphs
Survey Data
Traffic Data 2
Survey Equipment
Statement of community involvement
Biodiversity impact assessment
Environmental Statement
EIA Scoping Opinion 2
Barton Willmore Response to EIA Scoping Opinion
Environment Statement Addendum/December 2021
Transport Assessment/December 2021
Covering Letter/December 2021
Planning Statement Addendum/December 2021
Design _ Access Statement/December 2021
25746-RG-M-86D
25746-RG-M-82A
25746-RG-M-83C
25746-RG-M-84C
25746-RG-M-44F
25746-RG-M-84E
EIA conformity letter
Link Road Discussion Table
Letter from Estates and Facilities
Alternative Transport Strategy
Covering Letter
SCI addendum

Planning Statement Addendum
Transport Assessment
Transport Technical Note/184281-06 April 22
March 2023
Ecological Constraints Note 5/3/2024

Essex County Council Highways

Comments
<p>8/1/2025</p> <p>Bloor have contacted the Highway Authority to seek ECC's agreement to amend a Highways element of their planning consent which was approved at Planning Committee subject to S106.</p> <p>Part of the Highway mitigation package (outlined in the Committee Report dated 20th June 2023) was the provision of a "Smarter Choices Campaign" for the existing Broomfield Village. A Smarter Choices scheme is in essence a Travel Plan to encourage sustainable travel but does not cover the proposed development (a separate Travel Plan requirement will do that) and instead would be rolled out to the existing properties in Broomfield parish and on Blasford Hill, with a view to encourage existing residents to use sustainable travel modes which in turn would reduce reliance on the private car and free up capacity on the nearby highway network.</p> <p>The Smarter Choices Campaign has been secured via Condition 29 of the draft conditions and as an element of the S106, as outlined in the Committee Report dated 20th June 2023.</p> <p>During negotiations, it was agreed that the Smarter Choices campaign definitions would need to be set out in the S106 including a cost cap.</p> <p>As part of the S106 negotiations the following Smarter Choices campaign has been agreed with the Highway Authority:</p> <ul style="list-style-type: none">• A timescale be applied to the provision of the Smarter Choices campaign of 7 years from first occupation,• Provision of single journey bus tickets per household,• Travel awareness leaflets and cycle incentive events,• Monitoring,• A cost cap of £500,000 for the Smarter Choices Campaign. <p>It is understood these changes will need to be approved by Planning Committee, please can you reiterate to the Planning Committee that the above changes are agreed with the Highway Authority and are necessary in order for the S106 to progress. The details of the Smarter Choices campaign, as set out above, are acceptable to the Highway Authority and would, in conjunction with the other mitigation sought by the Highway Authority as outlined in our recommendation to Planning dated 18th May 2023, adequately mitigate the impact of the development.</p>

Local Residents

Comments

One further response since June 2023:

I recently read with dismay that you have approved 512 new homes near Broomfield hospital without a link road. I live in Broads Green just to the North of the proposed development, it seems that you have not taken into account the already growing numbers of vehicles cutting through the village to avoid congestion around Broomfield hospital. The roads in our village are not wide enough for 2 vehicles in many places so are not suitable for through traffic. This is an accident waiting to happen. Now you are proposing adding even further congestion with no mitigation whatsoever! It's quite unbelievable. I understand there is a proposed park and ride. This to me just emphasises the complete lack of understanding you have of the problem. The largest factor contributing to traffic all the way up Main Road back to the hospital is the buses, there are no laybys for the bus stops so they just clog up the roads. Now the solution to combat all the extra traffic is more buses!!! You honestly couldn't make it up.



Planning Committee
20th June 2023

Application No	:	20/02064/OUT Outline Application
Location	:	Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex
Proposal	:	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.
Applicant	:	Mr Robert Eburne Bloor Homes Limited
Agent	:	Mr Andrew Fisher
Date Valid	:	15th December 2020

Appendices:

Appendix 1	Summary of consultations (since August 2022)
Appendix 2	August 2022 Committee Report & Green Sheet
Appendix 3	August 2022 Committee Minutes
Appendix 4	Bloor Homes Ltd & NHS Trust Letters
Appendix 5	Drawings

1. Executive summary

1.1. At the meeting of the Planning Committee in August 2022 it was resolved that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to:

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out in the report to the meeting; and
- securing delivery of the link road [into Broomfield Hospital].

- 1.2. Since the meeting of the Planning Committee, Officers have worked hard with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the hospital link road. Sustained and prolonged efforts have been made by Officers and the applicant to secure the delivery of the link road through dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust).
- 1.3. In March 2023 the NHS Trust confirmed their position in a letter to Officers (Appendix 5). This confirms that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This is despite the applicant's offer to pay a maintenance sum to The NHS Trust.
- 1.4. In light of this, the Applicant and The NHS Trust jointly concluded that an alternative means of mitigation would be required to address the potential traffic impact of the proposed Bloor Homes development as the link road could not be delivered and secured. The parties agreed an 'Alternative Transport Strategy' in lieu of the hospital link road.
- 1.5. The proposed 'Alternative Transport Strategy' is a shuttle bus service between the Chelmer Valley Park and Ride and Broomfield Hospital. Funding of £1,350,000 would be provided by the Applicant. The proposal is to secure this through the Section 106 legal agreement.
- 1.6. Officers and the Local Highway Authority have undertaken extensive investigation and analysis of the supporting documentation and the additional information submitted as part of the application. This has concluded that the traffic impact that results from the proposal, and in lieu of the link road, could be suitably mitigated through a package of appropriate mitigation, sustainable transport measures and financial contributions towards additional mitigation, including the proposed contribution of £1,350,000.
- 1.7. With the exception of traffic matters relating to the link road, all other matters considered previously remain unchanged. The conclusions reached in the planning balance carried out as part of the August 2022 committee report (Appendix 2) have not materially changed following the removal of the hospital link road and the inclusion of the alternative transport strategy in the form of a financial contribution mainly towards the Park and Ride shuttle bus service.
- 1.8. Overall it is Officers view that the proposal is acceptable, subject to conditions and the completion of the S106 agreement.

2. August 2022 Planning Committee

- 2.1. In August 2022 the Committee considered an outline application for residential development for up to 512 dwellings, including affordable housing and custom build homes (Use Class C3), a Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure on land to the north of Woodhouse Lane, Broomfield, which had been allocated as a strategic growth site in the Local Plan. All matters except for primary access were reserved. A Green Sheet of additions and alterations was distributed before the meeting. A copy of the Committee report and Green Sheet is appended at Appendix 2.

- 2.2. At the meeting, it was clear from the members' discussion of the application that the Committee was of the view that the development should not proceed without the link road or, as an alternative, the provision of a Park and Ride service. Officers said that if the Committee were minded to approve the application, subject to the completion of the S106 agreement and compliance with conditions, as well as the construction of the link road being secured, discussion would continue between the Council, the applicant and the NHS Trust with a view to reaching agreement on its provision and maintenance. If the delivery of the link road could not be secured, the application would be brought back to the Committee to consider the Park and Ride option.
- 2.3. Members accepted the assurance of officers that the application would be brought back to the Committee if discussions over the link road were not successful. It was resolved that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to:
- the completion of the Section 106 agreement referred to in the report to the meeting,
 - the conditions set out in the report to the meeting; and
 - securing delivery of the link road.
- 2.4. A copy of the Minutes of the meeting is appended at Appendix 3.

3. Subsequent Discussions

- 3.1. Since the meeting of the Planning Committee, Officers have worked hard with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the link road. Sustained and prolonged efforts have been made by Officers and the Applicant to secure the delivery of the link road through positive and constructive dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust).
- 3.2. Whilst a Memorandum of Understanding (MOU) was signed by The NHS Trust (January 2019) as part of the Local Plan adoption process, it became clear as part of discussions that as time went on, the NHS Trust were reluctant to support the proposed link road.
- 3.3. On 29th September 2022 officers were advised in an email from the Agent acting on behalf of the NHS Trust that The NHS Trust would prefer that the link road is not constructed (Appendix 4). They reluctantly accepted that the road through their estate could be provided, but only on the condition that The NHS Trust would not accept any cost or liability now or in the future for provision or maintenance of the link road.
- 3.4. In March 2023 the NHS Trust confirmed their position in a letter to Officers (Appendix 4). This confirms that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This is despite the Applicant's offer to pay a maintenance sum to The NHS Trust. In addition, The NHS Trust state that the link road and internal road network configuration which apparently would need related/consequent investment could not be accommodated within their capital programme.
- 3.5. In light of this, the Applicant and The NHS Trust jointly concluded that an alternative means of mitigation would be required to address the potential traffic impact of the proposed Bloor Homes development as the link road could not be delivered and secured. The parties agreed an 'Alternative Transport Strategy' based on a Park and Ride Shuttle Bus.

3.6. The positions of both the Applicant and The NHS Trust are set out in letters appended at Appendix 4.

4. Proposal

4.1. The Applicant now proposes the 'Alternative Transport Strategy' in lieu of the link road and has amended the current planning application (and related application 21/00881/FUL) accordingly.

4.2. The proposed 'Alternative Transport Strategy' is a shuttle bus service between the Chelmer Valley Park and Ride and Broomfield Hospital. Funding of £1,350,000 would be provided by the Applicant. The proposal is to secure this through the Section 106 legal agreement.

4.3. The application is EIA (Environmental Impact Assessment) development. An addendum to the Environmental Statement has been submitted to respond to the changes. This has been subject to consultation and has been taken into account in the consideration of this application. Not delivering the hospital link road will not adversely affect the conclusions of the full Environmental Statement.

5. Summary of Consultations (Since August 2022)

5.1. Following the submission of the revised proposal, the following consultation responses were received:

5.2. Broomfield Parish Council – Very disappointed that the new access road to the Hospital site is likely to be scrapped. Supports the re-introduction of the shuttle bus service from the Chelmer Valley Park & Ride to Broomfield Hospital, with targeted funding to promote the service. However, it is strongly opposed to spending the entire capital sum on this single initiative. The spine road must be built with the capacity for a link road onto the Hospital site to be added as originally planned, at a later date. However, should the Hospital Trust revert to its earlier desire for a second regular access, that would need to be funded through NHS capital funding streams and not by further development. The availability of up to £1.35M to mitigate traffic impacts on the B1008 is a great but unique opportunity. It must not be entirely spent on one single measure, but must be used carefully to support a wider strategy.

5.3. Essex County Council Highways - Subject to a package of appropriate mitigation, the traffic impact that results from the proposals could be suitably mitigated through a package of sustainable transport measures and financial contributions towards additional mitigation.

5.4. Essex County Council Green Infrastructure – Do not object.

5.5. Little Waltham Parish Council – No comments.

5.6. Full details of consultation responses received since the previous Planning Committee meeting are included at Appendix 1.

5.7. All consultation responses prior to the previous Planning Committee meeting are included in the original committee report which is attached at Appendix 2.

6. Planning Considerations

- 6.1. A link to Broomfield Hospital is a requirement of Local Plan Growth Site Policy 8 and Strategic Policy S9 of the Chelmsford Local Plan. The hospital link road formed part of the adopted masterplan for the application site and was allocated as a measure to mitigate an increase in vehicular traffic on Blasford Hill. At the time of the adoption of the Local Plan in May 2020 it was understood that the formation of the link road was an objective shared by the Hospital Trust.
- 6.2. As set out above, sustained and prolonged efforts have been made by Officers and the applicant to secure the delivery of the link road through dialogue with the Mid and South Essex NHS Foundation Trust (The NHS Trust). Both the Applicant and the NHS Trust have however now concluded that an agreement cannot be reached and that an alternative transport strategy should be secured.
- 6.3. Whilst the submitted Transport Assessment seeks to demonstrate that the link road is not required in traffic terms, modelling work undertaken for the approved Northeast Bypass demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 and will be in 2024 (excluding Bloor development) and 2036 (including Bloor development). Therefore, mitigation is required in lieu of the hospital link road. A financial contribution is proposed and considered to be necessary, which is to be spent primarily on providing Park and Ride Shuttle services to Broomfield Hospital and fare incentives to encourage staff, patients and visitors to use this service. Up to £350,000 of the contribution could be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan, if required.
- 6.4. Officers and the Local Highway Authority have undertaken extensive investigation and analysis of the supporting documentation and the additional information submitted as part of the application. This has concluded that the traffic impact that results from the proposal could be suitably mitigated through a package of appropriate mitigation, sustainable transport measures and financial contributions towards additional mitigation.
- 6.5. Mitigation measures to be secured by the s106 agreement would include:
- a financial contribution of £1,350,000 to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service. Up to £350,000 of the contribution to be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan;
 - £2.5m towards Phase 1 of the Chelmsford Northeast Bypass;
 - £1m towards off site road junction improvements;
 - £0.4m towards a pedestrian cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community;
 - provision of a cycle route north from the proposed new roundabout towards Little Waltham;
 - contributions towards a cycle route between the site access and Croxton's Lane;
 - a residential travel plan;
 - commitment to a Smarter Choices Campaign – to encourage modal shift to sustainable means;
 - fully fund a bus service to the site to the specification of the highway authority.

6.6. It should be noted that all mitigation measures are the same as those previously considered by the Planning Committee in August 2022 with the exception of:

- the inclusion of a £1,350,000 financial contribution in lieu of the hospital link road; and
- the removal of improvements and contributions towards the Section 2 of the Chelmsford to Great Waltham cycle route as this has now been completed and is therefore no longer required.

6.7. Whilst the hospital link road is no longer proposed, changes and closures to parts of Woodhouse Lane are still required. These are subject of application 21/00881/FUL. These amendments and closures are required to provide improved access for residents of Woodhouse Lane, to remove a potential vehicle through route from the development on the existing narrow lane to Hospital Approach and Blasford Hill and to provide safe and sustainable walking and cycling routes. Whilst theoretically it would be possible for vehicles to cut through Farleigh Hospice from their service entrance on Woodhouse Lane out onto North Court Road, the proposed closures are unlikely to make this a realistic prospect. This opportunity also already exists. Through the related application for the closures to Woodhouse Lane a condition could secure the provision of signage at the service entrance to discourage use.

7. Legal Obligations

7.1. For completeness, the planning obligation requirements for the overall development are set out under the headings below:

Affordable Housing

- 35% of total units to be affordable with 22% of total units affordable rent, 9% First Homes and the balance (4%) Shared Ownership. The size of the Affordable Rented units will reflect the requirements of Table 3 in the POSPD except in the circumstances where the number of residential units built at the site exceeds the 450-allocation identified in the Local Plan. In these circumstances a different housing size table will be applied but only to the Affordable Rented proportion above the 450-allocation number. In this case the affordable rent units above the 450 number will reflect Table 3 in the Housing Additionality Affordable Housing for Rent Planning Advice Note (January 2022) i.e., a greater proportion of four-bedroom homes.
- Wheelchair User M4(3)(2)(b) units to be secured at 5% of the total number of affordable homes.
- First Homes financial contribution to make up the 5% difference in the discount applied to Shared Ownership will be £247 per sq. m for each First Home flat and £202 per sq m for each First Home House. As an alternative to paying the First Homes Financial contribution the s.106 will provide scope for the developer to either discount First Homes at 40% or 50% from market value or, provide an enhanced affordable housing rented offer of similar value. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).
- Affordable housing scheme to be submitted to address phasing, delivery and mix for each phase.

Specialist Residential Accommodation (SRA)

- SRA to be either provided on site or through payment of a contribution of £457.50 per new residential dwelling. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Self/Custom Build

- Self/Custom Build housing to be provided at 5% of the total number of units.

Highways and transportation

- A financial contribution of £1,350,000 (index linked) to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service. Up to £350,000 of the contribution to be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan.
- Northeast by-pass contribution of £2.5million (Civil Eng Index linked).
- Cycle/footbridge over Essex Regiment Way contribution of £0.4million (Civil Eng Index linked).
- Junction improvements contribution of £1m (Civil Eng Index linked).
- Cycle route south from new access roundabout contribution of £300,000 towards a cycle route between the site access roundabout and Croxton Lane (Civil Eng Index linked).
- Closure/downgrading/alterations to Woodhouse Lane.
- Developer to submit details of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane for technical approval prior to any development above slab level taking place at the site.
- No occupation of phase 2 of the development until technical approval has been given for the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction and associated works to Woodhouse Lane.
- Construction and delivery of the connection of the spine road to Woodhouse Lane, the Woodhouse Lane junction, and associated works to Woodhouse Lane, in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority prior to 200th occupation.
- A bus strategy to be submitted to and approved by the highway authority prior to occupation.
- Developer to provide a bus service to the site to the specification of the highway authority prior to occupation of the 60th dwelling.
- Residential Travel Plan (including car club scheme) annual monitoring fee of £2817 until a year after full occupation (Government's Consumer Price Index (CPI)).
- Smarter Choices campaign annual monitoring fee of £5,000 (Government's Consumer Price Index (CPI)) until a year after full occupation.
- Restriction on occupations until the new access roundabout, the spine road, works to Woodhouse Lane, cycle facilities and bus stop infrastructure have been carried out and a certificate of completion issued under s.278.

Open space

- Local open space to be provided to be laid out and secured in accordance with the planning permission.
- Local open space maintenance plan to be submitted and agreed.
- Open space commuted payment for maintenance of £234.82 per dwelling for open space (local and natural) maintenance bond to be submitted and secured, along with local authority step in powers should the developer wish to maintain the open spaces (in accordance with Tables 9 and 10 of the Planning Obligations Supplementary Planning Document). (Not index linked – POSPD para. 14.20).
- Strategic open space contribution in lieu of on-site delivery of parks sports and recreation grounds at £1,052.00 per dwelling (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Education

- Provision of a stand-alone early years and childcare nursery on land within the site of no less than 0.13ha. An area of 0.13 hectares of land to be secured and remediated to be transferred to ECC or other agreed body for a nominal sum at the formal request of the education authority.
- Contributions in accordance with ECC formula (as set out in Table 5 below) for Early Years, Primary and Secondary education to be paid in tranches as agreed with the education authority.

Table 5: Education	Factor			
	1 bed	Flat	House (2+ bed)	Cost per place
Early Years & Childcare	0	0.045	0.09	£20,508
Primary	0	0.15	0.3	£20,508
Secondary	0	0.1	0.2	£24,929
Formula = [Number of dwellings x factor] x cost per place (+ Public Sector Building Non-housing (PUBSEC Index))				

Healthcare

- Provision of land for a health facility with space for the new building appropriate access, parking and servicing arrangements to accommodate a building of around 1,000 sq. m to be secured and remediated. The site is to be subsequently transferred to Chelmsford City Council for a nominal sum on receipt of a formal request of the health authority.
- Contribution of £253,900 [£496.18 per dwelling] to support the development proposal.

Community Facility

- A community facility to be provided within the health facility building.

Biodiversity Net Gain

- Provision of biodiversity net gain.

Essex Coast RAMS

- Contribution of £137.71 per dwelling.

Monitoring

- Contribution to cover Strategic Sites and Affordable Housing Monitoring cost and ECC Monitoring cost.

8. Community Infrastructure Levy (CIL)

8.1. This application may be CIL liable and there may be a CIL charge payable. CIL would be calculated based on reserved matters applications.

9. Planning Balance (Conclusion)

9.1. Whilst a Memorandum of Understanding (MOU) was signed by The NHS Trust (January 2019) as part of the Local Plan adoption process, it became clear as part of discussions that as time went on, the NHS Trust were reluctant to support the proposed link road. The NHS Trust have subsequently confirmed their position that they would prefer that the hospital link road is not constructed and that, despite the applicants offer of a financial sum to cover future maintenance, the NHS Trust could not accept any costs or liability for the road such that it could not go ahead. The applicant has therefore proposed an alternative transport strategy in lieu of the hospital link road.

9.2. The conclusions reached in the planning balance carried out as part of the August 2022 committee report (Appendix 2) have not materially changed following the removal of the hospital link road and the inclusion of the alternative transport strategy in the form of a financial contribution (£1,350,000) mainly towards the Park and Ride shuttle bus service.

9.3. The application site has been allocated in the Chelmsford Local Plan. It is a sustainable extension to the existing settlement of Broomfield. The application follows an approved masterplan and has been planned in a sustainable way. The development would maximise opportunities for walking and cycling, rather than the private car.

9.4. The development would generate jobs through the construction process and in the longer term through the onsite healthcare facility and early years and childcare facility. The construction of up to 512 dwellings on the site would increase spending locally which would add to the local economy.

9.5. The proposed development would be in a location where local schools, shops and healthcare facilities could be accessed on foot, by cycling or through public transport. The development would, subject to S106 obligations, provide safe and accessible alternative travel modes to the private car.

9.6. The development is required to meet the Council's identified growth needs. The development would provide a range of house types and tenures, including affordable rent homes, First Homes, Shared Ownership homes, Custom Build, Wheelchair User homes and accessible or adaptable homes. Provision would also be made for specialist residential accommodation (either by financial contribution or on-site provision), a healthcare facility, community space and early years and childcare facility. Financial contributions would be made towards local education provision. The development would include local open space, a children's play area and natural and semi-natural open spaces.

9.7. The development would result in a biodiversity net gain, substantial new tree planting and the creation of natural and semi-natural open spaces. The developer has advised that the scheme will be 'gas free' and that houses will be heated by air source heat pumps and solar energy. 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.

9.8. There are no other material considerations such as a change in government or local policy that need to be taken into account since the committee's previous consideration of the application in August 2022. The Broomfield Neighbourhood Plan has not reached a stage where it can be considered a material planning consideration.

9.9. Overall 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 therefore acceptable, subject to conditions and the completion of the S106 agreement.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Procedure

Condition 1 – Reserved Matters

No development shall commence within any phase until plans and particulars showing precise details of the appearance, landscaping, layout and scale (hereinafter called the "Reserved Matters") within the phase have been submitted to and approved in writing by the Local Planning Authority. All development shall be carried out in accordance with the Reserved Matters details approved.

Reason:

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

Condition 2 – Time limits

(i) Application for the first Reserved Matters application shall be made no later than the expiration of 3 years beginning with the date of this planning permission.

(ii) Application for the approval of the remainder of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 6 years from the date of this planning permission.

(iii) Implementation of a Reserved Matters Approval shall commence no later than 2 years from the date of the approval of the Reserved Matters for the relevant phase.

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 3 – Parameter plans

Plans and particulars of the Reserved Matters referred to in Condition 1 for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority, and shall accord with the following Parameter Plans (subject to such minor variation that may be subsequently agreed in writing by the local planning authority):

- 25746-RG-M-86D Public Open Space
- 25746-RG-M-82A Land Use

- 25746-RG-M-83C Building Heights
- 25746-RG-M-84E Access and Movement
- 25746-RG-M-44F Tree and Building Removal

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Compliance with approved plans

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

Reason:

In order to achieve satisfactory development of the site.

Condition 5 - Phasing

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 6 - archaeology

- (i) Prior to the commencement of the development an archaeology mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to and approved in writing by the local planning authority following the completion of the archaeological evaluation.
- (ii) No development or preliminary groundworks shall commence on those areas containing archaeological deposits until fieldwork, as detailed in the archaeology mitigation strategy subject of part (i) of this condition, has been carried out.
- (iii) Within six months of the completion of the fieldwork, unless otherwise agreed in writing with the local planning authority, a post-excavation assessment shall be submitted to and agreed in writing with the local planning authority. This shall include a 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:

Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. A phased archaeological condition is needed to ensure appropriate mitigation. This is in line with the National Planning Policy Framework and Policy DM15 of the Chelmsford Local Plan.

