



Phase 2

Planning Statement (including S106 Heads of Terms/Affordable Housing Statement)

Construction of up to 1,020 new homes, neighbourhood centre, workspace, travelling showpersons site, and all associated infrastructure and servicing.

Land North of South Woodham Ferrers (Oaklands Meadows)

On Behalf of

Countryside Properties (UK) Ltd

September 2021

Our Ref: C15111

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Quality Assurance

Site Name: Land North of South Woodham Ferrers (Oaklands Meadows)

Client Name: Countryside Properties (UK) Ltd

Type of Report: Planning Statement

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Appendices

Appendix 1 – Summary tables of previous consultation responses

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1. Background to the Application

- 1.1 This Planning Statement has been prepared by Phase 2 Planning and Development Ltd on behalf of Countryside Properties (UK) Ltd, in support of an Outline Planning Application (with some specific matters of detail included) for the development of a major new neighbourhood on the north side of South Woodham Ferrers. The Application is made jointly by Countryside Properties and Essex County Council Property Services, who together control the land within the Application Site.
- 1.2 The full description of the development is set out in Section 2 of this Statement, but in brief, the proposal includes for the provision of up to 1,020 new homes alongside a new neighbourhood centre, workspace, showpersons' site, and all associated social, physical and green infrastructure to support the development. The proposed development aims to deliver the majority of the allocation for the site set out in the adopted Chelmsford Local Plan as policy SGS10.

Application Site

- 1.3 The area of land allocated in the adopted Local Plan for development north of South Woodham Ferrers extends to just over 121 ha. It abuts the existing edge of South Woodham Ferrers along Burnham Road to the south, and lies either side of the B1418, extending as far west as Willow Grove. The allocated site area is shown in Figure 1 below.

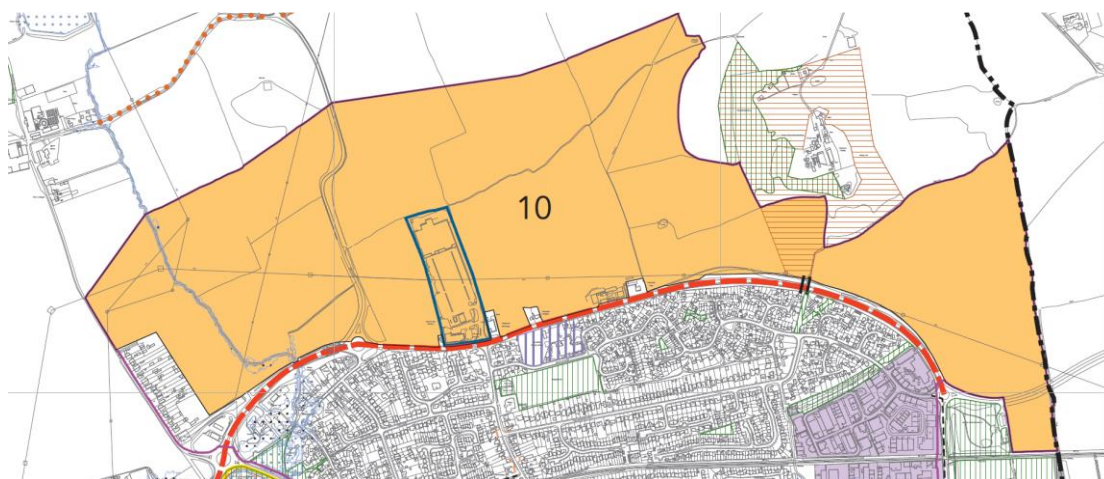


Figure 1 – Local Plan Allocation Boundary

- 1.4 This Outline Planning Application covers the majority of the allocated site, but not all of it. The only parts of the wider allocation site that are excluded from this Application are the following:
- Part of the area of land between Willow Grove and the B1418, which falls primarily under different land control. We understand that a separate application for planning permission will be made for that area of land by others.

- The existing farm buildings at Hamberts Farm, which front on to Burnham Road. The farmhouse at Hamberts Farm was excluded from the allocation site, and is similarly excluded from the Application Site, but additionally, the adjoining farm yard is also excluded from this Application. This is because both the farm yard is to be retained by the current owners, Essex County Council, and may be the subject of separate detailed proposals in due course.
- The area of land occupied by Sainsbury's, the Couch Vale Medical Centre, and the telephone exchange on the east side of that site. This area has been excluded as it has already been developed or, in the case of the telephone exchange, in an ongoing use (the telephone exchange did not form part of the allocation site anyway).

1.5 Conversely, there is a small parcel of land on the west side of the Medial Centre fronting Burnham Road, which it is understood housed the former telephone exchange, which is included in the Application Site, but which is technically outside of the Local Plan allocation. The site includes a small brick and tiled shed, which is the only existing building within the red lien boundary. Although not part of the allocation, it seems logical to include this parcel within the Application Site as it is available for redevelopment as part of the wider scheme.

1.6 The site generally comprises of open agricultural land that rises northwards towards Edwin's Hall Road, and which is framed (in part at least) by field hedgerows. A full description of the site and relevant baseline information on site conditions is set out in the separate Environmental Statement, and is not repeated here.

1.7 Overall, the Application Site extends to 112.2 hectares. This figure is not directly comparable to the 121 ha of the allocation as the Application Site red line is drawn more widely to include 'off-site' land where highway works are envisaged to occur. The Application Site boundary is shown in Figure 2 below.

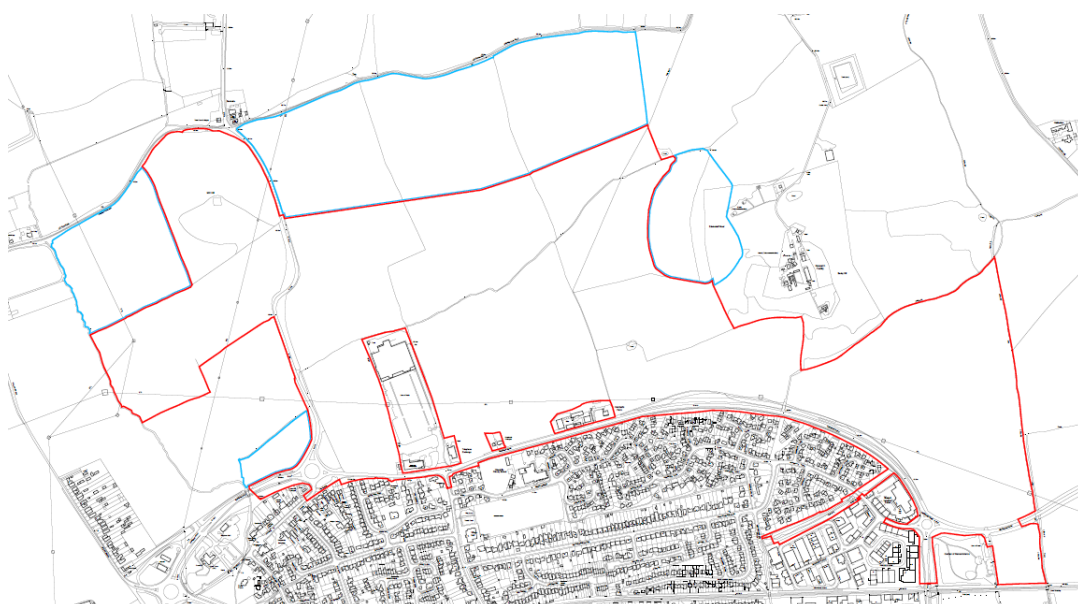


Figure 2 – Application Site Boundary

Pre-Application Consultation

- 1.8 In advance of the submission of this Application, the applicant has undertaken extensive pre-application consultation with a number of statutory consultees to the application process, including Essex County Council as Highway Authority and Lead Local Flood Authority, and with Chelmsford City Council as Planning Authority. The applicant has also continued to liaise with South Woodham Ferrers Town Council to keep them apprised of the progress of the project. The separate Report on Community Involvement by DevComs that is submitted with the Application explains the steps that the Applicant has taken in order to keep stakeholders informed of progress.
- 1.9 Question 13 of the Application Form relates to pre-application consultation advice received from the Local Planning Authority. Engagement with the City Council has been on-going, but most recently a skeleton draft of the Design Statement and a set of working draft Parameter Plans were provided to the Council, and pre-application response was provided in March 2021 on that emerging documentation. Generally, the proposals were welcomed as reflecting the Masterplan, but comments were raised, inter alia, seeking revisions to reduce the impression of a car focussed scheme, to ensure space is provided for cycle and footway priority, and the Land Use Parameter Plan should show the location for self-build plots. The Parameter Plan has been updated accordingly, and a number of minor edits/corrections made in relation to the detailed comments received at that time. The applicant would obviously wish to continue to work with the City Council during the processing of the application to resolve any further comments, whether from the City Council themselves or from consultees.
- 1.10 Although no separate pre-application public consultation has occurred, public consultation was undertaken on the Masterplan for the site. As the Masterplan and the Outline Planning Application essentially cover the same proposed development, it is pertinent in the context of this application submission to consider those matters raised as part of the Masterplan consultation that are relevant to the planning application process. At Appendix 1, we attach a copy of the three consultation summary documents that accompanied the consideration of the Masterplan (the first is comments by statutory consultees, the second is comments by the QRP, and the third is comments by neighbours). It will be noted that each of these contain a column that identifies “Matters that will need to be addressed at Planning Application stage”. In relation to the matters listed within this category in each of the tables, we would comment as follows:

Statutory Consultees:

- Natural England – *sought project level HRA and RAMs contribution*. The application is accompanied by a project level HRA, and the s106 Heads of Terms (HoTs) confirms an expectation of a RAMS payment.

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- Essex Police – *sought developer contributions to mitigate impacts (and development should adopt secured by design principles)*. The approved Masterplan does lay the foundations for a secure and safe environment, with the principles allowing for good natural surveillance and active places. This is an Outline application and matters of detailed design will be considered at the detailed stage. At this stage no likely impacts have been identified that would require a financial contribution, but if any such impacts are identified, these can be considered.
 - Essex County Council – *sought developer contributions for education*. The proposed s106 HoTs include an expectation of relevant education contributions and skills training.
 - ECC Historic Environment Branch – *EIA should contain historic environment section and assessment of archaeology*. The submitted EIA contains relevant chapters on both built heritage and archaeology.
 - CCC Public Health – *identified risk of contamination from agricultural usage and need for an air quality assessment*. The application includes an AQ assessment. The risk of contamination from previous uses can be dealt with by means of an appropriate condition in relation to remediation.
 - Sport England – *Identified the need for involvement at detail design stage in sports pitch layout, the need for ground investigations for suitability, a CIL contribution to indoor sports, and an Active Design checklist*. As this is an Outline application, detailed design of the sports pitches has not yet occurred, although the principles of the layout have been subject to pre-application feedback by CCC Leisure Services. Ground conditions do not vary materially across the site and therefore this factor does not affect location, and can therefore be undertaken at detailed design stage. The spending of CIL monies is not a matter for the developer, but for CCC. Although the Active Design checklist has not been used, the principles of active design underpin the approved Masterplan, and the practical use of open space in creating an active and healthy new community is discussed in the Design and Access Statement.
 - South Woodham Ferrers Town Council – *concern that traffic modelling data out of date*. The Transport Assessment that is submitted with the application explains the data that has been used to ensure that the transport modelling is up to date and appropriate, and the outcomes of that modelling.

Resident Comments:

- Transport and highway matters (maintenance of roads and footpaths, management of the bus service) – Construction of new roads and alterations to roads will all be undertaken to Essex County Council standards, and where adopted, will be maintained by the Highway Authority. Management of footpaths and cycleways

where adopted would be by the Highway Authority and where not adopted would be by the management company. The bus service will be run by the relevant operator.

