### Springfield

**Chelmsford City Council**

### DECISION MADE BY THE DIRECTOR OF SUSTAINABLE COMMUNITIES

<table>
<thead>
<tr>
<th>Application No</th>
<th>16/00893/FUL Full Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Zone F Beaulieu Park White Hart Lane Springfield Chelmsford</td>
</tr>
<tr>
<td>Proposal</td>
<td>Development of Zone F, Beaulieu - Construction of 52 houses (6 two beds, 25 three beds, 18 four beds and 3 five beds) and 39 apartments (18 one beds and 21 two beds) and part of 3 four bed houses and part of 2 two bed flats (in connection with Zone I reserved matters ref. 16/00892/REM) with associated infrastructure, servicing, landscaping and car parking.</td>
</tr>
<tr>
<td>Case Officer</td>
<td>Karen Shearing</td>
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<tr>
<td>Applicant</td>
<td>Countryside Zest (Beaulieu Park) LLP</td>
</tr>
<tr>
<td>Agent</td>
<td>Dalton Warner Davis</td>
</tr>
<tr>
<td>Date Valid</td>
<td>9th June 2016</td>
</tr>
<tr>
<td>Development Type</td>
<td>Small Major Dwellings (D07)</td>
</tr>
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</table>
Site Description

The Zones I and F Residential Parcels occupy a 7.68ha piece of former agricultural land at the western extent of the Beaulieu development with Essex Regiment Way. The land is enclosed to the east and north by the Phase 1b Road, beyond which extends the Zone A Residential Parcel where the development of 184 dwellings and the Linear Park (public open space) are currently under construction. The landscaped entrance to the scheme, which incorporates public art, is currently being laid out to the north of the site.

Zone F, known locally as the ‘Bean Field’ is defined by an existing ditch and contains hedgerows, groups of trees and a small pond. Zone I, the subject of this application, forms a further piece of arable farm land, which wraps around the Bean Field and contains an existing oak tree in its north-eastern corner.

The sites are designated within the North Chelmsford Area Action Plan (NCAAP) as Site Allocation 5, referred to as – ‘Land West of the Green Way’.

Details of the Proposal

The submission seeks full planning permission for a development of 52 houses and 39 apartments with associated infrastructure, servicing, landscaping, a sub-station and car parking together with part of 3 four bed houses and part of 2 two bedroom flats in connection with Zone I (16/00892/REM refers).

The Zones I and F Residential Parcels have been developed as a cohesive and coherent parcel of development.
Collectively the scheme proposes the housing mix detailed overleaf; 29.9% of the units would be provided as affordable housing as set out in more detail under ‘Affordable Housing’ below. Eight wheelchair units spread across all tenures are proposed. The architecture has been informed by the historical notion and a set of design principles which draw upon the rural heritage of the site.

Access to the scheme is provided in two points from the approved and constructed Phase 1b Road. A third access point is located on the northern boundary to allow access to a private drive serving 6 units.

<table>
<thead>
<tr>
<th>House Type</th>
<th>Private Zone F</th>
<th>Shared Ownership Zone F</th>
<th>Affordable Rent Zone F</th>
<th>Total</th>
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<tbody>
<tr>
<td>1 Bed Apartment</td>
<td>3</td>
<td>6</td>
<td>9</td>
<td>41</td>
</tr>
<tr>
<td>2 Bed Apartment</td>
<td>8.4'</td>
<td>3</td>
<td>11</td>
<td>53</td>
</tr>
<tr>
<td>2 Bed House</td>
<td>4</td>
<td>0</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td>3 Bed House</td>
<td>21</td>
<td>3</td>
<td>1</td>
<td>61</td>
</tr>
<tr>
<td>4 Bed House</td>
<td>19.05'</td>
<td>0</td>
<td>0</td>
<td>73</td>
</tr>
<tr>
<td>5 Bed House</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>58.45'</strong></td>
<td><strong>12</strong></td>
<td><strong>23</strong></td>
<td><strong>254</strong></td>
</tr>
</tbody>
</table>

‘ 2 no. two bedroom private apartments (Plots 192 & 193) and 3 no. four bedroom private tenure houses (Plots 33, 37 and 54) are split between Zones F and I. The partial units (based on NIA) have been divided by the total area and added to the units wholly within Zones F and I.

The scheme has been the subject of some revision following the issue of a detailed design note. The key changes comprise:-

- Garage set-backs to Plots 126-131 and 150-152 amended to revert to previous arrangement.
- Parking arrangements for all properties reviewed ensuring car parking spaces do not appear dominant within the street scene and set backs are minimised to prevent inappropriate parking.
- Landscaping to the front gardens of Plots 189-191 amended to include boundary hedging to provide feature gardens that have strong links to the wider open space.
- Parking space for Plot 5 (wheelchair accessible unit) widened.
- Landscape buffer introduced to the rear of the parking court serving Plots 57-63.
- Updated vehicle tracking plan provided with revisions to some road widths and tree positions.
- Inclusion of bespoke refuse and recycling storage provision for Plot 80.
• Pedestrian connection to the Phase 1b Road provided adjacent to Plot 91.
• Visitor parking spaces relocated from the central area of public open space and re-provided along the common boundary with the future education site.
• Landscape buffer introduced to either side of the acoustic fence and a brick wall introduced within the central section of the acoustic barrier to provide variety.
• Minor changes made to the articulation of the apartment blocks on the western scheme edge, due to internal floor configurations, the need to accommodate landscaping to the acoustic fence/wall, the swale and footpath.
• Revisions to the southern parking courtyard. Vegetation to soften the hard landscaping and to be provided in the form of shrubs and climbers rather than grassed areas.

**Other Relevant Applications**

Outline planning permission was granted on 7th March 2014 for a mixed use residential-led development of up to 3,600 dwellings, 09/01314/EIA refers, on land to the north of White Hart Lane and Beaulieu Park, now referred to as Beaulieu.

The Bean Field (Zone F Residential) was excluded from the outline planning application as it did not fall within the applicant’s ownership, but its development for housing has been anticipated for some time, as reflected by its designation within the North Chelmsford Area Action Plan (Site Allocation 5).

Zone F Residential has been designed in tandem with Zone I, as a single coherent residential scheme however because part of the development, the subject of this application, falls within an area outside that covered by the outline planning permission (the Bean Field), and part falls within the area covered by the outline planning permission, it has been necessary to submit two planning applications.

The current application for the area defined as Zone F, forms an application for full planning permission. The tandem application seeks approval of reserved matters pursuant to the outline planning application.

**Summary of Consultations**

The following were consulted as part of the application:-

• Broomfield Parish Council – Safe controlled crossing of Essex Regiment Way for pedestrians and cyclists.
• Springfield Parish Council – No objections.
• CCC Public Health & Protection Services – Acoustic mitigation measures satisfactory; conditions and informatives recommended.
• CCC Strategic Housing Services – Acceptance.
• CCC Housing Standards Team – No response. The dwellings have been designed to meet the nearest equivalent standard for wheelchair accessible housing, Part M4 (Category 3) of the Building Regulations 2015.
• CCC Refuse & Recycling Team – Vehicle movements and levels of bin provision acceptable.
• ECC Historic Environment Branch – Archaeological work complete.
• ECC Schools Organisation & Planning – No response.
• ECC Community Infrastructure & Planning – No response.
• ECC Fire & Rescue Service – Notes to applicant re: access, building regulations, water supplies, sprinkler systems, additional fire hydrants and automatic water suppression systems.
• ECC SuD’s Team – No objections; subject to conditions.
• ECC Highways – Acceptance subject to informatives and matters to be addressed at detailed technical approval stage.
- Anglian Water – Conditions recommended.
- Essex & Suffolk Water – Copies of Essex & Suffolk Water’s GIS Records to be requested before any excavation works commence on site.
- Essex Police Architectural Liaison Officer – No response; meeting held between applicant, architects and Essex Police regarding attaining Secured by Design.
- NHS Property Services – No response. The application is CIL liable.
- Health & Safety Executive – East Anglia Area – PADHI Assessment; No objections, consultation with National Grid recommended, site within the consultation distance of a major hazard pipeline.
- National Grid – No objections.
- Local Residents Objections on grounds of scale, requirement for bund and planting adjacent Essex Regiment Way, parking provision, noise protection, bus provision, speed limit on Essex Regiment Way, pedestrian crossing of Essex Regiment Way, use of Little Waltham Road and drainage.

Policy Position

The NPPF sets out the Government’s expectation that the planning system will deliver homes, businesses and infrastructure whilst at the same time enhancing the natural environment. Paragraph 17 states that the planning system should proactively drive and support sustainable development.


The North Chelmsford Area Action Plan (NCAAP) sets out the planning policy framework for the urban extension to North-East Chelmsford. The mixed use residential-led scheme at Beaulieu, for which outline planning permission was granted; 09/01314/EIA refers, forms the southern and main part of that extension.

Site Allocation 5: Land West of the Green Way

The Zone F Residential parcel together with the (Zone I Residential parcel) form the western part of the area designated within NCAAP as Site Allocation 5. Land for housing is provided around the outer edges of the playing fields serving the secondary and first primary schools and extends westwards to Essex Regiment Way.

The following development principles are of relevance to, and considered to be met by, the scheme: -

- Built development and tree planting to frame the western and northern sides of the proposed schools.
- Outward facing buildings on the western edges to form an appropriate interface with the landscape.

Environmental Screening

Screening Opinion – 15/01804/EIASO

The Bean Field was excluded from the outline planning application as it did not fall within the applicant’s ownership, but its development for housing has been anticipated for some time, as reflected by its designation within the North Chelmsford Area Action Plan (Site Allocation 5).

The local planning authority adopted a Screening Opinion on 16th November 2015 confirming that the proposed development of Zone F was not EIA development; 15/01804/EIASO refers.

Pre-Application Engagement
Paragraph 188 of the NPPF encourages early pre-application engagement. The application is subject to a Planning Performance Agreement (PPA) between the Council and the applicant/developer Countryside Zest, in recognition of the scale of the wider Beaulieu scheme, to ensure delivery of a high quality neighbourhood and given the need for positive engagement, including with the wider community. The reserved matters submission has been the subject of extensive pre-application work and further discussion during the lifetime of the application to achieve an acceptable scheme.

Planning Considerations

**Principle of Development**
Key Strategic Objectives: MG1, MG2
Core Strategy and Development Control Policies Development Plan Document: CP2, CP7
National Planning Policy Framework: Paragraphs 14, 49

The Zone F site falls within the boundary of the area allocated within the adopted NCAAP for development in North-East Chelmsford as set out within Part 3 of the document and at Figure 8, page 53 of the NCAAP. On that basis, the principle of residential development is accepted.

**Housing**
Key Strategic Objectives: MG2
Core Strategy and Development Control Policies Development Plan Document: CP2, CP7
National Planning Policy Framework: Paragraphs 47, 49, 50, 159

The scheme for Zones F and I form the first residential zone to come forward within Phase 2 of Beaulieu with future residential parcels within that phase to be developed north of the Phase 2b Road. The need for all forms of housing is well documented and is supported as a key planning objective within the NPPF. Policy CP15 of the development plan sets out a requirement for residential development to have a mix of dwelling types, sizes and accommodation to contribute towards the creation of mixed and inclusive communities. The Zones F and I Residential Scheme will assist the Council in meeting its five year land supply.

The Zones F and I Residential scheme collectively deliver a higher number of one and two bedroom units than that envisaged by NCAAP; 16 % and 27 % respectively. The NCAAP requires 8% and 28%; that said the latest SHMA does recognise that to meet affordable housing needs, the provision of one bedroom units should be approximately 20.5%. On that basis, the over provision of one bedroom units compared to the NCAAP requirement is viewed as a response to that need.

The percentage of three bedroom units, 24% does fall below the figure envisaged in NCAAP, 39%, but has been accepted within other parcels, and, on balance, is considered acceptable given site considerations and the noise constraint imposed by Essex Regiment Way which lends itself towards the provision of taller, apartment blocks.

The proportion of four and five bedroom units incorporated within the scheme exceeds the estimated figure in NCAAP. 33%, as opposed to 25% of the total number of units are delivered as four and five bedroom properties. The variance is considered appropriate in the context of providing family units adjacent to the future school site and the anticipated demand from families for these units.

**Affordable Housing**
Key Strategic Objectives: BC1
Core Strategy and Development Control Policies Development Plan Document: CP15, DC31
National Planning Policy Framework: Paragraph 50
The S106 Agreement for the outline planning permission requires that 27% of the dwellings within Phase 2 be secured as affordable housing units with a split of 45.5% shared ownership to 55.5% affordable rented units across the entire Beaulieu development. The requirement for Zone F is 35% provision in accordance with Policy DC31. On the basis that the two parcels have been developed as one collective scheme with units which straddle the respective red line boundaries, the applicant has calculated the affordable housing based on a methodology which seeks to ‘blend’ the affordable housing requirement for the reserved matters submission (27%) with that for the full application for Zone F (35%) proportionate to the two site areas.

The blended methodology has been applied as follows:-

- Zone F = 90.45 units (88 + 2.45 of part units) x 35% = 31.66 rounded to 32 units
- Zone I = 163.55 units (161 + 2.55 of part units) x 27% = 44.16 rounded to 44 units

The affordable housing tenure split and unit mix is summarised overleaf:-

The SHMA establishes the need for affordable housing provision by bedroom size as follows; 20% one bedroom units, 45% two bedrooms, 23% three bedrooms and 12% units with four + bedrooms. The scheme is broadly compliant but delivers a larger proportion of units for smaller households and couples. Strategic Housing Services has advised that the size and mix of units addresses its priority housing needs.

The S106 Agreement for the outline planning permission requires a tenure split of 45.5% shared ownership to 55.5% affordable rent across the Beaulieu development (including Zone I). Policy DC31 of the development plan, however requires a split in accordance with the most recently evidenced local need. On this basis, a split of 45 affordable rented units and 31 shared ownership units are proposed.