Condition 7 – Contamination

No development shall commence within each phase or sub-phase of the development until a scheme to deal with the risks associated with the contamination of the land associated with that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The scheme shall incorporate the following components:-

- (i) A preliminary risk assessment which identifies:- Previous uses, Potential contaminants associated with those uses, A conceptual model of the site including sources, pathways and receptors, Potentially unacceptable risks arising from contamination at the site.
 - (ii) A site investigation scheme based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - (iii) The site investigation results and a detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken,
 - (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- The scheme shall be implemented as approved unless any changes are otherwise agreed in writing with the local planning authority.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is identified and remediation measures appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 8 - SuDS

As part of Reserved Matters submissions for each phase or sub-phase, a detailed surface water drainage strategy shall be submitted for approval. The strategy shall broadly accord with the submitted Flood Risk Assessment and Drainage Strategy by Stantec (May 2022) and include consideration of a range of SUDs measures such as green roofs, rainwater harvesting, rain gardens, water butts and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy DM18 of the Chelmsford Local Plan.

Condition 9- Levels

Prior to any construction works within each phase or sub-phase, including the spine road, detailed drawings and sections showing the finished levels of all parts of the development 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 10- BREEAM

- a) The neighbourhood centre building, healthcare facility and early years building hereby permitted shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);
- b) Prior to the commencement of the neighbourhood centre building, healthcare facility or early years building, 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;
- c) the neighbourhood centre building, healthcare facility or early years building 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 neighbourhood centre building, healthcare facility or early years 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

Condition 11– PROW safeguarding

No development shall take place within the phases or sub phases adjoining the Public Right Of Way Number 29 (PROW 225_29) until a scheme (including temporary re-routing, fencing, barriers, crossing points) to safeguard public use of the existing public right of way has been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with the approved plan.

Reason:

To ensure the existing public right of way is retained and available throughout the development period.

Condition 12– Hard Landscape

No development shall commence within each phase or sub-phase of the development until details of the following have been submitted to and approved in writing by the local planning authority:-

- (i) The proposed roads/footways/footpaths and cycleways within that phase or sub-phase of the development including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, gradients, surfacing and means of surface water drainage,
- (ii) How the design of the streets and spaces take into account mobility and visually impaired users, and
- (iii) A panel composed of samples of all materials to be used in the paving of the ground surfaces including details of the product name, number, colour and manufacturer.

Reason:

To ensure that the proposed hard landscape is visually satisfactory, able to be maintained in the long term, suitable for drainage purposes, does not prejudice the lasting quality of the locality and which ensures that materials sourcing is resource efficient in accordance with Policies DM24, DM18 and S2 of the Chelmsford Local Plan.

Condition 13- Construction Method Statement

No development within each phase or sub-phase of the development shall commence until a Construction Method Statement for that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The statement shall include details of the following relating to such phase or sub-phase of the development:-

- i. construction vehicle access and routing,
- ii. any temporary traffic management/signage,
- iii. wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,
- iv. contractor and visitor parking clear of the highway,
- v. highway safety considerations,
- vi. turning, loading and unloading of plant and materials,
- vii. hours of deliveries,
- viii. a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction, and

- ix. a scheme to prevent pollution caused by surface water run-off and groundwater during construction.

The approved statement shall be adhered to throughout the duration of the construction period of the relevant phase or sub-phase of the development. Until final surfacing is completed, footway and shared surface base courses shall be provided and maintained in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering pedestrian routes.

Reason:

In the interests of highway safety and to ensure the environmental impact of the construction of the development is adequately mitigated and to safeguard the amenities of the occupiers of neighbouring residential properties and future residents of the development in accordance with Policies S2, DM24 and DM29 of the Chelmsford Local Plan.

Condition 14– Badger Report

As part of Reserved Matters submissions for each phase or sub-phase a badger monitoring report shall be submitted for approval.

Reason:

In the interests of safeguarding badgers in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 15– Arboriculture

As part of Reserved Matters submissions for each phase or sub-phase the following documents shall be submitted for approval:

- (i) an impact assessment & arboricultural method statement. To include:
 - (a) Details of trees and hedges to be retained and removed,
 - (b) Details of tree surgery work to retained trees,
 - (c) Specification for tree protection including layout and type of tree protection for construction including change that may occur during development,
 - (d) Location and installation of services, utilities and drainage,
 - (e) Details of construction within the root protection area of retained trees,
 - (f) A full specification for the construction of the new access and parking areas, including details of the bespoke cross-over and cellular confinement specification, and the extent of the areas. Details must include the relevant sections through them,
 - (g) Details of site access, temporary parking, welfare facilities, loading and unloading, storage of equipment, materials, fuels and waste,
 - (h) Tree protection plan,
 - (i) Boundary treatments within the root protection areas,
 - (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.
- (ii) strategic soft landscaping design
- (iii) landscape and ecological maintenance plan
- (iv) landscape and ecological management plan

Reason:

In the interests of creating a landscape led development and safeguarding landscape feature which are preserved and of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

Condition 16– Custom Build Design Code

No development within any phase or sub-phase of the development which will include custom build housing shall commence until a design code for custom build units has been submitted to and agreed in writing with the local planning authority. This shall be in accordance with the Council's Self-Build and Custom Build

Planning Advice note dated April 2022. Subsequent reserved matters applications for custom build units shall accord with the approved design code.

Reason:

To ensure satisfactory development of the site and ensure the development is visually satisfactory in accordance with policy DM23 of the Chelmsford Local Plan.

During Construction

Condition 17– Public Art

Within twelve 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.

Reason:

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

Condition 18– Boundaries

- 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) Individual dwellings shall not be occupied until boundary treatments relating to the dwelling or dwellings have been implemented in accordance with the approved details.

Reason:

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

Condition 19– KEGS boundary

Prior to its installation, details of a fence to be installed on the western boundary of the site with the King Edward VI Grammar School playing field shall be submitted to and agreed in writing with the local planning authority. The fence shall be installed prior to the first occupation of any part of the development.

Reason:

To ensure the proposed development is visually satisfactory and to restrict access to the neighbouring private land.

Condition 20– Refuse & Recycling

Prior to their installation, details of the facilities for the storage of refuse and recyclable materials shall be submitted to and approved in writing by the local planning authority. 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 21– Lighting

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

Reason:

To ensure that the proposed development is visually satisfactory and does not adversely affect biodiversity in accordance with policies DM23 and DM16 of the Chelmsford Local Plan.

Condition 22– new roundabout

Within six months of commencement of the development hereby permitted a new roundabout junction on B1008 as shown indicatively on Ardent plan 184281-002F shall be provided. The junction shall include a toucan crossing on the northern arm, parallel crossing on the western arm and uncontrolled drop kerb crossing on the southern arm.

Reason:

To enable construction and residential access to the site.

Condition 23– completion of spine road

Prior to occupation of the 200th dwelling the spine road from B1008 to Woodhouse Lane, including the junction to Woodhouse Lane and associated works to Woodhouse Lane shall be completed and available for use. The spine road shall include a bus turnaround area towards the south-western extent of the spine road, within phase 2, and junction with Woodhouse Lane, and associated works to Woodhouse Lane (east) to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented.

The spine road shall comprise:

- a) A 6.75 metre single carriageway
- b) LTN 1/20 complaint two-way cycleway (3m) with segregated footway (2m) on southern side with no individual frontage access
- c) parallel crossing points to accommodate cyclists and pedestrians
- d) Drop kerbs on south side opposite side road junctions on the north side to allow cyclists to join the southern cycleway
- e) Uncontrolled crossing points at agreed locations along the route, to include features to enable ped/cycle permeability throughout the site
- f) A verge and 2m footpath adjacent to carriageway on northern side
- g) Traffic calming measures
- h) Bus stops and bus turnaround facilities
- i) Connections to the western section of Woodhouse Lane, with associated works to Woodhouse Lane to enable a prohibition of motor vehicles traffic regulation order (TRO) to be completed.

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 24 – provision of cycleway and pedestrian improvements Chelmsford to Gt Waltham

There shall be no occupation of the site until the cycleway and pedestrian improvements to section 1 of the Chelmsford to Great Waltham cycle route from Corporation Road to Goulton Road, to include footway

widening along the route, parallel crossing (Kings Road), North Avenue central reserve crossing, resurfacing and signs and lines have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 25– cycle way provision eastern side of B1008

There shall be no occupation of the site until LTN 1/20 compliant cycleway and pedestrian improvements to the eastern side of B1008 north of the access roundabout, as shown indicatively on Ardent plan 184281-013A have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 26– additional bus stops B1008

There shall be no occupation of phase 1 until new additional bus stops north and southbound on the B1008, at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure properties within phase 1 of the development are within 400m walking distance of a bus stop.

Condition 27– additional bus stops spine road

There shall be no occupation of phase 2 until bus stops on the spine road, at locations to be agreed with Essex County Council have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure all properties are within 400m walking distance of a bus stop

Condition 28– residential travel plan

Prior to first occupation of the development hereby permitted a residential travel plan shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation, with annual monitoring reports submitted to Essex County Council.

The Travel Plan shall include:

- a) Information on bus, rail, walking, cycling routes in the vicinity of the site;
- b) Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
- c) Season tickets/vouchers to include:
 - 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - Discounted bus travel tickets in following years
 - Discounted rail travel vouchers (format and quantity TBA)
- d) Details of the car club scheme for the development which shall include:
 - Provision of 2 spaces across the development or within the neighbourhood centre?

Funded for 5 years after final occupation
One space to be provided by occupation of the 119th dwelling
Second space to be provided by occupation of the 319th dwelling
Discounted or free membership to encourage uptake

Reason:
To promote sustainable travel to/from the site

Condition 29– smarter choices campaign

Prior to first occupation of the development hereby permitted, details relating to a Smarter Choices Campaign, covering existing residences with the Parish of Broomfield and along Blasford Hill, shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved campaign shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation and annual monitoring reports submitted demonstrating the level of target achievement.

The Smarter Choices Campaign shall include measures to encourage modal shift to sustainable means and shall include:

1. Information on bus, rail, walking, cycling routes in the vicinity of the site;
2. Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
3. Season tickets/vouchers a. 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
b. Discounted bus travel tickets in following years
c. Discounted rail travel vouchers (format and quantity TBA)
4. Cycle training scheme
5. App based rewards scheme offering rewards for utilising sustainable modes

Specific financial penalties if targets are not achieved to be put towards additional sustainable measures (i.e. cycling, Passenger Transport)

Reason:
To promote sustainable travel to/from the area surrounding the site

Condition 30– parking spaces and layout

The number of parking spaces and how these are laid out (including dimensions) shall be in accordance with the Essex Parking Standards Design and Good Practice September 2009. This applies to all vehicular parking spaces including disabled requirements together with cycle parking and facilities for powered two wheelers.

Reason:
To ensure that sufficient off street parking is provided to serve the development in accordance with Policy DM27 of Chelmsford Local Plan.

Condition 31– cycleways

The network of strategic cycleway routes shall be 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 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 32– walking routes

The network of footpath routes shall be surfaced and illuminated in accordance with details to be submitted to and approved in writing by the local planning authority. The walking 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 33– Public Right of Way

(i) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) Footpath 29 Little Waltham between Woodhouse Lane and the proposed spine road shall be upgraded to cycletrack and removed from the PROW network.

(ii) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) 29 Little Waltham between proposed Spine Road and northern site boundary shall be upgraded to footway and removed from PROW network.

Reason:

To provide fit for purpose routes reflecting the change of circumstances and the expectation of occupiers of the new development.

Condition 34– Ancillary infrastructure

No ancillary infrastructure including pipes, flues, vents, meter boxes, external letterboxes, fibre wires and cables required by statutory undertakers and to be incorporated as part of the building design shall be provided within each phase or sub-phase of the development until full details of their location and design have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the detailed finish of the proposed development is visually satisfactory and does not prejudice the lasting quality of the locality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 35– Street lighting and signage

No street lighting, street name plates and any other signage shall be provided within each phase or sub-phase of the development until full details of their location and design have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the proposed development is visually satisfactory, to avoid street clutter, to minimise the number of sign posts in public spaces, to maximise the placing of lights and signs on building faces and to ensure lasting environmental quality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 36– Materials

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

Reason:

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

Prior to first occupation

Condition 37– SuDS maintenance plan

Prior to the first occupation of the development a maintenance plan detailing the maintenance arrangements for SuDS features including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be submitted to and agreed 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 38– SuDS maintenance

The applicant or any successor in title must maintain yearly logs of maintenance to the surface water drainage system which shall be carried out in accordance with the approved Maintenance Plan subject of condition 40. These logs 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 39– Contamination verification

Prior to the first occupation or first use of each phase or sub-phase, any remediation of the site found necessary shall be carried out. A validation report to that effect and a long term monitoring and maintenance plan in respect of groundwater shall be submitted to the local planning authority for written approval prior to the first occupation of the relevant phase or sub-phase and the development shall be carried out in accordance with that scheme.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is remediated appropriately to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 40– Carriageway Construction

The carriageways of the proposed estate roads shall be laid out and constructed up to and including at least road base level, prior to the commencement of construction of any residential dwelling or building intended to take access from that road.

Reason:

To provide a satisfactory interim standard of access and safety and linkage with the existing highway network.

Condition 41– Final Surfacing of Roads and Paths

The carriageways, footways, shared surfaces, footpaths and cycleways within each phase or sub-phase of the development shall be completed with final surfacing prior to the occupation of 90% of the units within that phase/sub-phase of the development unless the road is a construction route in which case the final surfacing shall be completed following the cessation of use of that road as a construction route.

Reason:

In the interests of highway safety.

Condition 42– Vehicle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved parking areas for that part of the development have 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 that part of the development 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 43– Cycle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved cycle parking areas for that part of the development have been made available for use. The cycle spaces shall not thereafter be used for any purpose other than the parking of cycles in conjunction with that part of the development which they serve.

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 44– Broadband

Each dwelling shall be provided with a connection to 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 45– 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 or one electric vehicle charging point per 10 parking spaces for a non-residential building. 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.

Ongoing

Condition 46– Water Efficiency

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

Reason:

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

Condition 47– M4(2)

A minimum of 50% of the dwelling units as approved shall be constructed to comply with Building Regulations Approved Document Part M4(2) Category 2 (2010 - as amended).

Reason:

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 48– PD rights boundary treatments

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no wall, gate or other means of enclosure other than approved under reserved matters shall be constructed beyond the roadside front or side elevation of properties within the site without the written consent of the local planning authority.

Reason:

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

Condition 49– Unbound material

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

Reason:

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

Post Occupation

Condition 50– planting report

Within 24 months of the first occupation of each phase or sub-phase of the development a tree and hedge planting report detailing the results of the first 12-month defect inspection shall be submitted to and agreed in writing with the local planning authority. Any remedial works shall be carried out in accordance with a timetable to be submitted to and agreed in writing with the local planning authority.

Reason:

In the interests of creating a landscape led development and safeguarding landscape feature which are preserved and of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

Essex County Council Highways

Comments
<p data-bbox="164 344 301 374">18.05.2023</p> <p data-bbox="164 414 1433 607">The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation and the additional information supplied since first submission by the applicant. This work has concluded that subject to a package of appropriate mitigation, the traffic impact that results from the proposals could be suitably mitigated through a package of sustainable transport measures and financial contributions towards additional mitigation as set out in this recommendation.</p> <p data-bbox="164 645 1449 1086">The 2 connected applications (20/02064/OUT and 21/00881/FUL) have been revised to omit the link to Broomfield Hospital via the application site due to the MEHT being unable to agree to its provision. Whilst the submitted TA seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the approved NE Bypass Planning Application (CC/CHL/85/21) demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 Base and will be in 2024 (excluding Bloor development) and 2036 (including Bloor development) and therefore mitigation is required in lieu of an access to Broomfield Hospital via the development, a financial contribution is necessary, which is to be spent primarily on providing Park and Ride Shuttle services to Broomfield Hospital and fare incentives to encourage staff, patients and visitors to use this service. In addition, up to £350,000 of the contribution could be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan, if required.</p> <p data-bbox="164 1124 1465 1769">This application (20/02064/OUT) results in the need to change the existing road arrangement to create an alternative connection to Woodhouse Lane through the development, which will provide improved access for residents on Woodhouse Lane west of the site by way of the spine road through the development, remove the vehicle through route on the existing narrow lane and create a safe, sustainable travel corridor providing a direct walking/cycling link from the development to Hospital Approach via Woodhouse Lane and North Court Road and on to the Chelmsford to Gt Waltham cycle route, away from the B1008 to/from the site. For this to happen, a vehicle prohibition order on Woodhouse Lane east of the new access road is required. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that the TRO is confirmed as soon as possible post planning approval to ensure there is certainty that it can be delivered without abortive works and to provide a sufficient level of good quality walking/cycling links southwards of the site on Woodhouse Lane and North Court Road. If the TRO is not successful, an alternative sustainable solution would be required which would need to be identified and agreed with the Highway Authority. Whilst intrinsically linked to this application, the amendments to Woodhouse Lane are dealt with under a separate planning application (21/00881/FUL) but it is imperative the 2 applications are considered concurrently. The required obligations for 21/00881/FUL must be linked within the S106 for 20/02064/OUT.</p> <p data-bbox="164 1807 1401 1879">Taking the above into consideration, the Highway Authority would not wish to raise an objection to the above application subject to the provision of the requirements set out below.</p>

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

The developer to provide the following S278 highway works:

Access Roundabout

Spine Road

Woodhouse Lane junction & associated works (inc closures)

Cycle facilities

Bus stop infrastructure

The developer to provide the following S106 contributions:

A financial contribution of £1,350,000 (index linked) to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service. In addition, up to £350,000 of the contribution to be used on alternative sustainable travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan.

Chelmsford NE Bypass (CNEB) - £2.5million towards Phase 1 of CNEB which is required to accommodate development in the current Local Plan including the North of Broomfield site.

Off-site Road Junctions - £1.0million towards mitigation of the cumulative impacts of the Local Plan development on routes between the site and the city centre.

Bridge £0.4 million towards a pedestrian and cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.

Cycle route south from new access roundabout - £300,000 towards a cycle route between the site access roundabout and Croxton Lane.

Provision of bus strategy and provision of a bus service to be developer funded for 5 years.

Residential Travel Plan (including car club) and Smarter Choices Campaign

Annual Travel Plan monitoring fee of £2817 (index linked) to Essex County Council until a year after full occupation.

Annual Smarter Choices monitoring fee of £5000 (index linked) to Essex County Council.

General Conditions

Construction Management Plan

Pedestrian and Cycle Routes

Public Rights of Way
No unbound material
Maintenance of Landscaping
Adherence to Parking Standards
Sustainable Urban Drainage Solutions
Conformity of Internal Roads to Design Guidance Best Practice
Estate Carriageway Construction

Little Waltham Parish Council

Comments
05.04.2023 No comments on this application.

Broomfield Parish Council

Comments
14.04.2023 Supports the re-introduction of the shuttle bus service from the Chelmer Valley Park & Ride to Broomfield Hospital, with targeted funding to promote the service. Strongly opposed to spending the entire capital sum on single initiative. A comprehensive, carefully-considered strategy for mitigating the traffic impacts of the development should be agreed with the Broomfield and Little Waltham communities. The use of the available capital should then support this strategy, prioritizing aspects which will have the longest-lasting benefits on the B1008 corridor. Since the time of the PFI expansion (around 2003 up to the Local Plan Examination in 2018), Hospital management has been keen to create a second, regular access road to the site and the Council has been supportive of this aspiration. For the local community, the sole positive aspect of Strategic Growth Site 8 North of Broomfield (SGS8) was the inclusion of a new link road from the east, in the expectation that it would alleviate traffic problems on the B1008, particularly the Hospital Approach/Main Road junction. The variation now proposed of substituting a subsidized bus service for a significant piece of infrastructure is a significant departure from the Local Plan and the understanding upon which it was consulted upon and examined.

Very disappointed that the promised new access road to the Hospital site is likely to be scrapped. Mitigating infrastructure being dropped but the development going ahead anyway.

The Council insists that the SGS8 spine road is built with the capacity for a link road onto the Hospital site to be added as originally planned, at a later date. However, should the Hospital Trust revert to its earlier desire for a second regular access, that would need to be funded through NHS capital funding streams not by further development, with the usual negative impacts for the local community.

The availability of up to £1.35M to mitigate traffic impacts on the B1008 is a great but unique opportunity.

It must not be entirely spent on one single measure, but must be used carefully and judiciously to support a wider strategy, in consultation with the local communities that will be most affected by the development of SGS8.

ECC Green Infrastructure

Comments
31.03.2023 Having reviewed the Planning Statement/Environmental Statement/ Design and Access statement/Landscape plans/EIA/Masterplans and the associated documents do not object to the granting of 20/02064/OUT subject to landscaping, maintenance and 10% biodiversity net gain.

Local Residents

Comments
No further responses.



ALTERATIONS AND ADDITIONS TO PLANNING COMMITTEE

20th June 2023

7. 20/02064/OUT – Strategic Growth Site North Of Woodhouse Lane, Broomfield, Chelmsford, Essex

Amendment to Condition 26

Condition 26 has been amended to include a note about land ownership. The condition should read as follows:

Condition 26– additional bus stops B1008

There shall be no occupation of phase 1 until new additional bus stops north and southbound on the B1008 (either on land within the applicant’s control, or within Highway Land), at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure properties within phase 1 of the development are within 400m walking distance of a bus stop.

Item 9

22/01723/FUL - The Avenue, Springfield and Land Forming Part of Beaulieu Park Sports Ground Springfield Chelmsford

Condition 11 – SuD’s Scheme

The first part of the condition states ‘The scheme should include but not be limited to Limiting discharge rates to 1.88l/s for all storm events up to, and including, the 1 in 100 year rate plus 40% allowance for climate change’; this is to be amended to ‘limiting discharge rates to 2.5l/s’.

The amendment follows an error highlighted in the consultation response from the ECC SuD's Team in relation to the maximum permitted discharge rate based on the area of the proposed drainage system in the development area.

Item 9

22/01723/FUL - The Avenue, Springfield and Land Forming Part of Beaulieu Park Sports Ground Springfield Chelmsford

A letter of representation has been received from Holmes & Hills Solicitors on behalf of their client New Hall School.

Position with Countryside Zest (the applicant) and DWD (the planning agent)

The letter refers to communication between the school and the applicant's planning agent; the school has raised concern with a lack of engagement in relation to:

- Demolition of the pillars, gates and walls at the White Hart Lane entrance,
- Land ownership and the applicant's ability to deliver the proposed highway arrangements (the pillars, gates and walls being located on land within the school's ownership),
- Impact on the school's pre-existing private rights of way and the potential substantial interference with this right of way and
- Impact on the school's existing transport network by the proposed new highway arrangements.

Position with ECC Highways

Reference has been made to a meeting between the school, the Highway Authority and the local planning authority on 24th January 2023.

The key issues are summarised as:

1. Whether the pillars, gates and walls at the White Hart Lane entrance are located on land designated as public highway.
2. Whether there is a feasible alternative to pedestrian/cyclist priority at the new junction onto The Avenue.
3. What impact the bus link road application would have on the school's transport network.

Issue 1 – Land Ownership

- A note was prepared by Essex Highways dated 3rd May 2023; ECC agreed in the note that the pillars, gates and walls did not form part of the public highway.
- Countryside Zest have sought to contend that the pillars, gates and walls are located on land within its ownership. The importance of the issue relates to Countryside Zest's ability to deliver the bus link road.