- Drainage management (financial contribution to flood management measures, flood defences, and rainwater harvesting) – the development does not contribute to flood defence measures around South Woodham Ferrers because the development is not at risk of flooding from rivers and does not increase flood risk off-site. Techniques for the management of surface water is explained within the Drainage Strategy.
- Police/Fire/Ambulance (in terms of provisions for increased coverage) – operational coverage by the emergency services is a matter for the emergency services. Funding for the operation of emergency services is paid for through Council Tax by the new residents of the development, and therefore does not generally require additional funding by the developer.
- Trees and wildlife (in terms of maintenance and impact on the adjoining nature reserve) – long-term maintenance of all green spaces within the development (including trees and landscaping) will be by the management company, who will also control access to open space within their control through the long-term management plan arrangements.
- Impact of traffic on residential amenity – the application is accompanied by noise and air quality assessments which conclude no material impact on residential amenity (or air quality) as a result of the proposed development, including in relation to increased traffic.
- Archaeological supervision – archaeological investigations will be undertaken by experienced personnel under an agreed scheme of works in accordance with normal standard procedures.

QRP Comments

- No matters arising in respect of matters to be addressed at Planning Application stage.

1.11 An updated website has been prepared to appraise local residents of the application submission. Further technical workshops have also been undertaken with the Town Council.

S106 Heads of Terms/Affordable Housing Statement

1.12 As with any major planning application, the development has the potential to create impacts on the environment and on local services and infrastructure which, if not addressed, could have adverse impacts. The mitigation to avoid negative impacts can take many forms, for example the payment of financial contributions to other parties for increased service capacity,

the direct provision of works off-site by the developer, or the provision of facilities on-site. The detail of what is required in any particular instance depends on the effects of the development, but comprehensive guidance as to likely requirements in this case is provided both by Chelmsford City Council's Planning Obligations SPD (2021), and by Essex County Council's Developer's Guide to Infrastructure Contributions (Revised 2020).

- 1.13 The means of securing the necessary mitigation is either by planning condition, or by planning obligation under s106 of the Town and Country Planning Act. Any obligation sought is required to meet the tests set out in the Community Infrastructure Levy Regulations.
- 1.14 In order to inform discussion on infrastructure provision, we include at Appendix 2 a draft set of Heads of Terms for a s106 agreement, which summarises the key issues which it is expected, at this stage, that such a document would cover. The s106 heads of terms includes for the provision of a policy compliant level of affordable housing (which is also reflected on the application form), as explained further at paragraph 2.29.

Purpose and Structure of this Report

- 1.15 The purpose of this report is to draw together the main planning issues in the consideration of this proposal. This introductory section provides background information on the application. The following Section 2 explains the proposed development in more detail, including the full description of the proposed development, and also elaborates upon some of the questions raised on the Application Form.
- 1.16 Section 3 of this Statement covers the key planning issue relevant to the determination of the application. In our submission, there are four main considerations for the Local Planning Authority to assess, which are:
- (i) Is the principle of development acceptable in terms of its accordance with the adopted Local Plan policy for the site (and if not are there any material considerations which would weigh in favour of the grant of planning permission anyway)?
 - (ii) Does the proposed development generally accord with the recently approved Masterplan Framework for the site (and are any departures from the Masterplan justified)?
 - (iii) Are there any technical or environmental constraints to the development which cannot be suitably addressed or mitigated through appropriate conditions/planning obligations?
 - (iv) Will the proposed development lead to a high standard of design?

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- 1.17 Section 3 of this Statement considers the first three questions above, where appropriate by cross-referencing back to the adopted Local Plan, to national planning policy, to the recently approved Masterplan Framework, or to other relevant supplementary policies.
- 1.18 The fourth question, on design quality, is covered in the separate Design and Access Statement, which explains the proposals and the design intentions. This Planning Statement does not therefore cover the fourth issue any further.
- 1.19 Finally, Section 4 provides a brief conclusion in respect of the key matters relevant to the determination of the application.

2. The Proposed Development

2.1 This application for planning permission is submitted in Outline, with all matters reserved for future approval, with the exception of certain specific highway and drainage works which are described in more detail below.

2.2 In accordance with the adopted Local Plan, the predominate use proposed for the Application Site is residential development, but the proposal also includes areas set aside for various elements of non-residential development to support the new community, again as described more fully below, and again in accordance with the adopted Local Plan policy.

2.3 The full description of development, as per the application form, is as follows:

“Outline Planning Permission, with all matters reserved (but with full details provided for the principal means of vehicular access to the site, the initial phase of on-site highway works, strategic ground reprofiling, strategic surface water attenuation, and strategic foul drainage) for:

1. Residential development of up to 1020 homes (Class C3);
2. Up to 88 bedroom units of residential care use (Class C2 use);
3. Up to 1,100 sq m GEA Neighbourhood centre (including retail uses) within class E and including a multi-purpose community centre;
4. Up to 1,200 sqm GEA of other commercial uses falling within Class E (of which not less than 1000 sq m to be business floorspace within Use Class Eg);
5. 2fe Primary School and 2 no. 56 place Early Years facilities
6. 5 serviced plots for Travelling Showpeople (GEA 10,000 sq m);
7. Open spaces and other landscaped areas, including parks, play areas wildlife habitat areas, allotments, community orchards, formal/informal open space, playing fields and associated ancillary maintenance buildings, structures and pavilion;
8. All associated highway infrastructure, including means of vehicular access to the site and all internal roads and service areas;
9. Pedestrian, cycle and bridleway routes (including partial extinguishment of Bridleway 25);
10. Vehicular and cycle parking to serve the proposed development;
11. All drainage works including foul drainage infrastructure, Sustainable Urban Drainage Systems including ground and surface water attenuation features;
12. Ground Reprofiling Works;
13. Demolition of existing building;
14. All associated ancillary works including services and utilities.”

2.4 As this is an application for Outline Planning Permission, matters such as the location, scale and appearance of buildings, and the layout of development parcels, are all reserved for later approval at the Reserved Matters stage, and no details on these matters are provided as part of this Application. However, in order to assist the process of Environmental Impact

Assessment, and in order to set a framework for the submission of future Reserved Matters applications, a series of Parameter Plans have been prepared, covering Land Use, Density, Height, Landscape and Open Space, and Access and Movement.

- 2.5 Together, these five Parameter Plans define:
- (a) The location for the principal areas of built-development within the overall application site boundary;
 - (b) The locations for non-residential development within the overall application site boundary;
 - (c) The height and density of development;
 - (d) The overall extent of land which may be used for open space, landscaping, surface water storage and other 'green infrastructure' (including ancillary structures connected with utility supplies and any structures related to the green infrastructure itself, such as sports changing rooms);
 - (e) The principal routes of movement for vehicular and non-vehicular traffic.

The Detailed Elements

- 2.6 As noted above, although the application is an Outline application, full details have been provided for some aspects of the development, as further explained in the following paragraphs.

Principal Highway Access Works

- 2.7 The submitted highway details cover the principal points of vehicular access to the site from the B1418, from Burnham Road, and from Woodham Road, as well as detailing the carriageway works that would be undertaken along Burnham Road and the B1418 between these junctions. The location of the various works is shown on the Mayer Brown drawing referenced P13 and titled "Overview Plan". The detail provided therefore covers not only the site access points themselves, but all of the highway works proposed for the immediately surrounding highway network. . The reason for submitting these aspects of the proposal in detail in two-fold – firstly, to demonstrate that appropriate and safe means of access to the site can be provided, and secondly to facilitate an initial package of infrastructure works that can be commenced in advance of the first detailed Reserved Matters approval.
- 2.8 The full details are shown on Mayer Brown drawings GA1 to GA6 in terms of the highway works, and drawings P&C-1 to P&C-6 in respect of the corresponding pedestrian and cycle proposals.

Internal Spine Road/Phase 1 Highway Infrastructure Works

- 2.9 In addition to the package of works described above, all of which occur within the existing highway boundary, the detailed highway works also include the first elements of the 'on-site' highway infrastructure, which comprises four elements, as follows:
- A westwards link from the new B1418 junction into the site to the west of the B1418, from which access to the proposed sports pitches can be taken;
 - The first leg of the main spine road running east from the new B1418 junction towards the centre of the site;
 - The access road that would serve the first two residential parcels to the west of Sainsbury's;
 - The access road that would serve the first residential parcels on the eastern side of the site.
- 2.10 As with the access proposals, the purpose of submitting these areas in detail at this stage is to facilitate the early construction of the key highway infrastructure that can then be extended in due course to serve the remainder of the site.
- 2.11 The AECOM drawing L00005-AEC-NA-NA-DR-C-1001 shows the locations for these four elements of roadway within site, and drawing L00005-AEC-NA-NA-DR-C-1000 shows the general arrangement of each element in detail. Long sections and cross sections are provided on drawings L00005-AEC-NA-PH1-DR-C-7000 and L00005-AEC-NA-PH1-DR-C-7001, whilst information on visibility splays and tracking for these sections of road are provided on drawings L00005-AEC-NA-PH1-DR-C-7003 and L00005-AEC-NA-PH1-DR-C-7004.

Strategic Ground Reprofilng

- 2.12 The site shows a general change in levels between the higher ground and steeper slopes on the northern side, to the more gentle slopes on the southern side, but also contains more subtle variations in slope. In order to create more regular platforms to accommodate the development in due course, a series of initial ground reprofiling works are proposed, which would establish more uniform gradient falls across the principal development parcels.
- 2.13 These changes are shown on AECOM drawing 60567432-ACM-00-XX-DR-C-6001. It will be noted that the strategic ground reprofiling does not effect the green infrastructure network and will not effect the overall levels of the site around the external interfaces with adjoining land, the purpose is only to create a more consistent change of levels within the development parcels. As the works are strategic in nature, this detail is also not seeking to set finished floor levels for properties within the development parcels, which will still need to be addressed at detailed design stage.

Strategic Surface Water Attenuation Infrastructure

- 2.14 Managing surface water and ensuring that the correct attenuation is provided in the right areas is a key factor in the successful design of new neighbourhoods. Accordingly, the surface water attenuation strategy for the site has been designed in some detail to ensure that sufficient space is allowed for within the development to manage surface water flows.
- 2.15 AECOM drawing L00005-AEC-NA-NA-DR-C-5000 shows the locations where it is proposed that the strategic surface water attenuation areas will be provided, and identifies the key connections in terms of new swales that will be used as the primary means of conveying surface water to the existing ditch network. The fuller detail of each of the strategic attenuation areas is shown on the cross-section drawings L00005-AEC-NA-NA-DR-C-5100 to L00005-AEC-NA-NA-DR-C-5102. The calculations and background that underpins the details shown can be found in the submitted Drainage Strategy.
- 2.16 The reason for submitting the strategic surface water infrastructure details is partly to demonstrate that sufficient space is being provided within the green infrastructure network to accommodate the main elements of attenuation, and partly because earth arising from the construction of these features will be recycled and re-use as part of the initial earthworks strategy, as described above.

Strategic Foul Water Infrastructure

- 2.17 The fourth element of detail relates to the foul drainage network. The proposed strategic foul drainage network is shown on plan L00005-AEC-NA-NA-DR-C-5002. As can be seen, the strategy is based on three catchment areas, with the western part of the site discharging to the existing network at the Burnham Road/B1418 intersection, the central part of the site leading to a new pumping station on Burnham Road west of Hamberts Farm, which in turn would then discharge eastwards to a second point of connection to the existing network in Ferrers Road, south of the Woodham Road junction. The eastern part of the site would discharge to this point of connection also.
- 2.18 The explanation for the foul drainage strategy can be found in the Drainage Strategy report. In support of the location of the pumping station, a plan showing that the appropriate visibility splays can be provided to obtain access to this station from Burnham Road has also been provided (AECOM drawing L00005-AEC-NA-PH1-DR-C-7002). The detailed proposals do not include the detail of the pumping station itself, just the location for it, and therefore the external appearance of that structure would remain a Reserved Matters.