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Shared Ownership Zone F</th>
<th>Shared Ownership Zone I</th>
<th>Affordable Rented Zone F</th>
<th>Affordable Rented Zone I</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bed Apartment</td>
<td>6</td>
<td>10</td>
<td>9</td>
<td>4</td>
<td>29</td>
</tr>
<tr>
<td>2 Bed Apartment</td>
<td>3</td>
<td>5</td>
<td>11</td>
<td>13</td>
<td>32</td>
</tr>
<tr>
<td>2 Bed House</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>3 Bed House</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12</strong></td>
<td><strong>19</strong></td>
<td><strong>23</strong></td>
<td><strong>22</strong></td>
<td><strong>76</strong></td>
</tr>
</tbody>
</table>

The affordable housing units are distributed across the scheme in the form of (i) two groupings of apartment blocks along the western scheme edge, (ii) a terrace of dwellings and flat over garage units along the eastern scheme edge and (iii) two small groupings of terraced / semi-detached dwellings within areas north and south of the central area of public open space. The design of the apartment blocks has been the subject of extensive pre-application discussion and further revision during the lifetime of the application in response to officer concerns that the units were not ‘tenure blind’ due to the standard of amenity and outlook which they enjoyed. Specific attention has been given to the scale and appearance of the blocks and the size,
arrangement and landscaping of the parking courtyards to ensure these are more akin to those provided elsewhere within the Beaulieu development and the quality of areas of private amenity space, where provided.

The units have been designed on a ‘tenure blind’ basis with a commonality of materials so that there is no difference in the elevation treatment of each property. The approach taken assists in ensuring the affordable units are well integrated within the scheme. The units are principally provided within the apartment buildings to satisfy the requirement for smaller units. Strategic Housing Services has advised that the location of the units is acceptable on the basis that the size of units the service is seeking dictates, to an extent, that they will be higher density and located on the edge of the development. A landscape buffer with an in built acoustic fence and wall will reduce the impact of the road.

The location of affordable housing is acceptable having regard to the distribution of affordable housing within the approved schemes for Zones A and C Residential.

**Density**
Key Strategic Objectives: MG4
Core Strategy and Development Control Policies Development Plan Document: DC3
National Planning Policy Framework: Paragraph 59

Policy DC3 of the development plan requires residential development to optimise the capacity of the site in a manner which is compatible with the use, intensity, scale, character and grain of the surrounding area and size of the site.

The collective scheme proposes a density of 33.1 dwellings per hectare which falls below the range specified for Site Allocation 5 of 40-50 dwellings per hectare and marginally above the 30 dwelling per hectare figure for pockets of detached housing, or small terraces of houses, close to green margins. The variance is partly because of the desire to maintain and enhance existing landscape features through the creation of a series of spaces with a sense of permanence but also a commercial and practical decision, on the part of the applicant, to provide larger family homes adjacent to the future school site.

The slightly lower development density measured against one requirement of the NCAAP is deemed to be an appropriate response to the site characteristics.

**Layout**
Key Strategic Objectives: QL4, QL5
Core Strategy and Development Control Policies Development Plan Document: CP20, CP21, DC4, DC42, DC44, DC45
National Planning Policy Framework: Paragraphs 56, 57, 58, 61, 69, 70, 73

The layout of the scheme has been shaped by the desire to retain and utilise the existing site features, specifically (i) a mature oak tree at the north-eastern entrance to the site and a further oak within the Bean Field, (ii) established hedgerows and field lines, where possible, and (iii) the network of existing ditches. The position of the site adjacent to Essex Regiment Way and the noise impacts arising, coupled with the opportunities this presents in terms of providing a strong edge and gateway to the site have heavily influenced the scheme. Specific regard has also been given to the Phase 1b Road as implemented, the layout and arrangement of approved residential schemes for Zones A and C Residential, the relationship with the future school site and the interface with the landscaped entrance with Essex Regiment Way directly to the north. Revisions have been made to the apartment buildings along the western scheme edge to improve design quality and address issues of amenity. Additional screen planting has been introduced along the edge
to screen the acoustic fence and wall and improve the relationship with Essex Regiment Way and Chelmer Valley beyond.

An area of amenity space is presented at the entrance to the scheme celebrating the existing Oak tree, with dwellings positioned in an arched arrangement. The primary route loops through the scheme to connect with the second established access point from the Phase 1b Road passing through a second more civic space with the second retained oak tree positioned at its heart. The green lung acts as a transition space between the northern and southern parts of the scheme with a series of paths leading into the secondary shared surface streets. The paths enable ease of movement to the strategic larger areas of open space, wider transport links, the neighbouring residential zones and the future school site. The space has been the subject of revisions and designed as a more informal space. A shared surface street extends from the bend in the primary route terminating in a third green space, framed by an avenue of terrace properties, which are an adaptation of those defining the edge of Zone D. The units are arranged in a crescent to hold the attenuation basin for the site whilst also acting as a gateway to the development.

Three gateway buildings are proposed at the public outward facing corners of the site with the Nabbotts Farm Roundabout, the landscaped entrance and opposite the Linear Park; these embody the barn typology characteristic of the edge of the site and the gable roof form, which has become a signature feature throughout Beaulieu.

Sub-Station

A sub-station is proposed immediately adjacent to the sub-station approved under the Phase 1b Infrastructure reserved matters, which is situated on the approach to the track providing access to the pumping station. The appearance of the sub-station mirrors the earlier approved sub-station, which is now in-situ and no objections are raised.

Refuse & Recycling Strategy

A detailed refuse and recycling strategy has been developed for the collective scheme. Provision is incorporated on plot with acceptable servicing and circulation arrangements for the dwellings. The apartment blocks are provided with dedicated stores, designed into the fabric of the buildings themselves, and accessible from the kerbside or courtyards. The stores have been the subject of revision during consideration of the scheme to ensure the requisite number of refuse and recycling bins/boxes/bags can be accommodated. Bespoke provision has been incorporated for the mid-terrace unit Plot 80, to the front of the dwelling, addressing previous concerns regarding the effect on the amenity of the adjacent dwelling.

Private Garden Areas

Appropriate levels of private sitting out space would be provided for the dwellings in accordance with Policy DC44 and the Making Places SPD in the form of private gardens or a combination of garden and terrace space. The apartments are provided with small areas of communal gardens, which in some instances do not meet the required standards however, more meaningful and quality space is provided within the central part of the scheme. All apartments benefit from ease of access to the network of public open spaces including the landscaped entrance to the north and the Linear Park.

Scale and Appearance

Key Strategic Objectives: QL4, QL5
Core Strategy and Development Control Policies Development Plan Document: CP20, CP21, DC45
National Planning Policy Framework: Paragraphs 56, 57, 58, 62, 66
• **Scale**

Parameter Plan 2 – Storey Heights which forms part of the outline planning permission allows for dwellings between one and three storeys; 3 and 12m in height with opportunities for landmark buildings and groupings of up to four-five storeys (12-18m) in height dependent upon location and visibility. The detailed application has therefore followed these parameters.

The site forms an important residential parcel in terms of the wider scheme context, acting as the gateway and first sighting of the new neighbourhood when approaching from the west and travelling south along Essex Regiment Way towards Chelmsford. Dwelling heights across the scheme are principally 2-2½ storeys but with units with a sense of mass and scale placed in the north-western, north-eastern and south-western corners of the site to signify the gateway entrances to Beaulieu and provide a sense of enclosure to the Linear Park. The edges of the Park are similarly bound by buildings of scale and with a distinct rhythm with three and four storey apartment blocks proposed within Zones A and C to formalise a square at the entrance to the Park. The scheme responds to this approach by incorporating a three storey building at the juncture with Zone A and the Phase 1b Road.

Taller buildings are also proposed along Essex Regiment Way to define the edge and provide noise attenuation from the road. The units also take advantage of an outlook across the river valley to the west.

The southern edge of the development creates a distinct view on approach from the south; here taller gable fronted units are proposed to offer a strong edge to the scheme.

• **Appearance**

Historically the site formed part of a larger farm enclosure. The fields were dissected by the construction of Essex Regiment Way. The architectural approach references this historical notion and builds on elements of the rural Essex vernacular established within Zone C, whilst incorporating more contemporary elements borrowed from other zones within Beaulieu to ensure a compatible identity.

A barn typology emerged as a strong form relating back to the history of the site and offering a building of mass, which would respond to the important western edge and corners of the site. The buildings are articulated in a modern way utilising a fully glazed elevation to provide a memorable and definable feature. A replica barn style building is likewise proposed within the south-western corner of the scheme to cement the character of the development. The two marker buildings are intended to bookend the edge of the development along Essex Regiment Way.

Greater articulation and projection was sought along the western scheme edge however, the applicant has advised that only minor revisions have been possible due to the impact on the internal floor space, the need to accommodate landscaping, the acoustic fence, swale and footpath. The limited change is disappointing but an objection solely on this ground could not be sustained.

The wider Beaulieu scheme has developed a signature feature of recurring steep gables; these are evident along the western edge of Zone D, at the Neighbourhood Centre and within the units framing the Linear Park. A version of the Avenue units on the western edge of Zone D are proposed at the southern edge of the development; these utilise the signature Beaulieu pitch roof form which connects the development to the wider Beaulieu context. Gable fronted units are similarly used along Essex Regiment Way to create a homogenous skyline.

A range of unit types are proposed across the remainder of the scheme, but the units are married together using repeated details and a similar materials palette.
The primary choice of materials is broadly informed by the rural Essex vernacular with its rich tradition of brick, tile and weather-boarded farmsteads with the feature buildings treated with black boarding. The strategy has been guided elsewhere by the materials palette adopted within the adjacent residential parcels.

The scheme has been the subject of extensive pre-application discussion and further revision during consideration of the applications and is of a satisfactory standard.

**Residential Amenity**

Key Strategic Objectives: QL4, QL5, MG4  
Core Strategy and Development Control Policies Development Plan Document: CP20, DC4  
National Planning Policy Framework: Paragraphs 17, 56

The layout achieves acceptable degrees of separation in most cases, in accordance with the Making Places SPD or otherwise units are orientated accordingly at corner pinch points to prevent direct window to window views.

During consideration of the application, revisions have been made to the siting of some units and the arrangement of units with first floor terraces to improve the neighbour relationships between properties. Bespoke provision has been incorporated for the mid-terrace unit Plot 80, to the front of the dwelling, addressing previous concerns regarding the effect on the amenity of the adjacent dwelling. A landscaped buffer has now been introduced to the rear of the parking court serving Plot 57-63.

Revisions have also been made to the siting and size of the apartment blocks to improve their outlook.

**Access and Parking**

Key Strategic Objectives: MG5  
Core Strategy and Development Control Policies Development Plan Document: CP8, DC6, DC7, DC41  
National Planning Policy Framework: Paragraphs 32, 35, 69, 70, 73

- **Vehicular Access**

The scheme takes access from two points on the Phase 1b Road providing a principle access road, which loops within the site with a 2m footway on one side, from which a series of secondary roads, all designed as shared surfaces would be established. A further three minor access points are proposed from the Phase 1b Road to serve apartment blocks L and M (Plots 15-27) within the north-eastern corner, Plots 9-14 along the northern scheme edge and Plots 59-63 along the eastern scheme edge opposite Zone A Residential.

The additional access points would result in the removal of existing visitor parking spaces, included as part of the Phase 1b Road. The visitor parking spaces were provided in response to comments made by the County Education Service to provide pick-up and drop-off points for school children. The visitor parking spaces are however located the furthest distance from the school and unlikely to be heavily used; most students will be picked up and dropped off within the car parking areas provided at the neighbourhood centre, which are closest to the school entrances. A separate application will be submitted to regularise the revisions to the Phase 1b Infrastructure reserved matters.

Two gated vehicular access points to the site from Essex Regiment Way would be stopped up as part of the proposed development.
The layout has been tested to ensure the turning requirements for large refuse and service vehicles can be met.

- **Footways, Cycleways and Access to Bus Stops**

Parameter Plan 4 and the Beaulieu Movement Networks Strategy do not require the provision of any strategic footpaths/cyclepaths within this residential parcel. No public rights of way affect the site.

The scheme has been designed to allow ease of access to the Linear Park and future landscaped entrance off Essex Regiment Way, to provide permeability throughout the site and to ensure connectivity with the key estate roads. The apartment blocks fronting Essex Regiment Way have been re-arranged to provide greater permeability to the western side of the development. A pedestrian connection has now been secured to the Phase 1b Road adjacent to Plot 91.

All dwellings are situated within 400m of the bus stops on the Phase 1b and 2b Roads.

- **Car and Cycle Parking**

Parking is provided on-plot for houses and within small parking courts for the apartments. The level of provision for the houses accords with the Parking Standards for Beaulieu and Channels which all developers have followed to date. Three spaces have been provided for the larger properties but with flexibility for the individual household, depending on needs, to utilise one of the spaces as garden area, if preferred.

The parking arrangements for all properties have been reviewed to ensure set backs are minimised to prevent inappropriate parking and that spaces do not dominate the street scene. The set-backs of garages from the property boundaries are at least 6m or less than 0.75m, except in the case of the Avenue on layout grounds.

Allocated parking for the apartments is now proposed to be partly incorporated within parking barns with the remaining spaces incorporated within smaller landscaped courtyards to minimise visual impact. Parking provision is located within acceptable distances of the residential properties the spaces are intended to serve. Vegetation is proposed to soften hard landscaping in the form of shrubs and climbers rather than grassed areas.

An allowance has been made for visitor parking to be accommodated across the scheme, on-street, within courtyard parking areas or through localised widening of roads. Larger properties can enable visitor parking to occur on-plot. Visitor parking spaces have been re-located from the central open space area to the south-eastern edge of the site, where they do not interrupt public space.

