

Planning & Environment COMMITTEE A G E N D A

**For a Meeting to be held on Tuesday 31st March 2026
at 7.30pm
at Champions Manor Hall, Hullbridge Road,
South Woodham Ferrers**

**Membership:
Councillor M O Brien Chairman
Councillor S Wilson Vice-Chairman**

Councillor J Birch
Councillor P Price
Councillor M Sismey

Councillor P Ferry
Councillor I Roberts
Councillor D Thompson

Councillor A John
Councillor A Shearring
Councillor F Knox

Local residents are welcome to attend this meeting. At the meeting, your elected Councillors will take decisions affecting YOU, the Community, and the Town. At the beginning of the meeting there is an opportunity for you to make representations, answer questions and give evidence in respect of any item of business on the agenda. The public may participate for up to 15 minutes for this purpose. If you have any queries, please telephone the Town Clerk on 01245 321 817. Please join us.

**Karen Atkins
Town Clerk
25th March 2026**



1. Apologies if Absence

To RECEIVE apologies for absence.

2. Dispensation considerations

To consider any dispensations, as required. Standing Order 12. Dispensation requests shall be in writing and submitted to the Town Clerk as soon as possible before the meeting, or failing that, at the start of the meeting for which the dispensation is required.

3. Declarations of Interest

Any Member declaring an interest is asked to state whether this is a pecuniary registerable or non-registerable interest. Clarification, if required, can be sought prior to the meeting with the Chairman or the Town Clerk.

4. Confirmation of Minutes

To **APPROVE** the minutes of the Extra Ordinary meeting held on 26th February 2026 as a true record.

5. Public Questions

In accordance with Standing Order 3.e to allow up to 15 minutes for members of the public to make representations, answer questions and give evidence in respect of any item of business covered by the Committees terms of reference. At the close of this item members of the public will no longer be permitted to address the Committee; Members with pecuniary interests will also not be permitted to speak, address the Committee on those interests and must leave the meeting when the item in relation to their interest is being discussed.

6. Budgetary Position

The budgetary position on 25/3/2026 is attached to the agenda.

7. Previous Planning Decisions and Appeals

To note the City Council planning decisions which differ from the Town Council recommendations will be circulated prior to the meeting.

8. Planning Applications

To consider and agree comments on the planning applications as detailed on the list circulated and displayed on the Town Council noticeboards and website.

- Committee to consider the Briefing Overview – 26/00330/REM attached to agenda

9. Greener Spaces for Stronger Communities – Local Nature Recovery Plan

Committee to consider the report attached to the agenda. Guide attached.

10. The Fen

- Councillor Shearring and Bentley to update on a meeting with Essex Wildlife Trust on 10 March 2026.

11. Items to Note

- Asda management company have repaired maintained the planters and surrounding area in Guild Way. Attached to agenda.
- Missing bollards at the Eatery in Heralds Way are due to be replaced by Asda in March 2026.
- Decision Notice from Maldon District Council on planning application 25/00926/SOR.
- The response on the NPPF consultation was submitted on 26 February 2026.
- Collingwood School are interested to complete a litter pick on the 26 March 2026 along with Trinity St Marys School on the same day.
- A replacement litter bin has been ordered for the John Cox site.
- As a result of a Public Enquiry, an application for a commercial development of up to 46,605sqm of mixed employment, logistics, storage and distribution uses (use classes E(g)(iii), B2, B8) supporting associated development, infrastructure and landscaping, either side of the A12 at Junction 18 was approved.
- The Environment Officer attended an online briefing on the 17 March 2026 about Development Net Gain in planning applications. Information attached to agenda.
- 25/01703/FUL - Land at Hamberts Cottages Burnham Road South Woodham Ferrers Chelmsford: Demolition of 1 & 2 Hamberts Farm Cottages and redevelopment of the site to provide 8 x two bed flats in one three-storey block. Ancillary car parking and refuse area to the front, and open space to the rear. Application Refused.

12. King Charles Footpath

- Committee to receive a report attached to the agenda.
- Attached commencement letter from Natural England.

13. Garden of Remembrance

Committee to consider the report attached to the agenda.

14. John Cox

- Committee to **NOTE** the work completed at the John Cox pathway. This has been completed to encourage use over the existing pathway which is subject to flooding.
- Committee to receive and approve the tree planting plan for John Cox completed by

Arborterra ltd. Planting is scheduled for 8 April 2026 at 10.00am. Community volunteers have been requested and a registration list is being completed.

- Committee to consider **NOTE** the risk assessment for the John Cox Tree planting project.
- Committee to consider signage for the John Cox site attached to agenda.

15. Report to Council

To agree items to report at the next Annual Council meeting on 12th May 2026.

16. Media Coverage

To consider whether any items on this Agenda warrant a Media release.

17. Next Meeting

The next meeting of the Planning and Environment Committee will be on 28th April 2026 at 7.30pm.

Any member who is unable to attend the meeting should send their apologies and reason to the Town Clerk prior to the meeting.

Detailed Income & Expenditure by Budget Heading 25/03/2026

Month No: 12

Cost Centre Report

	Actual Year To Date	Current Annual	Variance Annual	Committed Expenditure	Funds Available
300 Environment General					
4325 Litter & Vegetation Control	1,062	3,500	2,438		2,438
4328 Tree Works	3,015	8,000	4,985		4,985
4505 Open Spaces Maintenance	3,051	2,500	(551)		(551)
4506 Open Spaces Maint. (John Cox)	12,255	13,000	745		745
4700 Street Furniture & Signage	2,350	4,000	1,650		1,650
4705 Hanging Baskets	12,394	13,000	607		607
4710 Roundabout Sponsorship	1,837	2,000	163		163
4715 Road Safety	0	1,800	1,800		1,800
4720 Fenn Maintenance	13,150	10,000	(3,150)		(3,150)
Environment General :- Indirect Expenditure	49,114	57,800	8,686	0	8,686
Net Expenditure	(49,114)	(57,800)	(8,686)		
310 Garden of Remembrance					
1300 Garden of Remembrance Income	18,895	14,300	(4,595)		
Garden of Remembrance :- Income	18,895	14,300	(4,595)		
4010 Water	147	150	3		3
4760 GoR Supplies	6,628	5,000	(1,628)		(1,628)
4765 GoR Maintenance	4,293	6,000	1,707		1,707
4770 GoR Security	5,166	5,200	34		34
Garden of Remembrance :- Indirect Expenditure	16,234	16,350	116	0	116
Net Income over Expenditure	2,661	(2,050)	(4,711)		
6000 plus Transfer from EMR	887	0	(887)		
Movement to/(from) Gen Reserve	3,548	(2,050)	(5,598)		
Grand Totals:- Income	18,895	14,300	(4,595)		
Expenditure	65,348	74,150	8,802	0	8,802
Net Income over Expenditure	(46,454)	(59,850)	(13,396)		
plus Transfer from EMR	887	0	(887)		
Movement to/(from) Gen Reserve	(45,567)	(59,850)	(14,283)		

Planning Differences for Meeting 31st March 2026

22/00311/OUT Land North Of South Woodham Ferrers Burnham Road South Woodham Ferrers Chelmsford

Outline application with all matters reserved (except for access) for up to 200 residential dwellings; open space (including allotments, children's play facilities and sustainable drainage features) pedestrian and cycle routes; vehicle accesses; internal roads; and associated infrastructure

SWFTC Comments Submitted:

"Please find below the updated comments on behalf of South Woodham Ferrers Town Council regarding the planning application Willow Grove Meadows 22/00311/OUT

Throughout this document, the following abbreviations will be used:

- ' The Council = South Woodham Ferrers Town Council
- ' CCC = Chelmsford City Council
- ' ECC = Essex County Council

As outlined in the South Woodham Ferrers Neighbourhood Plan, the Council recognises and supports the growth of our town; we recognise future development as an exciting new chapter in our town's development. We accept that there is both a demand for new housing and that new housing needs to be shared out across local communities and that South Woodham is one of those communities, but the new development must be sustainable without detrimental effects on the existing town.

Executive Summary

The Council believe that aspects of this planning application for Oakland Meadows contravene the 'Vision for Chelmsford' and the following Local Plan Policies -

Strategic Policy S10 - Securing Infrastructure and Impact Mitigation
Policy DM18 - Flooding/Suds

South Woodham Ferrers Neighbourhood Plan 2020-2036 is not referred to in the Outline Planning Application and it is felt that Section 8 page 56 'Local flood risk and patterns, particularly along Burnham Road' are not fully considered. In addition, it is not referenced in the transport assessment, section 1.9 January 2022.

In addition, it is felt that these areas of the application contravene NPPF

2021, in particular'

Paragraph 126 'Good design is a key aspect of sustainable development'. creates better plans in which to live and work and helps make a development acceptable to communities'.

Paragraph 159 'Where development is necessary for such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.'

Paragraph 160 'Strategic policies should be informed by a strategic flood risk assessment and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.'

In addition, there appear to be some aspects of data collection that are dated, incomplete and/or not relevant to South Woodham Ferrers. The Council would recommend that this planning application is refused due to drainage concerns and possible flood risks.

The Council feel that many aspects of this application contravene the 'Vision for Chelmsford', three of CCC Local Plan policies Strategic Policy S10 ' Securing Infrastructure and Impact Mitigation, Policy DM18 ' Flooding / SUDS DM29 ' Protecting Living and Working Environments and the National Planning Policy Framework.

The Town Council is extremely disappointed with the transport assessments. We have another set of detailed documents produced by so-called experts providing an in-depth analysis of local road conditions and predictive congestion and traffic growth. Most of these documents are library template masters in which figures and fuzzy paragraphs have been inserted in an attempt to make the traffic assessment fit that which is needed to obtain local planning approval. Indeed, we observe things like 'walk to Rayleigh' without the local knowledge that there is a river in the way, and traffic tables that predict eight people will arrive in South Woodham Ferrers by Underground, Metro, Light Rail or Tram.

We, therefore, recommend this planning application is refused until a cohesive, joined-up, and accurate transport assessment for South Woodham Ferrers is produced, where the figures and the local research can be 'believed'.

Detailed Area of Comment

Highway & Transportation Concerns:

The traffic assessment documents supplied by the applicant contain several inaccuracies, poor references, invalid data sets, and traffic surveys carried out five years ago. The theoretical schemes have no bearing on the local reality of traffic flow using the current infrastructure and how this would be affected by the road schemes proposed in this application.

In addition, this assessment and the Countryside Assessment are 'playing-off' against each other. Neither considers the collective impact both their plans have when combined, which, after all, is the reality should both planning applications be approved this is reinforced by the application of Bradwell B and related increase of traffic.

Transport Assessments

3.18 ' The bus services are overstated and exaggerated in this paragraph. The 36 services have been reduced to hourly with no Sunday service meaning regional shopping centres cannot be reached from South Woodham Ferrers by any bus service on a Sunday.

3.23 Leisure facilities in Chelmsford will not be reached by railway. The route takes more than 2 hours each way, and based on train miles; it is too expensive to go via Shenfield. These statements show that the authors of this assessment have no local understanding of public transports services through South Woodham Ferrers.