- Countryside Zest have provided no further information in relation to the exercise and evidence required to establish legal ownership.
- The Essex Highways note advised that a trapezium shaped parcel of land in front of the school's gates registered to New Hall School against EX679614 is not considered to be part of the highway. The agent has relied upon the note to imply that the pillars, gates and walls are located on land in the applicant's control.
- Countryside Zest have not carried out a land surveying exercise to determine the position of the legal boundaries.
- Paragraphs 6.20 and 6.21 of the committee report are judged to be seriously misleading as the agreed approach to determining the land ownership issue has not been carried out.

Issue 2 – Feasible Alternatives to Pedestrian/Cycle Priority at the new Junction onto The Avenue

- The Highway Authority consultation response contains a stock response in relation pedestrian/cycle priority.
- The preference for priority crossings of cycle tracks at side roads has informed the proposal.
- Details of other design proposals that were considered, and seemingly discounted have not been shared with the school so that a better understanding can be gained of why, and how, the current design and arrangements have been arrived at.
- 'Left-turn' down The Avenue does not currently exist.
- The existing highway arrangements would be altered to create a new left turn junction and to re-align/re-route the existing access road. The reality is a new right turn off the existing access road onto the new bus link road to gain access to the railway station; the school have queried whether in such circumstances, it would still be the case that LTN1/20 would prescribe a preference for a priority crossing for pedestrians and cyclists.

Issue 3 – Impact of the Bus Link Road on the School's Transport Network

- No surveys have been undertaken of the current vehicular movements in relation to the school and no detailed analysis of the likely number of buses, pedestrians and cyclists that will be seeking to access the train station with no assessment of the likely impact on the flow of traffic using the school's transport network at peak times.
- No indicative train and bus timetables have been issued.
- Countryside Zest's transport consultant has not been asked to provide modelling of the likely traffic flows based on actual surveys of vehicle movements in relation to the school.

The statement that the school's existing access rights from White Hart Lane across the applicant's land to The Avenue would be unaffected by the bus link is not the result of a sound evidence base.

22/01723/FUL - The Avenue, Springfield and Land Forming Part of Beaulieu Park Sports Ground Springfield Chelmsford

Following receipt of the letter of representation from Holmes & Hills Solicitors on behalf of their client New Hall School, the applicant's planning agent and the Highway Authority have responded as set out below:

Agent Response

Issue 1 – Land Ownership

- The extent of the trapezium shaped parcel of land (EX678614) transferred from the Charity of the Regular Canonesses of the Order of the Holy Sepulchre of Our Lord to New Hall School in July 2021 aligns with the extent of the publicly adopted highway in this location.
- Countryside Zest's title, EX913508, abuts the adopted highway.
- The registered landowners were formally notified of the application.
- Land ownership is not a material consideration in the determination of a planning application.
- An agreement under Section 278 of the Highways Act 1980 can be used to licence a developer to carry out improvement works on a public highway, which are generally necessary where planning permission has been granted for a development.
- The proposals include for re-provision of the entrance wall, plaque and signage, ensuring there is a clearly recognisable entrance feature.
- Significant public benefits result from the provision of a bus, cycle and walking link from White Hart Lane to the new Beaulieu Park Railway Station.
- Security to the school is maintained as New Hall School have erected new gates to the main school entrance from the vehicle access at the top of the Avenue.

Issue 2 – Feasible Alternatives to Pedestrian/Cycle Priority at the new Junction onto The Avenue

- The rationale for the design approach is set out in the planning application.
- The crossing on The Avenue has been designed to prioritise pedestrians and cyclists over vehicles; this aligns with LTN1/20 and recent changes to the Highway Code with the hierarchy of road users.
- The proposal would not prejudice vehicular ability to access The Avenue / New Hall School.
- The proposals significantly enhance walking and cycling links including to New Hall School from White Hart Lane.

Issue 3 – Impact of the Bus Link Road on the School's Transport Network

- The application submission details the anticipated frequency of buses along the bus link road, including during peak times.

Other Matters

- The proposals were amended in response to issues raised by New Hall School to include the re-provision of a wing wall and plaque to maintain a notable entrance feature.

- The outline planning permission for Beaulieu established the principle of a two-way bus link road to connect White Hart Lane with Beaulieu Park Railway Station and contained an obligation in the legal agreement.
- The Charity of the Regular Canonesses of the Order of the Holy Sepulchre of Our Lord to New Hall School were party to the legal agreement.
- The provision of a new station at Beaulieu is a long standing aspiration and was adopted in the Council's Local Development Plan as a critical part of a major urban expansion of Chelmsford delivering sustainable public transport and for the wider economic development of the area.
- The formation of a bus, cycle and pedestrian link from White Hart Lane to Beaulieu Park Station is an important component in the delivery of access to the station and would further enhance walking and cycling links to New Hall School from White Hart Lane, beyond those already delivered by the Beaulieu development.

ECC Highway Authority Response

Issue 1 – Land Ownership

- The Highway Authority has visited the site to measure and consider the extent of the highway and has determined that the trapezium shaped piece of land under New Hall School's ownership falls within the highway boundary.
- The highway extends up to but does not include the wall and pillars; these have not been adopted by any adoption mechanism and form a physical barrier to any potential highway rights being established beyond them.
- The land required for the proposed works is either considered highway or within the applicant's control and s278 works can be progressed.

Issue 2 – Feasible Alternatives to Pedestrian/Cycle Priority at the new Junction onto The Avenue

- Significant consideration has been given to the design of the junction with The Avenue and the new bus link road to balance the highway requirements and that of heritage as the committee report sets out at paragraphs 6.8 and 6.25.

Issue 3 – Impact of the Bus Link Road on the School's Transport Network

- New Hall School would still retain their three access points and two egress points post completion of the bus link. The application does not seek to change this position.

MINUTES
of the
PLANNING COMMITTEE
held on 20 June 2023 at 7:00pm

Present:

Councillor J A Sosin (Chair)

Councillors J. Armstrong, S. Dobson, S. Hall, R. Hyland, J. Lardge, R. Lee, , E. Sampson, A. Thompson, C. Tron and P. Wilson

Also Present:

Councillors Bugbee, C. Davidson, Pooley and Scott

1. Chair's Announcements

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

2. Apologies for Absence

Apologies for absence were received from Councillors Pappa and Thorpe-Apps.

3. Declarations of Interest

All Members were reminded that they must disclose any interests they knew they had in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

4. Minutes

The minutes of the meeting on 18 April 2023 were confirmed as a correct record and signed by the Chair.

5. Public Question Time

Public questions and statements were asked on Items 7,8,9 and 12 and are detailed under the relevant items. [The statements submitted in advance can be viewed via this link.](#)

6. Appointment of Vice Chair

RESOLVED that Cllr Sue Dobson be appointed as the Vice Chair of the Committee for 2023/24.

7. 20/02064/OUT – Strategic Growth Site North Of Woodhouse Lane, Broomfield, Chelmsford, Essex & Item 8 21/00881/FUL – Broomfield Hospital, Hospital Approach, Broomfield Chelmsford, Essex, CM1 7ET

Declarations of Interest – Cllr Sosin declared a Non registrable interest for Items 7 and 8 and left the meeting for them. Cllr Dobson took the Chair for Items 7 and 8.

The Committee considered Items 7 and 8 together, due to them being related. Item 7 was for an outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F,1 and F,2), formal and informal open space, and associated infrastructure with all matters reserved expect for primary access. Item 8, was for the Formation of highway connection north of Woodhouse Lane, closure of sections of Woodhouse Lane, provision of turning heads north of Woodhouse Lane and connection to existing highway drainage. [Members of the Committee were also directed to the green sheet of amendments for the meeting, which included an amendment to condition 26 to include a note about land ownership.](#)

The Committee was informed by the chair that all members could take part in the discussions and vote on the two items, not just those who were present in August 2022. It was noted that it had the status of a new application and members had the whole report before them.

The Committee was reminded of the resolution it agreed in August 2022 to approve 20/02064/OUT subject to the completion of the Section 106 agreement, the conditions set out in the report and securing delivery of the link road. Officers informed the Committee that work had been undertaken to secure the delivery of the link road but this had not been possible as an agreement on the future maintenance arrangements, costs and liability of the proposed link road could not be reached with the NHS Trust. Therefore an alternative transport strategy had been agreed by parties in lieu of the hospital link road. The Committee heard that this included a financial contribution of £1,350,000 primarily towards a shuttle bus service between the Chelmer Valley Park and Ride Site and Broomfield Hospital to be provided by the applicant. The Committee heard that officers had undertaken extensive investigation and analysis and concluded that the traffic impact that resulted from the proposal could be suitably mitigated through a package of appropriate mitigation. It was highlighted to the Committee by officers, that with the exception of traffic matters, all other matters considered previously remained unchanged. The Committee was informed that both applications were being recommended for approval.

The Committee heard a statement from the applicant, which highlighted the ongoing work that had been undertaken with partner organisations to secure an acceptable transport position for the scheme. The Committee heard that the alternative transport strategy was the result of extensive consultation and was supported by the NHS Trust and City and County Council, including significant contributions towards the cost of the park and ride service. The applicant also stated that the rest of the application remained as previously agreed.

A local resident addressed the Committee and informed them that residents still held major concerns about traffic on Main Road in Broomfield. They highlighted the Memorandum of Understanding that had agreed the provision of the link road which they felt was still a fundamental part of the application. They stated that the park and ride service would not be

sufficient to mitigate the impact of the development. A further local resident also highlighted concerns for hospital staff having to use the park and ride service. They informed the Committee that there did not appear to be mention of a 24/7 service and would staff be expected to rely on the service on a dark winter night, which they felt was a potential personal security issue.

A representative from Broomfield Parish Council also addressed the Committee. They raised concerns about how the £1.35m figure should be split between the park and ride service and other alternative transport arrangements. They highlighted ongoing issues with traffic levels within the Parish, especially near the hospital and asked the Committee to work with the Parish and its residents to show how development can work in their best interests. The Committee heard that there was no evidence that spending £1m on the park and ride scheme was the right thing to do and it could be argued that further funding would then be required. The Committee were asked to remove the specified £350,000 from the wording of the proposed obligation, so that there was no limit of what could be put towards local schemes that may come forward through the emerging Neighbourhood Plan.

Two local ward members and two other City Councillors also addressed the Committee and the following concerns were raised;

- The link road had been a fundamental element to improve traffic in the area which was already very congested.
- Would the park and ride service be viable?
- Other measures should be considered rather than just relying on the park and ride service.
- What levels of service would be provided by the park and ride, would it be sufficient and cover all shift patterns and would free parking be removed to encourage its use?
- How long would the financial contribution keep the service running for?
- Why was the link road now not required, despite the local plan inspectorate stating it was required?
- Roads in the area were already operating over capacity and the development without adequate mitigation would just increase this.

In response to the points raised by members of the public and local Councillors, officers stated that they were not indicating that the link road was no longer necessary. They were stating that it was no longer possible to be delivered, due to the land being owned by the NHS trust who could not reach an agreement, therefore other options had to be considered. It was noted that the Highways authority felt the alternative arrangement was suitable and would adequately mitigate the impact of the development. The £350,000 towards other measures had been calculated on the basis that £1,000,000 could fund a park and ride service for a five year period, leaving £350,000 for other schemes. It was noted that the service had been successful pre covid and there was demand for it to be restarted. It was also noted that the bus service would be run the same as any others in the area and that specific details of the service would be established with Essex County Council. Officers from the Highways authority also stated that the funding would not fund the service permanently, but it was hoped that over the 5 year period, there would be an adequate modal shift to make the service self sustainable. They also noted that the package of mitigations was adequate in their view and it would be down to officers to develop the service. They felt that a 24 hr service was unnecessary as the key aim of the service was to reduce traffic at peak times. Officers from the Highways authority also stated that they could not object to the evidence provided and they were comfortable with the mitigations being put forward.

Officers also informed the Committee that the local plan and masterplan were starting points for consideration. It was noted that the application before the Committee, was for housing and the question to be answered, was whether the proposed mitigations would adequately mitigate the harm from that development. It was noted that the link road would have been a preferred option, but the Committee had to decide if the new proposals would allow the housing development to go ahead without a negative impact on traffic in the local area.

Members of the Committee expressed disappointment and concerns that the link road had proved not to be possible. Members also queried whether the park and ride service would be adequate but noted that the Highways authority were happy with the mitigations being provided. Members also noted the importance of 500 new homes for the area and noted that any development would have some level of impact.

In response to questions from the Committee, members were informed that;

- There had been plans to reinstate the park and ride service previously and officers were keen for it to be running again, it was noted that this provided an opportunity to do so.
- The spine road would still be able to accommodate a link road in the future if it was to ever be put in place.
- The £1.35m figure being put forward, was the same as the proposed cost of the link road, therefore no party was being short changed.
- There would be a cost impact for the park and ride service to cover all hospital staff shifts 24/7.
- The detailed plans for the park and ride service and how often it would run, were not yet set in stone.

A member of the Committee proposed that the applications be approved with a change to the wording of the financial contribution of £1.35m. It was proposed that the wording at page 20 of the agenda pack in the first bullet point for highways and transportation be amended to read;

“ A financial contribution of £1,350,000 (index linked) to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service; and on alternative transport travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan.”

The above proposal was seconded and then voted on by the Committee.

RESOLVED that the applications at Items 7 and 8 be approved.

20/02064/OUT be approved subject to the completion of a S106 agreement and compliance with the conditions detailed in the report and; with the following condition added , “*A financial contribution of £1,350,000 (index linked) to be paid by the developer towards the mitigation of the impact of development traffic on B1008, primarily on provision of Park and Ride Shuttle services to Broomfield Hospital from Chelmer Valley Park and Ride site and fare incentives to encourage staff, patients and visitors to use this service; and on alternative transport travel schemes in the vicinity of the Hospital as identified in the emerging Broomfield Neighbourhood Plan*”

21/00881/FUL be approved subject to the completion of a S106 agreement and compliance with the conditions detailed in the report.

(7.04pm to 9.08pm)

9. 22/01723/FUL – The Avenue Springfield And Land Forming Part Of Beaulieu Parks Sports Ground, Springfield, Chelmsford, Essex

Declarations of Interest – Cllr Wilson declared a Non registrable interest for Item 9 and left the meeting for that item.

The Committee considered an application for the construction of a two-way bus link and pedestrian and cycle paths to connect the Beaulieu Park Railway Station to White Hart Lane with utility, landscape and infrastructure works, together with associated and ancillary development. The Committee heard that the application had been referred as it included CCC owned land and an adverse third party representation had been received. [Members of the Committee were also directed to the green sheet of amendments for the meeting, which included a change to condition 11, a late letter of representation from New Hall School and a response from the planning agent and highways authority.](#)

The Committee were informed that the Beaulieu Park Railway Station formed the cornerstone of a series of sustainable transport measures for North-East Chelmsford and that following reserved matters approvals, work had commenced on the station at the end of 2022. It was noted that the application brought forward the requirement for a two-way bus link road from White Hart Lane to the new station as set out within the S106 agreement. The Committee heard that the bus link road together with the associated footway and shared footpath/cycle path had been the subject of extensive pre-application discussion and negotiation. It was noted that the scheme was acceptable to the heritage sensitivity of the site and met all required design standards. The Committee was informed that the scheme formed a key component of the overall sustainable transport strategy for Beaulieu Park Railway Station and was recommended for approval, subject to the completion of a S106 agreement.

Two public statements were made at this point of the meeting. One member of the public highlighted concerns with a discharge of conditions application - ref: 09/01314/DOC/314. They stated that the pond had not been constructed in accordance with the original approved plans and it was not holding the promised minimum 300mm of water. It was noted that several local residents held concerns and had submitted objections. The planning agent for the application also addressed the Committee. They stated that the delivery of the new station was a critical step for delivering sustainable public transport in Chelmsford. They informed the Committee that the principle of the bus link was well established through the adopted Local Plan and the Beaulieu Outline planning permission approved in 2014. They noted that the application would enable them to start work on a key piece of infrastructure and referred to the proactive engagement with officers and other stakeholders over the last two years. It was also noted that the proposal had been amended in response to comments and that it was in line with the City Council's policies.

In response to the concern raised about the discharge of conditions application above, officers stated that it was a technical matter and specialist landscape advice had been sought. It was noted that a RoSPA report had been undertaken for the attenuation basin which set out a recommendation for knee rail fencing to be provided around the edge of the basin; the

application sought to regularise the installation of the new fencing with a planting scheme alongside. The Committee heard that the Council was aware of the 11 letters and would be considering them along with the specialist advice.

In response to questions from the Committee, it was noted that some new bus routes would be created alongside the extension of some existing ones. The Committee also heard that specialist lighting bollards would be used on the upgraded path around the edge of the Beaulieu Park Recreation Ground, these were of a design in line with those already in place in Oaklands Park for heritage sensitivity and would provide adequate lighting.

RESOLVED that the application be approved, subject to an agreement, as indicated in the report, being entered into by 20th September 2023 pursuant to the Town and Country Planning Act 1990 and subject to the conditions detailed in the report.

(8.49pm to .9.21pm)

10.23/00134/FUL - Land Adjacent 2 Pease Place, East Hanningfield, Chelmsford, Essex

The Committee considered an application for one affordable rent dwelling in the defined settlement of East Hanningfield, it was noted that the application had been referred to the Committee as it was sited on land owned and managed by the City Council. It was noted that objections to the application had been received covering a range of topics, but loss of green space, overdevelopment of the housing estate, increase in parking stress and impact to character were the main issues raised. It was noted that the application was recommended for approval subject to conditions.

Members of the Committee were informed that the property would be for affordable rent tenure and would include two parking spaces at the front of the dwelling. Members of the Committee agreed that housing of this type was urgently needed and that the loss of green space was justified against the housing need. It was also noted that other large recreational areas were available nearby. It was also confirmed by officers that condition 3, detailing the property being for affordable rent, would stay in place as the Council would build the property for that purpose.

RESOLVED that the application be approved subject to the conditions detailed in the report.

(9.22pm to .9.34pm)

11. 23/00194/FUL – Play Area Payne Place, East Hanningfield, Chelmsford, Essex

The Committee considered an application for the redevelopment of existing amenity space and car parking, to provide three affordable dwellings, with associated works including a new through road and provision of additional car parking spaces. The Committee heard that along with Item 10, the application was by the City Council so had been referred to Committee. Objections had been received including the loss of open space, displacement of parking and access to existing properties and neighbour amenity. It was noted that the application, along with Item 10 also provided for the urgent need for affordable housing and this had to be justified against the loss of open space. Members were also informed that a financial contribution had been secured to improve and enhance other existing pieces of Open Space in East

Hanningfield, which weighed heavily in favour if the development in the planning balance. Therefore the application had been recommended for approval subject to conditions.

In response to questions from the Committee, officers stated that the view of parking and highways was that the application would not add extra stress to the local parking situation. Officers also stated that the parking surveys had been carried out by the County Council and if they had held concerns about the timings of the surveys, they would have raised this. It was also noted that there would be space to in theory add further parking spaces in the future if required. Officers also stated the importance of the requirement of new four bedroom affordable dwellings to assist with the high numbers in temporary accommodation.

Officers also agreed to add two conditions requested by the Committee. These included the provision of a footpath around the side of the development to provide garden access for the middle-terraced property and a duplication of condition 3 from Item 10 to ensure the development was for affordable housing.

RESOLVED that the application be approved subject to the conditions detailed in the report and two additional conditions ;

- The new dwelling in this development shall not be used for any purpose other than the provision of Affordable Housing within the definition as given within the National Planning Policy Framework.
- The addition of a footpath around the side of the development to provide garden access for the middle terraced property.

(9.35pm to .9.53pm)

12.22/01650/FUL – Land South of Colam Lane, Little Baddow, Chelmsford, Essex

The Committee considered an application for the erection of a rural workers dwelling for a temporary period of up to three years. It was noted that the proposed building was required to provide accommodation for a rural worker in association with the alpaca breeding business at the site. The Committee heard that an independent appraisal of the application documents and the on site rural business had been commissioned, to assess whether the dwelling was required in association with the business. The consultant had advised the Council that the business generated a requirement for one full time employee, necessary to be on site for security and animal welfare reasons. It was noted that no alternative accommodation on the site was available and it was not felt it would have a detrimental impact on the intrinsic character and beauty of the surrounding countryside. Therefore, the application was recommended for approval.

The Parish Council and a local ward member both raised concerns with the application including the below;

- A breach of planning regulations, proving that any retrospective application was possible.
- A highways contravention had taken place by accessing the road through hedgerow.
- A request for a stop order by the Parish Council had not been responded to.
- Large areas of hedgerow would have to be removed for visual splays, further damaging the tranquillity.
- No notices had been served on adjacent landowners.
- Why had the development not been stopped when it was first reported?

- Would similar applications be submitted in the future?
- Was overnight care for the alpacas actually required?

In response to the concerns raised, officers stated that it was not unreasonable for a three bed property to be used for this purpose. Officers highlighted the consultants report that had detailed the requirement for overnight care and the application would not have been recommended for approval if they had said otherwise. It was also noted that queries on access were subject to a different application and comments would be considered. Officers also stated that it was not common for retrospective applications like this to take place but that it did not influence their decision.

Members of the Committee agreed that the temporary period of three years, provided a reassurance and that it was important to support new businesses. In response to other points, officers noted that a caravan on the site would be replaced by this dwelling, and the internal layout of the application did not breach any rules. It was also noted that only the applicant could benefit from the planning permission and if the business were to be sold, then someone else would have to apply for permission.

RESOLVED that the application be approved subject to the conditions detailed in the report.

(9.54.pm to 10.32pm)

13. Planning Appeals

RESOLVED that the information submitted to the meeting on appeal decisions between 1 May and 7 June 2023 be noted.

The meeting closed at 10.32pm.

Chair



Planning Committee
9th August 2022

Application No	:	20/02064/OUT Outline Application
Location	:	Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex
Proposal	:	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access.
Applicant	:	Mr Robert Eburne Bloor Homes Limited
Agent	:	Mr Andrew Fisher
Date Valid	:	15th December 2020

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Appendices:

Appendix 1	Consultations
Appendix 2	Drawings

1. Executive summary

- 1.1. The application is made in outline with all matters reserved except for the primary roundabout access from Blasford Hill. This means that the layout, scale, appearance, landscaping and access within the site are all reserved for future determination should outline planning permission be granted. The application has been revised during its lifetime (December 2021). The Application originally proposed up to 550 homes, however this has been reduced to up to 512 homes.
- 1.2. The Land North of Broomfield is allocated in the Local Plan for development (Strategic Growth Site Policy 8). Strategic Growth Site Policy 8 allocates the site for a high-quality landscape-led development that maximises opportunities for sustainable travel.
- 1.3. A masterplan for the site was approved by Chelmsford Cabinet in September 2020. The masterplan was developed by Bloor Homes, the current applicant. The current application is consistent with the indicative masterplan.
- 1.4. A separate full planning application for a new link road connecting the development to Broomfield Hospital has been submitted and is pending determination – see next item on this agenda (21/00881/FUL). This application proposes a new link road through part of Pudding’s Wood across land owned by the Hospital Trust, and closure of Woodhouse Lane to through traffic. The outline application is intrinsically linked to the full application. The applications combined would result in a connecting vehicular route from the new roundabout junction on Blasford Hill into Broomfield Hospital grounds to link with the hospital’s internal access roads, a new rear access to Farleigh Hospice and closure of Woodhouse Lane to through traffic.
- 1.5. The application proposes a maximum of 512 new homes. Thirty five percent of the new homes would be provided as affordable housing units. Of the total number of new homes, 22% would be for Affordable Rent. The Applicant has agreed that 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 450 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.
- 1.6. The application would also deliver First Homes, Shared Ownership homes and Custom Build units. All housing matters are compliant with Local Plan policies and would be secured by a Section 106 agreement (s106).
- 1.7. The development would provide the land for a new healthcare facility, community space and Early Years and Childcare facility. Financial contributions towards these, as well as primary and secondary education, would also be secured through the S106 agreement.
- 1.8. The site would provide policy compliant local open space and natural and semi-natural open space. A children’s play area is also proposed. A financial contribution towards strategic sport and recreation grounds would be made.
- 1.9. The boundaries of the site would consist of landscaped buffers including a buffer of 50m on the western boundary of the site. These buffers, as well as the ‘green spine’ through the centre of

the site and other open spaces, would provide a biodiversity net gain of over 10%. All protected and other species, and their habitats, would be safeguarded.