The parking arrangements for the affordable properties and apartments mirror those for the equivalent sized private properties.

Secure on-plot cycle parking is provided for each residential dwelling either in garages or secure sheds within the private rear gardens. The apartments are provided with a dedicated cycle store designed into the fabric of the building or as separate buildings. Acceptable levels of provision are secured.

- **Street Lighting**

Street lighting is to be provided to meet Essex Highways standard specification. Details will be submitted pursuant to Condition 58 – Lighting Scheme of the outline planning permission.
Effect on the Setting of the Listed Building

Key Strategic Objectives: EPE1
Core Strategy and Development Control Policies Development Plan Document: CP9, DC18
National Planning Policy Framework: Paragraphs 61, 128, 129, 132, 137

Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that ‘in considering whether to grant planning permission for development, which affects a listed building or its setting, the local planning authority .... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.’

The NPPF requires local planning authorities to consider the significance of heritage assets; in determining the impact of development proposals, it is necessary to consider the harm which might be caused to these assets. The NPPF makes it clear that the setting of a heritage asset comprises the surroundings in which it is experienced; its extent is not fixed and may change as the asset and its surroundings evolve.

The application has been supported by a Landscape Visual Impact Assessment, further to that which accompanied the outline planning application for Beaulieu. The assessment considers the impact of the proposed development on the adjacent listed buildings.

The nearest listed buildings lie to the west, across Essex Regiment Way; Woolpits Farmhouse and Mill House Cottages, which are Grade II listed buildings are approximately 100m and 500m from the site boundary respectively.

An existing tree belt to the north of the roundabout along Essex Regiment Way assists in screening the development in long range views from Mill House Cottages. The minimum separation distance between the development and Woolpits Farmhouse is noticeably closer but views are screened by existing trees on the eastern boundary of the farm. An existing tree belt along the site boundary with Essex Regiment Way would be enhanced through additional planting along its length, including the area currently devoid of trees at the existing agricultural access points.

The scheme has been informed by the site origins and the architectural design and materials have been chosen to reflect the rural heritage of the local area.

The development would have some visual relationship with the existing listed buildings however it is not considered that their special qualities would be harmed.

The proposed development was assessed in respect of its potential impact upon Old Lodge Farm and New Hall School as part of the EIA screening process and was found to have no significant adverse effects subject to implementation of the measures contained within the Landscape, Design and Management Plan.

Hard and Soft Landscaping and Trees

Key Strategic Objectives: EPE1, QL1, QL4
Core Strategy and Development Control Policies Development Plan Document: CP9, CP20, DC14, DC40, DC42, DC45
National Planning Policy Framework: 61, 69, 70, 73, 109, 118

The landscape strategy for the scheme has been informed by the desire to retain and enhance a series of features; these form key landscape spaces within the development and have been designed to reflect and enhance the individual identities of the character areas.

- Soft Landscaping
Development of Beaulieu has been underpinned by a desire to preserve the numerous historic, natural and man-made landscape features on site. The approach to soft landscaping within Zones F and I support the more formal character of the northern and central parts of the collective scheme and, the less formal, more organic nature of development to the site. The mature Oak tree at the north-eastern entrance and the established hedgerows and field lines has been retained where possible.

Three key informal and visual areas of space are proposed:

- An amenity area enveloping the mature Oak tree within the northern part of the site setting the dwellings back to highlight the importance of the tree.
- A central landscaped space comprising tree planting and an amenity area with pedestrian paths weaving through the space to connect the different parts of the scheme to one another, and
- An area of space to the south focussed on an attenuation pond, with dwellings arranged in a crescent to express the feature.

The spaces are all proposed to be managed by The Land Trust.

Planting is proposed along the western and southern boundaries to mitigate the impact of the development and to protect noise and visual amenity. The western boundary consists of woodland understorey planting, tree planting and a 2m woven high hazel/willow fence to attenuate for noise – see below. The acoustic barrier has been amended to introduce a deeper buffer of landscaping providing improved screening. The central section of the previously proposed acoustic fence has been replaced with a brick wall, the location of which is in line with the fence to ensure that the landscaping can be successfully accommodated.

- **Trees**

6 trees and 13 groups of trees exist within the site; two of the trees are categorised U and four with a Category B rating. All groups of trees are categorised C.

The layout of the development has been the subject of extensive pre-application discussion and has been designed to minimise the extent of removal. Eight groups of trees are scheduled for removal; these are categorised as being of low amenity value / poor condition and as such are not worthy of influencing the development layout. Two oak trees, one which forms a focal point close to the western site edge would be retained. Appropriate protective measures would be put in place to prevent disturbance to their Root Protection Areas.

A condition is recommended to require compliance with the submitted tree report and adherence to the scheme of arboricultural supervision.

- **Hard Landscaping**

Adoptable access roads would be surfaced in tarmac with an exposed aggregate surface. Shared surfaces to the courtyards and cul-de-sacs would be block paved.

Revisions to the central-western area of the scheme have been made to accommodate sufficient space for a continuous footpath along the length of the western boundary.

The central area of open space now incorporates two paths providing north-south connections.
• **Impact on the Chelmer Valley**

The proximity of residential development to the Chelmer Valley has been accepted subject to the principles contained within the LDMP. Specifically, these require distinct separation between the new neighbourhood and the Chelmer Valley to retain its landscape character. The development is contained to the eastern side of Essex Regiment Way, which provides a physical barrier to the extent of built development.

The Landscape Visual Impact Assessment (LVIA) concludes that development would have an insignificant effect on the scenic quality of the valley and recreational enjoyment from nearby public rights of way having regard to the degree of separation.

The development would be visible across the river valley but having regard to the proposed planted buffer along the length of the Essex Regiment Way boundary and the sympathetic use of building materials and colours appropriate to local heritage and character the impact on visual amenity and landscape character would be of only low significance.

• **Response to Neighbouring Land Uses**

The scheme has been designed in tandem with the emerging proposals for the Essex Regiment Way entrance area. Tree planting is proposed to the northern site boundary which accord with the proposals for the adjacent areas of strategic open space. The LVIA concludes that use of a consistent palette of street trees and hedgerows would soften the appearance of the development from within and outside the site whilst also delivering a high quality environment for residents.

**Ecology and Biodiversity**

Key Strategic Objectives: EPE1
Core Strategy and Development Control Policies Development Plan Document: CP9, DC13
National Planning Policy Framework: 61, 109, 118

• **Protected Species**

The site consists of cultivated and disturbed arable fields, which are generally considered to offer relatively limited suitable habitat for protected species. Several existing hedgerows lie within the collective scheme site; these comprise (i) a defunct species poor hedgerow along the western site boundary with Essex Regiment Way, (ii) an intact, mature species rich hedgerow running broadly west-east through the southern part of the site and (iii) a species rich hedgerow running around the perimeter of the Zone F site towards its north-eastern corner and which along the southern perimeter of Zone F comprises trees.

Breeding birds have been recorded across the Phase 1 and 2 sites and clearance of vegetation is to be timed to avoid the bird nesting season. Existing hedgerows also provide important habitat for bats, for foraging, and as flight lines for commuting. The scheme would entail the removal of some hedgerows but this would be balanced by the introduction of new landscaping and favourable management of retained features.

No reptiles, Great Crested Newts or badger populations were recorded within the combined site.

During construction, lighting within the construction compound is to be carefully considered and minimised where possible so as not to impact directly upon roost exit points.

The level and scope of ecological work informing the reserved matters submission is considered appropriate. The survey methodologies are consistent with current standards and guidelines.

• **Ecological Management Plan**
The application has been accompanied by an Ecological Management Plan (EMP) in accordance with the requirements of Condition 20 of the outline planning permission. The ecological features of significance, in this case, comprise the species rich hedgerows.

The EMP details a series of protection and enhancement measures to protect the hedgerows and wildlife species which use them. The measures include the restoration of traditional methods, such as coppicing and laying of hedges and the pollarding of trees to increase their ecological value.

The recommendations contained within the EMP provide an adequate framework to ensure the protection, enhancement and future management of the hedgerows on site. Detailed and specific recommendations for habitat protection would be incorporated within the Construction Environmental Management Plan in accordance with the requirements of Condition 65 of the outline planning permission.

Reference is made within the EMP to the importance of lighting design in limiting the impact of development on wildlife, particularly where existing habitat features are present; this is supported by paragraph 25 of the NPPF.

A condition requiring adherence to the EMP and its recommendations is proposed.

- **Biodiversity Statement**

A Biodiversity Statement has accompanied the application to satisfy the requirements of Condition 20 of the outline planning permission.

Management of the hedgerows using traditional methods of coppicing, laying and pollarding will enhance their value for nature conservation, increase their potential for long term survival and have a beneficial impact on bat populations. The loss of sections of hedgerow would reduce available nesting habitat, however this is balanced against the introduction of new native hedge planting. Removal of any hedges and trees would take place outside the recognised bird nesting season. The site does not contain any known bat roosts however there are mature trees present; the timing of works would therefore minimise disturbance to bats which may forage within the trees.

The presence of residential development and associated lighting will have an impact on bat species favouring those more tolerant of urban environments. The overall impact is not likely to affect the favourable nature conservation of any of the species known to be present within the area.

The statement concludes that the limited significant wildlife features within the site can be protected, retained and enhanced within the site. The overall impact on biodiversity would be neutral with a potential net gain in the future.

**Drainage**

Key Strategic Objectives: EPE2
Core Strategy and Development Control Policies Development Plan Document: CP10, DC25
National Planning Policy Framework: 99, 104

- **Background**

Chapter 17 of the Environmental Statement 'Water Resources’ submitted in support of the outline planning application assessed the potential effects of the development on, or to, (i) surface water, (ii) ground water
sources and (iii) flood risk. The applicant’s consultants Aecom undertook a Level 2 Flood Risk Assessment (FRA) and this formed an appendix to the ES.

The Environment Agency, when considering the outline application confirmed that the proposed development should not increase the amount of surface water discharging into the adjacent watercourse and should be controlled by Sustainable Drainage Systems. Rates of discharge were agreed with the Environment Agency as follows:-

- Western Section ultimately discharging into River Chelmer, 8.1 litres per second per ha.
- Eastern Section ultimately discharging into Boreham Brook, 7.4 litres per second per ha.
- Southern Section ultimately discharging into AWS sewer, 7.4 litres per second per ha.

A Sustainable Urban Drainage Strategy (SuD’s) was produced in outline form, for the entire development; this was described in the FRA and in greater detail within the Drainage and Utilities Report, which formed an appendix to the ES. The strategy was developed following discussions with the Environment Agency, Essex County Council – Flood & Water Management Team and Anglian Water Services and designed to mimic, as far as possible, natural surface water drainage.

The site wide strategy for Beaulieu is broken down into three tiers of detail. The first; the Strategic Surface Water Catchment Plan shows each catchment area and forms the basis for the individual catchment drawings. The second, the individual network catchment plans, are a more detailed representation of each catchment area highlighted on the Surface Water Catchment Plan. The final tier details the on-plot drainage strategy for each zone.

Following an agreement in principle from the Environment Agency and Anglian Water to the SuD’s Strategy for the entire site, a condition to secure an acceptable surface water drainage scheme for each phase or sub-phase of the development was imposed on the outline planning permission for the Beaulieu development; Condition 45.

Zone F was not part of the outline planning permission but the contributing area and surface water run-off from the Bean Field has been included within the assessment and associated drainage calculations in developing the strategy. Zone F is required to meet the new climate change allowance requirements introduced in February 2016 and has been modelled with a climate change allowance of 40% over and above the 1 in 100 year storm event.

A further Flood Risk Assessment has been submitted in support of both applications. The Strategic Site Wide Surface Water & SuD’s Report – February 2016 provides an updated and more detailed SuD’s & Surface Water Strategy; this has been further supplemented by an April 2017 report. The SuD’s & Surface Water Strategy is intended to supplement the detail contained within the earlier report and to provide a more concise and simplified method for the Lead Local Flood Authority to assess submission documents. The report is a live document and will be updated as the development progresses and as more definite catchment area data becomes available.

• Current Scheme

The collective site lies wholly within Flood Zone 1, classified as being of low probability risk. The provision of residential development is an acceptable form of development within this flood zone.

The scheme would be constructed on existing undeveloped agricultural fields. Land levels fall gently from east to west and north to south.
Flood risk is to be managed using Sustainable Urban Drainage Systems (SuD’s), minimising volumes and rates of surface water run-off from the development.

Historically, the Environment Agency, has confirmed that surface water should be controlled by Sustainable Drainage Systems (SuD’s) and the development should not increase the amount of surface water discharged to the adjacent watercourse. Rates of discharge were agreed with the Environment Agency during pre-application discussions with flows limited to the equivalent Greenfield run-off rate, as detailed above.

The combined site lies predominantly within Catchments 3 and 4 as shown on the Surface Water and SuD’s Plan contained within the Drainage and Utilities Report to the ES and the Flood Risk Assessment accompanying the applications.

(i) Strategic Control Measures & Water Quality

The proposed drainage strategy for Zones F and I seek to comply with the limiting discharge requirements contained within the outline site-wide drainage strategy. A Network 4

A pond within the southern part of the site and a separate pond located within the adjacent school site serve to provide the necessary attenuation, discharge limitation and water treatment. A complex flow control chamber would be located at the outfall to the pond within the school site to reduce the discharge rate sufficiently to comply with the agreed allowable discharge rate at outfall 4; 8.1 l/s ha.

Network 3

Attenuation, limiting discharge and treatment stages for the strategic surface water drainage network 3 are contained within the Weholite online underground attenuation tank and attenuation basin downstream. A complex flow control chamber would be located at the outfall to both the tank and the downstream basin. A similar objective to limiting discharge rates for network 4 is also applied to network 3.