Outline/Detailed Conditions

- 2.19 In light of the detailed supplied for the infrastructure described above, the Applicant will be seeking an amendment to the standard Reserved Matters condition to exclude the specific highway, drainage and levels works for which full details have been submitted, from the need for future Reserved Matters approval. Any additional details that the Council requires prior to

the construction of those detailed works can be covered by separate condition linked specifically to those detailed elements.

Application Plans

2.20 The complete list of Application Plans is therefore as follows:

Plan	Topic	Reference
Site Location Plan	Location Plan	32461_101revB
Land use	Parameter Plan	32461_321revB
Residential Density	Parameter Plan	32461_322revB
Building Heights	Parameter Plan	32461_323revB
Access and Movement	Parameter Plan	32461_324revB
Landscape and Open Space	Parameter Plan	32461_325revB
Extent of Demolition Plan	Demolition	32461_102revB
Strategic Highways Overview	Strategic Highways	P14
Burnham Rd/B1012 R/bt	Strategic Highways	GA1 Rev P4 and P&C-1 Rev P3
Burnham Road left in/left out	Strategic Highways	GA2 Rev P4 and P&C-2 Rev P4
Burnham Road R/bt access	Strategic Highways	GA3 Rev P4 and P&C-3 Rev P4
Hullbridge Rd/Burnham Rd R/bt	Strategic Highways	GA4 Rev P5 and P&C-4 Rev P5
Burnham Rd/B1418 Signals	Strategic Highways	GA5 Rev P6 and P&C-5 Rev P6
B1418 R/bt access	Strategic Highways	GA6 Rev P5 and P&C-6 Rev P5
Internal highways arrangements	Internal Highways	L00005-AEC-NA-NA-DR-C-1000 P02
Internal highways long sections	Internal Highways	L00005-AEC-NA-PH1-DR-C-7000 P02
Internal highways cross sections	Internal Highways	L00005-AEC-NA-PH1-DR-C-7001 P02
Strategic ground reprofiling	Levels	L00005-AEC-NA-PH1-DR-C-6001 P01
Strategic SW drainage	Drainage	L00005-AEC-NA-NA-DR-C-5000 P02
Detention Basins 1	Drainage	L00005-AEC-NA-NA-DR-C-5100 P02
Detention Basins 2	Drainage	L00005-AEC-NA-NA-DR-C-5101 P02
Detention Basins 3	Drainage	L00005-AEC-NA-NA-DR-C-5102 P02
Strategic FW drainage	Drainage	L00005-AEC-NA-PH1-DR-C-5002 P03
Existing Site Plan (topo survey)	Site Survey	L00005-CP-NA-NA-SU-G-1040 P1

The key elements of the Proposed Development in more detail

2.21 The paragraphs below explain each of the 14 proposed elements of the development in more detail. Where relevant, the text below also provides clarification on the questions raised on the application form, in particular in terms of our responses to Question 7 (residential dwellings) and Question 8 (Non-Residential Floorspace).

2.22 In relation to Question 9 on the Application Form, it is the case that there are various uses proposed on the site that would generate an element of employment, in particular the Class E(g) workspace, but also the other Class E floorspace, the potential Care Home, the educational uses, and other ancillary employment. As part of the Environmental Statement,

an assessment is made of potential employment impacts, and it is explained that the magnitude of employment could be in the order of 192 net additional jobs per annum during construction and 93 net additional local jobs during operation, but obviously this is an estimation only, based on assumptions. Unfortunately, the Application Form only allows for the inclusion of a definitive number of jobs, and therefore whilst we have entered the estimated employment generation based on the Environment Assessment, this figure should not be taken as absolute, and is only a guide.

- 2.23 Finally, before turning to the specific elements of the scheme, Question 10 of the form relates to hours of opening. At this stage, hours of opening for the non-residential uses are not intended to be set as part of this application, and this is the reason why no details are given. If necessary, control could be placed on hours of opening, either by a specific condition on hours, or otherwise by a condition that requires details of opening hours to be provided and approved prior to specific types of non-residential use commencing.

1. The Residential Development

- 2.24 Policy SGS 10 of the adopted Local Plan states that the allocation overall should provide “around” 1000 new homes. During the course of the preparation of the strategic Masterplan Framework for the site, it became apparent that the allocated area could, physically, accommodate in excess of 1000 homes. The adopted Masterplan Framework included a density strategy which showed how densities across the site might be varied, to provide for lower densities towards the ‘countryside edge’ on the northern, eastern and western sides, and high densities around the neighbourhood centre which maximises the number of people in close walking distance to the shops, school, and other local facilities.
- 2.25 Based on the Masterplan density strategy, it was calculated that the allocated site could accommodate up to some 1200 new homes, and the approved Masterplan contains a figure of up to 1200 homes accordingly. The issue of whether 1200 homes can be accommodated in terms of impact on services and the environment, and the issue of what infrastructure is required to support that level of development, is not covered by the Masterplan. Those issues are however covered by this Outline Planning Application, through the technical reports provided alongside the Application, and through the Environmental Impact Assessment.
- 2.26 As previously noted, whilst 1200 homes is the figure quoted as the maximum scale of development in the approved Masterplan, this Outline Planning Application does not cover the whole of the allocation, and therefore it has been necessary to determine, based on the distribution of development parcels in the approved Masterplan, how many of those 1200 units would be provided with the boundary of this Application Site. Based on that apportionment exercise from the Masterplan, 1020 homes would fall within this Application Site boundary, and the remaining 180 would be outside (on the land west of the B1418 that does not form part of this Application). Therefore the figure of 1020 is used in the description of the development, and as with the approved Masterplan, the term “up to” is used to preface the 1020 homes, as it is a maximum figure.

- 2.27 The Density Parameter Plan submitted with this Application uses density ranges that are compatible with the density strategy set out in the approved Masterplan Framework. The overall size of the residential parcels is some 35.61 ha, and therefore the provision of 1020 homes would equate to an aggregate net residential density of 28.6 dwellings per hectare, which is relatively low¹, but not inappropriate in this instance given the ‘edge of town’ setting.
- 2.28 Question 7 of the Application Form asks for details of the number of homes to be provided. The Application Form does not allow the words “up to” to be entered, and therefore the reference to 1020 homes as per Question 6 should be read in conjunction with the explanation above.
- 2.29 Question 6 also seeks information on the split between market homes and affordable homes. The Council’s Policy DM2 requires 35% Affordable Housing, and this is what the Applicant is seeking to provide. At this stage, the tenure of the Affordable Housing units has not been finalised, and therefore in answering Question 7 of the Application Form, we have used the category “social” as a proxy terms for all types of Affordable Housing tenure, it should not be taken as implying that all of the Affordable Housing will be provided as social housing over other forms of tenure. It is in fact the intention that the Affordable Housing units will provide for a range of different tenure needs, but the details remain to be agreed as part of the determination of this application.
- 2.30 Obviously in the event that the number of units provided is less than 1020, then the number of market units and number of affordable housing units would be less than the maximum numbers stated in our answer to Question 7.
- 2.31 In accordance with Policy DM1, it is also expected that up to 5% of the new homes to be provided would be delivered via self-build/custom build housing plots. The exact number of new homes delivered through this route would depend on demand and take-up in due course.
- 2.32 It is expected that the development will provide a range of unit types in terms of size, ranging from 1 or 2 bedroom units up to 4/5 bedroom homes, and a mix of properties in between. This Outline Planning Application does not however seek to define the mix of units sizes. This is a development that will be built out over several years, and it is important to retain an element of flexibility so that future phases can respond to changes in demands. Indicatively, it is expected that the broad housing mix across the site would be along the lines of the following:

House type & number of beds	%
1-bed apartment	9
2-bed apartment	11

¹ Government guidance has previously suggested that development should normally not be below 30 dph

2-bed house	17
3-bed house	28
4-bed house	27
5-bed house	8

2.33 The Council’s adopted Policy DM1 requires large scale residential development to contain a mix of housing types, having regard to the Council’s Strategic Housing Market Assessment, and the above mix is compatible with the requirements of Policy DM1.

2. Residential Care Element

2.34 In order to ensure that major new development schemes provide a range of different types of housing, Policy DM1 requires set proportions of new homes to meet the higher accessibility standards set out in Building Regulations², and also an element of “specialist residential accommodation”, taking account of local housing needs.

2.35 In this case, the proposed application includes two forms of “specialist residential accommodation” which would be delivered on site, being the inclusion of 5 pitches for traveling showpersons, which is based on the evidence provided in support of the Local Plan, and also the inclusion of the potential for a residential care home, of up to 88 bedrooms.

2.36 The traveling showpersons site is a specific Local Plan requirement for the allocation, is based on the evidence of need provided as part of the Local Plan Examination, and is to be provided accordingly.

2.37 For the residential care home, it is understood that there is a local market and a need for additional bedspaces for this form of accommodation, and therefore although not specifically referenced in Policy DM1, it provides a form of specialist residential accommodation for which there is a need, and therefore it is submitted the care home complies with the requirements of the policy. Whilst we understand that there are other forms of specialist accommodation for which there is also a need, that should not negate the benefit that the provision of extra bedspaces for residential care provides. The Applicant will make the land available for a care home provider to bring forward the required facility.

2.38 In relation to Question 8 of the Application Form, there is no option to include the words “up to”, but as per the description of the development and as per the discussion above, the Application is seeking planning permission for an element of residential care “up to” 88 bedrooms to allow flexibility on the size of a future facility, and our answer to this question on the Application Form should be construed accordingly.

² 50% of all units to be to M4(2) standard, and 5% of affordable units to be to M4(3) standard.

2.39 The Land Use Parameter Plan shows where the intended location of the Care Home element would be (within the residential parcel to the west of Sainsbury's). It is estimated that a site of up to 0.6 ha would be required, which would accordingly reduce the net residential area to 35.01 ha, which in turn would increase the aggregate net residential density to 29.1 dwellings per hectare – in effect therefore the inclusion or otherwise of this use does not materially affect either the density or the number of residential units that may be provided on the Application Site.

3. The Neighbourhood Centre

2.40 Policy SGS10 of the adopted Local Plan notes that the allocation site should provide 1,900 sq m of convenience (food) retailing, and also refers generally to the provision of a Neighbourhood Centre to serve the development.

2.41 Following the grant of planning permission under application 14/00830/FUL in 2016, the Sainsbury's food supermarket has been developed within the allocation area, and this provides some 4,539sq m sq m of convenience retailing. As such, there is no policy requirement for any significant additional food retailing floorspace. That application also provided for and has delivered the Crouch Valley Medical Centre.

2.42 The supermarket and medical centre provide important local facilities that will form a key part of the Neighbourhood Centre uses for the development, but it is considered that these could be beneficially supplemented by a relatively small element of additional complimentary neighbourhood uses, set within a Local Centre in the heart of the development.

2.43 The Application therefore includes provision for 1,100 sq m of additional non-residential uses to be provided within the Local Centre area, as defined by the Land Use Parameter Plan. This floorspace would be limited to uses falling with Class E of the Town and Country Planning Uses Classes Order (as amended), which comprises uses of the following types:

- Retail sales (excluding hot food)
- Sale of food and drink on the premises i.e restaurants and cafes.
- 'High street' type offices such as financial services/professional services;
- Sport/recreation/fitness uses;
- Medical or health services;
- Creche or day nursery;
- Other offices, research and light industrial uses.

2.44 This Outline Planning Application does not specify which of these uses would occupy the floorspace within the Local Centre, and indeed the purpose of the new Class E is to allow flexibility for uses within these categories to change without the need for planning permission, to assist in maintaining the vitality of local centres and allowing uses to change to reflect local demand.