- 1.10. The proposal has been considered in detail by the Local Highway Authority (Essex County Council). A new hospital link road connecting the new development to Broomfield Hospital is proposed and subject of a separate full planning application (details below). This road would remove some vehicle movements from Blasford Hill and the Hospital Approach roundabout junction. The new link road, together with some closures on Woodhouse Lane, would enhance sustainability as it would improve walking and cycling connections. The link road would be secured through the S106 agreement.
- 1.11. The proposed development would have a network of cycling and walking routes, including the existing Public Right of Way along the 'green spine' which would be enhanced. Subject to mitigation measures secured through the S106 agreement, the development is acceptable in transport terms and the Local Highway Authority have no objection to the scheme.
- 1.12. The development could be designed to achieve a high-quality and landscape-led development. The application parameter plans follow the approved masterplan and are an acceptable base for future reserved matter applications, should outline planning permission be approved.
- 1.13. All relevant local plan policies have been met. It is therefore recommended that the application should be approved by the Director of Sustainable Communities subject to the completion of the S106 agreement.

2. Description of site

- 2.1. The application site is to the north of Broomfield Hospital and Woodhouse Lane, and on the western side of Blasford Hill. The site falls within the parishes of Broomfield and Little Waltham.
- 2.2. The site consists of three fields. One field is adjacent to Blasford Hill which wraps around the rear of the existing scaffolding yard and allotments on Blasford Hill. This field contains an existing agricultural reservoir.
- 2.3. The second field is to the west, separated from the one above by a hedge line and Public Right of Way (PROW) which runs from north to south following the line of the hedge. This field shares its western boundary with playing fields belonging to the KEGS school.
- 2.4. A smaller field is to the southwest corner of the site. It is separated from the western field by the hedge line and PROW. There is a smaller hedge line to the north on the boundary with the field containing the reservoir.

3. Details of the proposal

- 3.1. The application is in outline with all matters reserved except for the primary access from Blasford Hill. This means that the layout, scale, appearance, landscaping and access within the site is reserved for future determination should outline planning permission be granted.

- 3.2. The application has been revised during its lifetime (December 2021). The application originally proposed up to 550 homes, however this has been reduced to up to 512 homes. This would include affordable homes, custom build homes, areas of open space and a local neighbourhood centre consisting of a health facility, community space and early years and childcare facility.
- 3.3. Primary access to the site would be taken from Blasford Hill in the form of a new roundabout. A new toucan crossing is proposed to the north of the new roundabout.
- 3.4. The development is EIA (Environmental Impact Assessment) development. An Environmental Statement has been submitted with the application. This has been subject to consultation and has been taken into account in the consideration of this application.

4. Other relevant applications

20/00001/MAS - Approved 14th September 2020

Masterplan for around 450 new homes, neighbourhood centre, early years and childcare facility, local open space and associated access and highway infrastructure including a new access into Broomfield Hospital

21/00881/FUL – Pending Consideration

Formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, closure of sections of woodhouse lane, and ancillary infrastructure.

5. Summary of consultations

- Little Waltham Parish Council – Objection based on the number of dwellings, infrastructure, local facilities, traffic and landscaping maintenance.
- Broomfield Parish Council – Objection based on the number of dwellings, insufficient traffic mitigation, link road proposals to the Hospital and pressure on local infrastructure and facilities.
- Great Waltham Parish Council – Objection based on the number of dwellings and pressure on local facilities, traffic and car parking.
- Boreham Parish Council – No objection.
- Essex County Council Highways - Subject to a package of appropriate mitigation, traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures.
- NHS Mid & South Essex Sustainability & Transformation Partner – Request land is safeguarded for a new healthcare facility. Financial contribution towards local healthcare is required.
- ECC Community Infrastructure Planning (Education) – Financial contributions required towards local education provision.
- ECC Historic Environment Branch – Archaeological features present which require further information; condition requested.
- Natural England - Without mitigation, new residential development in this location is ‘likely to have a significant effect’ on one or more European designated sites, through increased recreational pressure.
- ECC Minerals & Waste Planning – No comment, all minerals and waste issues were addressed at Local Plan examination stage

- Essex County Fire & Rescue Service – Additional fire hydrants may be required. Roads and parking areas must be built to withstand an 18tonne fire appliance. Further observations will be considered at Building Regulation Stage.
- Police - Designing Out Crime – No apparent concerns but comments could be made when further detail is available.
- Anglian Water Services Ltd – No objection.
- Public Health & Protection Services – No objection, subject to conditions.
- Essex County Council (SUDS) – No objection subject to conditions.
- Environment Agency – Acceptable subject to conditions.
- Historic England – No comments.

- Housing Standards Team – No response.
- Recycling & Waste Collection Services - No response.
- Ramblers Association – No response.
- Essex and Suffolk Water – No response.
- Economic Development & Implementation – No response.
- Parks & Open Spaces – No response.
- Leisure & Heritage Services – No response.

- Local residents – 33 individual responses received; 29 Objections; 3 Comments; 1 Support.

Points raised include:

- Support for affordable housing and additional infrastructure
- Objection to the number of houses
- Concern about pressure and provision of infrastructure and facilities
- Concern about traffic, highway safety, foot and cycle path provision and parking
- Concern about adverse impact on environment, countryside, flooding and ecology

6. Planning considerations

6.1. The application is for outline planning permission with all matters reserved except for the main access point on Blasford Hill. Detailed consideration of the spine road, the layout of the development, the design on individual houses and landscaping are reserved for future determination should outline planning permission be granted.

6.2. The main issues are as follows:

- Principle of Development
- Housing (including affordable housing)
- Supporting On-Site Development
- Transport
- Education
- Historic and Natural Environment
- Design and Layout (outline considerations)
- Legal Obligations (Section 106 agreement)

Principle of Development

Key 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 8.

- 6.3. In order to meet identified development needs, the Spatial Strategy within the Local Plan (Policy S7) sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2036. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development. Policy S7 states that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.
- 6.4. The Land North of Broomfield is allocated in the Local Plan for development (Strategic Growth Site Policy 8). Through the site allocation, the loss of agricultural land has been accepted. In accordance with Policy S7, a masterplan for the site was agreed by Chelmsford Policy Board and then approved by Chelmsford Cabinet in September 2020. The masterplan was developed by the applicant Bloor Homes and included various rounds of community, technical and public consultation. The approved masterplan covers matters such as: land uses, movement and connections, green/blue infrastructure, character of place, an early understanding of main infrastructure requirements and delivery and phasing.
- 6.5. The current application seeks outline planning permission for the development of the allocated site. Strategic Growth Site Policy 8 allocates the site for a high-quality landscape-led development that maximises opportunities for sustainable travel. The land is allocated for around 450 new homes of mixed size and type, to include affordable housing. The Policy requires supporting on-site infrastructure to include a neighbourhood centre and a stand-alone early years and childcare nursery. The Policy also requires the main vehicular access to be from Blasford Hill (B1008) and that a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice is provided.
- 6.6. The planning application is for the residential development for up to 512 dwellings (including affordable housing and custom build housing) with a new local centre. A separate full planning application for a new link road connecting the development to Broomfield Hospital has been submitted and is pending determination – see next item on this agenda (21/00881/FUL).
- 6.7. The site of the current application is allocated for development within the Chelmsford Local Plan and is the subject of an approved masterplan. The principle of development is therefore acceptable, having regard to all relevant considerations. Although the site is allocated for around 450 new homes, 450 homes is not a 'ceiling'. Development of the site is required to meet the Council's identified growth needs. The proposed land use, movement and landscaping are consistent with the approved masterplan.
- 6.8. It should be noted that planning permission has already been granted for two smaller sites which form part of the land allocated for development. These are:
- Land South of Runnymede Cottage Blasford Hill - 10 dwellings
 - Land Northwest of Montpelier Villa Blasford Hill - 10 dwellings

- 6.9. The current application is made in outline, with all matters reserved except for the main access from Blasford Hill. Considerations are limited to matters of principle and matters relating to the main access point. Detailed considerations of layout, architecture and landscaping would be dealt with as part of a future Reserved Matters application should outline planning permission be granted.
- 6.10. The Broomfield Neighbourhood plan is in preparation. Formal consultation on the Neighbourhood Plan is anticipated to start later this year. The Neighbourhood Plan does not carry any weight as a material planning consideration until the Neighbourhood Plan has been examined by an Inspector and is at the local referendum stage. The Broomfield Neighbourhood Plan has not reached this stage and is not a material planning consideration.

Housing

Key Strategic Priorities: 2 (new homes)

Local Plan Strategic Policies: S6. Site Policies: Growth Site Policy 8. Local Policies: DM1, DM2

Affordable Housing

- 6.11. The application proposes a maximum of 512 new homes. Thirty five percent of the new homes are to be provided as affordable housing units. This would equate to a maximum of 180 new affordable homes. This is compliant with Policy DM2.
- 6.12. Of the total number of new homes, twenty two percent would be for Affordable Rent. 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 450 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.
- 6.13. The mix of Affordable Rented (AR) units is set out in Table 1 below. The mix of these homes is to be agreed at this Outline stage.

TABLE 1: AR mix based upon a total scheme of 512 units	22%	1 Bed (1B2P)	2 Bed (2B4P)	3 Bed (3B5P)	4 Bed (4B6P)
Affordable Rent: SHMA Mix on 450 Dwellings	99	22.5% (22)	53.6% (53)	14.2% (14)	9.7% (10)
Affordable Rent: Revised Mix on 62 Dwellings	14	0% (0)	53.6% (7)	14.2% (2)	32.2% (5)
Total No. of Affordable Rent	113	22	60	16	15

- 6.14. First Homes have been introduced by the government following the adoption of the Local Plan in May 2020. The Council has consequently published (January 2022) a First Homes Planning Advice Note (PAN). This clarifies the Council's approach to First Homes and sets out its position on the new policy.

- 6.15. The proposal includes the provision for 9% of the total units to be delivered as First Homes. Based on 512 units being delivered, this would equate to 47 units. This would comply with the Council's First Homes PAN. First Homes are required at the 30% discount against the market value and after the discount has been applied, the first sale must be a price no higher £250,000, therefore the unit mix of First Homes will be driven by market values (i.e., likely to be only one-bedroom dwellings). For this reason, a specific mix of unit sizes is not required.
- 6.16. The Local Plan Viability Study assumed a larger discount would apply to Shared Ownership housing – 35% from the market value rather than 30%. Therefore, to maintain the same overall value for the affordable home ownership contribution in addition to the provision of 9% of the total number of residential units being provided as First Homes; a financial contribution in lieu of the 5% difference in the discount will be applied to the 9% First Homes to meet the priorities identified in the Housing Strategy if the First Homes are discounted at 30% from the market value. As an alternative to paying the aforementioned contribution it has been agreed that the developer can either discount First Homes at 40% or 50% above from market value or, provide an enhanced affordable housing rented offer. This would maintain the value of the planning contribution for affordable housing but rather than pay a commuted sum in lieu of the 5% difference the developer would use the equivalent sum to increase the proportion of larger affordable rented homes at the expense the larger Shared Ownership dwellings. The percentage of affordable housing overall would remain unchanged as would the proportion of Firsts Homes. The developer wishes to keep their options open in this regard but has agreed in principle to one of the three choices described above. This is acceptable and will be addressed within the s106 agreement.
- 6.17. The balance of the affordable housing units (i.e., 4% of the total units if the commuted payment is made) would be delivered as Shared Ownership properties. A specific mix of unit sizes is not required as this would be driven by demand and affordability. The mix is proposed as 11 x 1-bedroom 5 x 2-bedroom and 4 x 3-bedroom dwellings.
- 6.18. Policy DM1 of the Local Plan requires 5% of the affordable units to be delivered as Wheelchair units in compliance with Building Regulation M4(3)(2)(b). The Wheelchair User dwellings will be delivered as Affordable Rent. For a scheme of 512 units this would equate to 9 Wheelchair units. Officers have sought to provide a range of different sized units, including 3 and 4 bedroom units to accommodate families with children in accordance with the Wheelchair Accessible Planning Advice Note (April 2021). The mix proposed is set out below in Table 2.

Table 2: M4(3)(2)(b) Wheelchair User Homes for AR	Total Units	1 Bed (32%)	2 Bed (19%)	3 Bed (33%)	4 Bed (16%)
M4(3)(2)(b) Wheelchair	9	3	2	3	1

- 6.19. The three bedroom Wheelchair User dwellings will each house six people and the four bedroom Wheelchair User dwellings will each house seven people.

Market Housing

- 6.20. Policy DM1 requires an appropriate mix of market dwelling types and sizes to contribute towards meeting the current and future needs and create a mixed community. Policy DM1 sets out an indicative size guide for market homes to be subject to negotiation with the applicant. This includes 6.2% of units as one bedroom, 28% as two bedroom, 46.3% as three bedroom and 19.5% as 4 bedrooms or more. Paragraph 8.3 of reasoned justification of Policy DM1 confirms

that this is indicative and that it will be used to inform negotiations. The application proposes to agree the mix of market dwellings at this Outline stage as set out below in Table 3.

Table 3: Market Mix	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Custom Build
% of market units	0 -3%	14-16%	35-39%	30-40%	2-6%	7-8%

- 6.21. Officers have considered the proposed market house mix as well as a Market Analysis Report provided by the Applicant. The proposed market mix, when considered in the light of the mix of affordable units being policy compliant and providing additional 4 bedroom affordable rent units, in accordance with the Housing Additionality: Affordable Housing for Rent Planning Advice Note (January 2022), is considered to be acceptable in this instance.
- 6.22. Policy DM1 requires 50% of the total units to be delivered as Accessible or Adaptable dwellings in compliance with Building Regulation M4(2). The Applicant has agreed to this, which would provide, based on the total number of units being 512, 256 M4(2) Accessible or Adaptable units.

Self-Build and Custom Build, and Specialist Residential Housing

- 6.23. The application proposes that 5% of the total number of dwellings would be custom build units. These are shown indicatively to be located in the south-west part of the site. This accords with Policy DM1. Delivery will be secured through the s106 agreement. A condition is attached to secure a design code for the custom build units which would inform the design and appearance details of the units.
- 6.24. Policy DM1 requires the provision of Specialist Residential Accommodation. The Applicant has agreed to either provide this on site or make a financial contribution of £437.50 per new residential dwelling towards Specialist Residential Accommodation in accordance with the Council's Specialist Residential Accommodation Planning Advice Note (April 2021). The application would therefore comply with Policy DM1 in respect of making provision for Specialist Residential Accommodation. This would be secured through the s106 agreement.

Supporting On-Site Development

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

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8, Special Policy Area 1. Local Policies: DM20, DM24, DM26.

- 6.25. Strategic Growth Site Policy 8 (North of Broomfield) requires the development to provide a neighbourhood centre and the provision of a new stand-alone early years and childcare nursery.
- 6.26. There is insufficient early years and childcare provision within the area to meet the demand created from this development. A new facility is therefore required. The Applicant has agreed to providing an early years and childcare nursery. Obligations to provide the land required for this (0.13 hectares) and a financial contribution towards the facility, to be delivered by the Local Education Authority, are included within the agreed S106 Heads of Terms.
- 6.27. Similarly, there is not the healthcare capacity within the local area to meet the needs of the proposed development. The closest GP surgery is located in Little Waltham. Whilst this surgery

is accepting new patients, it does not have the capacity to accommodate the additional growth resulting from the proposed development.

- 6.28. The Mid Essex Clinical Commissioning Group (the CCG) have requested that the development provides the land for a new healthcare facility and a financial contribution towards healthcare.
- 6.29. The Applicant has agreed to provide land for a healthcare facility, of at least 750 square metres. The land would be decontaminated, secured and ownership transferred when the CCG requires it, for a nominal fee (via the City Council) to a developer working in partnership with them. The development partner would then construct the building, retain ownership and lease it back to the CCG. The Applicant has also agreed to the financial contribution needed to accommodate the health needs of the development.
- 6.30. The indicative plans submitted with the application show the neighbourhood centre to be located within the centre of the site. This is the most appropriate and accessible location. The neighbourhood centre area would include the healthcare facility, a community space and the early years and childcare nursery along with ancillary car parking. The detailed layout and overall size of the neighbourhood centre would be considered in more detail as part of Reserved Matters applications.
- 6.31. A play area (local open space) is proposed to be located to the south of the neighbourhood centre area. This would also be an appropriate location within the site. The S106 agreement would secure the provision of the play equipment.
- 6.32. The development would provide a network of green and open spaces. The indicative drawings show that the perimeter of the development would be landscaped and would include a perimeter track for recreation (natural/semi-natural open space). The existing hedgerow that runs from north to south through the centre of the site would be retained as a 'Green Spine' (natural/semi-natural open space), providing pedestrian and cycle routes. The area to the south around the lake would be retained as natural/semi-natural open space. The play area discussed above would be connected to this. To the south of the development would be an area of parkland (local open space).
- 6.33. Based on the indicative plans, the areas proposed as Open Space compared to the Local Plan requirements are set out in table 4 below.

TABLE 4: Open Space	Local Plan Requirement based on 512 dwellings	Proposal (approximately)
Local Open Space	9,728 sqm (19sqm per dwelling)	30,040sqm
Natural/Semi-Natural Open Space	12,288sqm (24sqm per dwelling)	67,000sqm

- 6.34. Appendix B of the Local Plan requires the provision of 40sqm per dwelling of Strategic Open Space. Strategic Open Space would typically contain a large neighbourhood play area and a multifunctional youth space (such as half a basketball court/hoop for informal use or kickabout space with a goal or combinations of the two), as well areas of seating and horticultural areas akin to a "local" park. Strategic Open Space may also provide more formal outdoor sport's facilities.

- 6.35. Due to the size of the site, and its connections to the wider community, it is not possible to deliver meaningful Strategic Open Space on site. As such, the Applicant has agreed to pay a financial contribution towards improving the nearest strategic sports ground to the site which is Melbourne Park. The contribution would be used to improve those facilities to accommodate more intensive use. This could take the form of a replacement sports pavilion and changing rooms, grass pitch improvements to accommodate more intensive use and improvements including addition of floodlighting to existing hard courts to accommodate further evening use slots. The contribution has been agreed as £1,052 per dwelling for parks, sport and recreation grounds in accordance with Table 8 of the Planning Obligations Supplementary Planning Document.
- 6.36. It is the preference of local Parish Councils for the open spaces within the development to be adopted, managed and maintained by Chelmsford City Council, rather than retained by the developer. The agreed Heads of Terms for the S106 agreement include the option of either adoption by the City Council or retention and maintenance by the developer. This would then be the subject of future discussions.

Transport

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

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8, Special Policy Area 1. Local Policies: DM24, DM27.

- 6.37. The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation, together with a large quantity of additional information supplied during the lifetime of the application. The Highway Authority has concluded that, subject to a package of appropriate measures, the traffic impact resulting from the proposals would be suitably mitigated through both the provision of capacity enhancements and package of sustainable transport measures as set out in the recommendation.
- 6.38. Mitigation measures secured by the s106 would include:
- improvements and contributions to the Chelmsford/Great Waltham Cycle route;
 - provision of a cycle route north from the proposed new roundabout towards Little Waltham;
 - contributions towards a cycle route between the site access and Croxton's Lane;
 - a residential travel plan;
 - commitment to a Smarter Choices Campaign – to encourage modal shift to sustainable means; and
 - the applicant has also agreed to fully fund a bus service to the site to the specification of the highway authority.
- 6.39. In addition, significant contributions are agreed. These include £2.5m towards Phase 1 of the Chelmsford Northeast Bypass, £1m towards off site road junction improvements and £0.4m towards a pedestrian cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.
- 6.40. Main access to the development site would be taken from a new roundabout junction on Blasford Hill along with a new Toucan Crossing. This roundabout is the only part of this outline application that is in detail and not reserved for subsequent approval. The location of the roundabout has already been agreed in principle through the masterplan process. The principal access to the site is acceptable.

- 6.41. A spine road is proposed to connect the new roundabout junction towards Woodhouse Lane. This would route through the centre of the development and follows the approved masterplan. Detailed drawings of the spine road have been submitted as part of the application, but these details require further consideration and amendment, and consequently the spine road detail is reserved for subsequent approval.
- 6.42. A link to Broomfield Hospital is a requirement of Local Plan Growth Site Policy 8 and Strategic Policy S9. The hospital link road forms part of the adopted masterplan for the application site. This would connect the spine road with the Broomfield Hospital internal estate road. Provision of this link would also enable the spine road through the outline application site to connect with Woodhouse Lane where it would provide a connection with the west part of lane and provide access to the rear service entrance to Farleigh Hospice. Woodhouse Lane to the east of the service access to the Hospice would be closed to through traffic. All these elements form part of the separate application for the hospital link road (reference 21/00881/FUL).
- 6.43. The Highway Authority has concluded that the hospital link road is required in accordance with the allocation and on traffic and sustainability grounds. The agreed heads of terms for the s106 agreement associated with this housing development application include a requirement for the construction of the hospital link road to be completed prior to occupation of the 200th dwelling. The applicant has stated their intention to construct the link road as part of the construction programme for the outline development and has agreed heads of terms in principle for a licence agreement with the Hospital Trust to enter onto the Trust's land to construct the road. The licence agreement is progressing and could be signed by both parties before or concurrently with the signing of the main S106 agreement. This would give certainty that Bloor could construct the road, in accordance with the S106 obligations, on the Trust's Land. The s106 agreement would also secure a financial contribution towards the maintenance of the road. The Council intends to enter into a separate agreement with the Hospital Trust to secure retention of the access road. It is intended to finalise details of this agreement prior to application determination.
- 6.44. In addition to the Hospital Link Road, the residential development of the site requires the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route would enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the Blasford Hill.
- 6.45. A movement parameter plan has been submitted with the application which follows the principles of the masterplan. This shows the primary movement corridor as the central spine road. This would have a cycle route on its southern side with connections and crossing points across the spine road and Blasford Hill (including the new toucan crossing).
- 6.46. The movement plan shows a network of cycle routes through the development. These include connections from Woodhouse Lane to the neighbourhood centre. The connections to Woodhouse Lane would, as set out above, enable connection to the Chelmsford to Gt Waltham cycle route, away from Blasford Hill.
- 6.47. The footway routes include connections through the site to the neighbourhood centre and Woodhouse Lane, as well as a perimeter route around the landscaped edge of the development.