Control measures would be installed prior to receiving any flows from the proposed development. The pond within the school site has already been excavated and it is anticipated that the pond within Zones F and I together with the complex flow chamber will be installed in May 2017.

(ii) Scheme Measures

The site itself is divided into four catchments; the North-Western, North-Eastern and South-Eastern catchments all discharge to a positive system within the strategic infrastructure routes surrounding the site. Areas of hardstanding will be constructed with permeable paving, which will accommodate connections from the rainwater pipes of adjacent properties. Extensive use of permeable paving is proposed within the northern and eastern parts of the site. Discharge from permeable paving is to be controlled using small diameter pipes, whilst the outfall from the catchments is regulated using a hydrobrake. The south-western catchment discharges to an attenuation pond at the southern end of the site. The attenuation pond forms part of the wider strategic surface water drainage strategy and is located downstream of the surface water drainage network serving the development. The basin would provide storage and fill with water during storm events before slowly emptying as water discharges into the adjacent drainage network. No permanent water is proposed within the basin. The design of the basin includes a 4m wide flat area at a 1:50 gradient around its perimeter to allow for management access whilst the sides would slope at 1:4. An additional 345m³ of attenuation storage would be provided within the pond to comply with the 2016 requirements for Zone F.
The detailed design of the basin would be submitted as part of the SuD’s approval process to discharge Condition 45 of the outline planning permission and Condition 23 of the full planning permission.

The scheme has been developed to utilise an existing ditch network following the line of the Bean Field (Zone F), these will be retained and utilised as swales for rainwater run-off. Water will be collected and conveyed within these retained watercourses and a network of proposed sewers within the estate roads. A swale, incorporating a filter drain within its base and linked to the network of ditches is proposed within the western edge of the site, adjacent to Essex Regiment Way. The swale is intended to intercept the watercourses and receive outfalls from the sewers, and convey run-off south to the wet basin whilst providing treatment and storage. A hydrobrake is intended to limit discharge prior to entry to the basin, whilst baffles and orifices within the swale will allow storage within the swale and filter drain to be utilised. Buried geo-cellular storage will be provided to the central space and the amenity space around the south-western apartment block.

The capacities of sewers and other drainage systems can sometimes be exceeded in heavy or extreme storm events. The footpaths to all dwellings will be designed to fall away from the threshold and towards estate roads to protect from water ingress during an exceedance event. Estate roads within the North-Western, North-Eastern and South-Eastern catchments will fall outwards towards the strategic infrastructure routes where excess run-off will be picked up by the wider drainage network. The remainder of the site will fall towards the swale along the western boundary of the site, which will intercept any exceedance flows and convey run-off south to the wet basin.

- **SuD’s Scheme, Management and Adoption**

  The submission of details relating to the maintenance and management of SuD’s would be captured by the provisions of Condition 45 of the outline planning permission, through a subsequent discharge of conditions application and Condition 23 of the full planning permission.

  Permeable paving within private drives is to be conveyed to the dwelling owner. Permeable paving within shared areas and linking pipework is expected to be conveyed to The Land Trust. Sewers within the south-western catchment will be offered to Anglian Water for adoption and provided with a free discharge into a watercourse of the swale. The watercourses, swales, filter drainage and geocellular storage would also be offered to The Land Trust for adoption. All on plot drainage would remain private, whilst gullies and connections within adoptable roads would be offered to Essex Highways for adoption.

- **Lead Local Flood Authority Position & Resident Concerns**

  Concerns were raised by residents; as detailed below and initially by the Lead Local Flood Authority (LLFA). Following a meeting between the applicant and the LLFA it was agreed that (i) confirmation/agreement would be provided that an increase in volume of the basin would be achieved allowing for the increase in attenuation volume required on plot, (ii) confirmation that the discharge rate at the site outfall (Network 4) would remain within the Environment Agency agreed discharge rate ie:- Greenfield run-off rate of 8.1 l/s h, (iii) confirmation of downstream water quality treatment stages and (iv) confirmation that the control and attenuation storage measures would be put in place prior to the commencement of works. The points are fully addressed within a Technical Note prepared by the applicant’s drainage consultants dated 7th April 2017. Further and in response to a meeting with the LLFA, details of the discharge rates achieved for the lower storm events (1 in 1 and 1 in 30 year) against the equivalent Greenfield run-off rates have also been provided. The Strategic Site Wide Surface Water and SuD’s Report has been updated to reflect these changes and is intended to serve as an overarching control document in which further documentation from future residential parcels will be incorporated to provide a record of approved documents in relation to Condition 45 of the outline planning application and the planning application for Zone F.
Further to specific comments raised by the LLFA, the applicant has advised as follows:

(i) **Retention of the First 5mm Rainfall**

The consultants advise that retention of the first 5mm of rainfall is a difficult aspiration to meet in Essex due to poor ground soakage conditions. Infiltration tests confirm this assumption with very low to no soakage recorded within the vicinity of Zones F and I. Notwithstanding, best efforts have been made to achieve this criterion with additional on-line treatment stages and SuD’s elements provided in keeping with the ‘SuD’s Management Train’ to allow for infiltration and evapotranspiration to occur prior to discharge from the site.

(ii) **Timing of Conveyance to the River Chelmer**

The applicant has advised that they categorically dispute any suggestion that there were no flows within the ditches and any reference to the contrary is based upon supposition, as opposed to factual evidence. The applicant has an approved drainage strategy in place within which the allowable discharge rates have been agreed and which the scheme accords with.

The LLFA has removed its objection to the application and has recommended the imposition of a series of conditions.

- **Foul Drainage**

The application includes provision for foul water sewers running beneath the estate roads; it is proposed that the foul stub at the northern site boundary would be extended through the development to a new pumping station adjacent to the Essex Regiment Way roundabout, to convey flows. Capacity within the sewer network has been agreed with Anglian Water.

A condition requiring agreement to a foul water strategy is recommended with no dwellings to be occupied until the works have been carried out in accordance within the approved foul water strategy.

**Noise**

Key Strategic Objectives: EPE2
Core Strategy and Development Control Policies Development Plan Document: CP13, DC4, DC29
National Planning Policy Framework: Paragraphs 123

The British Standards state that for bedrooms at night, individual noise levels should not normally exceed a maximum noise level of LAMax 45dB (A). External noise levels are not to exceed 50dB(A) within areas of private amenity space with an upper guideline value of 55dB(A). The standards recognise that in urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors such as making efficient use of land to ensure development needs can be met, might be warranted.

The application has been accompanied by a Noise Impact Assessment. The assessment has been informed by the findings of a noise survey undertaken in January 2016, with recordings taken during the daytime and evening at four locations within the site. The noise climate across the site was most significantly contributed to by road traffic noise from Essex Regiment Way.

The Assessment concludes that whilst noise levels would be higher than ordinarily considered acceptable based on this framework, mitigation measures can be successfully employed to reduce noise both within internal and external areas to dwellings to achieve acceptable noise levels.
The mitigation measures are proposed to take the form of:-

- Erection of 1.8m high close boarded fencing or walls for noise mitigation to rear gardens,
- Erection of a 2m high acoustic fence, woven hazel or similar, to act as a highway acoustic barrier, set back by 1m. A brick wall is also to be introduced within the central section to provide variety to the Essex Regiment Way street scene. A landscape buffer would provide screening to either side of both the wall and the acoustic fence to ensure that neither feature would be prominent within views from Essex Regiment Way of within the development,
- Appropriate selection of external building materials including the use of acoustic air brick ventilation, specialist glazing and/or mechanical ventilation; the specification to be dependent upon location,
- Thermal glazing to sensitive rooms, and
- Layout and orientation of external amenity areas to utilise the built development as an additional noise buffer.

The acoustic barrier has been amended in response to officer concerns. A deeper buffer of soft landscaping is now proposed to offer greater screening to the acoustic fence; planting of a minimum depth of 1m will now be provided. Further, and to introduce a greater variety in materials, the central section of the acoustic fence is now to be replaced with a brick wall. The wall has been aligned with the acoustic fence to either side, to ensure landscaping can be successfully accommodated, effective management of the swale is not affected and use of the footpath is not unduly compromised.

A condition is recommended to require the scheme to be constructed in accordance with the noise mitigation measures contained within the Noise Impact Assessment.

**Contamination**

Key Strategic Objectives: EPE2
Core Strategy and Development Control Policies Development Plan Document: DC26
National Planning Policy Framework: Paragraphs 109, 121

A desk based assessment was undertaken in 2012 and the results and subsequent recommendations were discussed within the Environmental Statement and Addenda accompanying the outline planning application for Beaulieu. An updated Geo-Environmental Desk Study Report was produced in January 2013 and this has supported the various applications for approval of reserved matters for the residential phases.

The Zone F site did not form part of the outline planning application and as agreed at EIA screening stage, an Addendum to the Updated Geo-Environmental Desk Study Report was produced in March 2016.

A condition is recommended consistent with the outline planning permission. Condition 56 has yet to be discharged in relation to the tandem reserved matters submission for Zone I.

**Archaeology**

Key Strategic Objectives: EPE1
Core Strategy and Development Control Policies Development Plan Document: CP9, DC21
National Planning Policy Framework: Paragraphs 128, 129, 141

A programme of archaeological works together with trial trenching was undertaken in 2015; this found evidence of Late Iron Age activity principally in the form of a large rectilinear field system. The evidence helped place the area within the context of Chelmsford’s historic farming landscape but no recommendations for further investigation were made.
ECC Historic Environment Branch has confirmed that the archaeological work has been completed. On that basis, no archaeological conditions are required.

**ON-SITE ENERGY GENERATION, LIFETIME HOMES & WHEELCHAIR ACCESSIBLE HOUSING**

Key Strategic Objectives: EPE2
Core Strategy and Development Control Policies Development Plan Document: CP11, DC24, DC36
National Planning Policy Framework: Paragraphs 17, 50

- **On-Site Energy Generation**

The scheme has been designed to ensure the provision of energy efficient buildings which minimise heat loss and incorporate sustainable technologies, where appropriate. A fabric first approach to construction including high standard insulation is proposed.

An energy statement will be submitted pre-commencement of development; the matter is controlled by condition.

- **Lifetime Homes**

Following the Ministerial Statement, it has been agreed that all homes should be built to the nearest equivalent technical standard, Part M4 (Category 2) of the Building Regulations 2015. The scheme achieves this standard.

- **Wheelchair Accessible Housing**

Policy DC36 of the development plan requires a minimum of 3% of new dwellings on developments of 30 dwellings or more to be built to wheelchair standards. The scheme fulfils the requirement of 8 units; these are split across the different tenures with 2 affordable rent, 2 shared ownership and 4 private dwellings provided within the combined scheme.

Following the Ministerial Statement, the dwellings have been designed to meet the nearest equivalent standard for wheelchair accessible housing, Part M4 (Category 3) of the Building Regulations 2015.

**PLANNING OBLIGATION**

Key Strategic Objectives: MG2
Core Strategy and Development Control Policies Development Plan Document: CP4
National Planning Policy Framework: Paragraphs 203, 204, 205

- **Community Infrastructure Levy (CIL)**

The application is CIL liable. The applicant has completed the relevant forms based on the total gross internal area for the units.

- **Affordable Housing**

The s106 Agreement for the outline planning permission obligates the developer to provide not less than 27% of all residential units as affordable housing with a split of 45.5% shared ownership to 55.5% affordable rented units across the entire Beaulieu development. The requirement for Zone F is 35% provision in
accordance with Policy DC31. On the basis that the two parcels have been developed as one collective scheme, with units which straddle the respective red line boundaries, the applicant has calculated the affordable housing based on a methodology which seeks to ‘blend’ the affordable housing requirement for the reserved matters submission (27%) with that for the full application for Zone F (35%) proportionate to the two site areas. A total site provision of 29.9% is secured so as not to constrain the location and distribution of affordable housing.

The legal agreement secures the specific mix of shared ownership and affordable rented units as shown on the scheme drawings; in all other respects the agreement mirrors the s106 Agreement for the outline planning permission.

- **Residential Travel Plan Monitoring Fee**

Agreement to a Residential Travel Plan to include amongst other matters, details of a Residential Travel Information and Marketing Pack to be distributed upon the occupation of each new dwelling within the development is secured by condition. The associated monitoring fee of £3,000 is secured within the legal agreement.

- **Bus Vouchers**

The provision of two bus vouchers entitling one of the occupiers of each dwelling to a season ticket for 12 months free bus travel within the area covered by the Chelmsford Inner Zone is secured within the legal agreement; this mirrors the obligation contained within the s106 Agreement for the outline planning permission.

**CONCLUSION**

The Zones I and F Residential Parcels have been developed as a cohesive and coherent parcel of development together delivering 254 dwellings of a mix of unit sizes.

The layout of the scheme has been shaped by the desire to retain and utilise the existing site features; its architectural approach builds upon the earlier site history and elements of the rural Essex vernacular established within Zone C whilst incorporating more contemporary elements borrowed from other zones within Beaulieu to ensure a compatible identity. The western edge and corners of the site reference the barn typography but articulated in a modern way.

Collectively the scheme has been the subject of some revision to address detailed aspects of the layout and appearance, to overcome matters raised by the highway authority in relation to parking and vehicle turning and servicing and detailed discussion with the Lead Local Flood Authority to address its concerns regarding the acceptability of the surface water drainage scheme.

The Bean Field was excluded from the outline planning application as it did not fall within the applicant’s ownership, but its development for housing has been anticipated for some time, as reflected by its designation within the North Chelmsford Area Action Plan (Site Allocation 5). The local planning authority adopted a Screening Opinion on 16th November 2015 confirming that the proposed development of Zone F was not EIA development; 15/01804/EIASO refers.
The submission has been the subject of pre-application work and amendments during consideration of the reserved matters. The application is subject to a Planning Performance Agreement (PPA) between the Council and the applicant/developer; this collaborative process has been instrumental in bringing forward an acceptable scheme and achieving a broad level of agreement between the parties.