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- 2.45 As per the adopted Masterplan Framework, it is expected that the Local Centre would primarily cater for uses that complement the facilities already provided on-site by Sainsburys and the medical centre in the form of additional “tertiary” sector uses such as a dentist surgery, hairdressers, café, gym/fitness suite, estate agent, specialist retail etc. The proposed floorspace also assumes the provision of a multi-purpose community facility within the Local Centre, as part of this overall floorspace provision.
- 2.46 This element of the scheme also meets one of the specific requirements of Policy SGS10, which seeks to ensure that the proposed development provides “... community and healthcare provision.” The principal healthcare facility on the allocation site is the Crouch Valley Medical Centre, but the floorspace described above allows flexibility for secondary health-related provision, and allows for community floorspace.
- 2.47 If the Council considered for any reason that one or other of the types of uses that are covered by Class E should be prohibited from being able to occupy floorspace in the Local Centre, or should only be allowed subject to a specific floorspace limit, then it would be open to the Council to impose such restrictions through the use of appropriate planning conditions. However, the general purpose of the new Class E is to provide flexibility for a variety of non-residential uses to operate without the need for express planning permission, on the basis that they are generally compatible with each other and compatible with residential development, and a flexible approach is most likely to assist with securing commercial occupants and retaining occupation in the future.
- 2.48 In our response to Question 8 on the Application Form, the 1,100 sq m of Class E floorspace referred to above forms part of the 2,300 sq m of “Other” floorspace stated.

4. Business and other Non-Residential Use

- 2.49 Policy SGS10 requires the new development to provide 1000 sq m of business floorspace. The fourth element of the development is the provision of an additional 1,200 sq m of Class E floorspace, of which not less than 1000 sq m shall be uses within Class E(g) – this is the part of the Class that covers office, research and light industrial uses, and which therefore can provide the flexible workspace provision that the Policy refers to. Ensuring that the workspace provided is flexible to cater for changing needs is partly a matter of how the floorspace is designed (in due course), but is also partly governed by the planning permission itself, as clearly any conditions that limit usage within Class E(g) or which prescribe floorspace limits for certain classes, would make the provision less flexible. Informal discussions with Officers suggests that they would wish for the mixed use area to be as flexible as possible.
- 2.50 The Land Use Plan shows this element of the scheme to be provided on the eastern side of the site, opposite the existing business park (the rationale for this location was explored and determined through the strategic Masterplan Framework process).
- 2.51 The additional 200 sq m floorspace also allows flexibility for either a slight increase over the Policy requirement of 1,000 sq m, or the opportunity to deliver additional complimentary non-

residential uses on this part of the site. Previous consultation with the Town Council has raised the possibility of a small local store being provided here to serve the eastern part of the site, and this additional floorspace allows for such provision to be explored.

- 2.52 In our response to Question 8 of the Application Form, the 1,200 sq m floorspace referred to above forms the remainder of the 2,300 sq m of “Other” floorspace stated.

5. Primary School and Early Years

- 2.53 Policy SGS10 requires the development to accommodate land for a 2 form entry Primary School, and 2 no. Early Years facilities, with the expectation that one of the Early Years facilities will be co-located with the Primary School. The broad location for these was explored and determined through the strategic Masterplan Framework, and the Land Use Plan reflects the Masterplan and the requirements of the Policy by showing the locations for these facilities.
- 2.54 As well as identifying the required land, it is also expected that the development will make the appropriate financial contributions towards increased education capacity, in line with Essex County Council’s standard methodology.
- 2.55 Delivery of new school facilities is the responsibility of the Education Authority (Essex County Council) and Department for Education, and therefore the obligations of the developer are to make the necessary land available and provide funding in accordance with the need for extra school places generated. The mechanism by which the education land is transferred to the delivering authority and the quantum and timing of payments is a matter for the s106 agreement in due course.
- 2.56 The floorspace for the education buildings is not known at this stage, and for the avoidance of doubt, our response to Question 8 on the Application Form in respect of non-residential floorspace excludes education floorspace, which will be additional.
- 2.57 Pre-application discussions with the education authority suggest they would wish for the school site to be reserved for a significant period of time to allow them flexibility in making a decision as to whether the new school is required.

6. Travelling Showpersons Site

- 2.58 Local Plan Policy SGS10 requires the development to provide 5 serviced plots for Travelling Showpeople. This provision arises because of forecast demand for additional plots arising from existing families already resident in the Chelmsford administrative area, as explained in the evidence base reports considered as part of the Local Plan Examination.
- 2.59 The Land Use Plan makes provision for a site for 5 serviced plots on the eastern side of the Application Site. The Masterplan process gave consideration to potential alternative locations and, for the reasons set out in that document, determined that the proposed location as per

the submitted Land Use Plan is the most appropriate part of the Application Site for the location of this facility.

- 2.60 As this is an Outline Planning Application, it does not contain details as to how the Travelling Showpersons site may be designed and laid out, as this is a matter that will need to be the subject of a detailed application in due course.
- 2.61 Such sites typically combine residential, storage and maintenance uses, providing accommodation for the families themselves and 'over wintering' space where vehicles and fairground equipment can be stored and repaired. The site as shown on the Land Use Plan is set within a wide landscape buffer so that there is appropriate space to provide landscaping and screening for this use.
- 2.62 The description of development provides for a site of up to 10,000 sq m for this facility, which is based on each plot being 0.2 ha in area, as advised by Chelmsford City Council and as per the Local Plan.
- 2.63 As noted previously, sections 7 and 8 of the application form seek information in relation to residential and non-residential uses. However, the Travelling Showpersons site is effectively a mixed-use for residential and storage, and does not fit comfortably in to either of the questions asked under Questions 7 and 8. For the avoidance of doubt, the 5 plots for Travelling Showpeople are not included within either the residential unit numbers or floorspace figures given in our answers to Questions 7 and 8, but are additional.

7. Open Space, Landscaping and Recreation

- 2.64 As indicated by the Landscape and Open Space Parameter Plan, a significant proportion of the overall Application Site comprises green infrastructure in one form or another. In addition, the proposals include improvements to access to the retained agricultural land north of the Application Site, and hence the opportunities for recreational use are not confined to the red line boundary.
- 2.65 The strategy for how the open spaces within (and beyond) the Application Site are to be used are set out in the Design and Access Statement, and are not repeated here. Additionally, the DAS explains generally how the open space typologies meet the Council's open space policy requirements.
- 2.66 It should be noted that the description of development in respect of this element of the scheme includes provision for building works ancillary to the open space, in relation to its use and maintenance. This would include any pavilion/clubhouse to sports pitch, and could also include buildings for general maintenance, as would include incidental structures associated with the open space areas, including the erection of public art. The design of structures would obviously be subject to detailed design in due course, but they are important for the ongoing maintenance and use of the open space areas.

2.67 For the avoidance of doubt, the floorspace given in our answer to Question 7 on the Application Form does not include any floorspace for buildings located within the areas defined as “Landscape” on the Land Use Plan which are associated with recreational usage or open space/landscape maintenance.

8. Access and Highways

2.68 The Access and Movement Parameter Plan shows the key strategic proposals in relation to movement within and around the Application Site by vehicular and non-vehicular modes.

2.69 In terms of vehicular access, the Plan shows the principal access into the main parcels to be from the B1418, with an additional central access point on Burnham Road. This is in accordance with Policy SGS10 for the site, which states “Main vehicular access to the western and central parcels will be from the B1418 with potential for additional access from Burnham Road ...”. A secondary point of access is also shown from the B1418 to the residential parcels east of that road (west of Sainsbury’s), and all of these points of access are in accordance with the approved Masterplan. This secondary access will serve as the primary construction access thereby taking construction traffic off the Burnham Road.

2.70 In relation to the eastern parcel, vehicular access is shown from Burnham Road in to the residential area, and from the Burnham Road/Woodham Road roundabout to the mixed-use commercial area. This again is in accordance with Policy SGS10 which names Burnham Road and Woodham Road and the potential points of access, and again is also in general accordance with the Masterplan.

2.71 A key element of the movement strategy for vehicles (private and public transport) is the spine road that runs from the B1418 site entrance to Burnham Road, which passes through the middle of the site, close to the school and Local Centre. This spine road will provide a key movement corridor for bus travel, and also provides the means by which residential traffic dissipates through the site. This element of the scheme is in accordance with the requirements of Policy SGS10 to provide a well connected internal road layout that allows for buses, and an effective movement strategy within the site. The concept and alignment are also consistent with the approved Masterplan.

2.72 As previously noted, full details are provided for the main site access junctions and part of the internal road network. Whilst “Access” as a whole remains a Reserved Matter (as not all details in relation to movement within and around the Application Site are fixed as a result of this application), it is expected that, subject to the details on the submitted plans being found to be acceptable, these elements of the overall scheme would be excluded from the need for future Reserved Matters approval.

2.73 The Transport Assessment that is provided as part of the application documentation assesses the impact of the development on the surrounding road network, and considers the off-site works that would be required to mitigate the effects of the development. The implementation of the necessary off-site highway works is controlled via the use of appropriate planning

conditions/s106 obligations to ensure that the agreed works are undertaken at appropriate stages in the construction of the development. The Transport Assessment should be referred to as the primary source of information on traffic impacts and the measured proposed to address such impacts.

9. Pedestrian, Cycle and Bridleway routes

- 2.74 A key feature of the proposed development is the creation of a comprehensive network of non-vehicular routes, designed to ensure that the scheme provides easy access to key destinations both within the Application Site and outside without the need for car travel. This network of strategic routes is shown on the Access and Movement Parameter Plan. It should be noted that the purpose of the Access and Movement Parameter Plan is not to identify every footpath or road along which it will be possible to walk and cycle, but it does show the key strategic routes which will take the majority of non-vehicular movements.
- 2.75 It will be noted from the Access and Movement Parameter Plan that there are three key strategic types of movement catered for.
- 2.76 Firstly, it will be seen that all parts of the site are connected to the centre of the site, which is where the primary school and Local Centre will be – there is a clear network or routes that converge into the middle of the site for this purpose.
- 2.77 Secondly, the Access and Movement Parameter Plan shows that the proposals provide for multiple opportunities to cross the B1418 and Burnham Road, as part of the strategy of ensuring that these roads do not become barriers to movement. In respect of Burnham Road in particular, this is a matter that has been given extensive consideration, and the approved Masterplan contains a separate section that looks at the opportunities for crossing Burnham Road in some detail. That discussion is not repeated here, but the Access and Movement Parameter Plan can be seen to be consistent with the principles established by the Masterplan in this regard.
- 2.78 Thirdly, the Access and Movement Parameter Plans shows the strategy of creating linkages through the site and out to the north, to improve access to the wider countryside. This network of off-site routes will provide important additional opportunities for informal walking and recreation. The mechanism for securing these routes will be by the use of appropriate conditions/s106 obligations.
- 2.79 In addition to walking and cycling, this third part of the access strategy also makes new provisions for horse riders with additional bridleway connections. As requested by the Highway Authority, the proposed development includes for the extinguishment of that part of Bridleway 25 that connects across Burnham Road in to South Woodham Ferrers itself which is approximately 100m in length. However, in the alternative, the development creates a new bridleway route connecting Bridleway 25 northwards to Edwin’s Hall Road, thereby creating a longer and safer route for horse-riders and links together two existing bridleway networks into one.

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- 2.80 Although not shown on the Access and Movement Parameter Plan, a fourth element of the movement strategy is facilitating access to the town centre and station 'off-site'. This part of the movement strategy falls to be considered as part of the package of off-site transport mitigation, which is dealt with separately in the Transport Assessment (and shown illustratively at Figure 9.3 of that document) and will be secured through the s106 legal agreement.
- 2.81 All of the above elements accord with the "Movement and Access" requirements of Policy SGS10.

10. Parking

- 2.82 Car and cycle parking is not a matter detailed or set in this Outline Planning Application, but is part of the overall development, and will be considered in more detail as part of individual Reserved Matters applications, where provision will be informed by relevant policy requirements (such as ECC's parking standards). Reserved Matters applications will also identify locations for EV equipped parking spaces, in accordance with the City Council's adopted policy.
- 2.83 Policy SGS10 contains a requirement for a car club/car share scheme to be accommodated as part of the proposals. It is assumed at this stage that dedicated spaces for such a scheme will be provided as part of the Local Centre. However, it is not the purpose of this Outline Planning Application to define the operation of that scheme, and rather it is a matter that can be taken forward in due course in accordance with an appropriate condition/s106 obligation for further details to be provided.