4.10 as indicated, the bus service mitigations used to support this document are unrealistic and not reality. Even with a conversion to bus travel based on nationally reachable targets, the required mitigations will still fail. SWF is an Island; its geographical location means it will always require heavier car usage than other more contiguous urban centres within central Essex. This is not resistance to change; this is based on road usage assessments.

4.12 The car-parking provisions assume that 1-bedroom properties will only operate one car. This is not the reality in South Woodham Ferrers. It never has been, and the proof can be sought if required from the current blocks where 1-bedroom properties are provided (such as Littlecroft and Tallow Gate). The Chelmsford Local Plan has failed to distinguish high-density living in the centre of Chelmsford (with its extensive public transport links and local facilities) from that of South Woodham Ferrers. Irrespective of the Chelmsford Local Plan stating aspirations for the whole of the Chelmsford, this planning application should be 'configured' to the needs of South Woodham Ferrers. We suggest an allocation of 1.5 spaces per 1 bedroom (or every other property has 2). This should not impact the

visitor parking spaces either.

5.5 The Table (Table 5.3) is grossly inaccurate of reality. Indeed, it predicts and increases traffic along Hullbridge Road, but none of the through roads that lead off it. This would indicate they expect cars to drive to the railway station (since there is no other real use). However, the peak time figures (when people use the railway) do not suggest this. As such, these tables and much of this transport assessment cannot be used.

5.8 Table (5.4) demonstrates the reality of proposed car use. This table (which we believe is slightly more realistic than others within the assessment) clearly demonstrates that single-occupant car journeys will be the primary mode of transportation in South Woodham Ferrers. As such, if this table is taken as gospel, much of the rest of the document is based on inaccurate assumptions and figures.

Transport Scoping Note (December 2020)

We do not feel these documents are valid or contain valid data sets, local awareness modelling or understanding of local traffic flows; without up-to-date data, the Council are limited in their response. This is reinforced by the extension requested from Essex County Council Highways on the application stating that 'there are local traffic issues, and they request more time to comment.'

Traffic Study -Framework Travel Plan January 2022

Over-reliance on 'environmentally modes' of transport given that SWF is a rural town. The reduced train service increased car use to travel to Wickford Railway Station and further afield to C2C Rail Line. Only one bus service to Wickford and beyond. 36 bus to Chelmsford takes a long time compared with car journeys and is unreliable compared to routes within the City.

General Observations on Transport

Rat runs may emerge because of the new proposed road layouts, junction alterations and the increase in light-controlled pedestrian crossings.

Traffic heading through South Woodham Ferrers from the Dengie (and traffic from the eastern end of the Town who exit on the Ferrers Road at its eastern end, could cut through the new development if they are heading onto the Bicknacre road (which is a significant alternative route to Chelmsford and the A12). This will become the desire route as it avoids the Hullbridge Road junction and the traffic light junction.

Traffic heading into South Woodham Ferrers from the Dengie will use the

Ferrers Road right through the existing Town before re-joining the main through-road at the BP/Shaw Farm Roundabout on the Western side of the development). This alternative route, although longer by some 400 metres, will have a better through-route priority, less complicated and pinch point junctions to navigate, fewer potential light-controlled pedestrian crossings and a flatter road system. This then runs the risk of causing more than necessary congestion and road safety issues for existing road users, including cyclists and pedestrians in our Town.

In addition to the above, a third cut through, using Hamberts Road and King Edwards Road, is also envisaged as traffic will avoid using the Burnham Road to the Hullbridge road junction with its extra light-controlled crossings, gradient-based slow acceleration of HGV's and extra intersections in-between. This cut-through is already used more frequently since the opening of the Hullbridge road roundabout junction, which has increased peak time queuing on Burnham Road. Again, this has not been assessed in the plans provided despite the impact the Development would potentially have on them.

The application does not consider the impact of the development on other routes in South Woodham Ferrers, especially the impact of vehicles from B1012 Woodham Road from the Dengie and diverting along Ferrers Road. There is a significant new development within North Fambridge which highlights South Woodham schools and shops as their nearby services; this new development has not been considered within the traffic modelling of the B1012.

Concerns that congestion caused by the significant points of interest on B1012 such as the new superstore, the railway station, and the new development that traffic from the Dengie could use the Ferrers Road as the preferred route through the Town. This road is 40mph with a frequently used pedestrian crossing to access the local secondary school and Asda supermarket. Members would welcome signage to direct traffic along the B1012 and upgrade the zebra crossing to a light-controlled crossing. The Essex Highways Local Highways Panel Members Guide states that it would be more suitable for a road with traffic travelling at more than 35mph.

Inaccurate Referencing

'On page 9, Figure 2.6 shows that Elmwood School and Woodville School are within a 2 km 25-minute walk of the site. However, the Local Plan states Collingwood School, which is 3km from the site, as the only primary school with capacity.

'On page 10, Figure 2.7 shows ECC Public Rights of Way and allows

traffic-free walking to Hullbridge and Hockley, which are on the other side of the river Crouch. ECC has not maintained this right of way and has recently stated it is low on their list of priorities.

Drainage Concerns: Strategic Water Attenuation

The Council has serious concerns about the drainage strategy. The current solution is not credible, which is evident because many parts of the application are vague around drainage. A capture-all ethos inferred throughout the submissions that 'SuDs will solve everything'. A theoretical SuDs based on figures and not on the reality of the local environment and the increasing flooding occurrences in recent years because of climate change. In addition, this strategy takes little account of the whole masterplan and Local plan areas, with areas outside the application boundary but within the Masterplan boundary being the most at risk of flooding.

Tidal Flood Risk

The Town Council has concerns that the information used on page 18, Paragraph 3.23 for the tidal boundaries from Coastal Flooding Boundary was published in 2014. It is felt this is dated and more recent data should be used given climate change and the increasing occurrence of storms and tidal surges. In 2022 there have been four named storms Corrie, Dudley, Eunice & Franklin. The last two resulted the Environment Agency issuing flood warnings, and Franklin resulted in the river Crouch overtopping the sea wall in several places. Additionally, there is a breach of the sea wall along the tidal Fenn Creek adjacent to Eyotts Farm Sailing Club, which is subject to an ownership dispute between Essex County Council and the Environment Agency.

On Page 17, Paragraph 3.20, it is acknowledged that 'There is, therefore, the possibility that the development site is at risk of flooding during an extreme tidal flood event' given that there have been at least two in February 2022 already; this comment reinforces these concerns. This is further supported in Diagram 3.4, page 19, which shows the possibility of the 'southern portion of the site' becoming 'partially flooded'.

Overall, there are several places where the seawall is in poor condition, not helped by the inability of the Environment Agency to repair a further damaged sluice a little further on from the aforementioned damaged sluice. Any additional flow from this proposed development could cause an adverse effect on people and properties in the existing South Woodham Ferrers Township.'

Fluvial Flooding

The Town Council has concerns that the data used on Page 13, Paragraph

3.3 is dated. The information referred to from Environment Agency relates to flooding at Shaw Farm from 2012 and 2014. On page 15 Paragraph 3.11 'Flood Risk Study for Rettendon and Fenn Brooks', produced by Mott MacDonald is also from 2014.

Surface Water (Pluvial) Flooding

The Town Council has grave concerns that Ardent considers that the 'Environment Agency Risk of Flooding from Surface Water', diagram 3.5 on Page 20, which shows most of the development area to be at medium to high risk of surface water flooding to be 'significantly overestimating the risk of flood risk on the site'. Using their own modelling of the risk of flooding, Diagram 3.6 on page 21 reduces to low to medium on only part of the site. Although Paragraph 3.31 on page 22 acknowledges, there is a medium risk of surface water flooding on the site.

Foul Water Drainage

The Town Council has grave concerns regarding the disposal of foul water from the site. On page 35 Paragraph 6.1 it states that 'Anglian Water is the statutory water authority serving the site', and Paragraph 6.2 it states that the 'proposed foul connection will connect with the existing sewer'. Anglian Water has previously commented that there is currently no capacity for foul water from any new development in the existing network.

Wildlife & Habitat

The Council has concerns regarding the impact of the development on wildlife and habitat because of the development; the points are highlighted below within the appropriate document:

The Town Council was pleased to note that a comprehensive Bat Survey had been completed of the site.

Tree Report Arboricultural Impact Assessment January 2022-Underhill Tree Consultancy

The Town Council are pleased to note that in the preliminary report that only two trees and a section of hedgerow needs to be removed, and it appears that existing 'roadside vegetation' appears to be maintained as stated on page 56 in the South Woodham Ferrers Neighbourhood Plan 2020-2036.

Maldon Local Plan

Table 4.2, although considering Bradwell B, does not cater for any other developments in Maldon District Council's area, both now and in the near future. (see also Maldon District Issues and Options Consultation).

Eyotts Sailing Club

8.3.8 Eyotts Sailing Club has been ignored as a local amenity or recreation

Desk Study Source Material

9.3.14 Information for the Desk Study was sourced from Essex Wildlife Trust. It does not use the Essex Record Centre Service, which is recognised widely as the main source of species records for the County. The Essex Record Centre works in partnership with Buglife, Butterfly Conservation, Essex Amphibian and Reptile Group, Essex Bat Group, Essex Birdwatching Society and GeoEssex, all recognised experts in their chosen fields. Much if not all of Essex Record Centre Service's data is not on the Essex Wildlife Trust Biological Records Centre.

Inconclusive & poor-quality survey

9.5.24 and 9.5.28 This report is generally dismissive of the dire plight of Britain's farmland birds, and it is clear that this habitat is not being replaced in any measure by this development.

Not wishing to doubt what the surveyors observed on their visits, the following have been reliably recorded by local observers.

Red data species Amber data species

Turtle Dove Stock Dove

Skylark Tawny Owl

Starling Meadow Pipit

Song Thrush Bullfinch

Yellow wagtail

Linnet

Yellowhammer

Corn Bunting

House Sparrow

Swift

House Martin

Archaeological Desk Based Assessment

This states:

1.11 Due to Covid-19 relevant archives were not visited including Essex Records Office, nor a site visit

4.44 Assessment of significance

Potential Neolithic - unknown

Bronze age - unknown

Iron age - unknown

To satisfy Local Planning Policy

Strategic Policy S3

Policy DM15 - Archaeology

Further assessment is required in view of 1.11 above, especially as in the Geophysical Survey Report 8.4 states that ' a number of linear, curvilinear, and discrete anomalies have been detected'

END

Comment Date: Thu 23 Feb 2023

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Concerns that congestion caused by the significant points of interest on B1012 such as the new superstore, the railway station, and the new development that traffic from the Dengie could use the Ferrers Road as the preferred route through the Town. This road is 40mph with a frequently used pedestrian crossing to access the local secondary school and Asda supermarket. Members would welcome signage to direct traffic along the B1012 and upgrade the zebra crossing to a light-controlled crossing. The Essex Highways Local Highways Panel Members Guide states that it would be more suitable for a road with traffic travelling at more than 35mph.

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Red data species Amber data species

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Skylark Tawny Owl

Starling Meadow Pipit

Song Thrush Bullfinch

Yellow wagtail

Linnet

Yellowhammer

Corn Bunting

House Sparrow

Swift

House Martin

END

Chelmsford City Council: Permitted

See attached Officer Report and Decision Notice from Chelmsford City Council.