## Consultations

### Broomfield Parish Council

<table>
<thead>
<tr>
<th>Comments</th>
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<tbody>
<tr>
<td>06.07.2016</td>
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<tr>
<td>The construction of the scheme increases the need for a crossing of Essex Regiment Way for pedestrians and cyclists.</td>
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<tr>
<td>04.05.2017</td>
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<tr>
<td>Previous comments apply.</td>
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### Springfield Parish Council

<table>
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<tr>
<th>Comments</th>
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<tbody>
<tr>
<td>06.07.2016</td>
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<tr>
<td>No objections.</td>
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### CCC Public Health & Protection Services

<table>
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<tr>
<th>Comments</th>
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<tbody>
<tr>
<td>05.07.2016</td>
</tr>
<tr>
<td>1. The proposed acoustic mitigation measures are considered satisfactory (close-boarded acoustic fence, acoustic air-bricks and enhanced thermal glazing - minimum RW32dB); these should be conditioned for the properties with the highest exposure (particularly those facing Essex Regiment Way) and, as indicated in the mitigation measures within the Acoustic Report Appendix D.</td>
</tr>
<tr>
<td>2. The 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 (dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (unallocated off-road parking).</td>
</tr>
<tr>
<td>3. Informative regarding hours of working during the construction period.</td>
</tr>
<tr>
<td>2. Noted. The application is a reserved matters submission following a grant of outline planning permission; 09/01314/EIA refers.</td>
</tr>
</tbody>
</table>

### CCC Strategic Housing Services

**Comments**

24.11.16

Based on the affordable percentages / mix shown, acceptance to the detail proposed.

### CCC Housing Standards Team

**Comments**

No response.

The dwellings have been designed to meet the nearest equivalent standard for wheelchair accessible housing, Part M4 (Category 3) of the Building Regulations 2015.

### CCC Refuse & Recycling Team

**Comments**

23.11.16

The Service is happy with the vehicular movement for refuse lorries and the levels of bin provision.

### Essex County Council Historic Environment Branch

**Comments**

16.08.16

The archaeological work has been completed for Zones F and I Residential and any archaeological conditions which applied to these zones can be discharged in respect of this application.

**Comments**

Noted. No archaeological conditions required.

### Essex County Council School Organisation & Planning

**Comments**

No response.
Essex County Council Community Infrastructure Planning (Education)

Comments

No response.

Essex County Fire & Rescue Service

Comments

24.06.16
1. Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 – Section 13. Detailed observations on access and facilities for the Fire Service will be considered upon submission of hard copy plans at Building Regulation stage.
2. Building Regulations – Requirement to comply with the relevant requirements of the Building Regulations.
3. Water Supplies – Additional water supplies for fire-fighting may be necessary for development. Applicant urged to contact the Water Technical Officer at Service Headquarters tel: 01376 576342.
4. Sprinkler Systems – Evidence that installation of Automatic Water Suppressions Systems (AWSS) can be effective in the rapid suppression of fires. ECC Fire & Rescue Service has advised that even when not required under the Building Regulations guidance, a risk based approach to the inclusion of AWSS is strongly recommended. Developers are encouraged to use AWSS to allow design freedom, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.

12.07.16
5. Statutory Fire Hydrants – Due to there being an excessive distance to the nearest statutory fire hydrant, No. HE1100, additional fire hydrants would need to be installed within the curtilage of the site. A newly installed fire hydrant must not be sited in the carriageway and must be installed on a water main which can provide the required 25 litres/sec (1,500 litres/min) for the purpose of firefighting.
6. Automatic Water Suppression System – Should a fire appliance be unable to gain access to within 45m 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 within the building design. Further advice with regards this matter should be sought before works commence.

Comments

1-6. An informative drawing the applicant’s attention to the comments of the ECC Fire & Rescue Service is recommended.
**Essex County Council (SUDS)**

### Comments

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<tr>
<th>Date</th>
<th>Details</th>
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<tr>
<td>05.05.17</td>
<td>No objections subject to conditions to secure the following:-</td>
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1. Approval to a detailed surface water drainage scheme prior to the commencement of development, to include, but not limited to:-

   - Limiting discharge rates to a range of rates for the 1, 30 and 100 year storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change in accordance with the agreed site wide strategy shown in Drawing No. 47065328/99/5327 NC Rev P1.
   - Provision of long term storage in line with the site wide strategy.
   - Provision of interception storage – during rainfall events it is expected that the first 5mm should generate no discharge for 80% of summer storms and 50% of winter storms.
   - Provide sufficient attenuation storage to ensure no off-site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus climate change allowance in line with the Flood Risk Assessment – Y790-002 Rev G.
   - Final modelling and calculations for all areas of the drainage system.
   - The appropriate level of treatment for all run-off leaving the site, in line with the CIRIA SuD’s Manual C753.
   - Detailed engineering drawings of each component of the drainage scheme.
   - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
   - A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

   The scheme to be implemented prior to occupation.

2. Approval to a scheme to minimise the risk of off-site flooding caused by surface water run-off and groundwater during construction works and to prevent pollution, prior to the commencement of development. The scheme to be implemented as approved.

3. Approval to a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, prior to the commencement of development. Details of long term funding arrangements to be provided for any part to be maintainable by a maintenance company.

4. The applicant or any successor in title to maintain yearly logs of maintenance which should be carried out in accordance with the approved maintenance plan; these must be available for inspection upon a request by the local planning authority.

The following additional comments have also been made:-

5. The authority’s previous response referred to the timing of conveyance to the River Chelmer. The applicant has agreed to provide interception storage and has provided further limits to the rates originally agreed by the Environment Agency; both factors are considered to more closely replicate natural flows of water from the site and therefore it is considered that further assessment would not
be required.

6. The authority’s previous response dated 21st December 2016 contained incorrect text. The response stated some discharge occurs during the 5mm event. Evidence that this occurs during 80% of summer and 50% of winter storms respectively should be provided. The correct text should have stated ‘during rainfall events it is expected that the first 5mm should generate no discharge for 80% of summer storms and 50% of winter storms.’ The error has been acknowledged by the applicant and is reflected within their latest report.

The following notes have been made:-

7. ECC has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding; to capture proposed SuD’s which may form part of the future register, a copy of the SuD’s assets in a GIS layer should be sent to suds@essex.gov.uk
8. Any drainage features proposed for adoption by ECC should be consulted on with the relevant Highways Development Management Office.
9. Changes to existing watercourse may require separate consent under the Land Drainage Act before works take place. Further information regarding consenting is contained in the County’s standing advice note.

21.12.16

ECC Flood & Water Management Team has advised that as the Lead Local Flood Authority, it provides advice on SuD’s schemes for major developments.

The Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:-

- Non-statutory technical standards for sustainable drainage systems.
- Essex County Council’s (ECC’s) adopted Sustainable Drainage Systems Design Guide.
- CIRIA SuD’s Manual (C697).
- BS8582 Code of Practice for Surface Water Management for Development Sites.

Having reviewed the Flood Risk Assessment and the associated documents, the authority objects to the grant of planning permission on the following grounds:-

Run-Off Rate

The Strategic Site Wide Surface Water & SuD’s Report states at 2.2.2 that run-off from each parcel will be based on 3 x the allowable greenfield rate to reflect the amount of storage likely to be achievable in each phase. Table 5.1 of the Flood Risk Assessment (FRA) gives the discharge limits, however, some figures are less than 3 x the greenfield rate for their respective area and some are greater.

To ensure clarity around the drainage arrangements, all the relevant information and plans should be included within the FRA eg:- plans showing the strategic network and phasing as below.
Phasing

The Western Catchment Report describes the interim solution for the northern and southern outfall; this should be supported by a plan showing which works are complete.

Climate Change

New climate change allowances were released in February 2016; see https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances. The guidance is to assess both the central and upper end allowances to understand the range of impact; therefore, this should be undertaken. The allowances were released after the grant of outline planning permission which contained the overall drainage strategy, however, notwithstanding some mitigation could be provided within the individual phases to mitigate the additional volumes.

Retention of First 5mm of Rainfall

The Western Catchment Report states at 4.4 that some discharge occurs during the 5mm event. Evidence that this occurs only during 80% of summer and 50% of winter storms respectively should be provided; this is important for quantity control as well as quality control. Updated infiltration allowances based on areas where the rates are known should be included to aid this assessment.

Water Quality Treatment

A plan showing the various stages of water quality treatment labelled as such for each catchment should be provided.

Timing of Conveyance to River Chelmer

Suggestions have been made that there is currently no flow within the ditches where water will be discharged during storm events, an assessment should be undertaken of the potential impact of the change in timing of flows from the current scenario, whereby rainfall falling on the site may very slowly infiltrate and express itself in springs compares to the proposed scenario, where it is routed to the ditches.

The following key notes have been made:-

1. Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding and to capture proposed SuD’s which may form part of the future register, a copy of the SuD’s assets in a GIS layer should be sent to suds@essex.gov.uk.
2. Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.
3. Changes to existing watercourse may require separate consent under the Land Drainage Act before works take place. Further information regarding consenting is contained in the County’s standing advice note.

Comments

Noted. Conditions attached.
The Highway Authority had had extensive discussion with the applicant as part of the pre-application process and following submission of the application to ensure that the proposals are acceptable to the authority.

A few outstanding issues remain but the Highway Authority is satisfied that these can be dealt with at detailed design stage and do not need to delay the planning determination:-

- For bends shown on the minor access roads where the radius is 9m or 7.5m (the absolute minimum) over run area for larger vehicles should be provided (in line with the Essex Design Guide) where possible.
- Review proximity of dwellings to the highway to ensure no potential overhang of the highway by roof or gutter or opening windows.
- Private drives in front of Plots 45, 46, 47 and 48 should be severed adjacent to Plot 48 so this cannot be used as a through route.
- The pink area shown on the adoption plan in front of Plots 11 and 12 to remain a private drive and unadopted.
- Ensure no potential overhang or obstruction on visibility splays which are very tight to the building line.

Amendments to the built alignment of infrastructure road 1b are proposed because of this application (3 vehicle crossovers, one of which results in the removal of 3 on-street visitor parking bays to provide appropriate visibility splays to access Plots 15-27). The extent of changes should be identified and the necessary amendments made to application 13/01729/FUL.

The applicant has been in discussion with ECC regarding construction access to the site, this has yet to be determined as ECC have concerns with Countryside’s preferred location. Details of the construction access should be submitted as part of the Construction Environmental Management Plan (CEMP).

The impact of the proposal is acceptable from a highway and transportation perspective subject to the following conditions:-

1. Construction Management Plan – Approval to a CMP detailing a suitable access arrangement to the application site in connection with the construction of the development, prior to the commencement of development. The plan to include: -

   - Wheel and underside chassis cleaning facilities to prevent the deposition of mud and other debris onto the highway network/public areas,
   - Turning and parking facilities for delivery/construction vehicles within the limits of the application.
site,
- Adequate parking areas for those employed in developing the site,
- Details of how the Public Rights of Way network will be safeguarded for use during the construction period.

The approved plan to be implemented for the duration of the development.

2. Voluntary Routing Agreement for Construction Traffic – Approval to a Lorry Routing Plan, detailing the routing of HGV’s to and from the site prior to the commencement of development. The plan to identify the arrangements for:-

- Monitoring of the approved arrangements,
- Ensuring that all drivers of vehicles under the control of the applicant are made aware of the approved arrangements, and
- The disciplinary steps that will be exercised in the event of default.

The approved arrangement to be implemented for the duration of the construction period.

3. Residential Travel Plan – Approval to a Travel Information and Marketing Pack for the development, promoting sustainable transport. The pack to include:-

- Information on bus, rail, walking, cycling routes within the vicinity of the site,
- Details of the car sharing scheme for the development,
- Details of the community travel website, which will include real time bus timetable information, rail timetabling and will be an expanded version of the existing www.beaulieu-park.co.uk website serving the existing development.

4. Bus Season Tickets for New Residents – The provision of two vouchers per dwelling entitling the purchaser to 12 months free bus travel within the area covered by the Chelmsford Inner Zone season ticket. The vouchers are to be valid for exchange during the first 6 months following the occupation of the individual dwelling unit.

5. Commuted Maintenance Payments – 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.

6. Maintenance of Landscaping – 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.

7. Estate Carriageway Construction – The carriageway(s) of the proposed estate road(s) shall be constructed up to, and including, at least road base level, prior to the commencement of the erection of any dwelling intended to take access from that road(s). The carriageways and footways shall be constructed up to and including base course surfacing to ensure that each dwelling prior to occupation has a properly consolidated and surfaced carriageway and footway, between the dwelling and the existing highway. Until final surfacing is completed, the footway base course shall be provided in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within, or bordering, the footway.
The following matters are to form the basis of a series of informatives:-

8. Street Lighting - Roads of the type proposed would normally be lit by freestanding lighting columns sited clear of the carriageway. The columns would normally be located at the back of the footway or within a 1m x 1.5m surfaced base; to avoid later difficulties, it will be essential to ensure that any lighting column positions and associated base areas are made known, in advance of marketing, and not subsequently sold to house purchasers.

9. Advance Payments Code - All housing developments within 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 an acceptable specification sufficient to ensure potential future maintenance as a public highway.

10. Highway Works - All work within, or affecting existing and future highways to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of the highway authority; details to be agreed before the commencement works.

11. Tree Planting - Any tree planting proposed within the highway to be agreed with the authority. Trees must be sited clear of all underground services and visibility splays and be sympathetic to the street lighting scheme. All proposed tree planting to be supported by a commuted sum to cover the cost of future maintenance, to be agreed with the highway authority.