11. Drainage

- 2.84 The application is accompanied by a Flood Risk Assessment and a separate Drainage Strategy. The Flood Risk Assessment confirms that no part of the area proposed for development is affected by fluvial or tidal Flood Zones (the only areas of Flood Zones 2 or 3 lie on the very western edge of the site on land proposed as part of the green infrastructure network). The FRA explains why there is no need for any further sequential testing of the site in advance of the grant of planning permission.
- 2.85 The Drainage Strategy explains how surface water from the site will be managed to avoid risk of surface water flooding to new properties on site and to avoid any increased risk of flooding off-site. In broad terms, the Drainage Strategy identifies the various existing catchment areas for surface water and the existing points at which water flows out of the site, calculates the impact that the new development will have in terms of increasing those flows, and then ensures that appropriately sized attenuation is provided within each of those catchments to ensure that the rate of discharge of surface water in to the wider network is no greater than currently exists without the development.

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- 2.86 Both the Land Use Parameter Plan and Landscape and Open Space Parameter Plans show the broad locations of the main areas for surface water attenuation. The detailed design of the strategic surface water attenuation infrastructure is included as part of this application, as discussed earlier in this section. Details of the strategic foul water infrastructure have also been provided.

12. Ground Reprofilng Works

- 2.87 Providing a level platform upon which new development can take place will require localised changes to existing ground levels within the site. As part of this application, details are provided which show the strategic ground reprofiling works proposed, within the main development parcels, to create a more evenly profiled slope. Within these development parcels, further localised 'cut and fill' will be required in relation to individual properties and building groups. Detailed finished floor levels can be conditioned or dealt with as part of future Reserved Matters applications.

13. Demolition of existing building

- 2.88 The Application Site contains a single existing structure, being the brick and tile built 'shed' on the Burnham Road frontage west of the Crouch Valley Medical Centre. This building has no future use as part of the development scheme and is proposed for demolition accordingly.

14. Other ancillary works and servicing

- 2.89 Construction of the development will also involve ancillary structures connected with the supply and management of water and utilities, it will require engineering works in relation to installation of related equipment and plot levelling, and the erection of miscellaneous structures. Details for any such structures and works will be subject to future Reserved Matters applications, but the broad description of development makes provision for such ancillary works and structures. For the sake of clarity, any floorspace created in utility buildings would be additional to the figure for non-residential floorspace given in answer to Question 8 of the Application Form.

3. Consideration of the Main Issues

- 3.1 The sections below cover the three main issues identified at Paragraph 1.15 of this statement i.e. compliance with the Development Plan in principle, compliance with the approved Masterplan, and any technical or environmental constraints to development.
- 3.2 As previously noted, the fourth main issue, that of overall design quality, is dealt with separately in the Design and Access Statement, and not repeated here. However, as set out in that document, it is submitted that this Outline Planning Application, building as it does upon the design principles explored and agreed as part of the approved Masterplan, does set an appropriate framework which can ensure that a high standard of design can be taken forward in subsequent detailed design applications.

The Principle of the Development in the context of the adopted Development Plan

- 3.3 In principle, the site is allocated for residential development (with supporting uses and infrastructure) within the adopted Local Plan under Policy SGS10, and the development as proposed provides for the same form of development as set out in the site allocation Policy.
- 3.4 In terms of the Application Site boundary, as we have noted previously, this Application does include a small parcel of land fronting Burnham Road (west of the Medical Centre) which is not actually included within the allocation boundary, but would in effect become part of the defined urban area of South Woodham Ferrers by reason of the fact that the allocation wraps around it. Therefore the principle of redevelopment of this parcel of land as part of the wider allocation does not conflict with any alternative policy of the Local Plan, and its inclusion in the site is logical.
- 3.5 The Application Site does not include all of the land within the allocation boundary, but there is no policy requirement for a planning application to cover the entirety of the allocation. Policy SGS10 does require the proposed development to be comprehensively planned, but that is why the Policy requires the submission of an overall Masterplan, which has been undertaken and the Masterplan approved (as discussed further below).
- 3.6 In terms of the quantum and form of development proposed, we have in the preceding section of this Statement matched the key components of the proposed description of development back to the corresponding part of Policy SGS10 (or other relevant policy as the case may be in terms of the Care Home), to explain how each part of the proposed development is consistent with the Local Plan, and vice versa, how each of the key land uses required by Policy SGS10 are provided for in the proposed development. In relation to the quantum of residential development, the Policy requirement is for 'around' 1000 new homes, and the approved Masterplan (which is based on Policy SGS10) confirms that this can be up to 1200 homes.

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- 3.7 For the above reasons, it is submitted that the proposed development is fully in accordance with the Local Plan allocation for the site, and therefore that the principal of the proposed development should be supported.

The approved Masterplan

- 3.8 As noted above, Policy SGS10 requires development proposals to accord with a Masterplan that has been approved by the Council. The applicant has led the preparation of the Masterplan for the site, which started with the collation of background technical evidence about the site and surroundings, and which then led on to a community and technical stakeholder workshop in January 2020, six weeks of public consultation during June-July 2020, a Quality Design Review Panel in July 2020, and formal consultation on the amended Masterplan by Chelmsford City Council in the autumn of 2020.
- 3.9 The Masterplan was subsequently considered by Chelmsford's Policy Board in January 2021, prior to formal approval at Cabinet in March 2021. The requirement of the Policy to have a Masterplan approved has therefore been met.
- 3.10 As we have noted during the preceding section of this, this Outline Planning Application closely follows the principles set out in the approved Masterplan.
- 3.11 Firstly, the quantum of development proposed in this Application matches the quantum of development discussed in the Masterplan – exactly so in the case of the quantum of residential development, and materially so in the case of the non-residential elements (the Masterplan did not actually specify a floorspace figure for the Local Centre whilst the figure for other non-residential space only referred to the 1000 sq m of workspace, as opposed to the slightly higher figure of 1200 sq m for workspace/other non-residential uses on the eastern parcel used in this Application).
- 3.12 Secondly, the disposition of key Land Uses shown on the Application Land Use Parameter Plan matches exactly the distribution of key Land Uses shown in the Masterplan. Whilst some of the parcels have marginally different boundary shapes, there is no material difference between the Application and the Masterplan in terms of the Land Use principles.
- 3.13 In respect of density, the Application Density Parameter Plan closely matches the Masterplan Density strategy, and there is again no material difference in approach albeit the density parameter plan seeks to refine and tighten the density bands than the masterplan drawing so that there is greater differentiation in character areas. The Masterplan did not specify building heights, but the proposed Heights Parameter Plan which shows predominantly 2 and 2½ storey development with limited incidences of 3 storey is compatible with the general design approach discussed in the Masterplan.
- 3.14 The Access and Movement Parameter Plan submitted with the Application exactly follows the key movement principles established in the Masterplan strategy, including the same principles

for site access, the same principles for public transport, and the same principles in terms of non-vehicular movement.

- 3.15 Finally, the Landscape and Open Space Parameter Plan follows the same principles in terms of the location of the key areas of recreation as are set out on the Recreation Strategy plan contained in the Masterplan, with the locations for allotments and community gardens, play areas, and playing fields being consistent between the two, and with the same drainage strategy principles replicated.
- 3.16 Overall, therefore, it is submitted that the Outline Planning Application submission is wholly consistent with the key principles established in the approved Masterplan.

Technical and Environmental Matters

- 3.17 On the basis that the proposed development accords in principle with the allocation of the site in the Local Plan, accords with the key principles established in the Masterplan, and provides a framework for achieving a high quality of design (as explained in the Design and Access Statement), the only remaining consideration is therefore whether or not any specific environmental or technical constraints exist that can be mitigated, that would prevent development coming forward in principle in the form proposed in this Application.
- 3.18 Based on the reports submitted with this Application, we would briefly comment on the main issues as follows:

Traffic and Transportation

- 3.19 The overall transportation implications of the development were originally considered and found to be acceptable at the Local Plan Examination, but the Transport Assessment submitted alongside this application undertakes a fresh review of the implications of the development on the local highway network, and sets out how the effects of the development are to be addressed.
- 3.20 The Transport Assessment considers not just the scale of development covered by this application, but the cumulative impacts of the overall quantum of development expected for the whole of the Masterplan area. It also includes a cumulative impact test that looks at the potential implications of construction traffic associated with Bradwell B.
- 3.21 The Transport Assessment explains that, as a result of the modelling undertaken, there are three key junctions that would require capacity enhancements in order to mitigate the impacts of the development, being the B1418/Burnham Road junction, the Burnham Road/Ferrers Road/Willow Lane junction, and the A130/A132 interchange. The Transport Assessment shows the improvement measures proposed at these junctions and explains how these provide appropriate additional capacity.

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- 3.22 A key part of the transportation strategy is the encouragement of non-car trips. The Transport Assessment sets out a proposed bus strategy for the site which would see improved service frequency to Chelmsford, the extension of services to Broomfield Hospital, a shuttle service to Wickford and Basildon, and a demand response service for local destinations in South Woodham Ferrers.
- 3.23 Furthermore, the Transport Strategy sets out a package of measures to provide opportunities for accessing local facilities and servicing by walking and cycling, both through the on-site network, and proposed off-site improvements. The transport planning measures also include a car club, Travel Plan initiatives, and other measures to incentivise sustainable travel.
- 3.24 Overall, the Transport Assessment shows how the development can deliver a package of measures to encourage sustainable transportation choices, whilst at the same time managing the impacts of traffic through appropriate capacity improvements. These measures meet the site specific policy requirements of Policy SGS10.

Flood Risk and Drainage

- 3.25 Policy DM18 of the adopted Local Plan is the principal policy that addresses flood risk and drainage. The Policy requires applications for planning permission to demonstrate that development is not at risk of flooding, does not contribute to any increased risk of flooding elsewhere, is resilient to the future risks of flooding, and incorporates appropriate sustainable drainage measures.
- 3.26 The submitted Flood Risk Assessment provides the necessary information to demonstrate that no part of the proposed development is at risk of flooding from existing sources. The submitted Drainage Strategy provides the evidence to show that, taking in to account climate change, the proposed development will be able to manage surface water to ensure no increased risk of flooding will arise off-site, that the properties to be constructed on site will not be at risk of flooding, and that water can be managed through a sustainable drainage system. Accordingly it is considered that the terms of Policy DM18 are met.

Ecology

- 3.27 The site has been subject to an extensive programme of surveying in relation to protected species and existing habitats. The findings of the various surveys are included in a series of reports that are appended to the Environmental Statement (Appendices 9.5 to 9.18 in respect of protected species, and 9.1 and 9.2 in respect of habitats).
- 3.28 Taking in to account existing site conditions and habitats, the application is also accompanied by a Biodiversity Enhancement Plan that sets out the measures that can be undertaken to ensure that, overall, the proposed development provides a net gain in biodiversity. The proposal is therefore in accordance with Local Plan Policy DM16 (D) which seeks to ensure no net harm, and an overall net gain, in local biodiversity.

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- 3.29 Because of the location of the site in relation to internationally important wildlife designations, the proposed development falls to be considered in relation to the Habitats Regulations. A report on the implications of the development in relation to the Habitats Regulations has been produced and accompanies the application. This explains how recreational pressure can be mitigated both through on-site walking routes to provide alternatives and through contributions to the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), and it explains how potential pollution impacts from water and construction can be managed by appropriate sustainable drainage systems and through construction management measures.