26/00096/FUL 52 Overmead Drive

Proposed two storey rear extension & first floor side extension with internal alterations

SWFTC Comments Submitted:

The Planning and Environment Committee COMMENTS to this application the following: We have concerns about the accuracy of the plans and submitted documents as they contain factual errors. We feel this application may breach policy DM29 "loss of privacy through overlooking" but this may be mitigated by the use of coated/frosted glass.

Chelmsford City Council: Permitted

See attached Officer Report and Decision Notice from Chelmsford City Council.

Planning Applications To Be Considered at Meeting 31st March 2026

26/05041/TPO	28	Anchor Reach	T10 Lime - Reduction of 1.5m in height, and 0.5-1m in lateral growth. Reason - growing adjacent to a neighbouring garage, and starting to rub/lean against the wall and roof, which could potentially lead to damage if the tree is kept unmanaged.	AS
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Previous occasions the site/property has been considered by South Woodham Ferrers Town Council

date rec'd	application ref	house no.	street	application description	CLr	Decision	Minute ref	CCC Decision
22.03.13	13/05051/TPO	28	Anchor Reach	T11 Cherry Plum - front boundary overhanging pavement and garage - crown reduction by 1-1.5m max cutting to suitable growing points. T10 Lime - front boundary overhanging pavement and garage - crown reduction by 2m max cutting to suitable growing points; remove lowest lateral overhanging pavement back to branch collar. T10 and T11 - 5 year management plan to annually maintain clearance over pavement.	AJ	No objection	EP412.3	Permitted
05.12.17	17/05278/TPO	28	Anchor Reach	T1 Purple Plum - reduce in branch length, height and spread by approx 1.5m, crown lift to 3m from ground level and 5.2m over highway. T2 Lime reduce by 1.5-2m in branch length and height and 1-1.5m in spread, crown lift to 3m from ground level. Reasons: to maintain previously reduced trees in close proximity to property and footway/highway	AS	No objection	P291.4	Permitted

26/05040/TPO	12	The Spinnaker	T1 Ash - Crown reduction 3 to 4 metres. Reason - Concerns for potential branch failure, encroachment onto driveway, to suppress root growth and to reduce dampness, debris and moss build up.	AS
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Previous occasions the site/property has been considered by South Woodham Ferrers Town Council

date rec'd	application ref	house no.	street	application description	CLr	Decision	Minute ref	CCC Decision
04.08.14	14/05191/TPO	12	The Spinnaker	Ash (T1) front garden - crown lift to 3.5m, removing sub-laterals, cutting to branch collar; crown thin by 15-20% cutting to branch collar	AS	No objection	EP679.6	Permitted

26/00226/FUL	27	Broughton Road	Part garage conversion, ground floor internal alterations, enlarged opening to rear, new rooflights, and alterations to fenestration.	PP
<i>It doesn't appear that we have looked at this site before.</i>				

26/05049/TPO	Block 96 To 102	Thornborough Avenue	T3 - London Plane -Re-Pollard at previous pollard points (approximately 3m reduction). Reason - General maintenance. To ensure the tree remains a suitable size for its location.	AS
<i>It doesn't appear that we have looked at this site before.</i>				

26/00247/FUL	Fenn Farm	Old Wickford Road	Two storey front extension. Two single storey rear extensions and first floor rear extension. Two part single storey, part two storey side extensions. Single storey front extension. Demolition of existing roof, new hipped roof with two front first floor extension and dormers. Alterations to fenestration and external alterations.	IR
<i>It doesn't appear that we have looked at this site before.</i>				

26/00282/FUL	16	Longfield Road	Single storey side and rear extension	SW
<i>It doesn't appear that we have looked at this site before.</i>				

26/05053/TPO	3	Lettons Chase	T9 Silver Birch - Reduce height by 3m max, and sides by 1.5m. Reason: Grown too large for the confined space of garden and over hangs boundary fence.	AS
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Previous occasions the site/property has been considered by South Woodham Ferrers Town Council

date rec'd	application ref	house no.	street	application description	Clr	Decision	Minute ref	CCC Decision
30.07.15	15/01190/FUL	3	<u>Lettons Chase</u>	second floor front extension above existing ground floor	PF	No objection	P34.1	Permitted
12.05.16	16/05078/TPO	3	<u>Lettons Chase</u>	T1 Silver Birch - height and spread to be reduced by 3-4m. Reason: tree management in small garden	CWE	No objection	P91.6	Permitted
15.08.19	19/05143/TPO	3	<u>Lettons Chase</u>	T1 - Silver Birch - height and spread to be reduced by 2m - tree management in small garden	AJ	No Objection	P49	Permitted

26/00330/REM	Land North Of South Woodham Ferrers	Burnham Road	Application for the approval of reserved matters (layout, scale, appearance, and landscaping) pursuant to outline planning permission 22/00311/OUT, comprising 190 residential dwellings (Use Class C3), internal roads, public open space (including children's play space and SuDS), allotments, and a pumping station, together with associated landscaping and car parking.	ALL Cllrs.
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Previous occasions the site/property has been considered by South Woodham Ferrers Town Council

Comment Date: Tue 03 May 2022

Please find below the updated comments on behalf of South Woodham Ferrers Town Council regarding the planning application Willow Grove Meadows 22/00311/OUT

Throughout this document, the following abbreviations will be used:

' The Council = South Woodham Ferrers Town Council

' CCC = Chelmsford City Council

' ECC = Essex County Council

As outlined in the South Woodham Ferrers Neighbourhood Plan, the Council recognises and supports the growth of our town; we recognise future development as an exciting new chapter in our town's development. We accept that there is both a demand for new housing and that new housing needs to be shared out across local communities and that South Woodham is one of those communities, but the new development must be sustainable without detrimental effects on the existing town.

Executive Summary

The Council believe that aspects of this planning application for Oakland Meadows contravene the 'Vision for Chelmsford' and the following Local Plan Policies -

Strategic Policy S10 - Securing Infrastructure and Impact Mitigation

Policy DM18 - Flooding/Suds

South Woodham Ferrers Neighbourhood Plan 2020-2036 is not referred to in the Outline Planning Application and it is felt that Section 8 page 56 'Local flood risk and patterns, particularly along Burnham Road' are not fully considered. In addition, it is not referenced in the transport assessment, section 1.9 January 2022.

In addition, it is felt that these areas of the application contravene NPPF 2021, in particular'

Paragraph 126 'Good design is a key aspect of sustainable development'. creates better plans in which to live and work and helps make a development acceptable to communities'.

Paragraph 159 'Where development is necessary for such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.'

Paragraph 160 'Strategic policies should be informed by a strategic flood risk assessment and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other

relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.'

In addition, there appear to be some aspects of data collection that are dated, incomplete and/or not relevant to South Woodham Ferrers. The Council would recommend that this planning application is refused due to drainage concerns and possible flood risks.

The Council feel that many aspects of this application contravene the 'Vision for Chelmsford', three of CCC Local Plan policies Strategic Policy S10 'Securing Infrastructure and Impact Mitigation, Policy DM18 ' Flooding / SUDS DM29 ' Protecting Living and Working Environments and the National Planning Policy Framework.

The Town Council is extremely disappointed with the transport assessments. We have another set of detailed documents produced by so-called experts providing an in-depth analysis of local road conditions and predictive congestion and traffic growth. Most of these documents are library template masters in which figures and fuzzy paragraphs have been inserted in an attempt to make the traffic assessment fit that which is needed to obtain local planning approval. Indeed, we observe things like 'walk to Rayleigh' without the local knowledge that there is a river in the way, and traffic tables that predict eight people will arrive in South Woodham Ferrers by Underground, Metro, Light Rail or Tram.

We, therefore, recommend this planning application is refused until a cohesive, joined-up, and accurate transport assessment for South Woodham Ferrers is produced, where the figures and the local research can be 'believed'.

Detailed Area of Comment

Highway & Transportation Concerns:

The traffic assessment documents supplied by the applicant contain several inaccuracies, poor references, invalid data sets, and traffic surveys carried out five years ago. The theoretical schemes have no bearing on the local reality of traffic flow using the current infrastructure and how this would be affected by the road schemes proposed in this application.

In addition, this assessment and the Countryside Assessment are 'playing-off' against each other. Neither considers the collective impact both their plans have when combined, which, after all, is the reality should both planning applications be approved this is reinforced by the application of Bradwell B and related increase of traffic.

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3.23 Leisure facilities in Chelmsford will not be reached by railway. The route takes more than 2 hours each way, and based on train miles; it is too expensive to go via Shenfield. These statements show that the authors of this assessment have no local understanding of public transports services through South Woodham Ferrers.

4.10 as indicated, the bus service mitigations used to support this document are unrealistic and not reality. Even with a conversion to bus travel based on nationally reachable targets, the required mitigations will still fail. SWF is an Island; its geographical location means it will always require heavier car usage than other more contiguous urban centres within central Essex. This is not resistance to change; this is based on road usage assessments.

4.12 The car-parking provisions assume that 1-bedroom properties will only operate one car. This is not the reality in South Woodham Ferrers. It never has been, and the proof can be sought if required from the current blocks where 1-bedroom properties are provided (such as Littlecroft and Tallow Gate). The Chelmsford Local Plan has failed to distinguish high-density living in the centre of Chelmsford (with its extensive public transport links and

local facilities) from that of South Woodham Ferrers. Irrespective of the Chelmsford Local Plan stating aspirations for the whole of the Chelmsford, this planning application should be 'configured' to the needs of South Woodham Ferrers. We suggest an allocation of 1.5 spaces per 1 bedroom (or every other property has 2). This should not impact the visitor parking spaces either.

5.5 The Table (Table 5.3) is grossly inaccurate of reality. Indeed, it predicts and increases traffic along Hullbridge Road, but none of the through roads that lead off it. This would indicate they expect cars to drive to the railway station (since there is no other real use). However, the peak time figures (when people use the railway) do not suggest this. As such, these tables and much of this transport assessment cannot be used.

5.8 Table (5.4) demonstrates the reality of proposed car use. This table (which we believe is slightly more realistic than others within the assessment) clearly demonstrates that single-occupant car journeys will be the primary mode of transportation in South Woodham Ferrers. As such, if this table is taken as gospel, much of the rest of the document is based on inaccurate assumptions and figures.

Transport Scoping Note (December 2020)

We do not feel these documents are valid or contain valid data sets, local awareness modelling or understanding of local traffic flows; without up-to-date data, the Council are limited in their response. This is reinforced by the extension requested from Essex County Council Highways on the application stating that 'there are local traffic issues, and they request more time to comment.'

Traffic Study -Framework Travel Plan January 2022

Over-reliance on 'environmentally modes' of transport given that SWF is a rural town. The reduced train service increased car use to travel to Wickford Railway Station and further afield to C2C Rail Line. Only one bus service to Wickford and beyond. 36 bus to Chelmsford takes a long time compared with car journeys and is unreliable compared to routes within the City.

General Observations on Transport

Rat runs may emerge because of the new proposed road layouts, junction alterations and the increase in light-controlled pedestrian crossings.