- 6.48. On the basis that the hospital link road is secured, and a package of appropriate mitigation is provided (as set out in the S106 agreement heads of terms), the traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures. The cycle and footway routes shown on the movement parameter plan are appropriate. The Local Highway Authority have no objection to the proposed development.
- 6.49. The development would be required to meet the parking standards the Essex Parking Standards - Design and Good Practice (2009) as required by Policy DM27 of the Chelmsford Local Plan. Detailed consideration of parking provision would take place as part of reserved matters applications should outline planning permission be granted.
- 6.50. Due to the site's proximity to Broomfield Hospital, it is recommended that on street parking restrictions are put in place to prevent kerb side parking. This is a separate process to the planning process. An informative is recommended to suggest that the developer contacts the South Essex Parking Partnership with a view to investigating on street parking restrictions.

Education

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

Local Plan Strategic Policies: S9, S10. Site Policies: Growth Site Policy 8.

- 6.51. As set out earlier in this report, the development would provide the land required for, and a financial contribution towards, early years and childcare.
- 6.52. In order to mitigate the impact of the development on local primary school provision a financial contribution is required by Essex County Council. This would be based on the final number and size of dwellings to be provided. A formula for the contribution has been agreed as part of the S106 agreement Heads of Terms. For a development of 512 units this would equate to around £2,585,000.
- 6.53. The Priority Admission Area secondary school for the proposed development would be Chelmer Valley High. Figures suggest the school will continue to be at capacity. The school sits on a generous site which could facilitate expansion.
- 6.54. As with primary education, a financial contribution is required to mitigate the impact of the development on local secondary school provision. A formula for the contribution has been agreed as part of the S106 agreement Heads of Terms. For a development of 512 units this would equate to around £2,094,036.
- 6.55. Considering the site's location and proximity to the nearest schools a contribution towards school transport is not required.

Historic & Natural Environment

Key Strategic Priorities: 7 (Natural and Historic Environment)

Local Plan Strategic Policies: S2, S3, S4. Site Policies: Growth Site Policy 8. Local Policies: DM13, DM14, DM15, DM16, DM17, DM18.

- 6.56. The proposed development area has already been subject of geophysical survey and archaeological evaluation which has revealed prehistoric, Roman and medieval features. There are areas of significant archaeological features which need further investigation. The Historic Environment Branch at Essex County Council have recommended a planning condition for excavation to ensure appropriate excavation, recording and mitigation takes place. Subject to a condition, the proposal would be acceptable in respect of archaeology.
- 6.57. There a number of heritage assets (Listed Buildings) on Blasford Hill and Woodhouse Lane. The scheme is supported by a heritage statement. The parcel of land to the southeast would be largely free of development and would reinstate a parkland setting. This would protect the setting of the listed buildings on Blasford Hill and the non-designated heritage assets associated with Woodhouse.
- 6.58. The site is within Flood Zone 1 which has the lowest probability of flooding. The site is therefore appropriate for residential development and is acceptable in flood risk terms. The Environment Agency has no objection to the development on flood risk grounds.
- 6.59. The application is supported by a drainage strategy. This would ensure that appropriate sustainable drainage systems are used to deal with surface water. The application originally proposed two drainage basins at the entrance to the site on Blasford Hill however a revised drainage strategy has been submitted which shows that these are no longer required. The Essex County Council Sustainable Urban Drainage team have no objection to the proposed development subject to appropriate planning conditions.
- 6.60. The site includes a number of landscape features which are considered to be important within the wider area. This includes the existing hedgerow which runs alongside the Public Right of Way from the north of the site to the southern boundary, cutting the site in half. This would be retained and enhanced as part of the proposal. This is referred to as the 'Green Spine'. In addition, there is an existing reservoir within the eastern part of the site which would be retained and enhanced.
- 6.61. The application drawings also indicate a planting buffer on the western boundary of the site. The plans show the buffer to measure approximately 50m (when measured from the western boundary to the indicative position of the houses facing this boundary). This complies with the requirements of the adopted masterplan (condition 3). This would also enhance the movement of species from Puddings Wood to the south to Sparrowhawk Wood to the north.
- 6.62. The site is primarily arable land with hedgerows, trees, semi-improved neutral grassland, ponds, grassland and scrub mosaic, dry ditches and scrub. Of these, the priority habitats recorded include hedgerows which are to be retained and enhanced. The closest off-site priority habitats include lowland mixed deciduous woodland relating to Puddings Wood (south) and Sparrowhawk Wood (north-west).

- 6.63. The application is supported by extensive surveys from 2017 to 2020 to determine the baseline ecological conditions, inclusive of habitats and species. The extended phase 1 habitats surveys were conducted in 2017 and thereafter updated in 2019 with resultant, detailed surveys carried out between 2017-2019 and as such are sufficient and up to date. The species recorded using the site or adjacent habitats are reptiles, breeding and wintering birds, badgers and bats.
- 6.64. The habitat recorded as supporting the highest densities of activity for both breeding and wintering birds was the existing body of water within the site, scrub and hedgerows. Disturbance to birds can be minimised and mitigated by retaining buffers to hedgerows. This would be ensured through the submission of reserved matters applications.
- 6.65. The badger monitoring report details activity around the site. The indicative layout shows landscaped buffers as appropriate to assist with the protection of Badgers which have been recorded using the site.
- 6.66. The bat survey report has recorded nearby emergences within the offsite woodland (Puddings Wood) and the north and south boundaries of the southern grassland field, in addition to sporadic ones along the central and northern hedgerow.
- 6.67. The hedgerows, reservoir and grassland field provide suitable foraging and commuting routes and there is an important link to Puddings Wood. The proposed removal of the northern hedge line serving the grassland field is not likely to result in residual impacts as a new hedge line is shown on the indicative plan just to the south of the existing hedgerow. The landscape buffers around the development site will also support and enhance the corridors.
- 6.68. Grass snake was recorded using the hedgerows along the northern part of the site. Suitable habitat exists which can be retained and protected as part of the development and there would be corridors to aid species movement.
- 6.69. The proposal would not result in harm to protected and other species and their habitats. The proposal would conserve and enhance the existing network of habitats and would avoid negative impacts on biodiversity. As such, the proposal would comply with Policies S4 and DM16.
- 6.70. Policy DM16 also requires proposals to deliver a net gain in biodiversity by creating, restoring and enhancing species. The Environment Act 2021 requires a biodiversity net gain of 10%. The Biodiversity Net Gain report and data submitted with the application indicate that the proposed development would result in a 10.42% net gain in biodiversity units and 36.63% net gain in linear habitats. This is acceptable and complies with Policy DM16.
- 6.71. Policies S4 and DM16 require where appropriate, that contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS).
- 6.72. The proposal site falls within a 'zone of influence' identified by Natural England for likely significant effects to occur to a European designated site. Those likely significant effects will occur through increased recreational pressure when considered either alone or in combination with other residential development. A financial contribution towards mitigation in line with the RAMS strategy will be secured through the s106 agreement.

Design and Layout

Site Policies: Growth Site Policy 8. Local Policies: DM17, DM23, DM24, DM26, DM29

- 6.73. Strategic Growth Site Policy 8 in the Local Plan requires the development to be high-quality and landscape led. A series of parameter plans have been submitted with the application. These include land use, building heights, access and movement, tree and building removal, and public open space.
- 6.74. The land use parameter plan shows the areas for residential and other built development and infrastructure (including community uses). The plan also shows the boundaries of the site to be open space. The open spaces are described earlier in this report and include a perimeter natural/semi-natural area around the boundaries of the development, a landscaped area around the retained reservoir and an area of parkland to the south of the site. The 'green spine' would also run from north to south through the centre of the development. Based on the land use and public open space plans, the development, subject to reserved matter details, would be landscape led.
- 6.75. Although the Local Plan does not set out density requirements, it is useful to be aware of what the density could be for the proposed development. Based on the whole site (approximately 28ha), a development of 512 dwellings would represent a density of around 18 dwellings per hectare. When looking at the areas shown to be built development on the land use parameter plan, this equates to approximately 30 dwellings per hectare.
- 6.76. The Design and Access Statement and Design and Access Statement Addendum set out that the proposed development would have five-character areas which would be reflected in the reserved matters applications. These would be:
- Blasford Local Centre (Blasford Point)
 - Blasford Rise
 - Blasford Core
 - Blasford Lake
 - Green View
- 6.77. Blasford Point would be the highest density area within the centre of the development. This would be predominantly apartments and commercial buildings within the neighbourhood centre. The apartment buildings would provide a sense of enclosure to the space. The height parameter plan shows this area to be up to three storeys. This character and height would be appropriate for the central area of the development, subject to detailed design.
- 6.78. The Blasford Rise character area would line the central spine road that would run through the development from Blasford Hill to Woodhouse Lane. This area would have a medium density and would consist of a more formal building alignment along the spine road with predominantly detached and semi-detached houses with garages. This area would be up to two and a half storeys in height. The indicative layout plan shows the spine road to be tree lined.
- 6.79. Blasford Core would be the more central parts of the built development area. This would also have a medium density, but the height would be up to two storeys. The area would be characterised by semi-detached and terraced houses.

- 6.80. Blasford Lake would be the area around the reservoir. The area would have a medium density but would be characterised by detached and semi-detached dwellings. The height of this character area would be greater than Blasford Core, with mainly two and a half storey dwellings with some areas of three storey buildings. The use of three storey dwellings around the Lake is appropriate in order to frame the space around the lake.
- 6.81. The remaining spaces within the built development, on the outside edges of the residential areas, would be characterised as Green View. These areas would be the lowest density and up to two storey in height. The houses would be predominantly detached with garages and would have a more organic alignment. This would be appropriate in order to achieve an 'edge of village' character. The Green View area would include a village green in the western part of the development.
- 6.82. Overall, the character areas described in the Design and Access Statement (including the Addendum) are appropriate to the sites location and the requirement for a landscape led development. Similarly, the building heights shown on the building heights parameter plan are acceptable, subject to detailed design.
- 6.83. An illustrative layout has been submitted with the application. This is illustrative only and has not been submitted as a drawing for approval. This shows how the site could be laid out. This is useful in considering how open spaces, building parcels and movement would work across the site, as well as showing indicative landscaping proposals. It must be noted that this is not the intended overall layout of the development and, should outline planning permission be granted, negotiations over layout, appearance, scale, landscaping and access would take place as part of future reserved matters applications.
- 6.84. There are several concerns about the layout as shown on the illustrative layout. These include dominant parking bays, enclosure and framing concerns, and lack of corner turning units. It is expected that these could be resolved at reserved matters stage. The illustrative layout is only indicative.
- 6.85. The development site shares its eastern boundary with existing properties on Blasford Hill. The majority of existing residential houses on Blasford Hill are towards the southern part of the site where the parkland open space would be. The proposed development closest to these dwellings is shown to be two storeys in height. The area shown to be three storeys in height would be adjacent to the existing allotments and scaffolding yard. Subject to detailed design and layout considerations as part of any future reserved matters application, the proposed development could be designed in a way to safeguard the amenity of the properties on Blasford Hill.
- 6.86. The southern boundary of the site is shared with Woodhouse Lane. Most of the properties on Woodhouse Lane are on the southern side of the lane, meaning they would be separated from the development site by the road. There are some properties on the northern side of Woodhouse Lane, however these are located close to the proposed area of parkland open space, the southern end of the 'green spine' and the landscape buffer around the perimeter of the site. As above, subject to detailed reserved matters consideration the development could safeguard the amenity of the properties on Woodhouse Lane.

6.87. Overall, it is considered that the development could be designed to achieve a high-quality and landscape-led development. The application parameter plans follow the approved masterplan and are an acceptable base for future reserved matter applications, should outline planning permission be approved. Reserved matters considerations, including layout, scale, appearance and landscaping, would ensure the detail of the proposed development accords with relevant local planning policy and guidance as well as and national design guidance.

Other Matters

Site Policies: Growth Site Policy 8. Local Policies: DM25, DM30.

6.88. The developer has advised that the development would be 'gas free', meaning that the houses are expected to be heated by air source heat pumps and solar energy. Policy DM25 requires all new dwellings to meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day. In addition, Policy DM25 requires residential development to provide charging infrastructure for electric vehicles at a rate of 1 charging point per unit. All new non-residential building with a floor area in excess of 500sqm are required to achieve a minimum BREEAM rating of 'Very Good'. All three requirements of Policy DM25 can be secured by planning conditions. These are recommended.

6.89. This site is located above a Secondary A Aquifer (Sand & Gravel) and also a Secondary (undifferentiated) aquifer of the Lowestoft Formation. The application site overlies a Water Framework Directive (WFD) groundwater body and is also in a WFD drinking water protected area. The site is considered to be of moderate environmental sensitivity. The historic and future use could present potential pollutant linkages to controlled waters. Conditions are recommended to ensure that water pollution does not occur.

6.90. The site could contain contaminated land. A phase 2 assessment has been submitted with the application and this indicates that further gas monitoring is required. A condition is recommended to ensure that any contaminated land is appropriately remediated.

6.91. An assessment of air quality has been submitted and reviewed by the Council's Public Health and Protection Service. The findings of the assessment are that there will be a negligible impact on individual receptors. This is subject to charging infrastructure for electric vehicles being provided. A condition is recommended to this effect.

6.92. All minerals and waste issues were addressed as part of the Examination in Public of the then emerging Chelmsford Local Plan. The conclusion of those discussion was that the Minerals Planning Authority (Essex County Council; ECC) would not seek to apply its mineral safeguarding policy in relation to the site. Therefore, ECC in its capacity as the Minerals and Waste Planning Authority have no comment to make with respect to this application.

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 8. Local Policies: DM1, DM2, DM16, DM20

6.93. Paragraph 57 of the NPPF advises that obligations must only be sought where they are:
(a) Necessary to make the development acceptable in planning terms
(b) Directly related to the development, and
(c) Fairly and reasonably related in scale and kind to the development

- 6.94. Further advice on the use of planning obligations is provided is given within national planning guidance: Planning Obligations – Use of planning obligations and process for changing applications.
- 6.95. The Chelmsford Infrastructure Delivery Plan (IDP) informs the Chelmsford Local Plan. It shows what infrastructure is required, who will provide it and when.
- 6.96. Section 3 of the Local Plan sets out the Council’s strategic priorities that will be addressed through the Local Plan. Policy S9 indicates the infrastructure requirement priorities of the council and S10 how these will be secured. Policy S6 addresses housing and employment requirements.
- 6.97. Policy DM1 concerns securing the right type of homes and DM2 securing affordable housing. DM16 and DM20 address ecology and biodiversity and delivering community facilities respectively.
- 6.98. Growth site policy 8 (North of Broomfield) highlights, amongst other things, infrastructure and mitigation requirements for the site.
- 6.99. The Planning Obligations Supplementary Planning Document (POSPD) sets out how the Council will seek planning obligations when considering planning obligations. It is supplemented by a series of planning advice notes covering: First Homes, Housing Additionality, Open Space, Self and Custom Build housing, Specialist Residential Accommodation and Wheelchair Accessible Homes.
- 6.100. The planning obligation requirements for this development are set out under the headings below:

Affordable Housing

- 35% of total units to be affordable with 22% of total units affordable rent, 9% First Homes and the balance (4%) Shared Ownership. The size of the Affordable Rented units will reflect the requirements of Table 3 in the POSPD except in the circumstances where the number of residential units built at the site exceeds the 450-allocation identified in the Local Plan. In these circumstances a different housing size table will be applied but only to the Affordable Rented proportion above the 450-allocation number. In this case the affordable rent units above the 450 number will reflect Table 3 in the Housing Additionality Affordable Housing for Rent Planning Advice Note (January 2022) i.e., a greater proportion of four-bedroom homes.
- Wheelchair User M4(3)(2)(b) units to be secured at 5% of the total number of affordable homes.
- First Homes financial contribution to make up the 5% difference in the discount applied to Shared Ownership will be £247 per sq. m for each First Home flat and £202 per sq m for each First Home House. As an alternative to paying the First Homes Financial contribution the s.106 will provide scope for the developer to either discount First Homes at 40% or 50% from market value or, provide an enhanced affordable housing rented offer of similar value. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).
- Affordable housing scheme to be submitted to address phasing, delivery and mix for each phase.

Specialist Residential Accommodation (SRA)

- SRA to be either provided on site or through payment of a contribution of £457.50 per new residential dwelling. (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Self/Custom Build

- Self/Custom Build housing to be provided at 5% of the total number of units.

Highways and transportation

- Northeast by-pass contribution of £2.5million (Civil Eng Index linked).
- Cycle/footbridge over Essex Regiment Way contribution of £0.4million (Civil Eng Index linked).
- Junction improvements contribution of £1m (Civil Eng Index linked).
- Great Waltham to Chelmsford cycle route improvements contribution of £175,000 towards completion of section 2 between Goulton Road and the Hospital Link Road (Civil Eng Index linked).
- Cycle route south from new access roundabout contribution of £300,000 towards a cycle route between the site access roundabout and Croxton Lane (Civil Eng Index linked).
- Developer to submit details of the link road for technical approval prior to any development above slab level taking place at the site.
- No occupation of phase 2 of the development until technical approval has been given for the link road.
- Construction and delivery of link road in accordance with details in application 21/00881/FUL and design to be agreed by the highway authority to connect site with hospital road network and associated works to Woodhouse Lane to be provided prior to 200th occupation.
- Payment of a commuted maintenance sum for hospital link road.
- Closure/downgrading/alterations to Woodhouse Lane.
- A bus strategy to be submitted to and approved by the highway authority prior to occupation
- Developer to provide a bus service to the site to the specification of the highway authority prior to occupation of the 60th dwelling.
- Residential Travel Plan (including car club scheme) annual monitoring fee of £2660 until a year after full occupation (Government's Consumer Price Index (CPI)).
- Smarter Choices campaign annual monitoring fee of £5,000 (Government's Consumer Price Index (CPI)).
- Restriction on occupations until the new access roundabout, the spine road, works to Woodhouse Lane, cycle facilities and bus stop infrastructure have been carried out and a certificate of completion issued under s.278.

Open space

- Local open space to be provided to be laid out and secured in accordance with the planning permission.
- Local open space maintenance plan to be submitted and agreed.
- Open space commuted payment for maintenance of £234.82 per dwelling for open space (local and natural) maintenance bond to be submitted and secured, along with local authority step in powers should the developer wish to maintain the open spaces (in accordance with Tables 9 and 10 of the Planning Obligations Supplementary Planning Document). (Not index linked – POSPD para. 14.20).

- Strategic open space contribution in lieu of on-site delivery of parks sports and recreation grounds at £1,052.00 per dwelling (BCIS PUBSEC Tender Price Index of Public Sector Building Non-Housing Indices).

Education

- Provision of a stand-alone early years and childcare nursery on land within the site of no less than 0.13ha. An area of 0.13 hectares of land to be secured and remediated to be transferred to ECC or other agreed body for a nominal sum at the formal request of the education authority.
- Contributions in accordance with ECC formula (as set out in Table 5 below) for Early Years, Primary and Secondary education to be paid in tranches as agreed with the education authority.

Table 5: Education	Factor			Cost per place
	1 bed	Flat	House (2+ bed)	
Early Years & Childcare	0	0.045	0.09	£20,508
Primary	0	0.15	0.3	£20,508
Secondary	0	0.1	0.2	£24,929
Formula = [Number of dwellings x factor] x cost per place (+ Public Sector Building Non-housing (PUBSEC Index))				

Healthcare

- Provision of land for a health facility with space for the new building appropriate access, parking and servicing arrangements to accommodate a building of around 1,000 sq. m to be secured and remediated. The site is to be subsequently transferred to Chelmsford City Council for a nominal sum on receipt of a formal request of the health authority.
- Contribution of £253,900 [£496.18 per dwelling] to support the development proposal.

Community Facility

- A community facility to be provided within the health facility building.

Biodiversity Net Gain

- Provision of biodiversity offsetting contribution relating to application for link road. The applicant has indicated their intention to purchase the required biodiversity credits.

Essex Coast RAMS

- Contribution of £137.71 per dwelling.

Monitoring

- Contribution to cover Strategic Sites and Affordable Housing Monitoring cost and ECC Monitoring cost.

Community Infrastructure Levy (CIL)

- 6.101. This application may be CIL liable and there may be a CIL charge payable. CIL would be calculated based on reserved matters applications.

7. Planning Balance (Conclusion)

- 7.1. 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

- 7.2. Under the economic objective, there would be no loss of existing employment. The proposal would generate jobs through the construction process and in the longer term through the onsite healthcare facility and early years and childcare facility. The construction of up to 512 dwellings on the site would increase spending locally which would add to the local economy. These benefits carry weight in favour of the proposed development.

Social

- 7.3. The proposed development would be in a location where local schools, shops and healthcare facilities could be accessed on foot, by cycling or through public transport. The development would, subject to S106 obligations, provide safe and accessible alternative travel modes to the private car.
- 7.4. The development is required to meet the Council's identified growth needs. The development would provide a range of house types and tenures, including affordable rent homes, First Homes, Shared Ownership homes, Custom Build, Wheelchair User homes and accessible or adaptable homes.
- 7.5. Provision would also be made for specialist residential accommodation (either by financial contribution or on-site provision), a healthcare facility, community space and early years and childcare facility. Financial contributions would be made towards local education provision.
- 7.6. The development would include local open space, a children's play area and natural and semi-natural open spaces.
- 7.7. The proposal carries benefits in terms of the social objective of sustainable development which weigh in favour of the development.

Environmental

- 7.8. The environmental objective of the NPPF relates to protecting and enhancing our natural, built and historic environment; including making effective use of land and helping to improve biodiversity.
- 7.9. The application site has been allocated in the Chelmsford Local Plan. It is a sustainable extension to the existing settlement of Broomfield. The application follows and approved

masterplan and has been planned in a sustainable way. The development would maximise opportunities for walking and cycling, rather than the private car.

- 7.10. The development would not adversely affect any designated or non-designated heritage assets. It would not give rise to an increased risk of flooding and would be acceptable in air quality terms. Archaeological excavation, investigation and recording would take place.
- 7.11. The development would retain important landscape features and would not cause likely harm to protected or other species or their habitats. The development would result in a biodiversity net gain, substantial new tree planting and the creation of natural and semi-natural open spaces.
- 7.12. The developer has advised that the scheme will be 'gas free' and that houses will be heated by air source heat pumps and solar energy. 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.

Conclusion

- 7.13. Overall 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 therefore acceptable, subject to conditions and the completion of the S106 agreement.

RECOMMENDATION

The Application be APPROVED subject to the completion of a S106 Agreement and compliance with the following conditions:

Procedure

Condition 1 – Reserved Matters

No development shall commence within any phase until plans and particulars showing precise details of the appearance, landscaping, layout and scale (hereinafter called the "Reserved Matters") within the phase have been submitted to and approved in writing by the Local Planning Authority. All development shall be carried out in accordance with the Reserved Matters details approved.

Reason:

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

Condition 2 – Time limits

- (i) Application for the first Reserved Matters application shall be made no later than the expiration of 3 years beginning with the date of this planning permission.
- (ii) Application for the approval of the remainder of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 6 years from the date of this planning permission.
- (iii) Implementation of a Reserved Matters Approval shall commence no later than 2 years from the date of the approval of the Reserved Matters for the relevant phase.