Impact on local services and facilities

- 3.30 A key concern that is often raised in respect of new development, and has been raised in previous consultation exercises in relation to this development specifically, is the impact that the growth in population may have on existing services, in particular in terms of school places and health services.
- 3.31 As noted in the Socio-Economic chapter of the Environmental Statement, there is a small surplus of primary school places within a 4 km radius of the site (78 spaces), but the projected number of primary school children arising from the development (262) would exceed that capacity. However, the development includes for the provision of a new 2 Form Entry Primary School which would be able to provide 420 new primary school places. Therefore overall, the proposed development allows for an increase in the number of primary school places in the local area.
- 3.32 In terms of secondary school places, there is sufficient spare capacity in secondary schools in the area to accommodate the expected increase in the number of secondary school aged children as a result of the increased population.
- 3.33 In relation to health service provision, the Socio-Economic chapter identifies that the existing Crouch Vale Medical Practice does experience patient numbers that are in excess of the recommended numbers of patients per GP. Whilst it is not a requirement of new development to resolve existing shortfalls, it is likely that the proposed development will be required to contribute financially towards increased surgery capacity in the local area, in order to provide additional space and ability for the NHS to service the increased population.

Noise and Air Quality

- 3.34 The application is accompanied by a noise assessment which identifies that the primary existing source of noise that affect the site are local roads, and to a lesser extent the service yard of Sainsbury's. None of these existing noise sources present any substantial issues in terms of creating a suitable noise environment for the proposed development.

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- 3.35 As part of the assessment, consideration has been given to potential noise impacts on existing residents, including through additional traffic noise. However, the degree of change in terms of the noise environment would not result in any appreciable difference, with the long term effect being categorised as “negligible” or “minor”.
- 3.36 Impacts on residents through construction activity would need to be managed through the normal process of the prior agreement of a Construction and Environmental Management Plan (CEMP).
- 3.37 In relation to air quality, it is similarly the case that on-site practices will need to adhere to a CEMP in order to control activities that could otherwise result in dust or other emissions having an adverse impact.
- 3.38 The air quality assessment also contains an analysis of the likely effects on air quality from traffic generation, by comparing existing and proposed traffic flows at a series of locations. The analysis concludes that at each of the locations tested, the change in traffic flows would have a negligible effect on air quality.

Archaeology and Heritage

- 3.39 The site has been the subject of preliminary archaeological analysis which suggests that the likely archaeological interest will generally be of low sensitivity. Nevertheless, a programme of archaeological investigation and reporting is anticipated, which will enable all finds to be properly assessed and interpreted.
- 3.40 In terms of historic buildings and other above ground heritage assets, the relevant chapter of the Environmental Statement reviews the likely impact of the proposed development on all heritage assets in the vicinity, and explains how, where potential impacts could arise, the effects can be mitigated through careful design. Key measures embedded within the Masterplan in this respect include the siting of built development on the lower parts of the site and careful attention to building heights, appropriate landscaping and tree planting to help assimilate the development in to the landscape, appropriate separation within the site between new development and Hamberts Farm, the retention and strengthening of hedgerows, the protection of the alignment of the former Woodham Ferrers to Maldon rail line, and protection and interpretation of the former Nuclear Monitoring Post on Mill Hill.

Landscape and Visual Impact

- 3.41 The site as existing consists of agricultural fields with some intermittent mature vegetation along the watercourses and boundaries. It contains parts of the lower slopes of Bushey Hill and Mill Hill. Clearly any built development will have an effect on this landscape, but the proposed development seeks to minimise its impact on the wider countryside via a series of measures, many of which are key features of the approved Masterplan. These measures include:

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- Creating a planted open space buffer around the eastern and northern boundaries;
 - Sympathetic use of locally appropriate building materials and colours to help minimise visual intrusion, as illustrated in the accompanying Design and Access Statement;
 - Minimising light pollution through low level and directional lighting;
 - The creation of a network of interlinked open spaces incorporating new routes including links to the north of the Application Site to Mill Hill, Hullbridge Hill and Edwin's Hall Road; and
 - The use of multifunctional green space to enhance the biodiversity of the Site.

3.42 Overall, the proposed development will seek to retain and enhance the network of existing hedgerows, it will provide new tree planting and provide new woodland to create new landscape features, and through careful design and the measures identified above, the new development will be successfully integrated into the existing landscape context.

4. Summary

4.1 Overall, it is submitted that the proposed development:

(1) Complies with the site-specific allocation policy SGS10, in particular the scale and content of the proposed development scheme delivers all of the key land uses identified in the Local Plan to be provided from this site, and the proposed development includes all of the site specific infrastructure identified in the policy.

(2) Complies with the approved Masterplan – the layout, disposition of land uses, and design of the proposals accords with the key principles set out in the approved Masterplan.

(3) Demonstrates, through the package of supporting technical and environmental documentation, that there are no adverse impacts arising from the development which would warrant refusal on technical or environmental grounds; and

(4) Demonstrates, through the submitted Design and Access Statement and supporting material, that the proposals can provide a quality design and deliver a successful new neighbourhood that will accord with the Council's policies for high quality development.

4.2 Accordingly, it is respectfully submitted that Outline Planning Approval should be granted.

APPENDIX 1

Matrix for stage two consultation responses South Woodham Ferrers – Strategic growth site 10

Consultee	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC
Natural England	<ul style="list-style-type: none"> - Greater detail on proposed habitat creation - Biodiversity Net Gain and management plan - Are there any priority habitats? 		<ul style="list-style-type: none"> - Project level HRA required - RAMS 	
Maldon District Council	<ul style="list-style-type: none"> - The absence of new bridleways is a missed opportunity within the schemes access and green infrastructure design - Supports the provision of a new primary school but it is not clear how secondary educational needs will also be met – this must be better addressed as there is inadequate explanation - 	<ul style="list-style-type: none"> - Accesses must be compatible with HGV use - Need to consider cumulative impact with Bradwell B - The majority of crossing points are proposed in conjunction with roundabouts – the development must ensure that these are safe and perceived to be safe to use. - Concerns about eroding the rural character to the east of the site – further landscape buffers required to the north and east 		<ul style="list-style-type: none"> - Concerns about the highway impact of the development – capacity improvements should be carried out in the Maldon District villages to the east - The eastern development parcel will be too isolated leading to an increase in short road trips - Question the location of the local centre given the remoteness of the eastern development parcels

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

		<ul style="list-style-type: none"> - The employment area must be adequately screened 		
			<ul style="list-style-type: none"> - The development should contribute to RAMs and have a project level HRA to identify any further mitigation requirements 	
Essex Police		<ul style="list-style-type: none"> - The development should adopt the Essex Design Guide and adopt Secured by Design - Routes should promote natural surveillance - Burnham Road Crossing Points could be a crime and anti-social behaviour hotspot – recommend early engagement with DOCO - Recommend SMART technology and the use of a Central Management System for lighting 	<ul style="list-style-type: none"> - Essex Police would seek suitable developer contributions to mitigate the impact of the project during construction and upon completion 	

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

		<ul style="list-style-type: none"> - Essex Police Designing out Crime would welcome consultation around any proposed design for retirement living or elderly accommodation - SBC Commercial aware should be sought for the mixed use retail area - Essex Police would welcome the opportunity to liaise with the development around the design of green spaces such as play areas and allotments - Engagement required regarding the security of pylons via the relevant Counter Terrorism Security Advisors 		
Essex County Council Major Development and New Communities	<ul style="list-style-type: none"> - The focal square must be traffic free and designed in such a way to encourage active travel and discourage inappropriate drop off. ECC object to the focal square as shown - Consideration should be given to the 	<ul style="list-style-type: none"> - There should be a clear consideration of the design principles of the Essex Design Guide - The masterplan should provide an indication of the potential mix of densities 	<ul style="list-style-type: none"> - ECC has a statutory responsibility to plan for and deliver Special Education Needs and Disabilities Provision (SEND). The development of this scale will generate a 	<ul style="list-style-type: none"> - Concerns that the employment uses are less integrated with the rest of the development particularly the neighbourhood centre and favour car based

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	<p>creation of a stretch of bridleway to mitigate the impact of the extinguishment</p> <ul style="list-style-type: none"> - Additional cycle routes required to the northeast and southwest, from crossing 5 and the Sainsburys crossing needs to be upgraded to a toucan including a cycle link to the south - Southern access route from the site onto willow grove should also accommodate cyclists - Pedestrian route east from B1418 crossing point south of the new roundabout should be a cycle route - Ped/cycle route needs to be shown on the eastern side of the B1418 from the crossing point south of the new roundabout to Burnham road - Ped route along the south side of Burnham Road will need widening - Crossing 1 – can a connection be provided from application site to proposed crossing location? - Crossing 3 – both ped and cycle 	<p>and building heights across the site and phasing</p> <ul style="list-style-type: none"> - Health Impact Assessment – ECC wish to be engaged in the scoping of this - Sport England Active Design Checklist should be part of any assessment - ECC would welcome the provision of grow on space as there is an identified shortage of such provision - The development should not further contribute to the carbon footprint of the county or the UK, recognising that homes built now that do not reach this standard <i>add</i> to the size of the challenge to be net zero by, at the latest, 2050 - energy onsite should be decarbonised and incorporate renewable energy generation and low carbon heating into housing 	<p>need for pupils of primary and secondary school age with SEND requirements. Where needs cannot be met onsite through co-located facilities then financial contributions will be sought</p> <ul style="list-style-type: none"> - The applicant would be expected to prepare an Employment and Skills Plan (ESP) and make a financial contribution towards skills - Consideration of local capacity for post 16 provision needs to be assessed within the sites IDP and this will determine if a contribution for post 16 infrastructure is required 	<p>movement as they are away from the rail station</p>
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Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

	<p>improvements needed</p> <ul style="list-style-type: none"> - Crossing 6 – this needs to be a controlled crossing - The primary school should include access to greenspaces and play areas to allow connection to nature 	<p>and throughout the site to satisfy all or close to all of the energy demand</p> <ul style="list-style-type: none"> - Welcome more information on how the design and layout of the development would contribute to microclimatic cooling, and minimising solar glare on buildings - It is recommended that the development applies the Building with Nature standards endorsed by Natural England 		
Stow Maries Parish Council		<ul style="list-style-type: none"> - Strongly object to building on the higher ground below Bushy Hill 		<ul style="list-style-type: none"> - The pedestrian crossings and roundabouts will slow traffic more – suggest the use of bridges/underpasses
Planning Listed Buildings and Conservation		<ul style="list-style-type: none"> - There is a need for a detailed heritage assessment, to inform the layout and design precisely what buffers are required, 		

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

		<p>which views should be protected and how the landscape framework should be used to mitigate the impacts. This detailed study should be reflected within a section on heritage within the site analysis element</p>		
<p>Runwell Parish Council</p>		<ul style="list-style-type: none"> - Concerns about the impact of the development on roads in this area which are already at or close to capacity. Also the potential of the Bradwell B development to add to further transportation issues - Concerns about management of water and drainage and protection of the River Crouch from pollution 		
<p>East Hanningfield Parish Council</p>		<ul style="list-style-type: none"> - The B1012 is already over capacity – concerns that residents of the new development will use the minor road network to the A12 and Chelmsford 		

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

		<ul style="list-style-type: none"> - Suggestion for traffic calming at the East Hanningfield end of Creephedge Lane 		
ECC Historic Environment Branch			<ul style="list-style-type: none"> - the EIA, when it is submitted, should contain a section for the Historic Environment which includes the summary of the Desk Based Assessment, and Aerial Photo and Lidar surveys, and reference to further mitigation measures which should include evaluation by trial trenching, even if it is suggested they are covered by conditions on any planning approval. 	
Public Health and Protection		<ul style="list-style-type: none"> - EV charging point infrastructure should be provided 	<ul style="list-style-type: none"> - There is a potential for contamination from agricultural uses - An air quality impact assessment will be 	

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

			required for this development	
Planning Trees and Landscaping	<ul style="list-style-type: none"> - The planning application should seek a minimum 10% net gain in biodiversity 	<ul style="list-style-type: none"> - The phasing of development should be mindful that habitat should be created early on in the development, such as restoration to the local wildlife site, to avoid or reduce the time-lag between losses and gains. 		
Parks and Green Spaces		<ul style="list-style-type: none"> - A sports pavilion/changing rooms and 120 parking space car park will be needed 		
Councillor Poulter – Ward of Bicknacre and East and West Hanningfield		<ul style="list-style-type: none"> - Concerns relating to traffic management on the B1418 and to a lesser extent on Willow Grove and Crephedge Lane - The new proposed roundabout on the north of the site will encourage greatly increased use of the B1418 unless there are physical restrictions preventing traffic turning north out of the site or 		