Traffic heading through South Woodham Ferrers from the Dengie (and traffic from the eastern end of the Town who exit on the Ferrers Road at its eastern end, could cut through the new development if they are heading onto the Bicknacre road (which is a significant alternative route to Chelmsford and the A12). This will become the desire route as it avoids the Hullbridge Road junction and the traffic light junction.

Traffic heading into South Woodham Ferrers from the Dengie will use the Ferrers Road right through the existing Town before re-joining the main through-road at the BP/Shaw Farm Roundabout on the Western side of the development). This alternative route, although longer by some 400 metres, will have a better through-route priority, less complicated and pinch point junctions to navigate, fewer potential light-controlled pedestrian crossings and a flatter road system. This then runs the risk of causing more than necessary congestion and road safety issues for existing road users, including cyclists and pedestrians in our Town.

In addition to the above, a third cut through, using Hamberts Road and King Edwards Road, is also envisaged as traffic will avoid using the Burnham Road to the Hullbridge road junction with its extra light-controlled crossings, gradient-based slow acceleration of HGV's and extra intersections in-between. This cut-through is already used more frequently since the opening of the Hullbridge road roundabout junction, which has increased peak time queuing on Burnham Road. Again, this has not been assessed in the plans provided despite the impact the Development would potentially have on them.

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Archaeological Desk Based Assessment

This states:

1.11 Due to Covid-19 relevant archives were not visited including Essex Records Office, nor a site visit

4.44 Assessment of significance

Potential Neolithic - unknown

Bronze age - unknown

Iron age - unknown

To satisfy Local Planning Policy

Strategic Policy S3

Policy DM15 - Archaeology

Further assessment is required in view of 1.11 above, especially as in the Geophysical Survey Report 8.4 states that ' a number of linear, curvilinear, and discrete anomalies have been detected'

END

Comment Date: Thu 23 Feb 2023

Please find below the comments on behalf of South Woodham Ferrers Town Council regarding the planning application Willow Grove Meadows 22/00311/OUT

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3.18 ' The bus services are overstated and exaggerated in this paragraph. The 36 services have been reduced to hourly with no Sunday service meaning regional shopping centres cannot be reached from South Woodham Ferrers by any bus service on a Sunday.

3.23 Leisure facilities in Chelmsford will not be reached by railway. The route takes more than 2 hours each way, and based on train miles; it is too expensive to go via Shenfield. These statements show that the authors of this assessment have no local understanding of public transports services through South Woodham Ferrers.

4.10 as indicated, the bus service mitigations used to support this document are unrealistic and not reality. Even with a conversion to bus travel based on nationally reachable targets, the required mitigations will still fail. SWF is an Island; its geographical location means it will always require heavier car usage than other more contiguous urban centres within central Essex. This is not resistance to change; this is based on road usage assessments.

4.12 The car-parking provisions assume that 1-bedroom properties will only operate one car. This is not the reality in South Woodham Ferrers. It never has been, and the proof can be sought if required from the current blocks where 1-bedroom properties are provided (such as Littlecroft and Tallow Gate). The Chelmsford Local Plan has failed to distinguish high-density living in the centre of Chelmsford (with its extensive public transport links and local facilities) from that of South Woodham Ferrers. Irrespective of the Chelmsford Local Plan stating aspirations for the whole of the Chelmsford, this planning application should be 'configured' to the needs of South Woodham Ferrers. We suggest an allocation of 1.5 spaces per 1 bedroom (or every other property has 2). This should not impact the visitor parking spaces either.

5.5 The Table (Table 5.3) is grossly inaccurate of reality. Indeed, it predicts and increases traffic along Hullbridge Road, but none of the through roads that lead off it. This would indicate they expect cars to drive to the railway station (since there is no other real use). However, the peak time figures (when people use the railway) do not suggest this. As such, these tables and much of this transport assessment cannot be used.

5.8 Table (5.4) demonstrates the reality of proposed car use. This table (which we believe is slightly more realistic than others within the assessment) clearly demonstrates that single-occupant car journeys will be the primary mode of transportation in South Woodham Ferrers. As such, if this table is taken as gospel, much of the rest of the document is based on inaccurate assumptions and figures.

Transport Scoping Note (December 2020)

We do not feel these documents are valid or contain valid data sets, local awareness modelling or understanding of local traffic flows; without up-to-date data, the Council are limited in their response. This is reinforced by the extension requested from Essex County Council Highways on the application stating that 'there are local traffic issues, and they request more time to comment.'

Traffic Study -Framework Travel Plan January 2022

Over-reliance on 'environmentally modes' of transport given that SWF is a rural town. The reduced train service increased car use to travel to Wickford Railway Station and further afield to C2C Rail Line. Only one bus service to Wickford and beyond. 36 bus to Chelmsford takes a long time compared with car journeys and is unreliable compared to routes within the City.

General Observations on Transport

Rat runs may emerge because of the new proposed road layouts, junction alterations and the increase in light-controlled pedestrian crossings.

Traffic heading through South Woodham Ferrers from the Dengie (and traffic from the eastern end of the Town who exit on the Ferrers Road at its

eastern end, could cut through the new development if they are heading onto the Bicknacre road (which is a significant alternative route to Chelmsford and the A12). This will become the desire route as it avoids the Hullbridge Road junction and the traffic light junction.

Traffic heading into South Woodham Ferrers from the Dengie will use the Ferrers Road right through the existing Town before re-joining the main through-road at the BP/Shaw Farm Roundabout on the Western side of the development). This alternative route, although longer by some 400 metres, will have a better through-route priority, less complicated and pinch point junctions to navigate, fewer potential light-controlled pedestrian crossings and a flatter road system. This then runs the risk of causing more than necessary congestion and road safety issues for existing road users, including cyclists and pedestrians in our Town.

In addition to the above, a third cut through, using Hamberts Road and King Edwards Road, is also envisaged as traffic will avoid using the Burnham Road to the Hullbridge road junction with its extra light-controlled crossings, gradient-based slow acceleration of HGV's and extra intersections in-between. This cut-through is already used more frequently since the opening of the Hullbridge road roundabout junction, which has increased peak time queuing on Burnham Road. Again, this has not been assessed in the plans provided despite the impact the Development would potentially have on them.

The application does not consider the impact of the development on other routes in South Woodham Ferrers, especially the impact of vehicles from B1012 Woodham Road from the Dengie and diverting along Ferrers Road. There is a significant new development within North Fambridge which highlights South Woodham schools and shops as their nearby services; this new development has not been considered within the traffic modelling of the B1012.

Concerns that congestion caused by the significant points of interest on B1012 such as the new superstore, the railway station, and the new development that traffic from the Dengie could use the Ferrers Road as the preferred route through the Town. This road is 40mph with a frequently used pedestrian crossing to access the local secondary school and Asda supermarket. Members would welcome signage to direct traffic along the B1012 and upgrade the zebra crossing to a light-controlled crossing. The Essex Highways Local Highways Panel Members Guide states that it would be more suitable for a road with traffic travelling at more than 35mph.

Inaccurate Referencing

' On page 9, Figure 2.6 shows that Elmwood School and Woodville School are within a 2 km 25-minute walk of the site. However, the Local Plan states Collingwood School, which is 3km from the site, as the only primary school with capacity.

' On page 10, Figure 2.7 shows ECC Public Rights of Way and allows traffic-free walking to Hullbridge and Hockley, which are on the other side of the river Crouch. ECC has not maintained this right of way and has recently stated it is low on their list of priorities.

Drainage Concerns: Strategic Water Attenuation

The Council has serious concerns about the drainage strategy. The current solution is not credible, which is evident because many parts of the application are vague around drainage. A capture-all ethos inferred throughout the submissions that 'SuDs will solve everything'. A theoretical SuDs based on figures and not on the reality of the local environment and the increasing flooding occurrences in recent years because of climate change. In addition, this strategy takes little account of the whole masterplan and Local plan areas, with areas outside the application boundary but within the Masterplan boundary being the most at risk of flooding.

Tidal Flood Risk

The Town Council has concerns that the information used on page 18, Paragraph 3.23 for the tidal boundaries from Coastal Flooding Boundary was published in 2014. It is felt this is dated and more recent data should be used given climate change and the increasing occurrence of storms and tidal surges. In 2022 there have been four named storms Corrie, Dudley, Eunice & Franklin. The last two resulted the Environment Agency issuing flood

warnings, and Franklin resulted in the river Crouch overtopping the sea wall in several places. Additionally, there is a breach of the sea wall along the tidal Fenn Creek adjacent to Eyotts Farm Sailing Club, which is subject to an ownership dispute between Essex County Council and the Environment Agency.

On Page 17, Paragraph 3.20, it is acknowledged that 'There is, therefore, the possibility that the development site is at risk of flooding during an extreme tidal flood event' given that there have been at least two in February 2022 already; this comment reinforces these concerns. This is further supported in Diagram 3.4, page 19, which shows the possibility of the 'southern portion of the site' becoming 'partially flooded'.

Overall, there are several places where the seawall is in poor condition, not helped by the inability of the Environment Agency to repair a further damaged sluice a little further on from the aforementioned damaged sluice. Any additional flow from this proposed development could cause an adverse effect on people and properties in the existing South Woodham Ferrers Township.'

Fluvial Flooding

The Town Council has concerns that the data used on Page 13, Paragraph 3.3 is dated. The information referred to from Environment Agency relates to flooding at Shaw Farm from 2012 and 2014. On page 15 Paragraph 3.11 'Flood Risk Study for Rettendon and Fenn Brooks', produced by Mott MacDonald is also from 2014.

Surface Water (Pluvial) Flooding

The Town Council has grave concerns that Ardent considers that the 'Environment Agency Risk of Flooding from Surface Water', diagram 3.5 on Page 20, which shows most of the development area to be at medium to high risk of surface water flooding to be 'significantly overestimating the risk of flood risk on the site'. Using their own modelling of the risk of flooding, Diagram 3.6 on page 21 reduces to low to medium on only part of the site. Although Paragraph 3.31 on page 22 acknowledges, there is a medium risk of surface water flooding on the site.

Foul Water Drainage

The Town Council has grave concerns regarding the disposal of foul water from the site. On page 35 Paragraph 6.1 it states that 'Anglian Water is the statutory water authority serving the site', and Paragraph 6.2 it states that the 'proposed foul connection will connect with the existing server'. Anglian Water has previously commented that there is currently no capacity for foul water from any new development in the existing network.

Wildlife & Habitat

The Council has concerns regarding the impact of the development on wildlife and habitat because of the development; the points are highlighted below within the appropriate document:

The Town Council was pleased to note that a comprehensive Bat Survey had been completed of the site.

Tree Report Arboricultural Impact Assessment January 2022-Underhill Tree Consultancy

The Town Council are pleased to note that in the preliminary report that only two trees and a section of hedgerow needs to be removed, and it appears that existing 'roadside vegetation' appears to be maintained as stated on page 56 in the South Woodham Ferrers Neighbourhood Plan 2020-2036.

Maldon Local Plan

Table 4.2, although considering Bradwell B, does not cater for any other developments in Maldon District Council's area, both now and in the near future. (see also Maldon District Issues and Options Consultation).