12. Contact - The applicant to be advised to contact the Development Management Team, Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford, Essex CM2 5PU E-Mail development.management@essexhighways.org

13. Liability for Costs - The Highway Authority cannot accept any liability for costs associated with a developer’s scheme; this includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Parts 1 and 2 of the Land Compensation Act 1973. A cash deposit or bond may be required to protect the highway authority against such compensation claims.

Comments

4. Noted. The matter is addressed within the s106 Agreement.

Anglian Water Services Ltd

Comments

27.09.16
1. Assets – No assets owned by Anglian Water, or those subject to an adoption agreement, fall within the development site boundary.
2. Wastewater Treatment – Foul drainage from the development falls within the catchment of the
Chelmsford Water Recycling Centre which will have capacity for these flows.

3. Foul Sewerage Network – Development of Zone F will form part of the wider strategy to serve the development of Beaulieu; foul water should be dealt with in line with the agreed strategy. A condition requiring agreement to a foul water strategy is recommended with no dwellings to be occupied until the works have been carried out in accordance within the approved foul water strategy.

4. Surface Water Disposal – The proposed method of surface water management does not relate to Anglian Water operated assets; as such Anglian Water is unable to provide comments on the suitability of the surface water management. The local planning authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly, or indirectly, involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, the authority would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

5. Trade Effluent – Not applicable.

Comments

1-2, 4 & 5. Noted.
3 Noted. Conditions recommended.

Essex and Suffolk Water

Comments

28.06.2016
A 300 AC trunk water main is located just inside the site boundary adjacent to Essex Regiment Way near the southern boundary of the site. The applicant should request a copy of Essex & Suffolk Water’s GIS record prior to commencing work on site. The approximate length of pipe inside the boundary is 45m, which should not pose too much of a problem as the pipe is within the amenity space near the proposed (attenuation) pond. Tree planting should not take place within the immediate vicinity of the authority’s water main; in this respect, the applicant should refer to Essex & Suffolk Water’s Tree Planting Recommendations within the Vicinity of Water Mains.

Consent to the development is given on condition that new water mains are laid within the highway on-site, and a metered water connection made to the company network for each new dwelling for revenue purposes.

Essex Police Architectural Liaison Service

Comments

No response.

NHS Property Services

Comments
No response.
The scheme is CIL liable. A 4 GP health centre will be provided as part of the future neighbourhood centre, which is currently under construction and due for completion later in 2017.

Health & Safety Executive

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<td>01.09.16</td>
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<td>PADHI Assessment</td>
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Health and Safety Executive (HSE) Advice has been produced by PADHI+ (HSE’s planning advice software tool) for the authority. The HSE is a statutory consultee for certain developments within the Consultation Distance of major hazard sites/pipelines.

The HSE does not advise, on safety grounds, against the granting of planning permission, however, as the proposed development is within the consultation distance of a major hazard pipeline, the HSE has requested that the local planning authority consider contacting the pipeline operator before determining the application for two particular reasons:-

- The operator may have a legal interest (easement, wayleave etc) in the vicinity of the pipeline; this may restrict developments within certain proximity of the pipeline.
- The standards to which the pipeline is designed and operated may restrict occupied buildings or major traffic routes within certain proximity of the pipeline. Consequently, there may be a need for the operator to modify the pipeline, or its operation, if the development proceeds.

HSE’s advice is based on the situation as currently exists and will not be altered by the outcome of any consultation with the pipeline operator.

Comments

Noted. National Grid has been consulted; see response below.

National Grid

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<td>19.08.16</td>
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<tr>
<td>The Intermediate Pressure Gas Pipeline that runs through this land parcel will be diverted; therefore, National Grid does not object in principle to the application.</td>
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Local Residents

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<tr>
<td>12.07.2016</td>
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<tr>
<td>Four letters of representation have been received which raise the following objections to the application:-</td>
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1. Scale – Primarily three storey apartment blocks are proposed alongside Essex Regiment Way; inappropriate to the rural edge of the development. Dwellings should not exceed two storeys to help blend the development into the landscape of the Chelmer Valley. Existing dwellings within Little Waltham Road and the green wedge leading into Chelmsford are a mix of one and two storeys.

2. Planting – A bund and green planting is required between the new dwellings and Essex Regiment Way.

3. Parking – Few parking spaces shown on the plans.

4. Noise Protection – Bund or high fence required; insufficient space between the houses and the main road for its provision. Estate is next to a very noisy road.

5. Schools – Children already resident on the estate, riding past properties on Little Waltham Road presumably crossing Essex Regiment Way. Query if free buses are to be provided. Essex Regiment Way already busy at 8am.

6. Essex Regiment Way: Speed Limit – A lower speed limit should be introduced along Essex Regiment Way past the various access points including Little Waltham Road, given the expected increased levels of traffic. 40mph suggested to prevent accidents.

7. Pedestrian Crossing of Essex Regiment Way – Proper pedestrian crossing over Essex Regiment Way is required.

8. Use of Little Waltham Road – Recent increased use of the road, new residents parking in the road and walking dogs. Parking occurring at the junction preventing lorries turning at the top of Mill Lane; request yellow lanes are put in place to the small turning area at the top of the Lane. Difficulties being experienced pulling in and out of Little Waltham Road.

9. Sustainable Drainage

   - Drainage Proposals – Unable to download drainage proposals and may wish to comment further.
   - Discharge Rates – Complaints have been raised since 2012 regarding the basic figures used for the Greenfield discharge rates for surface water upon which the SuD’s design and Catchments 3 and 4 have been based; requested that no further consents are given until these rates have been properly established. Information supplied to demonstrate clearly that the rates are incorrect and even with the limited development completed to date, the discharge rates from the site are significantly greater than before work commenced.
   - JBA – Consultants advising the Marriage family now appointed by the City Council to update its Strategic Flood Risk Assessment; demonstrates a high degree of confidence in JBA enabling the Council to rely on the quality of the work undertaken for the Marriage family. Understand that Councils are now appointing such consultants to advise on the assessment Greenfield discharge rate from large developments.
   - Independent Study – Requested that an independent study of the soils and infiltration rates at Marriage expense be facilitated but this has been declined.
   - Accuracy of Information – Role of the Council in planning matters is to protect the interests of the public and specifically to protect the public from an increased risk of flooding. Fundamental requirement that the information upon which the design of the SuD’s is based is correct and that the developer demonstrates that the completed scheme would work and continue to do so in the
long term. Repeat request that no further consents be given until this has been done.

Comments

1. Parameter Plan 2 – Storey Heights allows for dwellings between one and three storeys; 3 and 12m in height with opportunities for landmark buildings and groupings of up to four-five storeys (12-18m) in height dependent upon location and visibility. Taller buildings are proposed along Essex Regiment Way to define the edge and provide noise attenuation from the road. The units also take advantage of an outlook across the river valley to the west.

2. The plans detail a 2m high acoustic fence, woven hazel or similar to act as a highway acoustic barrier, along the Essex Regiment Way elevation, set back by 1m. A brick wall is also to be introduced within the central section to provide variety to the Essex Regiment Way street scene. A landscape buffer would provide screening to either side of both the wall and the acoustic fence to ensure that neither feature would be prominent within views from Essex Regiment Way of within the development.

3. The scheme secures one parking space for the one bedroom apartments, two parking spaces for the two bedroom apartments and the two and three bedroom houses and three car parking spaces for the four and five bedroom properties. Parking provision is provided on-plot and within garages and as allocated parking spaces within courtyards.

4. See point 2 above.

5. The legal agreement requires provision of a phased bus service. Stage 1 is already in operation; the service calls at the bus stop on White Hart Lane at the entrance to the development. Stage 2 of the Bus Strategy is scheduled to commence from occupation of the 300th residential unit. The Zone D scheme is now complete and work has commenced on the construction of Zones A and B Residential and the Neighbourhood Centre, which collectively exceed this figure. A bus shelter is provided along the Phase 1b Road within close proximity of the site.

6. The acceptability of speed limits is separately reviewed by Essex Highways; there is no scope at the present time to lower the speed limit along Essex Regiment Way.

7. The NCAAP did not show a cycle/footpath connection from Beaulieu across Essex Regiment Way. Currently, an existing bridleway, Broomfield 18 Broomfield, does extend across both sides of Essex Regiment Way and the section falling within the Beaulieu development and south of Phase 1 and part of Phase 2 of the Channels development is anticipated to be resurfaced at a future date. The County Highway Authority is currently looking at the feasibility of the provision of a crossing at the bridleway location as part of the forthcoming Chelmsford to Braintree and Chelmsford City Growth packages of works.

8. Issues of junction obstruction and any requests for the installation of traffic regulations in the form of single / double yellow lines should be directed to Essex Highways and are not a material planning consideration for this application.

9. The application documents are available on-line and the ability to access these documents was checked by officers. The matter of drainage has been the subject of detailed consideration with the Lead Local Flood Authority (LLFA); Essex County Council. Concerns were initially raised by the authority and a meeting was arranged between the local planning authority, the LLFA and the applicant. The LLFA has raised no objections to the application subject to the imposition of conditions.

RECOMMENDATION
The Application be APPROVED subject to the following conditions:-

**General Compliance**

**Condition 1   Time Limit**
The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

**Condition 2   Accordance with Plans & Conditions**
The development hereby permitted shall not be carried out other than in complete accordance with the approved plans and conditions listed on the decision notice.

Reason:
In order to achieve satisfactory development of the site

**Condition 3   Compliance with Approved Details**
With respect to any condition that requires the prior written approval of the local planning authority, the works thereby approved shall be carried out in accordance with that approval unless subsequently otherwise agreed in writing by the local planning authority.

Reason:
In order to achieve satisfactory development of the site

**Condition 4   Compliance with Tree Report**
The development hereby permitted shall be constructed wholly in accordance with the tree protection, construction methods and recommendations contained within the Arboricultural Impact Assessment: Zones F and I prepared by Hallwood Associates Ltd dated November 2016 Ref: 1160_01_04_12-APIII Version 3.

Reason:
To safeguard the existing trees in accordance with Policy DC14 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 5   Compliance with Ecological Management Plan**
The development hereby permitted shall be constructed wholly in accordance with the licensing, mitigation and enhancement measures and requirements contained within the Ecological Management Plan for Land for Beaulieu Phases 1 and 2, Including Zones F & I prepared by Richard Graves Associates dated April 2016; any variation to the measures and requirements shall be agreed in writing with the local planning authority.

Reason:
In the interests of wildlife habitat protection in accordance with Policies CP9 and DC13 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 6   Biodiversity Statement**
The development hereby permitted shall be constructed wholly in accordance with the management and enhancement measures and requirements contained within the Biodiversity Statement for Beaulieu Phases 1 & 2, Including Zones F & I prepared by Richard Graves Associates dated April 2016; any variation to the measures and requirements shall be agreed in writing with the local planning authority.
Reason:
In the interests of achieving enhanced biodiversity through a range of measures in accordance with Policies CP9 and DC13 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 7 Noise Mitigation Measures**
The development hereby permitted shall be constructed wholly in accordance with the recommendations contained within the Noise Impact Assessment: Proposed Residential Development - Zones F & I Beaulieu, Chelmsford, Report Reference: Y790-003B Project No. Y790 dated November 2016 and the details shown on Drawing No’s. 2457-5-1-DR-0001-00 Rev P6; 2457-5-1-DR-0004 Rev S5-P3; 2457-5-1-DR-0005 Rev S5-P3; 2457-5-1-DR-0006 Rev S5-P3; 2457-5-1-DR-0007 Rev S5-P3; 2457-5-1-DR-0008 Rev S5-P3; any variation to the means of glazing, methods of ventilation and form of acoustic fencing and wall shall be agreed in writing with the local planning authority.

Reason:
To ensure appropriate measures are installed to safeguard the amenities of future residents of development in accordance with Policies CP11, DC4 and DC29 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Sequence of Implementation, Construction Programme and Grampian Conditions**

**Condition 8 Carriageway Construction**
The carriageway of the proposed estate roads shall be laid out and constructed up to, and including, at least road base level, prior to the occupation 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 9 Final Surfacing of Roads and Paths**
The carriageway, footways and shared surfaces within the development shall be completed with final surfacing prior to the occupation of 90% of the units within 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 10 Vehicle Parking**
The garage and on-site parking spaces hereby permitted shall be used for the parking of vehicles in connection with the residential use of the premises and shall at all times remain available for such use.

Reason:
To ensure that suitable parking facilities are available to serve the development in a manner which accords with the requirements of Policy DC7 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 11 Cycle Parking**
The bicycle parking facilities shall be provided in accordance with the approved details prior to occupation of any part of the development they are intended to serve.
Reason:
To ensure the suitable provision of facilities for cyclists in accordance with Policy DC7 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

Condition 12  Sustainable Urban Drainage System Elements
Prior to the adoption of any public highway and areas of public open space / amenity space, all SuD’s elements as approved in the SuD’s scheme shall be completed to the satisfaction of the local planning authority and subsequently maintained in accordance with the approved SuD’s scheme.

Reason:
To ensure the provision of essential infrastructure in accordance with Policy DC25 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

Condition 13  Refuse & Recycling Storage
The facilities for the storage for refuse and recyclable household waste for each dwelling shall be provided prior to the occupation of any dwelling they are intended to serve.

Reason:
To ensure that adequate accessible provision is made for on-site storage of refuse and recyclable materials in order to comply with Policy DC29 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

Details to be submitted for Approval

Condition 14  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 dwelling design, shall be provided within 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 DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

Condition 15  On-Site Energy Generation
Prior to the commencement of development, an Energy Statement shall be submitted and approved in writing by the local planning authority demonstrating that the development's predicted annual carbon dioxide emissions resulting from that phase or sub-phase of the development will be reduced by at least 10% compared with the Approved Document Part L of the Building Regulations 2010. The Energy Statement shall follow the national hierarchy ie:- (i) fabric first approach, (ii) carbon compliance and (iii) allowable solutions. The Energy Statement shall include full elevation details and the manufacturer's specification of any renewable energy or low carbon technology proposed.