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 3 – Parameter plans

Plans and particulars of the Reserved Matters referred to in Condition 1 for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority, and shall accord with the following Parameter Plans (subject to such minor variation that may be subsequently agreed in writing by the local planning authority):

- 25746-RG-M-86D Public Open Space
- 25746-RG-M-82A Land Use
- 25746-RG-M-83C Building Heights
- 25746-RG-M-84C Access and Movement
- 25746-RG-M-44F Tree and Building Removal

Reason:

In order to achieve satisfactory development of the site.

Condition 4 – Compliance with approved plans

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

Reason:

In order to achieve satisfactory development of the site.

Condition 5 - Phasing

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 6 - archaeology

- (i) Prior to the commencement of the development an archaeology mitigation strategy detailing the excavation/preservation strategy for any archaeological deposits shall be submitted to and approved in writing by the local planning authority following the completion of the archaeological evaluation.
- (ii) No development or preliminary groundworks shall commence on those areas containing archaeological deposits until fieldwork, as detailed in the archaeology mitigation strategy subject of part (i) of this condition, has been carried out.
- (iii) Within six months of the completion of the fieldwork, unless otherwise agreed in writing with the local planning authority, a post-excavation assessment shall be submitted to and agreed in writing with the local planning authority. This shall include a 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:

Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. A phased archaeological condition is needed to ensure appropriate mitigation. This is in line with the National Planning Policy Framework and Policy DM15 of the Chelmsford Local Plan.

Condition 7 – Contamination

No development shall commence within each phase or sub-phase of the development until a scheme to deal with the risks associated with the contamination of the land associated with that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The scheme shall incorporate the following components:-

- (i) A preliminary risk assessment which identifies:- Previous uses, Potential contaminants associated with those uses, A conceptual model of the site including sources, pathways and receptors, Potentially unacceptable risks arising from contamination at the site.
- (ii) A site investigation scheme based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (iii) The site investigation results and a detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken,
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall be implemented as approved unless any changes are otherwise agreed in writing with the local planning authority.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is identified and remediation measures appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 8 - SuDS

As part of Reserved Matters submissions for each phase or sub-phase, a detailed surface water drainage strategy shall be submitted for approval. The strategy shall broadly accord with the submitted Flood Risk Assessment and Drainage Strategy by Stantec (May 2022) and include consideration of a range of SUDs measures such as green roofs, rainwater harvesting, rain gardens, water butts and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy DM18 of the Chelmsford Local Plan.

Condition 9- Levels

Prior to any construction works within each phase or sub-phase, including the spine road, detailed drawings and sections showing the finished levels of all parts of the development 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 10- BREEAM

a) The neighbourhood centre building, healthcare facility and early years building hereby permitted shall be built to a minimum sustainability standard of BREEAM Very Good (or its successor);

- b) Prior to the commencement of the neighbourhood centre building, healthcare facility or early years building, 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;
- c) the neighbourhood centre building, healthcare facility or early years building 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 neighbourhood centre building, healthcare facility or early years 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

Condition 11– PROW safeguarding

No development shall take place within the phases or sub phases adjoining the Public Right Of Way Number 29 (PROW 225_29) until a scheme (including temporary re-routing, fencing, barriers, crossing points) to safeguard public use of the existing public right of way has been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out in accordance with the approved plan.

Reason:

To ensure the existing public right of way is retained and available throughout the development period.

Condition 12– Hard Landscape

No development shall commence within each phase or sub-phase of the development until details of the following have been submitted to and approved in writing by the local planning authority:-

- (i) The proposed roads/footways/footpaths and cycleways within that phase or sub-phase of the development including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, gradients, surfacing and means of surface water drainage,
- (ii) How the design of the streets and spaces take into account mobility and visually impaired users, and
- (iii) A panel composed of samples of all materials to be used in the paving of the ground surfaces including details of the product name, number, colour and manufacturer.

Reason:

To ensure that the proposed hard landscape is visually satisfactory, able to be maintained in the long term, suitable for drainage purposes, does not prejudice the lasting quality of the locality and which ensures that materials sourcing is resource efficient in accordance with Policies DM24, DM18 and S2 of the Chelmsford Local Plan.

Condition 13- Construction Method Statement

No development within each phase or sub-phase of the development shall commence until a Construction Method Statement for that phase or sub-phase of the development has been submitted to and approved in writing by the local planning authority. The statement shall include details of the following relating to such phase or sub-phase of the development:-

- i. construction vehicle access and routing,
- ii. any temporary traffic management/signage,
- iii. wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,

- iv. contractor and visitor parking clear of the highway,
- v. highway safety considerations,
- vi. turning, loading and unloading of plant and materials,
- vii. hours of deliveries,
- viii. a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction, and
- ix. a scheme to prevent pollution caused by surface water run-off and groundwater during construction.

The approved statement shall be adhered to throughout the duration of the construction period of the relevant phase or sub-phase of the development. Until final surfacing is completed, footway and shared surface base courses shall be provided and maintained in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering pedestrian routes.

Reason:

In the interests of highway safety and to ensure the environmental impact of the construction of the development is adequately mitigated and to safeguard the amenities of the occupiers of neighbouring residential properties and future residents of the development in accordance with Policies S2, DM24 and DM29 of the Chelmsford Local Plan.

Condition 14– Badger Report

As part of Reserved Matters submissions for each phase or sub-phase a badger monitoring report shall be submitted for approval.

Reason:

In the interests of safeguarding badgers in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 15– Arboriculture

As part of Reserved Matters submissions for each phase or sub-phase the following documents shall be submitted for approval:

- (i) an impact assessment & arboricultural method statement. To include:
 - (a) Details of trees and hedges to be retained and removed,
 - (b) Details of tree surgery work to retained trees,
 - (c) Specification for tree protection including layout and type of tree protection for construction including change that may occur during development,
 - (d) Location and installation of services, utilities and drainage,
 - (e) Details of construction within the root protection area of retained trees,
 - (f) A full specification for the construction of the new access and parking areas, including details of the bespoke cross-over and cellular confinement specification, and the extent of the areas. Details must include the relevant sections through them,
 - (g) Details of site access, temporary parking, welfare facilities, loading and unloading, storage of equipment, materials, fuels and waste,
 - (h) Tree protection plan,
 - (i) Boundary treatments within the root protection areas,
 - (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.
- (ii) strategic soft landscaping design
- (iii) landscape and ecological maintenance plan
- (iv) landscape and ecological management plan

Reason:

In the interests of creating a landscape led development and safeguarding landscape feature which are preserved and of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

Condition 16– Custom Build Design Code

No development within any phase or sub-phase of the development which will include custom build housing shall commence until a design code for custom build units has been submitted to and agreed in writing with the local planning authority. This shall be in accordance with the Council’s Self-Build and Custom Build Planning Advice note dated April 2022. Subsequent reserved matters applications for custom build units shall accord with the approved design code.

Reason:

To ensure satisfactory development of the site and ensure the development is visually satisfactory in accordance with policy DM23 of the Chelmsford Local Plan.

During Construction

Condition 17– Public Art

Within twelve 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.

Reason:

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

Condition 18– Boundaries

- 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) Individual dwellings shall not be occupied until boundary treatments relating to the dwelling or dwellings have been implemented in accordance with the approved details.

Reason:

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

Condition 19– KEGS boundary

Prior to its installation, details of a fence to be installed on the western boundary of the site with the King Edward VI Grammar School playing field shall be submitted to and agreed in writing with the local planning authority. The fence shall be installed prior to the first occupation of any part of the development.

Reason:

To ensure the proposed development is visually satisfactory and to restrict access to the neighbouring private land.

Condition 20– Refuse & Recycling

Prior to their installation, details of the facilities for the storage of refuse and recyclable materials shall be submitted to and approved in writing by the local planning authority. 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 21– Lighting

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

Reason:

To ensure that the proposed development is visually satisfactory and does not adversely affect biodiversity in accordance with policies DM23 and DM16 of the Chelmsford Local Plan.

Condition 22– new roundabout

Within six months of commencement of the development hereby permitted a new roundabout junction on B1008 as shown indicatively on Ardent plan 184281-002F shall be provided. The junction shall include a toucan crossing on the northern arm, parallel crossing on the western arm and uncontrolled drop kerb crossing on the southern arm.

Reason:

To enable construction and residential access to the site.

Condition 23– completion of spine road

Prior to occupation of the 200th dwelling the spine road from B1008 to Woodhouse Lane shall be completed and available for use. The spine road shall include a bus turnaround area towards the south-western extent of the spine road, within phase 2, and connection to Hospital Link Road with associated works to Woodhouse Lane (east) to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented.

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 24 – details of spine road

Prior to occupation of the 200th dwelling the spine road from the B1008 to Woodhouse Lane, including a bus turnaround area towards the south-western extent of the spine road in phase 2 shall be completed and available for use.

The spine road shall comprise:

- a) A 6.75 metre single carriageway designed to 30mph design speed
- b) LTN 1/20 compliant two-way cycleway (3m) with segregated footway (2m) on southern side with no frontage access

- c) Drop kerbs on south side opposite side road junctions on the north side to allow cyclists to join the southern cycleway
- d) Uncontrolled crossing points at agreed locations along the route, to include features to enable ped/cycle permeability throughout the site A verge and 2m footpath adjacent to carriageway on northern side
- e) Traffic calming measures for a 30mph bus route
- f) A limited number of access junctions along its length
- g) Bus stops and bus turnaround facilities
- h) A through route to Hospital link road
- i) Connections to the western section of Woodhouse Lane, with associated works to Woodhouse Lane to enable a prohibition of motor vehicles traffic regulation order (TRO) to be implemented

Reason:

To provide access to the site to accommodate public transport and other sustainable travel modes

Condition 25 – provision of cycleway and pedestrian improvements Chelmsford to Gt Waltham

There shall be no occupation of the site until the cycleway and pedestrian improvements to section 1 of the Chelmsford to Great Waltham cycle route from Corporation Road to Goulton Road, to include footway widening along the route, parallel crossing (Kings Road), North Avenue central reserve crossing, resurfacing and signs and lines have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 26– cycle way provision eastern side of B1008

There shall be no occupation of the site until LTN 1/20 compliant cycleway and pedestrian improvements to the eastern side of B1008 north of the access roundabout, as shown indicatively on Ardent plan 184281-013A have first been provided and are available for use.

Reason:

To enable sustainable travel to/from the site.

Condition 27– additional bus stops B1008

There shall be no occupation of phase 1 until new additional bus stops north and southbound on the B1008, at locations to be agreed with Essex County Council, have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure properties within phase 1 of the development are within 400m walking distance of a bus stop.

Condition 28– additional bus stops spine road

There shall be no occupation of phase 2 until bus stops on the spine road, at locations to be agreed with Essex County Council have first been provided. The bus stops shall include raised kerbing, shelter, seating, Real Time Passenger Information screen, static information display and a bus stop flag.

Reason:

To ensure all properties are within 400m walking distance of a bus stop

Condition 29– residential travel plan

Prior to first occupation of the development hereby permitted a residential travel plan shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation, with annual monitoring reports submitted to Essex County Council.

The Travel Plan shall include:

- a) Information on bus, rail, walking, cycling routes in the vicinity of the site;
- b) Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
- c) Season tickets/vouchers to include:
 - 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - Discounted bus travel tickets in following years
 - Discounted rail travel vouchers (format and quantity TBA)
- d) Details of the car club scheme for the development which shall include:
 - Provision of 2 spaces across the development or within the neighbourhood centre?
 - Funded for 5 years after final occupation
 - One space to be provided by occupation of the 119th dwelling
 - Second space to be provided by occupation of the 319th dwelling
 - Discounted or free membership to encourage uptake

Reason:

To promote sustainable travel to/from the site

Condition 30– smarter choices campaign

Prior to first occupation of the development hereby permitted, details relating to a Smarter Choices Campaign, covering existing residences with the Parish of Broomfield and along Blasford Hill, shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. Such approved campaign shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation and annual monitoring reports submitted demonstrating the level of target achievement.

The Smarter Choices Campaign shall include measures to encourage modal shift to sustainable means and shall include:

1. Information on bus, rail, walking, cycling routes in the vicinity of the site;
 2. Details of the community travel website (or links to existing sites), which will include real time bus timetable information, rail timetabling etc
 3. Season tickets/vouchers
 - a. 2x 12-month bus travel vouchers per dwelling covering Chelmsford Zone
 - b. Discounted bus travel tickets in following years
 - c. Discounted rail travel vouchers (format and quantity TBA)
 4. Cycle training scheme
 5. App based rewards scheme offering rewards for utilising sustainable modes
- Specific financial penalties if targets are not achieved to be put towards additional sustainable measures (i.e. cycling, Passenger Transport)

Reason:

To promote sustainable travel to/from the area surrounding the site

Condition 31– parking spaces and layout

The number of parking spaces and how these are laid out (including dimensions) shall be in accordance with the Essex Parking Standards Design and Good Practice September 2009. This applies to all vehicular parking spaces including disabled requirements together with cycle parking and facilities for powered two wheelers.

Reason:

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

Condition 32– cycleways

The network of strategic cycleway routes shall be 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 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 33– walking routes

The network of footpath routes shall be surfaced and illuminated in accordance with details to be submitted to and approved in writing by the local planning authority. The walking 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 in accordance with Policies S1 and S2 of the Chelmsford Local Plan.

Condition 34– Public Right of Way

(i) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) Footpath 29 Little Waltham between Woodhouse Lane and the proposed spine road shall be upgraded to cycletrack and removed from the PROW network.

(ii) Prior to the first occupation of phase 2 of the development hereby permitted, Public Right of Way (PROW) 29 Little Waltham between proposed Spine Road and northern site boundary shall be upgraded to footway and removed from PROW network.

Reason:

To provide fit for purpose routes reflecting the change of circumstances and the expectation of occupiers of the new development.

Condition 35– Ancillary infrastructure

No ancillary infrastructure including pipes, flues, vents, meter boxes, external letterboxes, fibre wires and cables required by statutory undertakers and to be incorporated as part of the building design shall be provided within each phase or sub-phase of the development until full details of their location and design have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the detailed finish of the proposed development is visually satisfactory and does not prejudice the lasting quality of the locality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 36– Street lighting and signage

No street lighting, street name plates and any other signage shall be provided within each phase or sub-phase of the development until full details of their location and design have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure that the proposed development is visually satisfactory, to avoid street clutter, to minimise the number of sign posts in public spaces, to maximise the placing of lights and signs on building faces and to ensure lasting environmental quality in accordance with Policy DM24 of the Chelmsford Local Plan.

Condition 37– Materials

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

Reason:

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

Prior to first occupation

Condition 38– SuDS maintenance plan

Prior to the first occupation of the development a maintenance plan detailing the maintenance arrangements for SuDS features including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies shall be submitted to and agreed 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 39– SuDS maintenance

The applicant or any successor in title must maintain yearly logs of maintenance to the surface water drainage system which shall be carried out in accordance with the approved Maintenance Plan subject of condition 40. These logs 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 40– Contamination verification

Prior to the first occupation or first use of each phase or sub-phase, any remediation of the site found necessary shall be carried out. A validation report to that effect and a long term monitoring and maintenance plan in respect of groundwater shall be submitted to the local planning authority for written approval prior

to the first occupation of the relevant phase or sub-phase and the development shall be carried out in accordance with that scheme.

Reason:

To ensure that the proposed development does not cause pollution of controlled waters and that any contamination of the site is remediated appropriately to secure full mitigation in the interests of environmental and public safety in accordance with Policy DM30 of the Chelmsford Local Plan.

Condition 41– Carriageway Construction

The carriageways of the proposed estate roads shall be laid out and constructed up to and including at least road base level, prior to the commencement of construction of any residential dwelling or building intended to take access from that road.

Reason:

To provide a satisfactory interim standard of access and safety and linkage with the existing highway network.

Condition 42– Final Surfacing of Roads and Paths

The carriageways, footways, shared surfaces, footpaths and cycleways within each phase or sub-phase of the development shall be completed with final surfacing prior to the occupation of 90% of the units within that phase/sub-phase of the development unless the road is a construction route in which case the final surfacing shall be completed following the cessation of use of that road as a construction route.

Reason:

In the interests of highway safety.

Condition 43– Vehicle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved parking areas for that part of the development have 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 that part of the development 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 44– Cycle Parking

No dwelling or commercial floorspace, community, or educational facility shall be brought into use until such time as the approved cycle parking areas for that part of the development have been made available for use. The cycle spaces shall not thereafter be used for any purpose other than the parking of cycles in conjunction with that part of the development which they serve.

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 45– Broadband

Each dwelling shall be provided with a connection to 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 46– 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 or one electric vehicle charging point per 10 parking spaces for a non-residential building. 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.

Ongoing

Condition 47– Water Efficiency

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

Reason:

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

Condition 48– M4(2)

A minimum of 50% of the dwelling units as approved shall be constructed to comply with Building Regulations Approved Document Part M4(2) Category 2 (2010 - as amended).

Reason:

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 49– PD rights boundary treatments

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no wall, gate or other means of enclosure other than approved under reserved matters shall be constructed beyond the roadside front or side elevation of properties within the site without the written consent of the local planning authority.

Reason:

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

Condition 50– Unbound material

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

Reason:

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

Post Occupation

Condition 51– planting report

Within 24 months of the first occupation of each phase or sub-phase of the development a tree and hedge planting report detailing the results of the first 12-month defect inspection shall be submitted to and agreed in writing with the local planning authority. Any remedial works shall be carried out in accordance with a timetable to be submitted to and agreed in writing with the local planning authority.

Reason:

In the interests of creating a landscape led development and safeguarding landscape feature which are preserved and of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

Notes To Applicant

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

Noisy work:

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

Light work:

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

In some circumstance further restrictions may be necessary.

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

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

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

3. More information about BREEAM is available on the BRE website: www.breeam.org.
4. You are reminded that this permission is also subject to a legal agreement, and that the terms of this agreement must be complied with.
5. 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.

6. 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.
7. The Highway Authority (Essex County Council) must be contacted regarding the details of any works affecting existing and future highways. Please contact the Development Management Team by email at development.management@essexhighways.org.
8. The new street and its junction and/ or connection with the existing highway should be formed to the requirements and satisfaction of the Highway Authority (Essex County Council). Attention in this respect is drawn to Section 184 of the Highways Act 1980. Contact details are: Development Management Team, Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU. Telephone via Contact Essex: 0845 603 7631. Email: development.management@essexhighways.org.
9. Details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority prior to their construction. The roads and footways shall be constructed in accordance with the approved details.
10. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required as security in case of default.
11. The developer will be responsible for all of the costs associated with the stopping up of existing public highway to facilitate the development and its associated highway works.
12. 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.
13. Any non-standard specification materials, signal equipment or structures proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for an agreed period following construction.
Trigger(s): Prior to the adoption of the relevant sections of Public Highway.
14. Any landscaping proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for an agreed period following adoption.

15. 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.
16. Details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority. These details should conform to the Essex Design Guide or equivalent guidance.
17. 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 29 Little Waltham shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
18. The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.

Boreham Parish Council

Comments

10.01.2022 - Members of the committee had no objections to the application.

Economic Development & Implementation

Comments

No response received

Parks & Open Spaces

Comments

No response received

Leisure & Heritage Services

Comments

No response received

Anglian Water Services Ltd

Comments

02.02.2021

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

The foul drainage from this development is in the catchment of Chelmsford Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

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.

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.

Essex County Council (SUDS)

Comments

26.01.2021 - holding objection based on the absence of plans.

15.04.2021, 19.01.2022 & 25.05.2022

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission subject to conditions, including a detailed surface water drainage strategy to be submitted as part of reserved matters submissions for each phase or sub-phase.

Essex and Suffolk Water

Comments

No response received

Essex County Fire & Rescue Service

Comments

02.02.2021

Due to what would be considered an excessive distance to the nearest existing statutory fire hydrants, shown on the enclosed plan, it is considered necessary that additional fire hydrants are installed within the curtilage of the proposed site.

Once we receive the new water main design scheme for this development from the local Water Authority, we will liaise with them directly to ensure that all necessary fire hydrants are provided.

If a fire appliance is unable to gain access to within 45 metres of all parts of a new dwelling, as required by the Building Regulations 2010 Approved Document B, an alternative solution may be required such as an Automatic Water Suppression System (AWSS) incorporated into the building design.

04.02.2021

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

and appears to be acceptable subject to satisfactory compliance with Building Regulations B5.

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

12.01.2022

It is not currently confirmed whether the newly built road or parking areas can withstand the standard 18 tonne fire appliances used by Essex County Fire and Rescue Service.

Police - Designing Out Crime

Comments

04.01.2022

Whilst there are no apparent concerns with the layout to comment further we would require the finer detail such as the proposed lighting, boundary treatments and physical security measures.

Within the Design and Access Statement we note reference to Secured by Design guides, and 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 awards.

NHS Mid & South Essex Sustainability & Transformation Partner

Comments

28.01.2022

The proposed development will be likely to have an impact on the NHS funding programme for the delivery of healthcare provision within this area and specifically within the health catchment of the development. The GP practice within the vicinity of this proposed development does not have capacity for the additional growth resulting from this development and cumulative impact of development in the area. The CCG would therefore expect these impacts to be fully assessed and mitigated.

There are no obvious opportunities to increase capacity at existing sites to create sufficient capacity for the residents arising from this and other proposed developments in and around the city. It is therefore likely that a new built facility will be needed within this application site to mitigate the impact of the development.

This proposal should therefore safeguard a site within the development for the construction of a new healthcare facility. This should be of sufficient size to mitigate the impact of the development proposed on this site and be sustainable as a practice.

The development would have an impact on healthcare provision in the area where there is already a deficit of primary care facilities. The CCG therefore requests that the sum of £253,900 be secured through a

planning obligation in the form of a S106 agreement in order to increase capacity for the benefit of patients of the surgeries in the vicinity of the application site.

ECC Community Infrastructure Planning (Education)

Comments

17.02.2021

Assuming that all of these units are homes with two or more bedrooms, a development of this size can be expected to generate the need for up to 49.50 Early Years and Childcare (EY&C) places; 165.00 primary school, and 110.00 secondary school places.

Please note that any developer contribution figures referred to in this letter are calculations only, and that final payments will be based on the actual dwelling unit mix and the inclusion of indexation.

The proposed development is located within the Broomfield and The Waltham's ward and will create the need for an additional 49.50 places. According to Essex County Council's childcare latest sufficiency data, there are 13 providers of early years and childcare in the area. Overall, a total of six unfilled places were recorded.

The data shows that there is insufficient provision within the ward to meet the demand created from this development. It is therefore proposed that a new facility is required within the Broomfield and the Waltham's ward or within a three-mile radius of the development. We would therefore request a financial contribution and land to facilitate a new provision. Based on the demand generated by this proposal as set out above, a developer contribution of £1,491,287, index linked to quarter one 2021, is sought to mitigate its impact on local EY&C provision.

The western part of this proposed development falls within the priority admissions area of Broomfield Primary School, whereas the eastern part is within Little Waltham Primary School's area. The two schools are fairly equidistant from the development at around a mile by road. Data shows that the number of children in the current primary cohorts that are registered with GPs, and for whom one of these schools is their closest provision, slightly exceeds the combined capacity of the two schools. Based on the school site areas neither school has space to expand significantly.

It will be necessary to revise plans for additional school places in the wider area. Should the development be permitted, a developer contribution of £3,383,820, index linked to quarter 2021, is sought to mitigate its impact on local primary school provision.

The Priority Admission Area secondary school for the proposed development would be Chelmer Valley High. Due to high demand, the school has taken slightly over this number in some year groups. The school sits on a generous site which could facilitate expansion. If the development is permitted, a developer contribution of £2,742,190, index linked to quarter 2021, is sought to mitigate its impact on local secondary school provision.