Eyotts Sailing Club

8.3.8 Eyotts Sailing Club has been ignored as a local amenity or recreation.

Desk Study Source Material

9.3.14 Information for the Desk Study was sourced from Essex Wildlife Trust. It does not use the Essex Record Centre Service, which is recognised widely as the main source of species records for the County. The Essex Record Centre works in partnership with Buglife, Butterfly Conservation, Essex Amphibian and Reptile Group, Essex Bat Group, Essex Birdwatching Society and GeoEssex, all recognised experts in their chosen fields. Much if not all of Essex Record Centre Service's data is not on the Essex Wildlife Trust Biological Records Centre.

Inconclusive & Poor-quality Survey

9.5.24 and 9.5.28 This report is generally dismissive of the dire plight of Britain's farmland birds, and it is clear that this habitat is not being replaced in any measure by this development.

Not wishing to doubt what the surveyors observed on their visits, the following have been reliably recorded by local observers.

Red data species Amber data species

Turtle Dove Stock Dove

Skylark Tawny Owl

Starling Meadow Pipit

Song Thrush Bullfinch

Yellow wagtail

Linnet

Yellowhammer

Corn Bunting

House Sparrow

Swift

House Martin

END

^Please note that we are not the Planning Authority for these details please sign up for application alerts in your area from Chelmsford City Council.

Reserved Matters Briefing Note – 26/00330/REM

Land North of South Woodham Ferrers, Burnham Road

Reserved Matters for 190 dwellings, internal roads, public open space, SuDS, allotments and pumping station

Outline Permission: 22/00311/OUT

Understanding Reserved Matters Applications (Brief Overview)

A Reserved Matters application follows an outline planning permission and deals only with the detailed design of the development. The outline permission has already established the principle of development, the amount of development, the access points, and the broad land uses. These matters are not reconsidered at this stage.

Reserved Matters focuses on the specifics of the scheme, including layout, scale, appearance, landscaping, internal roads, parking, open space, SuDS and the relationship with surrounding properties. The purpose of reviewing these details is to ensure they are consistent with the outline approval, the approved parameter plans, and relevant design guidance, rather than against Policies such as DM29.

Comments on a Reserved Matters application therefore typically relate to the quality and clarity of the submitted details, how well they reflect the approved framework, and whether the proposed design and landscaping function effectively within the site and its surroundings.

1. What a Reserved Matters Application Covers

The outline permission has already established:

- The principle of residential development
- The maximum number of dwellings
- The access points onto the surrounding road network
- The broad land uses, including housing, open space, SuDS and allotments

These matters cannot be revisited at Reserved Matters stage.

The Reserved Matters application deals with the detailed design, including:

- Layout
- Scale
- Appearance
- Landscaping
- Internal road hierarchy and parking
- Public open space and play areas
- SuDS design and integration
- Relationship with existing homes
- Boundary treatments
- Allotment layout
- Pumping station location and screening

These are the elements that can be considered.

2. Key Planning Considerations

Layout

- Relationship between new and existing homes
- Back-to-back distances and privacy
- Street hierarchy and permeability
- Whether the layout reflects the approved Framework Masterplan

Scale & Appearance

- Building heights and massing
- Distribution of 1–3 storey dwellings
- Architectural approach and materials
- Consistency with the Design Code for the wider growth area

Landscaping

- Delivery of green corridors and buffers
- Retention of existing trees and hedgerows
- Street tree provision
- Integration of SuDS features into the landscape

Public Open Space & Play

- Location and usability of open spaces
- Natural surveillance of play areas
- Accessibility and connectivity
- Allotment layout, access and supporting infrastructure

Pumping Station

- Position within the site
- Visual treatment and screening
- Relationship to nearby dwellings

Parking & Highways

- Compliance with Essex parking standards
 - Distribution of visitor parking
 - Refuse and emergency vehicle access
 - Continuity of pedestrian and cycle routes
-

3. Environmental and Community Considerations

Ecology

- Minor encroachment into areas previously shown as landscaping
- Removal of short sections of hedgerow (H1, H3)
- Presence of trees with bat roost potential (including T16, PRF-M)
- Increased Himalayan Balsam within the watercourse
- Retention of most ecological features identified at outline stage

Biodiversity & Green Infrastructure

- Delivery of wildflower meadow, native hedgerows and tree planting
- Long-term management arrangements
- Continuity of ecological corridors

Drainage

- SuDS basin design, planting and accessibility
- Integration with open space
- Exceedance routing

Character & Identity

- Relationship to the existing settlement edge
 - Consistency with the wider North SWF growth area vision
-

4. Matters Commonly Examined at Reserved Matters Stage

- Boundary planting next to existing homes
 - Location and scale of taller house types
 - Distribution and quality of street trees
 - Positioning of the pumping station
 - Quality and usability of play space
 - Allotment accessibility and supporting facilities
 - Natural surveillance of parking courts
 - Alignment with the outline Design Code
-

5. Stewardship & Long-Term Maintenance of Open Spaces (Condensed Briefing Section)

Overview

The submitted Reserved Matters documents do not propose adoption of open spaces, play areas, SuDS features, or landscaped zones by either Chelmsford City Council or South Woodham Ferrers Town Council. Instead, the documentation consistently assumes that these areas will be maintained by a private management company appointed by Bellway Homes.

Evidence from the Application

- The Landscape Maintenance & Management Plan (LMMP) explicitly states that all landscaped areas are to be managed by “the appointed management company” and sets out detailed long-term maintenance obligations designed for a private operator rather than a local authority.
- Only the highways are identified for adoption by Essex County Council; all other assets remain private.

6. Summary

This Reserved Matters application provides the detailed design for 190 dwellings and associated infrastructure within the area approved at outline stage. The focus at this stage is on the quality, layout, appearance, landscaping, movement network and environmental integration of the scheme, rather than the principle of development.

The documents submitted include detailed plans for highways, ecology, landscaping, drainage, open space and architectural design. The considerations listed above summarise the main areas typically reviewed when assessing whether the Reserved Matters proposals align with the outline permission, the approved Framework Masterplan, and relevant planning policies.

Following on from the meeting on the 23rd February 2026, the Environment and Leisure Officer noted 2 items for the attention of the committee.

The Essex River Watch

In 2023, only 6 out of 91 stretches of river in Essex were classified as being good ecological quality, the rest were moderate or poor. The rivers are affected by pollution and have lost much of their habitat through being modified for human use (drainage or navigation).

Litter and debris in our rivers are an all too familiar sight. A survey by Essex County Council of Essex Residents showed that river pollution was the top environmental concern out of sixteen environmental categories.

Essex and Suffolk Rivers Trust with the Essex Rivers Hub want to enable local communities to get involved and take action to restore our rivers. At the recent Essex Nature Recovery Partnership conference, they asked for partner organisations to volunteer to help monitor water quality and were in need especially for those along the River Crouch, as currently their work was focused on rivers in the north of the county and are now ready to expand to cover rivers to the south. They were very keen to ask the Town Council if they would consider getting involved in this area, as only Burnham currently do any monitoring. It would be around 20 minutes per month.

They supply the kits free of charge, which normally would cost £60.00, and give free training. It requires just one observation per month to record :

1. Record river depth, wildlife, and any signs of pollution.
2. Test (Optional): Measure water temperature, total dissolved solids, turbidity, ammonia, nitrates, and phosphates.



The evidence gathered is collected in the Essex Data Hub and this highlights potential pollution spots, can impact on priorities for grey water schemes, sewer and water works discharges. They can also report major concerns to the Environment Agency. The training session is on the 22nd April at 6pm, if you wish to go ahead.

<https://www.essexsuffolkriverstrust.org/projects/essexriverwatch>

WeatherWise

WeatherWise Gardens is a practical, Essex-specific guide that shows how ordinary gardens can play a powerful role in reducing flood risk, coping with hotter, drier summers, and supporting local wildlife. With one in five UK homes now at serious flood risk and the Met Office forecasting more intense rainfall and longer dry spells, the way we manage rainwater at home has never mattered more.

The guide helps residents understand how rain moves across their property and offers simple, low-cost ideas to slow, store, and absorb water before it overwhelms drains or neighbouring homes. Many of these actions—like letting grass grow longer, planting hedges, or installing a water butt—also create healthier, cooler, more nature-rich gardens.

What the guide offers

- **Clear principles** for managing heavy rain: slowing the flow, storing water safely, and giving excess water somewhere to go.
- **Twelve practical garden features**—from rain gardens and swales to wildlife hedges and green roofs—each explained with benefits, costs, and plant suggestions.
- **Affordable, DIY-friendly ideas**, with many options costing under £100 and using repurposed materials.
- **Wildlife-supporting solutions** that help pollinators, birds, and small mammals thrive while improving drainage.
- **Local relevance**, including Essex examples, water-saving schemes, and links to county flood-risk tools.

<https://flood.essex.gov.uk/media/3mlbop5z/weatherwise-gardens.pdf>

They also supplied a Nature Recovery Action Planning Document PDF

Nature Recovery Action Planning



NEWPORT
PARISH COUNCIL ESSEX



Essex
Wildlife Trust



EssexEcology



Colchester
City Council



Colchester
Institute



Essex County Council



ESSEX
LNRS



Essex Local Nature Partnership



THE ESSEX ROCK AND MINERAL SOCIETY
FOUNDED 1967



Bird Aware
Essex Coast



Essex & Suffolk
Rivers Trust



COLCHESTER
ZOOLOGICAL
SOCIETY

Charity no. 1106621



RCCE
RURAL COMMUNITY COUNCIL OF ESSEX



Beth
Chatto
Education Trust



PESTICIDE
ACTION
NETWORK UK

Overarching Actions

Action

Explore the Essex [Local Nature Recovery Strategy](#) map

Explore local nature and use maps to visualize where nature recovery can make the greatest difference across Essex. [The Essex LNRS document](#) provides detailed guidance for what the map shows, as well as priorities and potential actions for the region.

Join [Nature Towns & Cities](#)

This coalition is a national network that supports local authorities and partners to embed nature into everyday decision-making through case studies, webinars, and practical guidance.

Engage with the [Local Nature Partnership](#)

This partnership will help deliver the objectives of the LNRS, including providing information at workshops and online webinars, and via funding opportunities such as the LNP Community Fund. Includes a Local Communities WORKING GROUP

Use the EWT [Team Wilder Resources](#)

This is a library of practical guidance and tools for nature action, including habitat creation, setting up and incorporating nature groups, green space management and more.

Review the Local Authority [Nature Recovery Toolkit](#)

The Local Government Association Nature Recovery Toolkit supports local authorities and partners with practical guidance on embedding nature recovery into services and strategies, including case studies, policy prompts, and implementation ideas.

Engage Your Local Community

Engaging residents, volunteers, schools and local organizations builds ownership and strengthens projects. [ECC's Talking About Nature Toolkit](#) has guidance on running community workshops to engage local participants with the process of nature recovery.

Examples of Nature Recovery & Planning

These case studies can hopefully inspire local action and share learning between places.

Within Essex:

[Brightlingsea Nature Network](#) - their Facebook page shows a variety of projects and achievements

[Wivenhoe Biodiversity Group](#) – a residents group working in partnership with Wivenhoe Town Council

[Newport River Group](#) – work to improve the quality, flow and biodiversity of a local river

[Colchester Institute](#) – detailed environmental and sustainability strategy, including an emphasis on nature recovery through their wild campus campaign, drawing on local partnerships and sharing good practice across the 10,000-strong college community and the wider Further Education sector.