Reason:
To reduce the carbon dioxide emissions resulting from the development's energy consumption in accordance with the national hierarchy and also to ensure that solar panels and other renewable energy and low carbon equipment will meet sustainable objectives, be integrated with building design, would not increase building bulk, unduly affect roof form or cause undue visual intrusion in accordance with Policies CP11, DC24 and DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.
**Condition 16  Levels**

Prior to the commencement of development, detailed section drawings showing the finished floor level of each dwelling, in relation to the ground levels of the surrounding area and any adjoining buildings, shall be submitted to and approved in writing by the local planning authority.

Reason:
To ensure that each dwelling is easily accessible, minimising steps, slopes and ramps to entrances, is visually satisfactory be avoiding abrupt changes of level between dwellings and increased dwelling heights and to ensure that dwellings have a satisfactory relationship to the topography in accordance with Policies DC36 and DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 17  Hard Landscaping Works**

Prior to the commencement of development, full details of a panel composed of samples of all materials to be used in the paving of the ground surfaces together with the product name, number, colour and manufacturer shall be submitted to and approved in writing by the local planning authority.

All hard landscaping works shall be carried out in accordance with the approved details and prior to occupation of any part of the development to which they relate.

All tree planting within the hard landscaped areas shall be carried out within the next available planting season following first occupation.

Reason:
To ensure that the proposed hard landscape is visually satisfactory, capable of maintenance in the long term, suitable for drainage purposes, would not prejudice the lasting quality of the locality, provides for an attractive and robust edge to the public open space and in the context of boundary treatments restricts unregulated car parking, achieves seamless public and private space and which respects the amenities of neighbouring dwellings and the future residents of the development in accordance with Policies CP9, CP20, DC18 and DC42 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 18  Soft Landscaping Works & Five Year Maintenance Programme**

Prior to the commencement of development, full details a five year maintenance programme (including watering, mulching, weed control, pruning, hedge and grass cutting and plant feeding) shall be submitted to and approved in writing by the local planning authority.

All soft landscape works shall be carried out in accordance with the approved details and prior to occupation of any part of the development to which they relate, unless such occupation is proposed outside a planting season, in which case the soft landscape works shall be carried out in the next available planting season following occupation.

Reason:
To ensure that the built development has a satisfactory relationship with the adjoining landscape in accordance with Policies CP9, CP14, CP20, DC18 and DC42 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 19  Tree Surgery**

(i) In relation to the Hedgerow Tree Groups indicated within the Arboricultural Impact Assessment - Zones F and I prepared by Hallwood Associates Ltd dated November 2016 Ref: 1160_01_04_12-APIII Version 3 as provisionally needing to be felled; works to these hedgerow groups shall not take place until a final
schedule of tree surgery and other works (including works to tree roots affected by the development) to be undertaken has been submitted to and approved in writing by the local planning authority.

(ii) The development shall not be occupied until the works specified above have been implemented to the satisfaction of the local planning authority in accordance with a timetable to be agreed in writing by the local planning authority.

Reason:
To safeguard the retained trees/hedgerows in accordance with Policy DC14 of the Adopted Core Strategy and Development Control Policies Development Plan Document and other trees which are of amenity value.

**Condition 20  Drainage & Service Runs**
Prior to the commencement of development detailed drawings showing the alignment and depth of the proposed sub-surface drainage and utility runs (including cables, pipes, surface water drains, foul water drains and public utilities) and their means of installation, where they pass underneath the canopy of any retained tree within, adjacent to, or which overhangs the development site have been submitted to and approved in writing by the local planning authority. No services shall be laid beneath the canopy of any tree identified for retention within the Arboricultural Impact Assessment - Zones F and I prepared by Hallwood Associates Ltd dated November 2016 Ref: 1160_01_04_12-APIII Version 3.

Reason:
To ensure that utilities installation does not constrain the layout of buildings and landscape and to safeguard the existing trees in accordance with Policy DC14 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 21  Road Surface Materials**
Prior to the commencement of development, 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 shall be submitted to and approved in writing by the local planning authority:-

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 DC24, DC42 and DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 22  Street Signage & Name Plates**
No street lighting, street name plates and any other signage, shall be provided within 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 DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 23  Sustainable Drainage Management**
Prior to the commencement of development, a surface water drainage scheme based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development shall be submitted to and approved in writing by the local planning authority.
The detailed scheme shall incorporate the following:-

(i) Limiting discharge for events up to, and including, the 1 in 100 year rate plus 40% allowance for climate change in accordance with the agreed Strategic Site Wide Surface Water and SuD’s Report and Drawing No’s. 47065328/99/5328-ZF&I Rev P2 and 47065328/99/5327-ZF&I Rev P2,
(ii) Provision of long term storage in accordance with the approved Flood Risk Assessment,
(iii) Provision of interception storage in accordance with the approved Flood Risk Assessment,
(iv) Provision of sufficient attenuation storage to ensure no off-site flooding as a result of the development during all storm events up to, and including, the 1 in 100 year plus climate change allowance in line with the Flood Risk Assessment: Proposed Residential Development - Zones F & I, Beaulieu, Chelmsford, Report No. Y790-02G Project Ref No. Y790 dated May 2017,
(v) Final modelling and calculations for all areas of the drainage system,
(vi) The appropriate level of treatment for all run-off leaving the site, in accordance with the CIRIA SuD’s Manual C753,
(vii) Detailed engineering drawings of each component of the drainage scheme,
(viii) A final drainage plan which details exceedance and conveyance routes, finished floor levels and ground levels and the location and sizing of any drainage features,
(ix) A written report summarising the final strategy and highlighting any minor changes to the approved strategy,
(x) Implementation, timing and phasing arrangements, and, prioritising the infiltration SuD’s element, if viable,
(xi) Details of how the scheme shall be maintained and managed after completion, including the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme through its lifetime,
(xii) A demonstration that all of the SuD’s elements proposed are feasible and follow the SuD’s Management Train hierarchy, and
(xiii) Measures to minimise the risk of off-site flooding caused by surface water run-off and groundwater during construction works and to prevent pollution.

The scheme shall be implemented prior to the occupation of the development and thereafter managed in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

The applicant, or successor in title, shall maintain yearly logs of maintenance which should be carried out in accordance with the approved maintenance plan and made available for inspection, upon request, by the local planning authority.

Reason:
To prevent environmental and amenity problems arising from flooding ensuring the satisfactory storage of/disposal of surface water and groundwater during construction, maintenance and efficient use and management of water within the site, to ensure that the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site in accordance with Policy DC25 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 24  Foul Sewage System**
Prior to the commencement of development, a scheme to deal with the disposal of foul sewage shall be submitted to and approved in writing by the local planning authority. No dwellings within the development shall be occupied until the development has been carried out in accordance with the approved scheme unless otherwise agreed in writing with the local planning authority.

Reason:
To prevent environmental and amenity problems arising from flooding and an increased risk of flooding to existing properties in accordance with Policy DC25 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 25  Landscape Management Plan**
Prior to the occupation of any dwelling within the development, a landscape management plan shall be submitted to and approved in writing by the local planning authority. The plan shall cover all landscape areas within the development other than private domestic garden areas and include the long term landscape design objectives, management responsibilities and a programme of maintenance specifications for a minimum period of five years.

**Reason:**
To ensure satisfactory arrangements are in place to allow for the proper management and maintenance of all landscaped areas in accordance with Policy CP14 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 26  Residential Travel Plan and Marketing Pack**
Prior to the occupation of the residential elements of the development, a Residential Travel Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall include:-

(i) Details of the mechanism to appoint a permanent Travel Plan Co-ordinator,
(ii) Details of a Residential Travel Information and Marketing Pack, to be distributed to initial occupiers,
(iii) Information on bus, rail, walking and cycling routes within the vicinity of the development,
(iv) Details of a car sharing scheme to serve the development (or relevant phase thereof),
(v) Details of the community travel website to include real bus timetabled information and rail timetable details amounting to the expansion of the existing www.beaulieu-park.co.uk website serving the present Beaulieu Park development,
(vi) Identification of targets for trip reduction and modal shift, the methods to be employed to meet those targets and the mechanisms for monitoring, review and reporting,
(vii) Mechanisms to secure variations to the Residential Travel Plan and to the Information and Marketing Pack following monitoring and reviews.

The relevant details of the Residential Travel Information and Marketing Pack shall be distributed upon occupation of each new dwelling within the development.

**Reason:**
To ensure that sustainable travel choices are maximised by future residents within the development in accordance with Policy CP8 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 27  Contamination**
Prior to the commencement of development, a scheme to deal with the risks associated with the contamination of the land associated with 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 and 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 DC25 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 28  Materials**
Prior to the commencement of development, full details of the following shall be submitted to and approved in writing by the local planning authority:-

(i) A panel composed of samples of all building facing materials together with the product name, number, colour and manufacturer,

(ii) Large scale drawings (1:50 unless otherwise agreed in writing with the local planning authority) showing the location of each material, typical details of the fenestration including set back and the position of rainwater goods and external meters,

(iii) A panel composed of samples of all materials to be used in the paving of ground surfaces, together with the product name, number, colour and manufacturer,

(iv) Appropriate scale drawings showing the location of each ground surface material.

Reason:
To ensure that the detailed finish of the proposed dwellings and hard landscape is visually satisfactory, robust and easily maintained, does not prejudice the lasting quality of the locality and which ensures that materials sourcing is resource efficient in accordance with Policies DC24 and DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 29  Lighting Scheme**
Prior to the commencement of development details of the location and design of all artificial lighting and lighting furniture to all dwellings, walkways, amenity areas and parking courts shall be submitted to and approved in writing by the local planning authority.

Reason:
To ensure that the proposed development is visually satisfactory, to reduce the undesirable effects of light pollution on the amenities of the occupiers of neighbouring residential properties and future residents of the development, to avoid street clutter, to maximise the placing of lights on dwellings and to ensure lasting environmental quality in accordance with Policies CP9, CP13, DC29 and DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Conditions relating to the Construction Period**

**Condition 30  Construction Environmental Management Plan**
Prior to the commencement of development, a Construction Environmental Management Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall include details of:-

(i) A Waste Management Plan, providing details of the anticipated nature and volumes of waste likely to arise during construction of the development and a statement of measures to ensure the maximisation of the re-use of such waste and effective segregation of such waste at source including waste sorting, storage, recovery and recycling facilities,

(ii) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997),

(iii) Maximum noise mitigation levels for construction equipment, plant and vehicles,

(iv) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997),

(v) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures, and

(vi) A Lorry Routing Plan detailing the routing of HGV's to and from the approved development to be implemented throughout the duration of the construction period together with the arrangements for monitoring of the approved plan, ensuring that all drivers of vehicles under the control of the applicant are made aware of the approved arrangements and the disciplinary steps that will be exercised in the event of default.

Reason:
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 DC4 and DC29 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

**Condition 31  Construction Method Statement**

Prior to the commencement of development, a Construction Method Statement for the development shall be submitted to and approved in writing by the local planning authority. The statement shall comply with the Construction Environmental Management Plan and shall include details of the following:-

(i) Drawings of any temporary highway works and the phasing of the highway works,

(ii) Contractor access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the development including details of their signing, monitoring and enforcement measures,

(iii) Location of areas to be used for contractor offices, unloading/loading/reception and storage of building materials, parking for those employed in the development and visitors, turning and parking of delivery/construction vehicles,

(iv) Screening and hoarding details including the contractor company name and contact numbers covering office and out of office hours,

(v) Soil management and storage details,

(vi) Measures to control the emission of dust and dirt during the construction period,

(vii) A scheme for recycling/disposing of waste resulting from demolition and construction works,

(viii) Wheel and underside chassis cleaning facilities to prevent the deposition of mud and other debris onto the highway network/public areas,

(ix) Site lighting,

(x) Drainage control measures,

(xi) Measures to safeguard use of the Public Rights of Way and to manage any crossings of the public highway during the construction period,

(xii) Access and protection arrangements around the development for pedestrians, cyclists and other road users including external safety and information signing and notices,
(xiii) Liaison, consultation and publicity arrangements including dedicated points of contact and complaint procedures, and
(xiv) Consideration of sensitive receptors.

The approved statement shall be adhered to throughout the duration of the construction period 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 DC4 and DC29 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

Condition 32 Protection of Retained Trees
In this condition "retained tree" means an existing tree which is to be retained in accordance with the Arboricultural Impact Assessment - Zones F and I prepared by Hallwood Associates Ltd dated November 2016 Ref: 1160_01_04_12-APIII Version 3 and paragraphs (i) and (ii) below shall have effect until the expiration of 5 years from the date of occupation of the first dwelling to be occupied:-

(i) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Urgent tree works which are required to remove the imminent risk of harm caused by dangerous trees as the result of an extreme weather event eg:- a storm, can be carried out immediately without the written consent of the local planning authority; retrospective photographic evidence of the tree’s dangerous condition should be provided to the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998:2010 (Tree Work),

(ii) If any retained tree is removed, uprooted or destroyed or dies, as a result of construction activity, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority,

(iii) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the plans and particulars approved pursuant to the Arboricultural Impact Assessment - Zones F and I prepared by Hallwood Associates Ltd dated November 2016 Ref: 1160_01_04_12-APIII Version 3, before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all such equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made or bonfires lit without the written consent of the local planning authority.