Having reviewed the proximity of the site to the nearest primary and secondary schools, Essex County Council will not be seeking a school transport contribution, however, the developer should ensure that safe

direct walking and cycling routes to local schools are available.

In view of the above, I request on behalf of Essex County Council that if planning permission for this development is granted it should be subject to a section 106 agreement to mitigate its impact on childcare, primary and secondary education.

Housing Standards Team

Comments

No response received

Recycling & Waste Collection Services

Comments

No response received

Great Waltham Parish Council

Comments

18.01.2021

The Parish Council Objects on the basis of an additional 100 homes adds to the issues already raised in turn of traffic, facilities, schools, and we are extremely concerned that following several years of a process which ran from local plan to meetings with councils, parish council and parishioners the outcome is to add 100 homes and discards all the previous good work.

We are especially concerned about the pressure on the capacity on local schools, the local surgery and the increased traffic flow in a congested area.

17.01.2022

The Parish Council Objects on the basis of an additional 100 homes adds to the issues already raised in turn of traffic, facilities, schools, and we are extremely concerned that following several years of a process which ran from local plan to meetings with councils, parish council and parishioners the outcome is to add 100 homes and discards all the previous good work.

We are especially concerned about the pressure on the capacity on local schools, the local surgery and the increased traffic flow in a congested area and concerns over local car parking that is already beyond capacity.

Historic England

Comments
<p>27.01.2021</p> <p>On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.</p>
<p>14.01.2022</p> <p>On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.</p>

ECC Historic Environment Branch

Comments
<p>25.02.2021</p> <p>The proposed development area has already been subject of geophysical survey and archaeological evaluation, which has revealed prehistoric, Roman and medieval features. Depending on the layout of the development, these features will need to be fully excavated prior to development which would damage or destroy them.</p> <p>In view of this, a condition to secure a written scheme of investigation is recommended.</p>
<p>04.01.2022</p> <p>Archaeological geophysical survey and archaeological evaluation have taken place, indicating areas of significant archaeological features which need further investigation. Extensive discussions have taken place during this work and a phased archaeological condition is needed to ensure appropriate mitigation.</p>

Environment Agency

Comments
<p>11.02.2021</p> <p>We consider that planning permission could be granted to the proposed development as submitted if planning conditions are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.</p>

Natural England

Comments

02.02.2021

It has been identified that this development site falls within the 'Zone of Influence' (ZoI) of one or more of the European designated sites scoped into the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).

Without mitigation, new residential development in this location is 'likely to have a significant effect' on one or more European designated sites, through increased recreational pressure, either when considered 'alone' or 'in combination' with other plans and projects.

Public Health & Protection Services

Comments

14.01.2021

The Phase 2 assessment indicates that further gas monitoring is required. A contamination condition is required.

This residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated).

07.01.2022

The air quality impact assessment submitted as part of the Environmental Statement does not quantify any affect from a proposed junction and road realignment as set out in the drawings. The air quality impact assessment should be updated with a scoping assessment for these proposed changes.

28.01.2022

Although all of the information has not been evidenced in one document, we can accept the assessment and the findings that there will be a negligible impact on individual receptors. Providing mitigation is provided in the form of EV charging points and as set out in transport assessment, we consider that the development will be acceptable on air quality grounds

ECC Minerals & Waste Planning

Comments

30.04.2021

Mineral safeguarding matters relating to this site were discussed at the EiP Hearings associated with the Chelmsford Local Plan. The conclusion to those discussions was that the Minerals Planning Authority would not seek to apply its mineral safeguarding policy in relation to the site. As such, Essex County Council in its

role as the Minerals Planning Authority has no comment to make in relation to this application.

12.01.2022

All minerals and waste issues were addressed as part of the Examination in Public of the then emerging Chelmsford Local Plan and therefore ECC in its capacity as the Minerals and Waste Planning Authority have no further comment to make with respect to this application

Essex County Council Highways

Comments

26.05.2022

The Highway Authority has undertaken extensive investigation and analysis of the submitted supporting documentation, together with a large quantity of additional information supplied since submission by the applicant. This work has concluded that subject to a package of appropriate mitigation, traffic impact that results from the proposals would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable transport measures as set out in this recommendation.

A link to Broomfield Hospital via this site has been identified as a requirement for this site within the CCC Local Plan. Whilst the submitted TA seeks to demonstrate the link road is not required in traffic terms, modelling work undertaken for the recent NE Bypass Planning Application (CC/CHL/85/21) demonstrates that the Main Road/Hospital Approach/Blasford Hill Roundabout was operating over capacity in peak hours in 2019 Base and will be in 2024 (excluding Bloor development) and 2036 (including Bloor development) and therefore an access to Broomfield Hospital and Farleigh Hospice is required and must be provided by the developer in line with the Masterplan and Policy for Strategic Growth Site 8.

The residential development requires the provision of the Hospital Link Road and the associated vehicle prohibition on Woodhouse Lane to create a sustainable travel corridor. The closure of Woodhouse Lane as a through route will enable a direct walking/cycling link to be provided from the development to Hospital Approach and on to the Chelmsford to Gt Waltham cycle route, away from the B1008. As the Traffic Regulation Order process for vehicle prohibition is separate to the planning process it is essential that this TRO is approved prior to commencement of development to ensure that it can be delivered and there will be sufficient provision of good quality walking/cycling links southwards beyond the site.

The developer to provide the following S278 highway works:

Access Roundabout

Spine Road

Hospital Link Road

Cycle facilities

Bus stop infrastructure

The developer to provide the following S106 contributions:

Chelmsford NE Bypass (CNEB) - £2.5million towards Phase 1 of CNEB which is required to accommodate development in the current Local Plan including the North of Broomfield site.

Off-site Road Junctions - £1.0million towards mitigation of the cumulative impacts of the Local Plan development on routes between the site and the city centre.

Bridge £0.4 million towards a pedestrian and cycle bridge over Essex Regiment Way to link to Chelmsford Garden Community.

Great Waltham to Chelmsford Cycle Route - £175,000 towards completion of section 2 between Goulton Road and the Hospital Link Road.

Cycle route south from new access roundabout - £300,000 towards a cycle route between the site access roundabout and Croxton Lane.

Provision of bus strategy and provision of a bus service to be developer funded for 5 years.

Residential Travel Plan (including car club) and Smarter Choices Campaign

Annual Travel Plan monitoring fee of £2660 (index linked) to Essex County Council until a year after full occupation.

Annual Smarter Choices monitoring fee of £5000 (index linked) to Essex County Council.

Commuted Maintenance Payment for link road.

General Conditions

Construction Management Plan

Pedestrian and Cycle Routes

Public Rights of Way

No unbound material

Maintenance of Landscaping

Adherence to Parking Standards

Sustainable Urban Drainage Solutions

Conformity of Internal Roads to Design Guidance Best Practice

Estate Carriageway Construction

Taking the above into consideration, the Highway Authority would not wish to raise an objection to the above application subject to the provision of the requirements set out below.

The following plans are not agreed, they show the spine road being 20mph with associated traffic calming

which is not acceptable to the Highway Authority given the route serves as an access to the Hospital, Farleigh Hospice and Woodhouse Lane (west) as well as the residential development and will need to accommodate buses. It should be designed to 30mph. The detailed design of the Spine Road should be dealt with at reserved matters stage.

184281-027D Spine Road General Arrangement (north)

184281-028D Spine Road General Arrangement (south)

Ramblers Association

Comments
No response received

Little Waltham Parish Council

Comments	
<p><i>12/02/2021 response</i></p> <p><i>Number of houses</i></p> <p>Increase in house numbers from 450 in the Local Plan process is disappointing as there was no engagement.</p>	See Report – Principle of Development
<p>The amount of new homes is 22% higher than the amount considered appropriate for the site within the local plan document. The extra number of houses is contrary to the Local Plan and not sustainable as it would have a detrimental impact upon local services and roads in the community.</p>	(As above)
<p><i>Road infrastructure</i></p> <p>The Parish Council contends that the proposed housing will have a detrimental impact upon infrastructure and in particular the local road network. The B1008 is running in excess of 90% capacity and increased development is only increasing the traffic in the area.</p> <p>The most direct route for vehicles travelling from</p>	<p>The highway authority has undertaken extensive analysis and investigation of the planning application and its submitted supporting documentation and has concluded that subject to appropriate mitigation, traffic impact that results from the development would be suitably mitigated through both the provision of capacity enhancements and a package of sustainable</p>

<p>the proposed site to Essex Regiment Way will be via Little Waltham village centre. The village centre is predominantly in a Conservation area with narrow roads and heritage properties and the impact of such extra traffic will be highly detrimental to those living in the area.</p>	<p>transport measures.</p>
<p><i>Impact upon other infrastructure and services</i></p> <p>It is not possible for all journeys to be undertaken by bicycle or bus and will not substantially reduce the impact of traffic in the area to such an extent as to consider the application sustainable.</p> <p>The Parish Council is concerned about the impact of additional houses upon already stretched local services and facilities.</p> <p>There is no reference to any improvements to the public rights of way which would be used by more people as a result of such proposed development. Developer contributions should be required.</p>	<p>(See above)</p>
<p><i>Timeframe for construction</i></p> <p>A construction period of 6 years would be inconvenient and detrimental to adjacent residents and the local area as a whole.</p> <p>Delaying the link road for a further 6 years will mean a longer period of congested traffic in the area. The Parish Council considers that the link road into the hospital should be constructed at an early phase of development.</p>	<p>The construction period is likely to result in some inconvenience and detriment to local residents but this would be mitigated by implementation of a construction management plan.</p> <p>The Council is seeking construction of the link road prior to the 200th occupation.</p>
<p><i>Issues surrounding the construction of the Link Road</i></p> <p>The planning application does not include the joining of the main spine road in the development to a road within the Broomfield Hospital estate. Without the hospital link road no relief would be provided in relation to traffic travelling to the</p>	<p>Connection between the spine road and the link road would be secured by s.278 and s.106 agreements.</p>

<p>Hospital site.</p> <p>The Parish Council is concerned that if that money were to paid direct to the Hospital Trust it would be lost in the running costs of the hospital leading to a situation where the Hospital area unable to fund the road.</p> <p>If the road is to effectively alleviate congestion in the area then it should be accessible by all motorists.</p>	<p>A financial contribution in lieu of the link road is not proposed as a build licence would be signed by the Trust and the developer to permit and secure access rights to construct the road.</p> <p>The Hospital Trust as landowner wishes to restrict vehicular access via the link road to staff and service vehicles, with public transport to be investigated.</p>
<p><i>Road junction and crossing point</i></p> <p>A roundabout would need to be supported by an appropriate safe crossing point at the Blasford Hill.</p> <p>There is also a concern that there is a current planning application for the development of ten houses next to Montpellier Villa which would mean that there would be another access onto Blasford Hill in very close vicinity to the new proposed roundabout thus leading to potential traffic conflict in the area.</p>	<p>Noted, a new toucan crossing is proposed to the north of the proposed roundabout.</p> <p>The new roundabout would be acceptable in traffic terms in all respects including its distance from the new access to serve land adjacent to Montpellier Villa.</p>
<p><i>Neighbourhood Centre</i></p> <p>It is not suitable for a local centre to be housed in the development. There would not be sufficient call for such a facility in the vicinity even with additional housing on site. A centre could draw away the use of existing facilities within the Parish of Little Waltham. There is a lack of clarity as to who would be responsible for such a centre and the cost thereof and a concern that such a centre would be a drain on local resources. There are two thriving village halls within the village centre which could be adversely impacted. It is considered that a developer contribution to existing facilities or proposed facilities in the village centre would be more beneficial for the community.</p> <p>It is also a concern that the GP practice may be encouraged to move to such a facility when it is</p>	<p>The community facility element of the local centre would be proportionate in size to essentially serve residents of the new development.</p> <p>The new surgery is required by the NHS (see report). There is no indication that its provision would lead to the diminishment of the Little Waltham Surgery.</p>

<p>such a valued resource within the community.</p>	
<p><i>Maintenance of common and Landscaped areas</i></p> <p>In the event that the City Council grant permission for the development any common areas to be adopted and maintained by a public authority, to make sure that the area can be suitably maintained going forward into the long-term future.</p>	<p>Noted, the s.106 is proposed to make provision for either local authority private maintenance of the open space.</p>
<p>21.01.2022 - Objection</p> <p>Little Waltham Parish Council wishes to object to the amended application on the following grounds:</p>	
<p><i>Number of houses</i></p> <p>14% higher than the number of houses considered to be a sustainable for the site. The extra number of houses is contrary to the criteria of the Local Plan and not sustainable.</p>	
<p><i>House types and styles</i></p> <p>To have large 3 storey buildings backing onto the allotment site and in the vicinity of the historic properties would impose a detrimental visual impact and would certainly not be in keeping with the area.</p> <p>No mention of how the properties will be heated or whether solar panels will be utilised. There would be an expectation that the developers would be required to consider heating the properties will heat pumps as opposed to gas boilers and install solar panels and EV charging points.</p>	<p>(See earlier comment on this issue)</p>
<p><i>Road Infrastructure</i></p> <p>The impact of traffic and pressure on the local road network would still be severe and local knowledge of area would indicate that some of the suggestions</p>	<p>(See earlier comment)</p>

<p>regarding traffic management would not be workable.</p> <p>The information used in the models provided is dated back to 2017 and it is not clear whether consideration has been given to development in the area since that time or development that is coming forward and the additional traffic.</p> <p>A 'smarter choices' package will not be workable or achieve the reduction in journeys suggested.</p> <p>The current bus services in the area are not sufficiently reliable, frequent or cost effective to attract prospective residents into using the service.</p> <p>Not every journey into Chelmsford could be undertaken by bicycle.</p>	
<p>The majority of journeys to and from the site will be via motor vehicle and that an additional of 512 homes will add a substantial and detrimental number of vehicle journeys in an area which is already congested.</p> <p>The rat running issue that already exists will be dramatically exacerbated. The village centre has narrow roads and heritage properties and is a conservation area and the dramatic increase in rat running traffic will be substantial and highly detrimental to residents.</p> <p>Around 80% of people who work at the Hospital live in areas south of the Hospital. There is therefore a question mark as to whether such traffic will continue traveling north along Blasford Hill to use the proposed new link road or will continue to use Hospital Approach thus there would be little relief for traffic congestion in that area.</p> <p>It is noted that there is an absence of a report of the environmental impact of traffic emissions for the area.</p>	<p>The highway authority has concluded that the link road is required on traffic as well as sustainability grounds.</p>

<p><i>Road junction and crossing point</i></p> <p>A roundabout would need to be supported by an appropriate safe crossing point at the Blasford Hill.</p> <p>The proposals do not provide a safe means of crossing the road and a signalised crossing would be safer.</p> <p>It is not known where the bus stops will be located as that will influence where pedestrians may choose to cross the road.</p> <p>The hospital access road should be available for use by all traffic.</p>	<p>A toucan crossing is proposed on Blasford Hill, north of the proposed roundabout.</p>
<p><i>Landscaping and common areas</i></p> <p>In the event that the City Council grant permission for the development any common areas to be adopted and maintained by a public authority, to make sure that the area can be suitably maintained going forward into the long-term future.</p> <p><i>Impact upon local services</i></p> <p>The likelihood is that children from the development will predominantly attend the Little Waltham primary school. Not only will this increase traffic but there is a concern about the impact of the additional resident upon those existing services.</p> <p>New schools are being planned for the proposed Chelmsford Garden Village and at Beaulieu Park and it may be that some children will attend those schools, adding to the rat running through the village centre.</p>	<p>(See previous comment)</p> <p>The Education Authority does not object to the proposal subject to appropriate contributions towards education provision.</p>
<p><i>Neighbourhood Centre</i></p> <p>It is not suitable for a local centre to be housed in the development. There would not be sufficient call for such a facility in the vicinity even with additional</p>	<p>(See earlier comment)</p>

<p>housing on site. A centre could draw away the use of existing facilities within the Parish of Little Waltham and have a detrimental impact as opposed to providing useful services.</p> <p>There is a lack of clarity as to who would be responsible for such a centre and the cost thereof and a concern that such a centre would be a drain on local resources. It is also a concern that the GP practice may be encouraged to move to such a facility when it is such a valued resource within the community.</p>	

Broomfield Parish Council

Comments	
<p>12.02.2021 - Object</p> <p>Concerns summarised as follows:</p>	
<p>The number of dwellings proposed is unacceptable and is not in accordance with the Local Plan;</p> <p>Proposed dwelling numbers are 22% higher than the figure in the Local Plan Policy and approved Masterplan Framework and an unreasonably high net density of development when compared with densities across Broomfield village. It will result in an urbanisation of the village more appropriate to that found in the City itself.</p>	<p>(See response on similar comment from Little Waltham Parish Council and the Report)</p>
<p>The mitigation measures to overcome the traffic impact of the development are insufficient;</p>	<p>(See response on similar comment from Little Waltham Parish Council and the Report)</p>

The application provides no guarantee of the delivery of the access to Broomfield Hospital and Farleigh Hospice as required by the Local Plan policy	The delivery of the access is secured by the proposed s.106 agreement.
A reinforcement of planting along the northern side of Woodhouse Lane and along the western boundary of the site would help to connect habitats as well as provide screening between the site and the hospital and wider countryside.	Noted, the extent of areas proposed for landscaping and new planting are considered to be acceptable.
Concern about the location of the children's play area close to the central water feature.	Noted, further consideration will be given to this matter at reserved matters stage
Potential for Hospital employees and visitors parking in the new residential streets rather than parking on the Hospital site.	Such parking can be controlled by use of a Traffic Regulation Order
Measures will be required to manage access along Woodhouse Lane to ensure that it doesn't become overflow (free) parking for the hospital and does become an important and attractive cycle and footpath route from the site.	(See above comment)
There needs to be a mechanism in place to deliver community facilities including engagement with the Clinical Commissioning Group and medical practices.	The CCG has been consulted on the application and the facilities will be secured through the s.106
Providing contributions in lieu of expansion at schools will not solve the problem of where these additional children can be offered primary school places.	The education authority does not object to the proposal subject to contributions to be secured through the s.106 agreement. It would be for the education authority to manage where children would attend school.

<p>6.01.2022 – Object</p> <p>Delivery of the Link Road is inhibited by the proposed restriction to use of the link road. The restriction could actually make congestion worse. The majority of staff live to the south of the Hospital and that by directing them to use the new link access, their journeys will become longer than they currently are via Hospital Approach. Can be simply resolved, by allowing all Hospital-related traffic to access the nearest entrance.</p>	<p>The highway authority consider that the link road is required in traffic terms and would ease pressure on the local road network</p>
<p>No funding for the remainder of the Great Waltham route. The applicant will need to play a more active role in providing cycle paths.</p>	<p>The applicant is making significant contributions to and provision for the route to the south of the application site.</p>
<p>Main road/School Lane junction will be will be over capacity in 2036.</p>	<p>(See previous highway related comments)</p>
<p>The other aspects of the proposed Smarter Choices campaign will not achieve the success attributed to them.</p>	<p>The highway authority is content with the benefits of the Smarter Choices Campaign and has specified its scope, to be secured by condition and has a requirement for an annual monitoring fee to be secured through the s.106 agreement.</p>
<p>Raise the need for a robust, metal fence (details to be agreed with the School) to protect Bedford Fields from unauthorised use by residents.</p>	<p>This matter is covered by condition.</p>

Local Residents

<u>Comments</u>	<u>CCC Response</u>
<u>Support - 1</u>	
Affordable housing provision	S106 Heads of Terms agreed.
Additional infrastructure	S106 Heads of Terms agreed.

Object & Comment - 32	
<i>General</i>	
Additional 100 homes, not proposed through masterplan.	The number, in itself, would not be a sustainable reason for refusal if the development meets all other policy requirements (see report under Principle of Development).
Increase in crime.	Essex Police (Designing Out Crime) have raised no concerns with the proposed application but note that finer detail will be considered in due course. Secured By Design accreditation is encouraged.
Higher density development than surrounding areas.	There is no specific policy requirement to density. It is considered that the development could be high-quality design and landscape-led as required by the Local Plan.
The majority of Affordable Homes should be for Social or Affordable Rent.	The mix of affordable homes is acceptable with 22% of the 35% total being affordable rent.
Affordable Homes should be spread out across the development.	This will be considered as part of Reserved Matters applications. Guidance on layout is contained within the Council's Planning Obligations Supplementary Planning Document and required a dispersed approach to affordable housing which would limit the numbers within the groups of affordable properties.
A fence is required on the western boundary to prevent trespass onto school fields.	A condition requiring this is recommended.
<i>Infrastructure</i>	
Insufficient healthcare facilities.	S106 Heads of Terms agreed to secure land for a healthcare facility and a financial contribution towards health provision. The NHS/CCG are content with this approach.
Insufficient education provision.	S106 Heads of Terms agreed to secure financial contributions towards education provision. The total contribution for education is likely to be approaching £5.5m.
Neighbourhood centre and early years won't be built.	S106 Heads of Terms to address delivery are agreed.
No commitment to link road.	S106 Heads of Terms are agreed to address delivery. See application 21/00881/FUL.
<i>Transport</i>	

Local road network is at capacity.	The impact of the development is considered to be acceptable, as set out within the Local Highway Authority (Essex County Council) consultation response, subject to mitigation measures and S106 obligations.
Increase in traffic.	The impact of the development is considered to be acceptable, as set out within the Local Highway Authority (Essex County Council) consultation response, subject to mitigation measures and S106 obligations.
Lack of safe crossing points.	A new toucan crossing is proposed to the north of the new roundabout.
Not safe to cycle.	Closures to Woodhouse Lane would improve cycling connections from the site. A S106 obligation requires provision of and financial contributions towards cycleway improvements.
Residents on Woodhouse Lane would have to travel north before going south to Chelmsford (due to proposed closures on Woodhouse Lane).	This is correct for most properties on Woodhouse Lane. The proposed closures reduce the number of vehicles using North Court Road and the junction of Woodhouse Lane and Blasford Hill which lack suitable visibility. The new access road northwards through the development would be safer than the existing arrangements.
Increased parking on Woodhouse Lane.	Parts of Woodhouse Lane would be closed to vehicular traffic. Bollards would prevent vehicular access to these sections. This would prevent parking on the parts of the Lane that are to be closed. See application 21/00881/FUL.
No commitment to providing link road.	S106 Heads of Terms agreed to address delivery.
Link road not for public use so little benefit.	See application 21/00881/FUL. The link road would be used for staff and deliveries associated with Broomfield Hospital which would increase capacity on Blasford Hill and the junction with Hospital Approach, which would be in the public interest.
Footpaths will disappear.	The existing footpath through the site will be safeguarded. Additional walking routes are proposed.
KEGS school busses and other vehicles should have unrestricted access over the spine road through the development.	The spine road would be an adopted highway with unrestricted access.
<i>Environment</i>	
Adverse effect on environment.	The proposal would result in a biodiversity net gain. Protected species and other species, and their habitats, would be safeguarded.