And Beyond:

[Little Ouse Headwaters Project](#) – community volunteers and partners have restored wetland habitat along fenland waterways

[Rewild London Fund](#) – shows detailed case studies of 62 projects across London to improve biodiversity.

[Really Wild Lockleaze](#) – this resident-led project from Bristol shows community engagement for urban nature

[Nextdoor Nature](#) – This Wildlife Trusts' initiative highlights case studies of small-scale action from community organisations.

[Mill Stream Nature Reserve](#) – a partnership between parish and district councils and the Greenways Countryside Project to manage woodland, grassland, and wet carr for wildlife and community access.

[Wilder Wenhaston](#) – a village community group driving parish level nature surveying, recovery and restoration.

Local Nature Actions

This document contains suggested actions that parish councils, community groups, and local organisations can adapt to create their own **Nature Recovery Action Plan (NRAP)** to protect, enhance, and restore nature. Local plans can also contribute to wider priorities, including the Essex Local Nature Recovery Strategy (LNRS), Nature Recovery Networks, Biodiversity Net Gain, and local Biodiversity Duties.

These actions are based on **three simple principles**:

- **Find out what you have**
- **Make what you have better**
- **Connect & create new places for nature**

Turning Actions into Your Local Plan

When using these actions to create your own NRAP, add timescales, responsibilities, and simple measures of success to make the plan actionable:

- **What** will be done, and **where**
- **Who** could lead or support (e.g. parish council, community groups, residents, schools, landowners, local organisations)
- **When** will it happen
- **How** will success be measured
- **Why** it matters (e.g. local priorities, LNRS, Biodiversity Duty)

Local NRAPs can take many forms including:

- A short **SMART action list**
- Part of a wider **climate or green infrastructure plan**
- A **working document** used by multiple groups
- A **modular plan** adapted for different sites

Developing and delivering a NRAP is a shared effort between councils, communities, and partners. Typical stakeholders include parish and town councils, community groups, residents, schools, landowners, local environmental organisations, and county or district teams. Working in partnership ensures actions are practical, affordable, and locally supported.

1. Find out what you have

Understanding existing habitats, species, and opportunities for recovery

Mapping	
Action	Notes
Map the physical and natural assets of the parish to find out what already exists.	Include parks, waterways, community sites (e.g., schools, playing fields, village halls), and nearby natural areas. Identify existing nature and opportunities to enhance it. Look beyond parish boundaries to understand how the wider context (e.g., nearby farmland, large parks, etc.) connects together. The Land App is a free online mapping tool that can be used for visualisation.
Map wildlife connectivity and barriers (e.g. roads, lighting, fencing, isolated green spaces).	Identify roads, lighting, fencing, or isolated green spaces that fragment habitats. Use this to plan corridors, verge improvements, and other ways to bridge these gaps. “Bigger, better, more and joined up” creates better spaces for nature.
Identify Green Infrastructure in your areas.	Identify green and blue spaces, access points, and existing local nature reserves. Natural England has a Green Infrastructure Framework mapping tool which includes access details as well as broader benefits.

Information Gathering	
Action	Notes
Identify priority habitats, species, and strategic priorities	Essex LNRS priorities help ensure local action contributes to wider Nature Recovery Networks and national policy. Review Essex County Council’s Climate Action Plan and Annual Climate Report . Referencing and connecting to these priorities helps align projects and strengthens funding bids.
Identify flood risks and water opportunities.	Compare local flood areas (including surface flooding), as well as LNRS water priorities. Groundwork East offers a free Water Literacy programme to find out more.
Understand the local geology and soil types	Soil and geology affect drainage, plant growth, and habitat success including waterlogging and drought-stress. Find out more about local geology through the Essex Rock and Mineral Society
Collate existing nature data and local knowledge of parks, verges, estates, council buildings, and other local nature spaces	Bringing together existing data creates a stronger evidence base and highlights data gaps. This can support planning decisions and future funding bids. There are online mapping tools that can highlight existing biodiversity survey data across Essex including: the LNRS mapping tools the Essex Field Club and the NBN Atlas
Gather community insights on the wider benefits of local nature	Engage residents, volunteers, and groups to understand how parks, verges, and other green spaces support wellbeing, recreation, learning, and community connections. Capture insights through surveys, workshops, or guided walks and incorporate them into your nature recovery planning. Support this community engagement using resources such as the Planning Advisory Service toolkits and the Future Parks Accelerator guide.

Surveying

Action	Notes
Conduct a Bioblitz or a more in-depth survey	Bioblitzes engage the local community in identifying as many species as possible in an area to create a baseline snapshot of species. The Natural History Consortium has detailed guides and resources for hosting your own bioblitz. For more in depth surveying, Essex Wildlife Trust can offer free surveying and management advice for Local Wildlife Sites.
Use iNaturalist to create a database of nature observations	iNaturalist is a free app-based platform that uses citizen science to identify species. It can be used for time-specific bioblitz projects, or running larger location (e.g. entire village or parish) bound projects. CZS has an iNaturalist Project set-up guide that walks-through how to do this.
Monitor local river health	The Essex Riverwatch across the Combined Essex Catchments uses citizen scientists to monitor river health.
Engage communities in citizen science campaigns to identify local species	These organised surveys help identify species, build local ownership, and contribute to larger regional and national datasets. The Natural History Museum has details of many different projects; other large-scale ongoing projects include: Mammal Mapper , RSPB Big Garden Birdwatch , Butterfly Monitoring , Pollinator Monitoring , Great Stag Hunt , Nature's Calendar
Establish monitoring points or transects to track changes	Track changes over time to detect trends, seasonal patterns, and the results of habitat improvements to measure impact. The Natural History Museum has guidance on how to get started making biological records, and how to set up an ongoing project.
Survey urban green spaces	Include street trees, public gardens, and brownfield sites. Identify wildlife hotspots (no matter how small) and highlight gaps in existing maps to help inform how to connect them. The Natural History Museum offers a free online training course on an Introduction to Urban Ecology and surveying.

2. Make what you have better

Improving the quality of existing habitats and management practices

Water and Wetlands

Action	Notes
Improve water features with SuDS	Use Sustainable Drainage Systems to enhance wetlands, biodiversity, water quality, and natural flood management. Find out more from Essex Design Guide Large-scale concepts can be adapted to small duck ponds, surface-flooding playing fields, and other local infrastructure.
Plant buffer strips along waterways.	Vegetated strips filter runoff, stabilise banks, reduce erosion, and provide habitat. Use native grasses, sedges, shrubs, or trees. CFE provided guidance on farm buffer strips, and the Woodland Trust has details about planting trees near rivers.
Use water quality monitoring to guide improvements.	Regularly track rivers, streams, and ponds to identify trends and potential issues. Even simple measurements over time can provide evidence to inform larger-scale projects or trigger action from higher-level authorities. Find out more about larger scale interventions from the Essex & Suffolk Rivers Trust

Gardens and Flowerbeds

Action	Notes
Review grass cutting regimes across parks, verges, and open spaces (e.g. reduced mowing, seasonal cuts).	Managing grass areas less saves time and water, and makes a big difference for wildlife. Creating spaces for small insects in turn benefits insect eating birds, as well as birds who will feed on grass seeds. Find out how Colchester City Councils manages their grass cutting for biodiversity.
Reduce pesticide use on parish-managed land.	Develop a policy to minimise or eliminate pesticides on parish-managed land. Use non-chemical methods such as natural predators, resilient plants, physical controls, or companion planting. Find more details and guidance see Pesticide Free Towns from the Pesticide Action Network.
Plant pollinator friendly plants. From pots and flower beds to wildflower meadows, every size space can help	Even small areas can support native pollinators and boost biodiversity. Find out more at: Butterfly Conservation Trust – gardening for butterflies Bumblebee Conservation Trust -gardening resources Beth Chatto Education Trust - exciting new projects in Essex providing low maintenance, high biodiversity gardens in public place. RHS Advice on Gardening for the Environment and Sustainable Planting Combinations .

Wild Spaces

Action	Notes
Improve management of existing woodlands, hedgerows, and scrub.	Simple actions like rotational cutting, leaving deadwood, and gapping-up hedgerows increase biodiversity and resilience. Find out more at the Wildlife Trusts advice for hedgerow management. Find a hedgelayer . The Essex LNRS contains specific information for managing scrub and mosaic habitats.
Minimise disturbance to local wildlife	Many species are vulnerable at specific times or locations such as overwintering water birds (e.g. brent geese and avocets), or ground nesting birds (e.g. lapwings). Actions could include seasonal path closures, signage, community awareness campaigns, or volunteer-led monitoring to reduce disturbance. Bird Aware Essex Coast has more details about coastline disturbance.
Control invasive non-native species to protect native habitats	Removing invasive plants such as Himalayan balsam, Japanese knotweed, and floating pennywort provides space for native plants to grow and provide more benefits for local wildlife. There is Government guidance on managing invasive plant species, and how to Be Plant Wise .
Explore conservation grazing or seasonal cutting regimes on suitable sites.	Work with local landowners, nature trusts, or community groups to maintain species-rich grassland and prevent scrub encroachment. Parish councils may support projects by providing access, permissions, or volunteer monitoring. Defra has detailed guidance on livestock management for habitats .

Urban Nature

Action	Notes
Enhance parks, verges, and public green spaces	Use pollinator-friendly planting, reduce mowing, and limit pesticides to boost wildlife and community enjoyment. See Gardens & Flowerbeds section for guidance.
Green your Infrastructure	Improve streets, parks, and open spaces with street trees, rain gardens, mini-meadows, pocket parks, parklets, green roofs, and planters. Greener streets can provide shade, reduce surface water flooding, and create stepping stones for wildlife. Natural England Green Infrastructure provides detailed principles, benefits, and example case studies.