Reason:
In the interests of safeguarding trees that are worthy of retention in accordance with Policy DC14 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

Condition 33 Soft Landscaping Works
If within a period of five years from the date of planting of any tree/hedge/plant, which is so planted pursuant to this permission, that tree/hedge/plant, or any tree/hedge/plant planted in replacement for it, is removed, uprooted, destroyed, or becomes, in the opinion of the local planning authority, seriously damaged as a result of construction works, another tree/hedge/plant of the same size and species as the original, shall be planted in the same place unless the local planning authority gives its written consent to any variation.
Reason:
To ensure that the built development has a satisfactory relationship with the adjoining landscape in accordance with Policies CP9, CP14, CP20 and DC42 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

Post Occupation Controls

Condition 34  PD Rights Removal – Hardstandings
Notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any order revoking or re-enacting that order with or without modification) the hard surfacing of front gardens shall not be carried out without the grant of an additional planning permission by the local planning authority.

Reason:
To prevent environmental and amenity problems arising from flooding, to ensure that SuD’s measures are not eroded on a piecemeal basis and in the interests of visual amenity ensuring the front gardens are retained as attractive landscape elements in accordance with Policies CP20, DC25 and DC45 of the Adopted Core Strategy and Development Control Policies Development Plan Document.

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 circumstances 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  Street Naming & Numbering
This development will result in the need for a new postal address. Applicants should apply in writing, email or by completing the online application form which can be found at www.chelmsford.gov.uk/streetnaming. Enquiries can also be made to the Address Management Officer by emailing streetnaming@chelmsford.gov.uk.

3  Highway Related Details
All highway related details shall be agreed with the Highway Authority prior to implementation and all works affecting the highway shall be carried out to the satisfaction of the Highway Authority; such details to be agreed before the commencement of works. You are advised to contact the...
Development Management Team by e-mail at development.management@essexhighways.org or by post: SM02 Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford CM2 5PU.

4 Traffic Regulation Orders
The developer will be responsible for all of the costs associated with relevant traffic regulation orders and statutory notices required for the implementation of the development and its associated highway works.

5 Stopping Up of the Public Highway
The developer will be responsible for all costs associated with the stopping up of the existing public highway to facilitate the development and its associated highway works.

6 Liability
The Highway Authority cannot accept any liability for cost associated with a developer’s improvement scheme; this includes design check safety audits, site supervision, any commuted sum for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973.

7 Street Lighting
You are advised that roads of the types proposed would normally be lit by freestanding columns which have to be sited clear of the carriageway. The columns would normally be located at the back of the footway, or within a 1m x 1.5m surfaced base; to avoid later difficulties it will be essential to ensure that any lighting column positions and any associated base areas are made known in advance of marketing and not subsequently brought to the attention of house purchasers at the point of sale.

8 The Advance Payments Code
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 six 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 an acceptable specification, sufficient to ensure potential future maintenance as a public highway.

9 Commuted Maintenance Payments
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.

10 Maintenance of Landscaping
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.

11 Construction Access
You are advised in relation to Conditions 30 and 31 that construction access to the site has yet to be determined on account of the Highway Authority’s concerns with the preferred location. Details of the construction access should be submitted as part of the Construction Management Plan.
12 **Technical Approval Process**
You are advised that the following matters will need to be addressed as part of the technical approval process with Essex Highways:-

- For bends shown on the minor access roads where the radius is 9m or 7.5m (the absolute minimum), over run areas for larger vehicles shall be provided (in line with the Essex Design Guide) where possible,
- The proximity of buildings to the highway shall be reviewed to ensure no potential overhang of the highway by roofs, gutters or opening windows,
- The private drive in front of Plots 45-48 should be severed adjacent to Plot 48 so that this cannot be used as a through route.
- The pink area shown on the adoption plan in front of Plots 11 and 12 shall remain a private drive and unadopted. The scheme shall ensure no potential overhang or obstruction of visibility splays which are very tight to the building line.

Amendments to the built alignment of infrastructure road 1b are proposed as a result of this application (3 vehicle crossovers; one of which results in the removal of 3 on-street visitor parking bays to provide appropriate visibility splays to access Plots 15-27); the extent of changes should be identified and the necessary amendments made to reserved matters approval 13/01729/REM.

13 **Essex County Fire & Rescue Service**
You are advised that additional water supplies for fire-fighting may be necessary to serve the development and you are advised to contact the Water Technical Officer at Essex County Fire & Rescue Service Headquarters in this respect; tel: 01376 576342.

The Service has advised that there is evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires; even when not required under the Building Regulations guidance, a risk based approach to the inclusion of AWSS is strongly recommended. You are encouraged to use AWSS to allow design freedom, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.

14 **Refuse and Recycling Collection**
The refuse and recycling strategy as shown on Drawing No. PL-107 Rev C - Refuse Strategy Plan relies upon refuse operatives reversing onto small sections of private drives. The City Council Refuse and Recycling Team are willing to undertake these manoeuvres in order to collect refuse and recyclables from the affected properties but this is on the strict understanding that there is no liability on the Council for any damage to the road surfaces resulting from such manoeuvres.

15 **s106 Agreement**
You are reminded that this permission is also subject to a legal agreement, and that the terms of this agreement must be complied with.

16 **Community Infrastructure Levy**
The proposed development may be liable for a charge under the Community Infrastructure Levy Regulations 2010 (as Amended). If applicable, a Liability Notice will be sent as soon as possible to the applicant and any other person who has an interest in the land. This will contain details of the chargeable amount and how to claim exemption or relief if appropriate. There are further details on this process on the Council’s website at www.chelmsford.gov.uk/cil, and further information can be requested by emailing cilenquiries@chelmsford.gov.uk.
17 **Housing Delivery**

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.

**Positive and Proactive Statement**

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

**SUMMARY OF RELEVANT PLANNING POLICIES:**

**CP1**
Core Policy CP1 Securing Sustainable Development - The City Council will promote and secure sustainable development by linking housing and employment needs and directing development to locations supported by effective transport provision, leisure, community and other essential services, whilst minimising damage to the environment and actively securing environmental enhancements. When considering development proposals the City Council will take a positive approach reflecting the presumption in favour of sustainable development contained in the NPPF.

**CP2**
Core Policy CP2 The City-wide Spatial Strategy - All proposals for development will be considered in the context of the City-wide Spatial Strategy which sets out the City Council's vision for development growth in the Borough in the period up to 2021.

**CP3**
Core Policy CP3 Phasing of Development - In accordance with City-wide Spatial Strategy, the City Council will seek to make the best use of the opportunities for achieving the intensification of urban areas by promoting the development of previously developed land within the Chelmsford Town Centre Area Action Plan area, the Urban Areas of Chelmsford and South Woodham Ferrers and within the Defined Settlements.

**CP4**
Core Policy CP4 Securing Infrastructure - The Council will require, through the use of planning contributions, that all new development meets the necessary on and off-site infrastructure requirements required to support the development and mitigates the impact of that development on existing community interests. Standard charges and/or standard formulae, as appropriate, will be imposed for payment of financial contributions towards infrastructure, works or facilities.

**CP5**
Core Policy CP5 Containing Urban Growth - Urban growth will be contained by defining the physical limit of the urban areas of Chelmsford and South Woodham Ferrers and the Defined Settlements.

**CP7**
Core Policy CP7 Area Action Plans - The City Council will prepare and implement Area Action Plans for Chelmsford Town Centre and North Chelmsford, which will set out an integrated land use and urban design framework to direct development proposals and public realm investment.
CP8
Core Policy CP8 Promoting Accessibility - All development proposals will be required to be accessible to people of all abilities, whether for themselves or for the delivery of goods and services, and by all forms of sustainable modes of transport, in a socially inclusive and safe manner in accordance with a modal hierarchy.

CP9
Core Policy CP9 Protecting Areas of Natural and Built Heritage Importance - The City Council is committed to protecting and enhancing the City's important natural and historic environment and will therefore seek to sustain biodiversity, archaeological and geological conservation.

CP10
Core Policy CP10 Protection from Flooding - The City Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk and will work with the Environment Agency to put in place strategic flood defence measures.

CP15
Core Policy CP15 Meeting the Housing Needs of Our Communities - The City Council will require a mix of dwelling types and sizes, including affordable housing, to be provided in each new housing development to accommodate a balance of different household types and contribute to the creation of mixed and inclusive communities.

CP18
Core Policy CP18 Providing New Community and Social Facilities in Major New Developments - The City Council will ensure that new community facilities are developed as an integral part of any proposals for major new residential development and will be accessible to all sections of the community.

CP19
Core Policy CP19 Improving Links Between Developments - The City Council will ensure that local route networks will be reinforced by new development with improved linkages and road safety.

CP20
Core Policy CP20 Achieving Well Designed High Quality Places - The City Council will require the layout and design of all development to create well designed high quality successful places for living and working.

CP21
Core Policy CP21 Ensuring Buildings are Well Designed - All new buildings should be well designed, fit for purpose, appropriate for the site and its setting and adaptable for long term use. Additionally, they should be designed to make best use of sustainable construction techniques.

DC3
Development Control Policy DC3 Managing Development Density in Different Locations - Proposals for residential development shall optimise the capacity of the site in a manner that is compatible with the use, intensity, scale, character and grain of the surrounding area and the size of the site.

DC4
Development Control Policy DC4 Protecting Existing Amenity - All development proposals should safeguard the amenities of the occupiers of any nearby properties by ensuring that development would not result in excessive noise, activity or vehicle movements, overlooking or visual intrusion and that the built form would not adversely prejudice outlook, privacy, or light enjoyed by the occupiers of nearby properties.
DC6
Development Control Policy DC6 Criteria for Transport Assessments - All developments which are likely to generate significant amounts of vehicle movement or fall within the thresholds set out in appendix E will require a transport assessment. Development will be refused where the residual cumulative impacts of development are severe and no appropriate mitigation measures can be achieved.

DC7
Development Control Policy DC7 Vehicle Parking Standards at Developments - All development will be required to comply with the vehicle standards as set out at Appendix C of the Core Strategy and Development Control Policies Development Plan Document.

DC13
Development Control Policy DC13 Site of Biodiversity and Geological Value - The City Council will seek to restore, maintain, and enhance biodiversity and geological conservation interests. Appropriate weight will be attached in respect of designated sites when determining planning applications.

DC14
Development Control Policy DC14 Protected Trees and Hedges - Planning permission will be refused for any development that would be liable to cause demonstrable harm to protected woodland, trees and hedgerows, unless conditions can be imposed requiring the developer to take steps to secure their protection.

DC18
Development Control Policy DC18 Listed Buildings - Planning permission and/or listed building consent will be refused where development proposals or works affect both the exterior and interior of buildings on the statutory List of Buildings of Special Architectural or Historic Interest unless they preserve or enhance the special character and/or setting of those buildings. The City Council will only permit the change of use of a listed building where it is in the interests of the long-term preservation of the building and its setting.

DC21
Development Control Policy DC21 Archaeology - Planning permission will be granted for development affecting archaeological sites providing it protects, enhances and preserves sites of archaeological interest and their settings.

DC24
Development Control Policy DC24 Energy Efficient Design and Use of Materials - The City Council will require new dwellings and non-residential buildings to incorporate sustainable design features to reduce carbon emissions and the consumption of natural resources. Five or more dwellings, non-residential developments greater than 1000 sqm are required to achieve 10% reduction or more in carbon dioxide emissions above current building regulation requirements. A statement must be submitted specifying how this will be achieved. All new dwellings are required to achieve a minimum rating of level 3 of the Code for Sustainable Homes (or its successor). Non-residential buildings shall have a minimum BREEAM rating (or its successor) of Very Good. Where possible new buildings to utilise a minimum of 20% of sustainable building materials and/or reuse of recycled materials.

DC25
Development Control Policy DC25 Water Efficiency and Sustainable Drainage Systems - The City Council requires developments to incorporate measures that reduce the demand for water, and the provision of sustainable drainage systems for the disposal of surface water within and leading from development sites.
DC26
Development Control Policy DC26 Contaminated Land - Planning permission will only be granted for development on, or near to, former landfill sites or on land which is suspected to be contaminated, where the City Council is satisfied that there will be no threat to the health of future users or occupiers of the site or neighbouring land and that there will be no adverse impact on the quality of local groundwater or surface water quality.

DC31
Development Control Policy DC31 The Provision of Affordable Housing - The City Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential sites, subject to set criteria.

DC36
Development Control Policy DC36 Accessible and Adaptable Developments - All new developments, and particularly housing, shall be designed from the outset so as to promote inclusive design, and ensure that all measures needed to promote accessibility and adaptability are achieved in a visually acceptable manner.

DC40
Development Control Policy DC40 Public Open Space for New Residential Developments - Outlines requirements for provision and, where appropriate, commuted sum payments.

DC41
Development Control Policy DC41 Traffic Management Measures - All developments must include appropriate traffic management measures to facilitate the safe and efficient movement of people and goods by all modes whilst protecting and enhancing the quality of life within communities.

DC42
Development Control Policy DC42 Site Planning - Planning permission will be granted for development proposals where the site planning and design of building spaces arranges access points, routes within the site, public and private spaces, building forms and ancillary functions in an efficient, safe, workable, spatially coherent and attractive manner, incorporates existing site features of value and does not cause unacceptable effects on adjoining sites, property or their occupiers.

DC43
Development Control Policy DC43 Promoting Public Art in New Development - The City Council will seek the provision of public art in association with all developments of 10 or more dwellings or for more than 1,000 square metres of floorspace or that have significant impact upon the public realm or a high degree of public access.

DC44
Development Control Policy DC44 Private Amenity Space - All new dwellings will be required to have a high degree of privacy and the use of private amenity space appropriate for the type of dwelling and its location.

DC45
Development Control Policy DC45 Achieving High Quality Development - Planning permission will only be granted for new buildings and extensions to existing buildings provided that they are well designed in themselves and amongst other matters, the siting, scale form and detail of the proposed buildings has an appropriate visual relationship with the character and appearance of the surrounding area.

SPDMP
The Making Places Supplementary Planning Document (known as Urban Site Guidance at consultation stage) provides design guidance for development of sites within urban areas and defined settlements, to raise the standard of design in residential and mixed-use development.

**Background Papers**

Case File