Loss of countryside.	The loss of the existing site as countryside has been accepted through the allocation of the site for residential development in the Local Plan. This is required to meet the identified growth needs of Chelmsford in a sustainable way.
Additional homes remove landscaping and buffers.	Landscape buffers and areas of landscaping are proposed. Around 97,000sqm of open space would be provided within the site.
Increase flooding.	The Environment Agency have no objection to the development on the basis of flood risk. Sustainable drainage systems would be used to manage surface water run off.
Request for Swift boxes to be provided.	Biodiversity enhancements would be secured through future reserved matters applications.
Loss of hedgerows.	One hedgerow would be removed. The application proposed many new hedgerows resulting in a 36.63% net gain in linear habitats.
Damage to hedgerows and verges on Woodhouse Lane.	See application 21/00881/FUL. Turning areas will be provided to minimise the impact of vehicles overrunning the verges when turning.
Harm to wildlife.	The proposal would result in a biodiversity net gain. Protected species and other species, and their habitats, would be safeguarded.
Increased traffic will affect air quality.	Public Health and Protection Services have no objection to the application on the grounds of air quality. Charging infrastructure for electric vehicles would be provided.



ALTERATIONS AND ADDITIONS TO PLANNING COMMITTEE
9 AUGUST 2022

Green Sheet

Items 6 and 7

Since the publication of the reports, Members have received a letter from the Mid & South Essex NHS Foundation Trust setting out that they cannot accept any maintenance liability of the proposed Hospital Link Road.

The position of Bloor Homes is that the future maintenance of the Link Road can be addressed through the build licence and that the discussions on this would continue with the NHS Trust to ensure an acceptable position for both parties will be agreed.

There are now two options. Firstly, and preferably, that the Link Road is maintained. In the event that maintenance of the road cannot be agreed, and the road is not deliverable, there is a second option that would make the residential development acceptable in Highways terms. This second option is to secure a scheme of subsidised shuttle bus services between the Hospital and Chelmer Valley Park and Ride.

Report Amendments:

Item 6
20/02064/OUT

The Legal Obligations set out in the main report are therefore amended to remove "Payment of a commuted maintenance sum for hospital link road" from the Highways and transportation section.

The following shall be added under the same Highways and transportation section:

- Maintenance arrangements to be set out in the Build Licence between Bloor Homes and the Trust.
- If the Link Road is not deliverable, a scheme to secure subsidised shuttle bus services between the Hospital and the Chelmer Valley Park and Ride.

Additional Informative:

19 The developer is encouraged to contact the South Essex Parking Partnership to investigate parking controls that could be used within the development.

Item 7
21/00881/FUL

Paragraph 6.54 be amended to remove the fourth bullet point “Payment of a commuted maintenance sum for hospital link road”.

Add the following to the list of bullet points in paragraph 6.54:

- Maintenance arrangements to be set out in the Build Licence between Bloor Homes and the Trust.
- If the Link Road is not deliverable, a scheme to secure subsidised shuttle bus services between the Hospital and the Chelmer Valley Park and Ride.

MINUTES
of the
PLANNING COMMITTEE
held on 9 August 2022 at 7:00pm

Present:

Councillor J A Sosin (Chair)

Councillors L Ashley, H Ayres, S Dobson, J Frasca, P Hughes, J Lardge, R Lee,
G H J Pooley, R J Poulter, T E Roper and I Wright

Also present: Councillors W Daden and M Steel

1. Chair's Announcements

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

2. Apologies for Absence

Apologies for absence were received from Councillors E Sampson and C Shaw, who had appointed Councillors J Frasca and H Ayres as their substitutes. Councillor R Hyland also submitted belated apologies.

3. Declarations of Interest

All Members were reminded that they must disclose any interests they knew they had in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

4. Minutes

The minutes of the meeting on 5 July 2022 were confirmed as a correct record.

5. Public Question Time

Several questions were asked and statements made on the applications at Item 6 and 7. Details are given under the relevant minute numbers below.

6. Strategic Growth Site North of Woodhouse Lane, Broomfield, Chelmsford – 20/02064/OUT

The Committee considered an outline application for residential development for up to 512 dwellings, including affordable housing and custom build homes (Use Class C3), a Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure on land to the north of Woodhouse Lane, Broomfield, which had been allocated as a strategic growth site in the Local Plan. All matters except for primary access were reserved. A Green Sheet of additions and alterations had been distributed before the meeting.

A representative of the applicant attended the meeting to speak in support of the application. A statement and question had been submitted by a member of the public, who expressed concern about the effect of the development on already over-stretched health services in the area. A representative of Broomfield Parish Council attended to emphasise the view of the Parish Council that the development should not proceed without the provision of the link road, which should preferably be open to all hospital-related traffic, including the public. In the light of the NHS Trust's recent statement that it would not maintain the link road, the Parish Council was of the view that the application should be deferred until the arrangements for the construction and maintenance of the road were clear. A local ward councillor spoke to endorse the Parish Council's view and another, whilst also supporting the need for a link road and welcoming the proposed cycle and pedestrian routes, asked whether the dwellings to be constructed to the east of the reservoir would add to existing flooding problems. She also asked to how many of the new homes the Council would have nomination rights.

In response to those questions, officers informed the Committee that

- as part of the Section 106 agreement land would be secured for the development of a health care facility as well as a financial contribution towards it;
- the drainage strategy submitted with the application had been examined by the flood authority, which had found it to be acceptable and concluded that the development would not add to flooding in the area;
- thirty-five per cent of the up to 512 dwellings to be constructed would be affordable and if 180 were provided 113 would be for affordable rent with nomination rights to the Council and would include three and four bed properties, which were in high demand at present;
- the Highway Authority would prefer the provision of the link road as the best means of reducing traffic congestion on roads around the hospital and it was understood that the applicant would be working with the NHS over the question of its maintenance. However, if the road could not be provided the next favoured option was to provide a long-term, subsidised Park and Ride service to the hospital for staff, patients and visitors.

It was clear from the members' discussion of the application that the Committee was of the view that the development could not proceed without the link road or, as an alternative, the provision of a Park and Ride service. The Committee asked whether the application should be deferred until it was known whether or not the link road would definitely be built. Officers said that if the Committee were minded to approve the application, subject to the completion of the S106 agreement and compliance with conditions, as well as the construction of the link road being secured, discussion would continue between the Council, the applicant and

the NHS Trust with a view to reaching agreement on its provision and maintenance. If the delivery of the link road could not be secured, the application would be brought back to the Committee to consider the Park and Ride option. If that option was not acceptable to the Committee, the Committee would be entitled to reach a different conclusion about whether the development were acceptable.

In response to further questions from members, officers said that:

- the provision of both the link road and Park and Ride service, which some members felt would be the ideal solution to traffic congestion, may be possible in the future but was unlikely at this stage;
- the NHS Trust wanted the link road to be barrier-controlled and for the use of staff only. As it would be on land owned by the Trust, it could not be adopted by the Highway Authority and used by the public without the Trust's agreement;
- there would be a legally enforceable condition in the Section 106 agreement that the link road would be completed before occupation of the 200th dwelling;
- the closure of Woodhouse Road would still be required even if the link road was not provided as it was integral to the plan to reduce rat-running and secure walking and cycling facilities;
- strategic traffic modelling carried out as part of the production of the Local Plan had indicated at that time that the provision of a link road could reduce traffic on Hospital Approach by between 10-20% and that it would be needed if the development proceeded. The modelling had taken into consideration the use of the link road by hospital staff only. No further traffic modelling was planned but a detailed transport assessment had been submitted with the outline application. It was confirmed that a cycle route would be provided as part of the link road;
- the biodiversity net gain from the residential development of just over 10% did not include the proposed tree planting;
- the First Homes element of the affordable housing that would be provided as part of the Section 106 agreement would not be limited to one-bed properties but would be a mix of sizes determined by the developer and the national price cap in accordance with market demand;
- regarding the properties that would be suitable for use by those with disabilities, the Council would seek to achieve adapted properties that were accessible at the time of completion, rather than properties that could be adapted later. A range of property sizes was also being sought which reflected the needs of those on the housing register who were wheelchair users.

Members accepted the assurance of officers that the application would be brought back to the Committee if discussions over the link road were not successful.

RESOLVED that planning application 20/02064/OUT in respect of the strategic growth site to the north of Woodhouse Lane, Broomfield, Chelmsford be approved, subject to

- the completion of the Section 106 agreement referred to in the report to the meeting,
- the conditions set out on pages 23 to 38 and
- securing delivery of the link road.

7. Broomfield Hospital, Hospital Approach, Chelmsford – 21/00881//FUL

An application had been received for the formation of a new link road between Woodhouse Lane and Broomfield Hospital, including associated drainage, the closure of sections of Woodhouse Lane, and ancillary infrastructure. A Green Sheet of additions and alterations had been distributed before the meeting.

RESOLVED that planning application 21/00881/FUL in respect of Broomfield Hospital, Hospital Approach, Chelmsford be approved, subject to

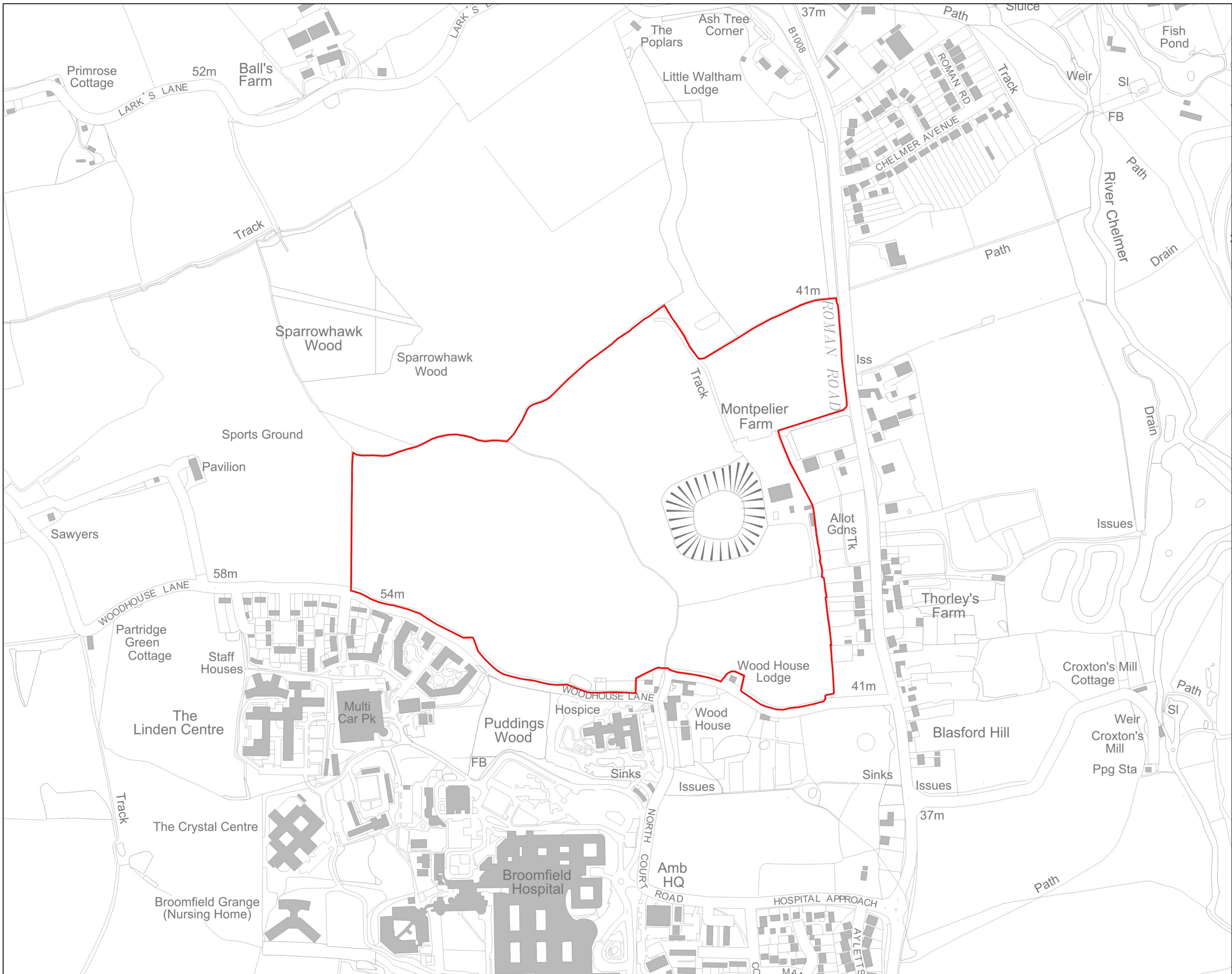
- the completion of the Section 106 agreement referred to in the report to the meeting.
- the conditions set out on pages 12 to 15 and
- securing delivery of the link road.

8. Planning Appeals

RESOLVED that the information on appeal decisions between 17 June and 27 July 2022 be noted.

The meeting closed at 8.55pm

Chair

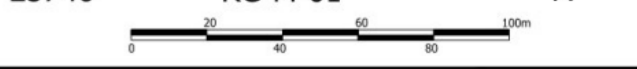


Site Boundary

Project: BROOMFIELD GREEN

Drawing Title: SITE BOUNDARY PLAN

Date: 22.09.17	Scale: 1:2500 @ A1	Drawn by: ALC	Check by: SW
Project No: 25746	Drawing No: RG-M-01	Revision: A	



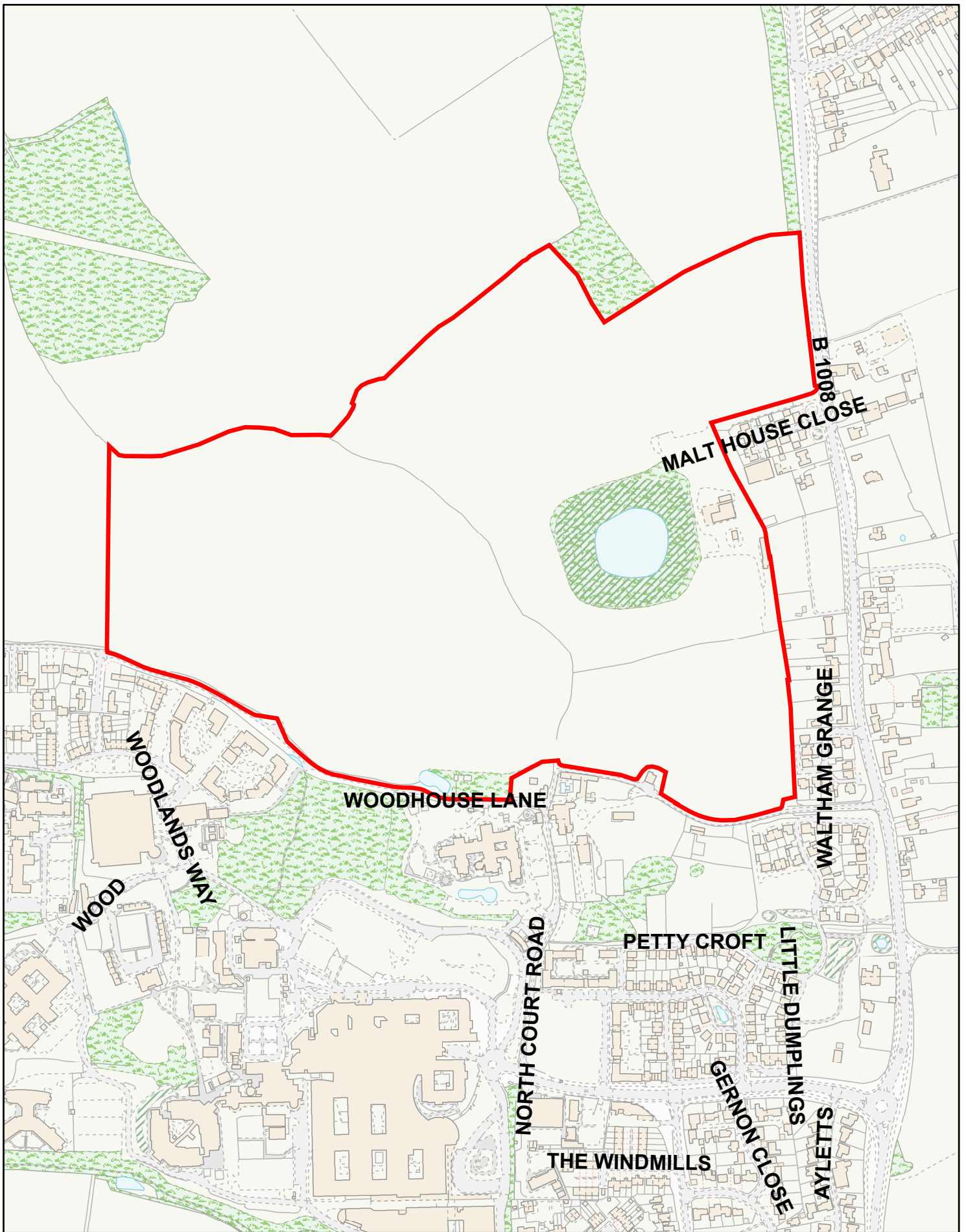
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**Planning Committee
20/02064/OUT**

**Planning & Development Management
Directorate for Sustainable Communities**







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-  Site Boundary
-  Residential, community and ancillary infrastructure
-  Informal Open Space - including attenuation basins
-  Indicative Location for Custom Build Housing
-  Local Centre (indicative location)
-  Agricultural Reservoir



Project
**LAND WEST OF
 BLASFORD HILL**

Drawing Title
**PARAMETER PLAN
 - LAND USE**

Date	Scale	Drawn by	Check by
25.11.21	1:2000@A2	M.D.	S.W.
Project No	Drawing No	Revision	
25746	RG-M-82	A	



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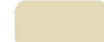


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The scaling of this drawing cannot be assured

Revision Date Drn Ckd
C Updated 3 Storey area. 07.12.21 M.D. S.W.

-  Site Boundary
-  Up to 2 Storey (9.5m)
-  Up to 2.5 Storey (11.5m)
-  Up to 3 Storey (12.5m)



Project
**LAND WEST OF
BLASFORD HILL**

Drawing Title
**PARAMETER PLAN
- BUILDING HEIGHTS**

Date 25.11.21 Scale 1:2000@A2 Drawn by M.D. Check by S.W.

Project No 25746 Drawing No RG-M-83 Revision C



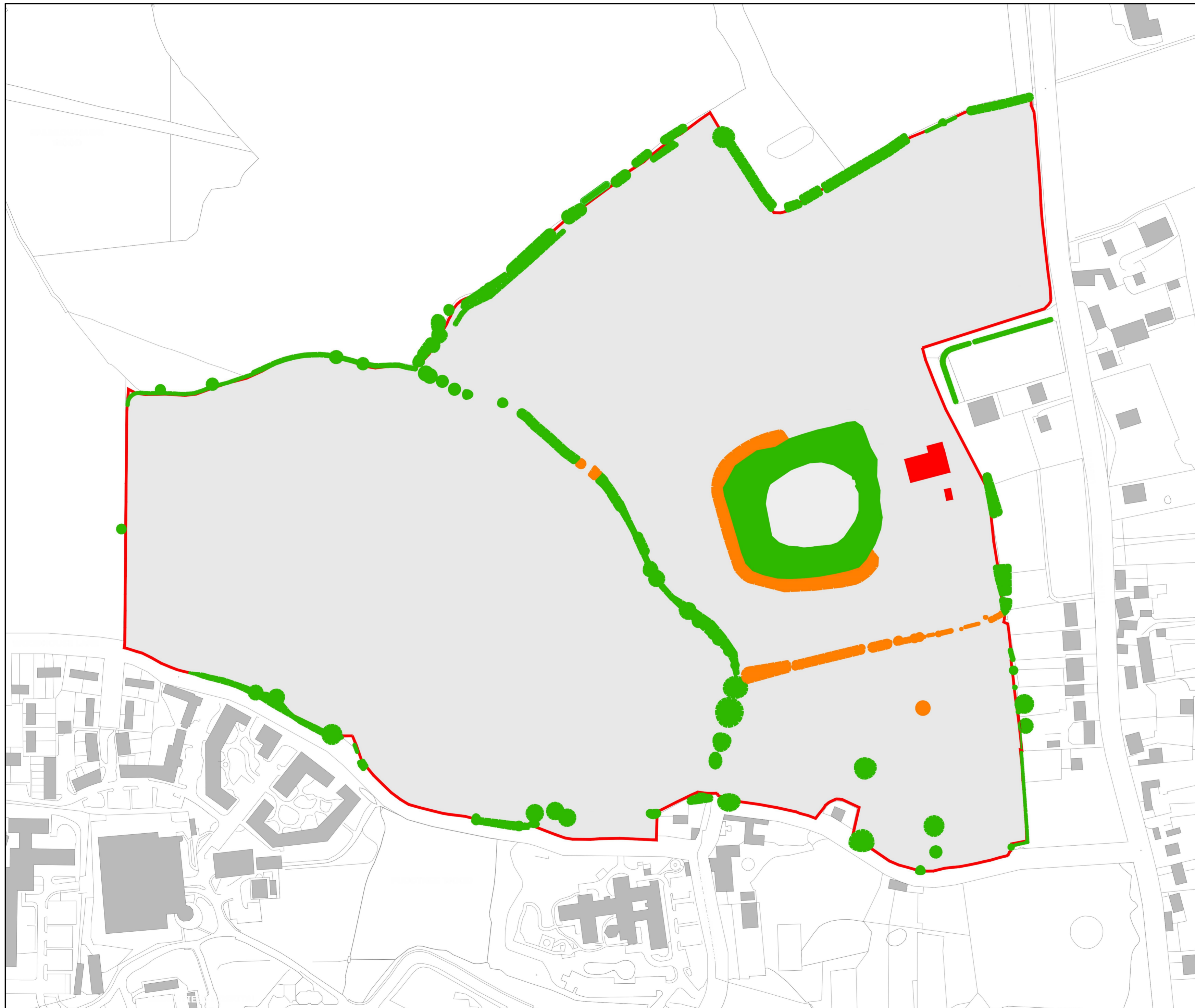
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- Site boundary (Total site area 28.51Ha)
- Trees / Hedgerows to be Retained
- Trees / Hedgerows to be Removed
- Buildings to be Demolished



Project
BROOMFIELD GREEN



Drawing Title
**TREES/HEDGEROWS & BUILDINGS
 PARAMETER PLAN**

Date 18.12.18	Scale 1:2000@A2	Drawn by NB/SW	Check by SW
Project No 25746	Drawing No RG-M-44	Revision F	



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- Site Boundary
- Primary Vehicular Access
- Secondary Access Location
- Indicative Primary Movement Corridor
- Indicative Pedestrian and/or Cycle Access
- Indicative Crossing Points
- Indicative Footway
- Indicative Cycle Route

Project
LAND WEST OF BLASFORD HILL

Drawing Title
**PARAMETER PLAN
- ACCESS & MOVEMENT**

Date 25.11.21	Scale 1:2000@A2	Drawn by M.D.	Check by S.W.
Project No 25746	Drawing No RG-M-84	Revision C	

0 20 40 60 80 100m

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Revision	Date	Drn	Ckd
D	09.12.21	M.D.	S.W.

Orchard location and size updated.

-  Site Boundary
-  Amenity Green Space
-  Indicative Play Space Location (Children & Youth)
-  Parks and Recreation Grounds
-  Natural Green Space
-  Retained Pond
-  Indicative Location for Drainage Basins as required
-  Indicative Location for Community Orchard
-  Indicative Location for Village Green



Project
**LAND WEST OF
 BLASFORD HILL**

Drawing Title
**PARAMETER PLAN
 - LANDSCAPE / PUBLIC OPEN SPACE**

Date	Scale	Drawn by	Check by
25.11.21	1:2000@A2	M.D.	S.W.

Project No	Drawing No	Revision
25746	RG-M-86	D



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