Remove & Improve

Action	Notes
Remove or modify barriers in the landscape to improve connectivity for wildlife.	Parish councils can help identify problem locations and support partnership bids. Potential actions could include installing wildlife road tunnels (e.g. for breeding toads); modifying weirs or other river structures to allow aquatic species movement; creating gaps or corridors in fencing. Amphibian and Reptile Conservation had details about habitat management generally. The Environment Agency has details about fish passes.
Create hedgehog highways	Ensuring hedgehogs can move between gardens, parks and other green space is one of the most important things that can be done to help them. Find out more at Hedgehog Highways .
Reduce light pollution and improve dark corridors for nocturnal wildlife.	Adjust lighting design, timing, and intensity to help bats and invertebrates while reducing energy costs. The Bat Conservation Trust has detailed Landscape and Urban Design for Biodiversity guidance for enhancing biodiversity and creating bat-friendly spaces.
Coordinate litter picking to clean up local nature sites, as well as identify sources of waste.	Removing litter protects wildlife, improves soil and water quality, and reduces the amount of plastic and pollutants entering watercourses and drains. Community-led litter picks can also build local pride and encourage ongoing care of public spaces. Recording the types and locations of litter found can help identify recurring issues and ways to prevent it. CleanupUK has a toolkit of how to get started, as well as links to community group and hubs across the country.
Install and maintain bird boxes, bat boxes, and insect hotels in suitable locations.	Placement and type of nests, roosts or other features should follow species guidance. Find out what is nearby, and what could benefit from these homes through the Essex LNRS Mapping tool

3. Connect & Create new places for nature

Creating habitats and adopting practices that will enhance species diversity on the education setting estate and beyond

Connect the Landscape	
Action	Notes
Use mapping tools to identify opportunities to connect existing habitats	Look at parks, verges, waterways, and green spaces in your parish to see where new planting or small habitats could link existing nature areas. Focus on gaps or underused spaces that could act as wildlife stepping stones. The Essex LNRS Map and the Defra MAGIC Map are useful tools for visualising where connections can be made for local improvements and volunteer or community-led projects.
Plant new trees, hedgerows, and urban green corridors	Targeted planting improves connectivity, urban cooling, air quality, and biodiversity. National schemes and partnerships can help with funding and delivery at a local level. The Woodland Trust has resources, funding, and advice
Collaborate with neighbours and partners for joined-up nature recovery .	Work with neighbouring councils, landowners, and communities to strengthen ecological connections, secure funding, and align with regional and national recovery targets. Find out more about the Essex Local Nature Partnership
Integrate nature recovery into new developments	Engage in local planning processes by commenting on applications and encouraging biodiversity-friendly designs. See the Beth Chatto Education Trust for example projects in Essex providing low maintenance, high biodiversity gardens in public place.

Grab That Gap – Every Little Bit Helps!	
Action	Notes
Add nature to small urban spaces , even in busy or built-up areas	Even small features like planters, vine walls and green roofs on council buildings or car parks can provide nature in urban areas. Essex Design Guide includes a section on the benefits of green infrastructure as well as greening urban public spaces. The UK Urban Ecology Forum presentations share ideas and examples including urban greening, mental health, and liveable systems. The Urban Nature Atlas includes nature-based case studies for cities around the world.
Plant street trees	Trees provide shade, improve air quality, and create wildlife habitat. Parish councils can support planting and protection schemes, including sponsorship opportunities. The UK Urban Ecology Benefits of Street Trees details benefits of trees in urban spaces. The Trees for Streets project operates across the UK to plant more street trees.
Apply Green Grounds Maintenance principles in urban spaces	Small changes in maintenance can create valuable habitat including allowing grass to grow, planting wildflowers in gaps, encouraging vines along fencelines and more. These approaches can create a new mini-oasis for nature, while often reducing mowing or maintenance costs. This presentation from the UK Urban Ecology Forum shows a case study full of photos of nature in an urban estate.

SMART Next Steps to turn these actions into a full Local Nature Recovery Action Plan

1) Specific Actions

Define clear actions using the what, where, and how. Include maps of existing habitats and proposed interventions. (e.g. *Plant 100 native hedgerow trees along the southern edge of the village park*)

2) Measurable Actions

Record quantifiable targets (e.g. *number of trees planted, meters of hedgerow restored*) and monitoring indicators such as species counts or habitat quality scores.

3) Achievable and Realistic

Ensure actions are realistic given staff, volunteers, equipment, permissions, and budgets. Identify responsible partners and stakeholders.

4) Relevant outcomes

Align each action with LNRS priorities, Nature Recovery Networks, local Biodiversity Duties, or community priorities. Highlight co-benefits such as recreation, wellbeing, or public engagement.

5) Time-bound

Set clear start and review dates. Include short-term milestones (e.g. *complete habitat audit by Nov 2026*), and longer-term goals (e.g. *connect three major habitat patches by 2030*).

Biodiversity Duty Obligations

Parish Councils have a duty under the NERC Act (2006) to consider biodiversity in their decisions. Your Nature Recovery Action Plan can help demonstrate this by:

1. **Identifying what you have** – Map existing habitats and species. Use community engagement, citizen science, and local records. Include both individual sites and the wider landscape.
2. **Planning actions that improve nature** – Focus on habitat quality, size, and connectivity. Apply the “Make what you have better” and “Connect & Create” principles.
3. **Recording and monitoring** – Keep simple records of actions, responsibilities, and observed changes. Continue surveys to measure impact, and engage the local community throughout.
4. **Reviewing and adapting** – Regularly check progress, identify next steps, and adjust actions if needed.

A Nature Recovery Action Plan isn't about finding the perfect solution. It's about using available resources, partnerships, and community involvement to take practical action now — and building on that over time.

Potential Funding Sources for Nature Actions

This list highlights a range of funding opportunities that parish councils, community groups, and local organisations can explore to support nature recovery, habitat creation, biodiversity improvements, engagement, and community projects. Funding availability, criteria, and deadlines change regularly, so check current details before applying.

Tips for finding funding

- Use funding databases such as [GreenFunders](#) for environment-focused opportunities.
- Check **district, borough & county council** grant pages regularly for small or local grant schemes.
- Keep a simple spreadsheet of opportunities, application deadlines, eligibility requirements, and contact details.

Local Nature & Community Funds

Essex Local Nature Partnership Community Fund

Grants (£500–£2,000) are available to support neighbourhood nature projects that link habitats, enhance biodiversity, improve access to green space, or engage people with nature. Projects should align with the Local Nature Recovery Strategy (LNRS).

RCCE Funding Index

A searchable list of funding opportunities for community and environmental projects across Essex. Useful to find current grants relevant to local nature action.

National & UK-Wide Grants

National Lottery Community Fund – Awards for All (England)

Small grants (£300–£20,000) for community-led projects that help people connect with and protect nature, improve local environments, and build community wellbeing.

Water, Rivers & Wetland Funding

Bluespaces Grant Scheme (NWG – Essex & Suffolk Rivers Trust)

Funding to improve rivers and wetland environments, water quality, and access for recreation or nature enhancement.

Thriving Communities Fund (Anglian Water)

Funding grants for non-profits within the Anglian Water region to benefit the natural water environment (including water quality, habitat, and wildlife) and local people.

Trees & Planting Support

Woodland Trust – Free Trees for Schools & Communities

Native trees and hedging packs (free) for schools, community groups, and parish councils to plant woodland or wildlife corridors.

England Woodland Creation Offer (EWCO)

Funding available for items and infrastructure costs associated with installing woodland infrastructure, support woodland management, and provide recreational access.

The Tree Council

Details of a variety of funding opportunities for planting trees, including those suitable for establishment aids, other project costs, and free trees for planting.

Section 106 (Developer Contributions)

What is Section 106?

Section 106 (S106) Agreements are planning obligations secured when new developments are approved. They can include financial contributions or infrastructure provision to mitigate impacts of development. Funds from developments are linked to specific obligations such as public open space (including green spaces), town centre improvements, community engagement & facilities, and Essex Coast RAMS.

How this can support nature action

- Contributions linked to public open spaces may be used for green infrastructure improvements, tree planting, park enhancements, or wildlife habitat provision where justified by planning policy and local need.
- Contributions linked to communities may be used for community-based groups, including local nature groups.

Finding S106 Information

- [Colchester City Council S106 Agreements](#) – planning obligations and developer contributions overview.
- [Tendring District S106 Process](#) – planning obligations for parks, open space, and community improvements.
- [Chelmsford City Council Planning Obligations \(including S106\)](#) – details planning obligations across a range of statutory frameworks.
- [Braintree District Council](#) – overview of S106 funding

Contact your Local Planning Authority (district/borough/city council) for more specifics.



20th February 2026

MALDON DISTRICT COUNCIL

Princes Road
Maldon
Essex CM9 5DL

www.maldon.gov.uk



FAO Ralph Elliott, Carter Jonas
Croudace Homes

Enquiries to: Gareth Ball
Email: planning@maldon.gov.uk

Dear Ralph

Application No: 25/00926/SOR
Proposal: Request for Environmental Impact Assessment Scoping Opinion for residential development for up to 1,770 dwellings
Location: Land South West Of Hogwell Farm, Hogwell Chase, Stow Maries, Essex.

Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 (as amended)

I refer to the Scoping Opinion (SO) request received on 10/10/2025, which was accompanied by the following documents:

- Scoping Report – Request for EIA Scoping Opinion, prepared by Carter Jonas (dated October 2025)

Following this request the Local Planning Authority (LPA) (Maldon District Council) are required to provide an Opinion on the information that is to be supplied in the Environmental Statement (ES) under the terms of Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (The EIA Regulations). This letter is the Council's formal Scoping Opinion (SO) and sets out the LPA's opinion on the scope and level of detail to be included in the ES accompanying any future planning application.

In forming the SO, the LPA has undertaken consultations with statutory, non-statutory and internal and external consultees. All responses can be found on the Council's application search facility at www.maldon.gov.uk and should be considered in the preparation of the ES where necessary.

Proposal

The submitted EIA Scoping Report sets out the details of the proposed development which are summarised below:

- Up to 1,770 dwellings including a proportion of age restricted homes, assisted living homes, extra care facilities, and sheltered housing;
- Up to 30% affordable homes;
- Publicly available open space and recreation, and productive landscapes;
- An early years centre and primary school featuring grass and all-weather pitches;
- A village centre hub comprising mixed-use retail, commercial, hospitality floorspace, and a health hub;
- Improved pedestrian/cycle links; and
- Provision of at least 10% biodiversity net gain.

Site and Surroundings

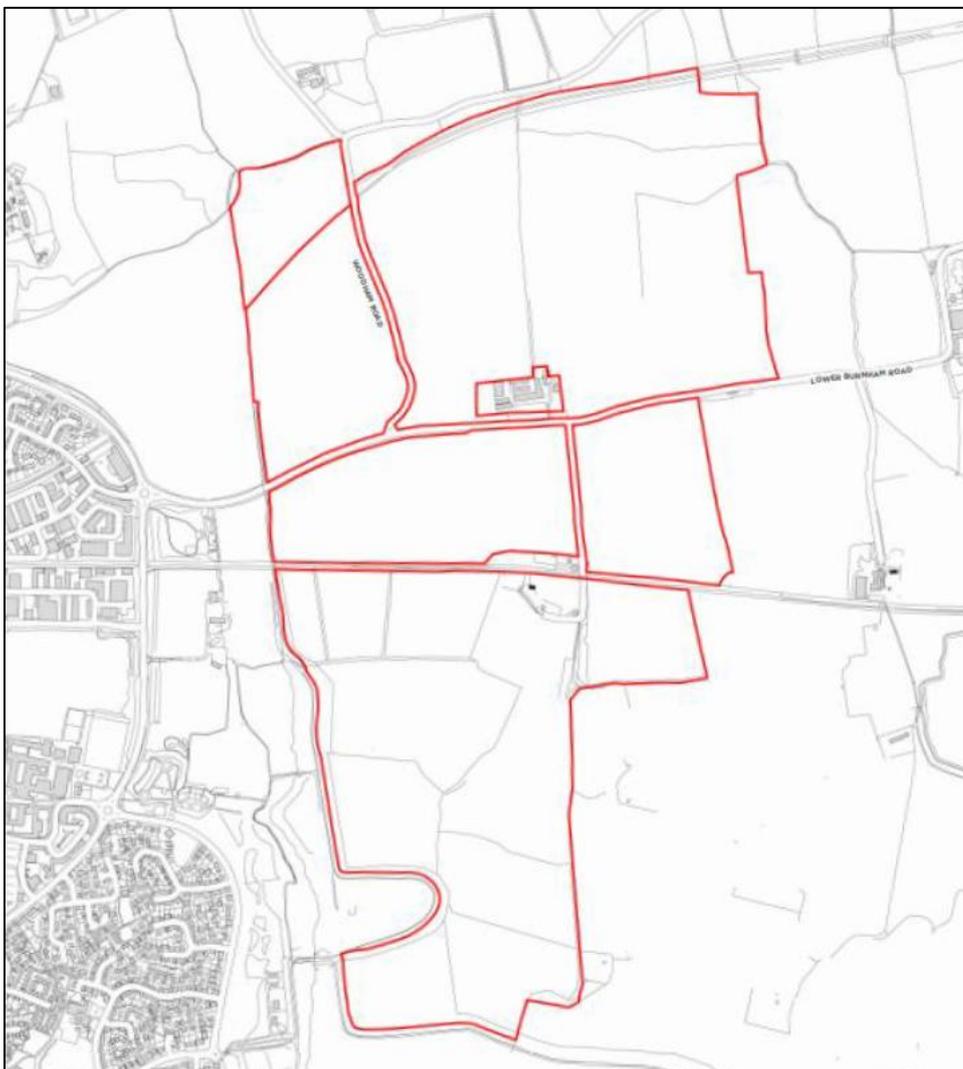
The site to which this Scoping Opinion Request relates (hereon referred to as the “Site”) comprises a c. 164.4ha area of land located to the southwest of Stow Maries, and directly to the east of South Woodham Ferrers which is located outside of the Maldon District Council (MDC) boundary, within Chelmsford City Council. The Site however falls totally within the MDC administrative boundary. The land is largely in existing agricultural use.