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

		<p>south into it</p> <ul style="list-style-type: none"> - Creephedge Lane north of Hyde Hall is a narrow winding road, not suited to an increase of traffic. This issue could be addressed by physical methods of road width restrictions but taking account of the use of the road by agricultural machinery 		
Sport England	<ul style="list-style-type: none"> - Consultation should take place with the National Grid to assess any restrictions the overhead powers lines on the western area would present to using this area - Need to consult with Cadent to assess whether the potential installation of a primary drainage system to support sports pitches would be a constraint - Concerns about two playing fields being separated by the stream - Some of the routes shown as pedestrian routes should be altered to pedestrian and cycle routes 	<ul style="list-style-type: none"> - Consideration will need to be given to the design of the pavilion to ensure that it meets the needs of the users of the playing field - Attention should be given to the design of the green spaces and attenuation basins adjoining the local centre and primary school to ensure that they are as multi-functional as possible because this open space is likely to provide a focal point where the community will walk/cycle to as a destination 	<ul style="list-style-type: none"> - When a full planning application is being prepared, the detailed design and layout of the sports ground should be discussed with Sport England, CCC, the relevant sport's governing bodies and the potential clubs that would use the site - A planning application will need to be supported by a feasibility study which assesses the ground conditions of the site 	

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

			<p>and proposes a suitable scheme for addressing the ground conditions in order to ensure that the sports pitches will be fit for purpose.</p> <ul style="list-style-type: none"> - A contribution will be required through CIL for off-site indoor sports facilities - The development should incorporate Sport England’s Active Design principles and a planning application should be accompanied by an Active Design guidance checklist 	
<p>South Woodham Ferrers Town Council</p>	<ul style="list-style-type: none"> - There is an issue with the desired route through to William de Ferrers secondary school as children may not be safe using uncontrolled crossings 	<ul style="list-style-type: none"> - Believe that a co-ordinated set of junction improvements should be established now at masterplan stage - The transport evidence base that was used for the local plan is no longer sound – evidence on traffic flows 	<ul style="list-style-type: none"> - Traffic models conducted in 2016 are now out of date – peak time light control at the four current junctions would be required to maintain the balance of access between through traffic, traffic from the existing town 	<ul style="list-style-type: none"> - Concerns that the road transport plan is too focused on traffic getting in and out of the individual building site sectors within the new development - Concerns about the health risk or

Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

		<p>needs to be carried out before adoption of the masterplan</p> <ul style="list-style-type: none"> - Two new significant infrastructure projects (Lower Thames Crossing and North Chelmsford Link road) will put additional strain on the A130/A12 junction (at Howe Green), the ability to ingress at egress at the Turnpike and the A127/A130 junction. - It is not clear as to what sports will be serviced on the main sports area – the Town Council would like to liaise with the City Council to determine the best use of the recreation allocations. - 	<p>and the new site</p>	<p>perceived risk of people living/using the school under or close to the power lines</p> <ul style="list-style-type: none"> - There is confirmation from Bradwell that any generating capacity would need a new connection to the national grid – concerns that this would affect the layout of the development. Power lines could be re-routed elsewhere. - Concerned that the sports and recreational areas are being too heavily decided on Chelmsford-centric commercial service operations of the City Council and not based on residential need - Underpasses could be
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Matrix for stage two consultation responses
 South Woodham Ferrers – Strategic growth site 10

				used at crossing points 4 and 5, but these would need to be lit, safe, free from flooding and should be 24/7 CCTV monitored
Essex Bridleways Association	<ul style="list-style-type: none"> - The site policy requires the development to consider new and enhanced cycle routes, footpaths, public rights of way and bridleways - A bridleway is needed to link the eastern and western networks. Suggest using land to the north 			

Matrix for stage two neighbour responses South Woodham Ferrers – Strategic growth site 10

Neighbour comments	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/ no further action needed
Principle of the Development		<p>Surprised not to see more retail areas</p> <p>This should be put on hold until after Bradwell B</p>		<p>Objections to the principle of the development</p> <p>Land should be allocated elsewhere</p> <p>Reducing the speed limit of Burnham Road will increase congestion</p> <p>The plan should be capped at 500-700 homes</p> <p>Local residents' opinions are not taken into account</p> <p>Will this be part of other schemes to join Battlesbridge, Rettendon and North Woodham Ferrers together</p>
Transport	<p>The pedestrian route through the BP garage seems ill conceived</p> <p>The traffic along the Burnham Road will be even worse if Bradwell B goes ahead</p>	<p>The traffic in and out of south Woodham Ferrers is already congested, especially at peak times. This will make it worse.</p> <p>There is not enough bus provision</p>	<p>Traffic in the southbound carriageway of the A132 results in recurring subsidence. The road surface of the A132 needs improving</p>	<p>Object to the building of more roundabouts</p> <p>Consideration should be given to widening the roads behind Radar Hill and using these to</p>

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

	<p>The existing footpaths should be kept and improved upon</p>	<p>There is an urgent need to upgrade the B1418 which has poor site lines at the junction with Edwins Hall Road and dangerous bends</p> <p>The current rail system does not have the capacity for this number of new residents. Train services need to be more regular, bigger trains and cheaper</p> <p>The Burnham Road should be improved for bicycles</p> <p>When the new Sainsburys was built a new round about was created and this caused months of traffic disruption</p> <p>The pedestrian route into the top of Hullbridge Road from the Health Centre roundabout is inadequate as the pavement is too narrow</p> <p>Junction improvements need to be considered now and not at planning application stage</p> <p>Traffic will increase on King Edward Roads Road, Ferrers Road and Inchbonnie Road to avoid</p>	<p>Will the new footpaths and cycle paths be regularly maintained as the existing paths in SWF are awful</p> <p>Who will run and manage the new commuter bus service and will this be permanent?</p> <p>Because of clay subsoil suggest that the new road should be piled with reinforced concrete slab on top</p>	<p>access the development</p> <p>Reducing the speed limit of Burnham Road will increase congestion</p> <p>There is a need for a footpath built from bottom of hill up to Woodham Ferrers</p> <p>The number of pedestrian crossings over Burnham Road will increase congestion</p> <p>The A130 needs an underpass/flyover to join at both ends</p> <p>A132 to and from Rettendon needs to be dual carriageway</p> <p>The road between the Shaw Farm roundabout and the junction of the B1418 needs to be dual carriageway</p> <p>Will Creephedge lane from the roundabout past M&S petrol station be widened. It is dangerously narrow</p> <p>The B1012 needs to be dual</p>
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Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

		<p>congestion on the Burnham Road</p> <p>The Sainsburys roundabout is poorly designed and will create a bottleneck</p> <p>Traffic surveys need to be carried out at 7am</p> <p>Excess traffic uses Old Wickford Road and Creephedge lane</p> <p>This will result in parking problems in the town</p> <p>Traffic modelling must be completed before the masterplan is agreed</p> <p>Junctions 19,20 and 21 are all already over capacity</p> <p>The B1012 is a Priority One Route, which the masterplan fails to recognise</p>		<p>carriageway from the Burnham Roundabout next to the traveller's site up to the Rettendon turnpike</p> <p>There should be walkways or bridges to be built across Burnham Road</p> <p>Willow road should be widened and the houses to the left of the B1418 should access Shaw Farm roundabout from there</p>
Healthcare		<p>The existing doctors are already overwhelmed – it is very difficult to get an appointment</p> <p>There is only one person who can</p>		

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

		<p>do chiropodist</p> <p>The dentist is overstretched already</p> <p>Will the existing healthcare centre be extended to cope with the additional people?</p> <p>There is not enough car parking at the health centre</p>		
Travelling Showpeople	<p>The travelling showpeople site is too close to the early years</p> <p>The mixed use area will clearly all become travelling showpeople</p>			<p>It is not wanted or needed and should be moved further away from the main town due to the problems it will cause</p> <p>Concerns about the location close to the memorial gardens</p> <p>Do the showpeople buy or rent these sites?</p> <p>Do the showpeople pay council tax?</p> <p>How will this site be monitored and how will you prevent it from being used by other travellers?</p> <p>Will there be animals on the</p>

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

				<p>site?</p> <p>How many people would be allowed on each of the plots?</p> <p>Who would be responsible for managing the site?</p>
<p>Drainage</p>	<p>No greater than existing greenfield run off rate should be “less than”</p> <p>The road by the new Sainsburys is known to flood</p> <p>There should be consultation with Anglian Water to ensure that there is sufficient capacity within the existing local sewage system</p>	<p>How does a hydro brake device work and how does this interact with a vortex flow control at high rainfall events?</p> <p>How will the weir on the fishing reservoir upstream of Fenn Brook interact with the proposed flood prevention measures?</p> <p>There are two pinch points on Fenn Brook which has the effect of backing up the discharging Brook causing an over topping of the channel into the Old Wickford Road – suggest a swale to be constructed alongside the roadway</p> <p>Fenn Brook needs dredging and a maintenance schedule put in place</p> <p>When the River Crouch is at high tide, Fenn Brook is affected by a negative return of sea water from</p>	<p>Who would be financially responsible for the maintenance of the flood prevention measures?</p> <p>What contribution is being made to the other flood defences around SWF?</p> <p>Rainwater should be re-used and treated as a valuable resource</p>	

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

		<p>the river</p> <p>A previous overtopping of the Fenn Brook watercourse adjacent to the Old Wickford Road/Fennfields Road area caused flooding, including raw sewage</p>		
<p>Impact on the town centre</p>	<p>What provision is being made for teenagers?</p> <p>There are no employment opportunities locally for all of the new residents</p> <p>What impact will the new local centre have on the existing town centre and businesses</p>	<p>The Asda shopping area is now full of empty units, we need banks, building societies and a range of high street shops</p> <p>The existing town centre needs rejuvenation</p> <p>What we need is cinemas, restaurants and pubs to be built not more houses</p> <p>We need a better swimming pool as this is old, dated and too small</p> <p>Where will everyone park when using the town?</p> <p>This will result in more cars parking in residential streets for the train station</p>	<p>What provision is there for increased police, fire and ambulance coverage</p>	<p>This will result in a rise in crime in the area</p> <p>This will turn SWF into a borough of Chelmsford, losing its individuality</p>

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

Education	<p>Will the primary school be able to accommodate the average number of new families in the development?</p> <p>The new primary school should have its own sports field</p>	<p>Has the Council given consideration for the provision of a new secondary school as William De Ferrers will not cope</p>		<p>If you need to open another school then the Chetwood Primary school should be re-opened</p> <p>The town has ample early years provision, this is not needed</p>
Character of the Area	<p>Will access to Radar Hill still be in place for walkers?</p> <p>The proposal will harm the beautiful countryside and views</p> <p>The Burnham Road will divide the new and old parts of the town</p>			
Housing provision		<p>We would be interested in large 4/5 bedroom houses on good sized plots with large gardens</p> <p>What provision has been made for elderly housing/care homes and bungalows?</p> <p>You should build affordable housing</p>		<p>Will existing SWF residents be given first refusal on the affordable housing</p>

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

		<p>for younger people – freehold not leasehold</p> <p>Is there any provision for over 55 supported housing?</p> <p>Keen to make sure that smaller houses are built – 2/3 bedroom homes</p> <p>Affordable housing will not be affordable enough</p>		
Trees and Wildlife	<p>There is no mention of a consideration for wildlife - the site has pheasants, hares, rabbits, foxes and birds of prey</p> <p>There are badgers and bats in the area</p> <p>There is a pair of nesting buzzards right in the middle of the development site</p> <p>The open space to the south of Bushy Hill should remain natural for wildlife and not be mown grass</p> <p>There are significant trees in the field to the left of the B1418 and behind Sainsburys which should be kept</p>	<p>What provision is made to protect species such as hedgehogs and swifts</p> <p>A dry culvert should be installed beneath B1012 Woodham Road, together with appropriate fencing, in the south eastern corner of the site to encourage mammals to travel beneath the road rather than over it to access land to the south</p> <p>Lighting should be designed to avoid disturbance to wildlife</p> <p>Suggest provision of owl boxes, swift bricks, bird boxes, bat roosts and wildlife permeable boundaries</p>	<p>Who will manage and maintain the new landscaping</p> <p>The adjacent nature reserve should not be impacted by the increased number of people</p>	

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

		Apple trees should be planted in every garden		
Employment	What is “mixed use” area – this is too vague What is meant by “local centre”			The 1000 sqm of business floor space is not needed – there are plenty of empty premises in the town centre
Residential Amenity	When Bradwell is complete this section of road will be used to move low level nuclear waste, putting the health and safety of residents at risk The area will become overpopulated	Noise pollution Properties on Willow Grove will be overlooked	The extra traffic will result in an increase in pollution which would be harmful to the people living in the area	Increased use of footpath 24 will affect the privacy of Edwins Hall
Utilities	30% of properties between The Whalebone pub and Cornfields Road have WC backing up problems Has consideration been given to the fact that the pylons might need to be made bigger for Bradwell B Anglian Water have confirmed capacity issues with sewers in this area and are	The development should use solar power on buildings Will there be water saving features on the new buildings		

Matrix for stage two neighbour responses
 South Woodham Ferrers – Strategic growth site 10

	<p>unable to cope with the volume during heavy rain periods</p> <p>What will happen to the overhead power cables and pylons? It is not good for residents to live close to them</p>			
Local Infrastructure		<p>The development should include a high street and a pub</p> <p>The fire station is too small to cope with such a big area to cover</p> <p>Can there be an athletics track on the proposed sports facilities?</p>		<p>Postal services will not be able to cope with 1000 more houses</p> <p>We don't need a taxpayer's clubhouse. All sports should use the facilities at Saltcoats</p> <p>The current proposed position of the sports facilities is remote, and thus unlikely to provide enhancement to the town</p> <p>Question the need for allotments</p>
Other matters		<p>Parks and river walks will be over run</p> <p>There should be real carbon zero solutions</p>	<p>What archaeological supervision will be provided for?</p>	<p>Will the rates go down in the area?</p> <p>The Council's website is cumbersome and deliberately</p>

Matrix for stage two neighbour responses
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		<p>There is no mention of complying with the cop 21 Paris agreement on climate change</p> <p>The development should be constructed to minimise light pollution for the benefit of wildlife and local amateur astronomers</p> <p>Surplus heat from Bradwell B should be used to introduce district heating to developments nearby</p> <p>The development will adversely affect the setting of Edwins Hall, which is listed</p> <p>There is a high risk of landslip on this site</p>	<p>prevents people from submitting comments online</p> <p>Will this reduce house prices in the area</p>
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Matrix for stage two – Essex Quality Review Panel
 South Woodham Ferrers – Strategic growth site 10

Issue	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/No further action needed
Connectivity/Movement Strategy	<p>Further opportunities to enhance the movement strategy across the site, in particular, integrating walking and cycling routes into the layout for better connections.</p> <p>Greater consideration to the treatment of Burnham Road will be key in ensuring that this carriageway does not act as a physical barrier and reduce connectivity between the existing and new settlements.</p>	<p>Burnham Road should be considered as a 'street' rather than as a 'road'. This includes opportunities for street landscaping, wider pedestrian pavements and active frontages.</p>		<p>Reduce Burnham Road to 30mph.</p>
Sustainable Design	<p>It is considered that the large number of roundabouts contradicts the approach of providing a sustainable neighbourhood.</p> <p>The current masterplan layout does not promote the use of cycling/walking as a key mode of transport in particular south towards the existing town and station.</p> <p>Set out a clear list of sustainable design principles, which will inform the long-term building requirements for this masterplan and influence future codes and parameter plans.</p>	<p>A greater need for adaptability, flexibility and resilience in the designs of buildings and spaces.</p> <p>Shared facilities and IT hubs for remote working as well as other neighbourhood related facilities.</p>		

Matrix for stage two – Essex Quality Review Panel
 South Woodham Ferrers – Strategic growth site 10

<p>Placemaking</p>	<p>The masterplan must demonstrate a clear link to the existing town and culture, as well as links to established destinations, and the impact the river and connections will have on the town.</p> <p>There is a great need to link in the development with the Sainsbury's building to provide a more connected amenity space. The series of ponds located here could be shifted to one side and allow space for more alternative uses onto this built form, creating a more inviting area that could be used all-year round.</p>	<p>This new community could be named as 'North Ferrers'; where a unique identity can be created, whilst also linking into the strong character established within South Woodham Ferrers.</p> <p>The spine road cutting through the site provides opportunities for this route to become more pedestrian friendly, and feature as a central element of the community.</p> <p>Further discussions with Sainsbury's in how the development will respond to the shop and vice versa, will help in drawing in a local centre with increased communal activities and active frontages at this key gateway location on site.</p> <p>The immediate surroundings around Sainsburys could become a detail area and help with creating a strong design code to be used as a standard framework for design quality over the long-term.</p> <p>Research into what amenities the</p>		<p>It is understood there is a 30 metres distance either side of these structures, and it is suggested for careful consideration of strategic open spaces to be implemented here.</p>
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		existing town currently lacks would be helpful in highlighting shortfalls and opportunities that could be captured within this masterplan. This would help to attract more non-residents to the site.		
Identity/Built Form	<p>Greater clarity on whether this development will be a series of extensions to South Woodham Ferrers, or a two-part extension.</p> <p>As the scheme appears to have 3 distinct areas of built-up residential development across the site, there is a possibility on linking these different areas onto the main road and creating their own primary connections to the town centre.</p>	<p>The proposed local centre has to be a welcoming and attractive place; the edges and relationships this area has to the wider context will be vital to the success of the space and making it an identifiable community.</p> <p>Visual assessments on key views from the south looking beyond the site to Mill Hill and Bushy Hill required.</p>		
Green and Blue Infrastructure	The current implementation of the green necklace strategy into the masterplan is weak and ineffectual, in particular across the north of the site.	Local planning authority policies on how green spaces are managed in the future outside the site will be important to discuss and understand the requirements of this approach.		The allotments and play areas are a critical social element for this development, and their current locations within the masterplan have caused some concern within the panel; a central approach would be more suitable in

Matrix for stage two – Essex Quality Review Panel
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				creating increased opportunities for social activities and communal feeling.
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APPENDIX 2

Draft Section 106 Heads of Terms schedule –South Woodham Ferrers contributions/considerations April 2021

Parties: Countryside Properties (UK) Limited (the developers)

- Chelmsford City Council (The Local Planning Authority)
- Essex County Council (The Highway, Education and Lead Local Flood Authority)
- Essex County Council (Owners of part of the site)
- The Trustees of the Harry Turner Family (the owners)

NB Rows highlighted **yellow** indicate matters where it is suggested that the issue can be dealt with by condition rather than s106.

Planning Obligation	Details of Obligation and Countryside proposed approach to addressing obligation.
Affordable and Other Housing	
Affordable Housing	<p>Requirement for 35% of all residential units to be affordable housing.</p> <p>Requirement for 35% affordable housing in each phase of the development unless otherwise agreed through the Affordable Housing Scheme.</p> <p>Requirement for submission of Affordable Housing Scheme alongside any RM application including residential units to set out proposed tenure, location, and mix of AH units, and any justification for deviation from 35% within that phase.</p>
M4(2)/M4(3) requirements.	By Condition
Self-Build/Custom Build	<p>Obligation which sets out the amount, type, mix and priority mechanisms that the self-build/custom housebuilding as per CCC Obligations Guide. Assumed S106 to control occupation in accordance with CCC Obligations Guide.</p> <p>Marketing scheme for the self build plots for a period of 12 months and if not able to deliver this obligation can be extinguished.</p>
Travelling Showpersons	Serviced land to be provided for five pitches. Scheme to be submitted and agreed in respect of the requirements for “servicing”, any interim maintenance requirements, the arrangements for any land transfer, and for the length of period that the land needs to be reserved for that use. If unused before the expiry of the term, the obligation to make the land available is removed.

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Education	
Primary School Site	Land to be reserved for primary school and early years facility (2.1ha).
Land Reserved For Early Years And Childcare Nursery And Capital	Land to be reserved for one stand-alone early years facility (0.13hectares)
Primary Education Contribution	Financial contribution in accordance with ECC guide (subject to capacity)
Secondary Education Contributions	Financial contribution in accordance with ECC guide (subject to capacity)
Provision Towards Special Needs Education	Financial contribution in accordance with ECC guide (subject to capacity)
Post 16 Education	Financial contribution in accordance with ECC guide (subject to capacity)
Employment and Skills	Type of any contribution under this heading to be subject to further discussion with CCC.
Library Contribution	Financial contribution in accordance with ECC guide
Transport/ Infrastructure	
Highway interventions	Triggers for highway interventions to be subject to condition, linked to plans to be supplied with the application showing the proposed highway works. Delivery to be secured through s278 agreement.
Bus Services	Contributions towards service delivery.
Off-Site Mitigation Works as a Result Of Development	Obligations towards future monitoring and capped sum for traffic calming / environmental improvements if required.
Improvements to off-site pedestrian and cycle connectivity.	Scheme to determine scope/nature of interventions as basis for either financial contribution or direct delivery.
Public Rights of Way	Financial contribution to cover costs of PROW orders
Travel Planning	By Condition
Car Club	Scheme to be submitted for delivery and management of car club

Draft Section 106 Heads of Terms schedule –South Woodham Ferrers contributions/considerations April 2021

Open Space/Recreation	
Open Space Delivery	Open Space Phasing and Delivery Plan to be submitted relating to the timing and delivery of strategic open space, playing fields, play areas and allotments.
Sports Pitches	Sports Pitches to be transferred to and adopted by the Council with a commuted maintenance sum. Sports turf to be appropriately established, but final sports use layout and preparations for public sports use will be undertaken by the Council. Trigger points for payments to be agreed.
Sports Pavilions / Changing Rooms	Financial contribution towards build costs
Play Areas/Youth provision	Standards for NEAP, LEAP and LAP and youth facilities. Delivery to be in accordance with OS Phasing and Delivery Plan.
Allotments	Standards for allotment provision. Delivery to be in accordance with OS Phasing and Delivery Plan.
Landscape and Open Space Management And Maintenance (including SUDS).	Scheme to be submitted setting out proposals for open space management. <i>Note: CP's preference would be for the Land Trust to take management responsibilities for the strategy open space including landscaping and SuDs.</i>
Other Green Infrastructure	
Strategic Landscaping, including community woodland and areas of managed woodland	On-site delivery in accordance with scheme proposals, future management dealt with through overall Landscape and Open Space Management and Maintenance Plan.
Biodiversity Net Gain	On site delivery, future management dealt with through overall Landscape and Open Space Management and Maintenance Plan.
Other Contributions	
Health Care Facility	Financial contributions towards existing healthcare facilities in accordance with NHS standard formula.
1 X Multi-Purpose Community Centre	Obligation to deliver a community building of not less than x sq m. Requirement to submit a Management Plan for management of the community building.
Public Art	Scheme for the provision of public art to be agreed and implemented in accordance with phasing details (by condition).
Flood and Water Management	Details of SUDs design covered by condition. Future management to be covered by Landscape and Open Space Management Scheme

Draft Section 106 Heads of Terms schedule –South Woodham Ferrers contributions/considerations April 2021

Biodiversity/RAMS	Financial contribution/ on site delivery
Sustainable Construction	Conditions to specify standards for built construction in accordance with adopted policy requirements.
S106 Monitoring	CCC: Standard monitoring fee. ECC: Standard monitoring fee.



Phase 2

PLANNING &
DEVELOPMENT
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