Due to existing constraints, your submitted plan shows the Site to be divided into six separate parcels. The Crouch Valley Line runs centrally between the northern and southern limits of the Site. The majority of the built development would be focused north of the rail line. The area to the north of the rail line is located within Flood Zone 1, while the area to the south contains Flood Zones 2 and 3. The Site is also divided by Lower Burnham Road, which runs east-west somewhat parallel to the rail line.

Public Right of Way (PRoW) Stow Maries 17, 19 and 20 run through the northern area of the Site. The southern area runs adjacent to PRoW 22 to the west. There are further PRoWs in close proximity outside the Site boundary.

A high voltage overhead power line passes through the centre of the site.

The below plan (taken from Figure 1 off the submitted Scoping Report) shows the indicative site boundary to be considered within this SO.



The Site is in close proximity to the following European/internationally designated nature conservation sites:

- Crouch and Roach Estuaries Ramsar

- Crouch and Roach Estuaries Special Protection Area (SPA)
- Dengie Special Protection Area (SPA)
- Essex Estuaries Special Area of Conservation (SAC)
- Outer Thames Estuary Special Protection Area (SPA)

The Site is also in close proximity to the Crouch & Roach Estuaries Site of Special Scientific Interest (SSSI).

There is one listed building within the Site – the grade II listed Hogwell’s Farmhouse. There are other nearby heritage assets as identified in the relevant section of this letter.

The Site is not subject to any formal allocation. The Site does contain three sites which were submitted in the Call or Sites as part of the Local Development Plan review. This comprises sites SM2, SM3, SM4 and SM5. The northern sites SM2 and SM3 were found to be suitable for 428 and 1,129 homes respectively; however, this does not indicate that they will be allocated upon eventual adoption of the emerging Local Plan.

Screening Opinion

A submission for a Screening Opinion (SO) Request has not been received on the Site.

The scheme is not Schedule 1 development; however, it would fall under Schedule 2 10(b)(ii), as it would be an urban development project of more than 1 hectare, more than 150 dwellings and on a site which exceeds 5 hectares, as identified in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

The Government’s indicative EIA screening thresholds suggest an application may be EIA development if “*the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings)*”. Noting the scale and complexity of the application, including the urbanising effects it would have on the previously undeveloped area and proximity to existing infrastructure, the LPA agrees with your conclusion that the development would be EIA development.

Scoping

The proposed development falls within the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

According to Part 4, Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017:

(1) A person who is minded to make an EIA application may ask the relevant planning authority to state in writing their opinion as to the scope and level of detail of the information to be provided in the environmental statement (a “scoping opinion”).

(2) A request under paragraph (1) must include—

(a) in relation to an application for planning permission—

(i) a plan sufficient to identify the land;

(ii) a brief description of the nature and purpose of the development, including its location and technical capacity;

(iii) an explanation of the likely significant effects of the development on the environment; and

(iv) such other information or representations as the person making the request may wish to provide or make;

(b) in relation to a subsequent application—

(i) a plan sufficient to identify the land;

(ii) sufficient information to enable the relevant planning authority to identify any planning permission granted for the development in respect of which the subsequent application is made;

(iii) an explanation of the likely significant effects on the environment which were not identified at the time planning permission was granted; and

(iv) such other information or representations as the person making the request may wish to provide or make.

The request for a scoping opinion contains sufficient information to be made valid and considered in line with the above legislation. The information contained within this SO is based upon that available at the time of preparation. Should the development proposals change, or additional consultation responses be received, this may require a re-evaluation of the scope of the EIA.

Scope of the Environmental Statement (as proposed)

The ES should be prepared strictly in accordance with the Town and Country Planning Environmental Impact Assessment) Regulations 2017, relevant planning policy and in line with the recognised best practice guidance for each of the relevant topics.

The Environmental Statement will focus on likely significant environmental effects arising from the proposed development, including indirect effects and across a variety of timescales. Up-to-date baseline data and appropriate methodologies would be used, taking into account cumulative and transboundary effects. Each topic that is scoped in should be clearly signposted in its own technical chapter. Any required mitigation or monitoring should be clearly detailed. A non-technical summary will also be submitted as part of the ES. The proposed methodology is generally considered acceptable.

Your submitted Scoping Report concludes that the following matters should be **scoped in** to the Environmental Statement:, with technical chapters being provided within the ES:

- Transport;
- Noise & Vibration;
- Air Quality;
- Water Environment;
- Landscape & Visual;
- Climate Change;
- Ecology & Biodiversity; and
- Archaeology & Built Heritage.

Your submitted Scoping Report concludes that the following matters should be scoped out of the Environmental Statement:

- Arboriculture
- Ground Conditions
- Socio-economic
- Utilities and Infrastructure

Paragraph 6.5 of the SR states that the technical chapters will take the following structure:

- Introduction
- Methodology
- Baseline conditions
- Potential significant impacts
- Design interventions
- Assessment pre-mitigation
- Mitigation & enhancement measures
- Assessment post-mitigation
- Inter-development cumulative effects

You have advised that the planning application will also be supported by the following documents (to be appended to the ES where relevant):

- Planning Application Forms and Certificates
- Planning Application Drawing Schedule
- Environmental Statement
- Planning and Affordable Housing Statement
- Design and Access Statement

- Landscape and Visual Impact Assessment
- Flood Risk Assessment/Drainage Strategy
- Ecology Statement (included within ES chapter)
- Biodiversity Metric
- Green Infrastructure Strategy and Framework Plan
- Archaeology & Built Heritage Statement
- Statement of Community Involvement
- Renewable Energy and Sustainability Statement
- Transport Assessment/Travel Plan
- Tree Survey/Arboricultural Impact Assessment
- Utilities and Infrastructure Statement
- Air Quality Assessment (included within ES chapter)
- Noise Impact Assessment
- Health Impact Assessment
- Socio-Economic Assessment

Where additional documents (as appendices to the ES) would be required, you are advised of this within this response letter.

Given that the potential development would be outline and therefore quantum being limited through a cap, but allowing for a smaller scale of development to come forward at reserved matters stage, the Council agrees with your proposed approach to assess maximum parameters as a worst case scenario, as stated in SR paragraph 3.6 to 3.8.

Consultation

The EIA regulations require that the LPA consults relevant stakeholders prior to issuing a SO. The consultations undertaken and their responses (summarised) can be found in the table below and have been taken into consideration within this SO.

Responses have been received (these are available on and their comments incorporated into this response letter) from the following:

- Archaeology
- Active Travel England
- Anglian Water Services
- Chelmsford City Council
- Essex County Council (ECC) - general comments provided, in addition to comments included from the relevant departments in relation to:
 - Public Health and Wellbeing
 - Education and Learning
 - Employment and Skills
 - Specialist and Supported Housing
 - Highways and Transportation
 - Flood Risk and Drainage
 - Climate Change and Net Zero
 - Minerals and Waste Planning
 - Environment and Green Infrastructure
- Essex CC Pupil Place Planning
- ECC Sustainable Drainage Team (LLFA)
- Economic Development/Prosperity
- Environment Agency
- Environmental Health
- Essex County Fire And Rescue Service
- Essex Police
- Essex Police Strategic Planning Team
- Health And Safety Executive
- Historic England

- Marine Management Org
- National Highways
- Natural England

Comments were not received from:

- National Health Service
- Network Rail Infrastructure Ltd
- Sport England

Comments were received from the following Parish/City Councils:

- Chelmsford City Council
- Cold Norton Parish Council
- North Fambridge Parish Council
- Purleigh Parish Council
- South Woodham Ferrers Town Council
- Stow Maries Parish Council
- Woodham Ferrers And Bicknacre Parish Council

These comments are summarised as follows.

Chelmsford City Council have stated that they have no objections, however, consideration should be given to the following matters:

- As part of the traffic modelling undertaken as part of Chelmsford's adopted Local Plan, the A132 corridor was identified as having limited highway capacity when taking into account the existing Local Plan allocation in the Chelmsford Local Plan at land north of South Woodham Ferrers.
- There are limits on the waste water treatment works at South Woodham Ferrers. Improvements are planned to cater for allocations in Chelmsford's Local Plan as identified in latest Water Cycle Study
- The site is in close proximity to European Sites. As such in addition to payment of the RAMS tariff, on-site SANGS should be provided including circular dog walking routes.

Cold Norton Parish Council have made the following comments:

- Major harm to rural character and open countryside.
- Significant traffic impacts on the already busy B1012.
- Local infrastructure (schools/GPs) already at capacity.
- Site detached from Stow Maries; population increase of c. 1,750 per cent.

North Fambridge Parish Council have commented, stating that the proposal would have a very high potential impact on the local and wider environment and consider the key EIA aspects to be:

- Landscape and Visual Impact
- Transport and Highways
- The Water Environment, particularly wastewater treatment capacity and the potential pollution risk to designated sites such as the River Crouch and its associated habitats

Purleigh Parish Council recommends approval, but asks that the District Council takes into consideration the concerns and recommendations of other affected parishes.

South Woodham Ferrers Town Council have raised concerns and objections summarised below:

- Significant expansion approximately 27% growth in dwelling numbers relative to the current population of South Woodham Ferrers
- The site is not located near a railway station and is poorly served by public transport, contrary to the principles of sustainable development
- Substantial infrastructure upgrades will be required to support increased traffic, commuting, and service access.

- Chelmsford City Council's updated Local Plan explicitly states that no further development should occur in South Woodham Ferrers due to the current infrastructure's inability to cope
- Requires early provision of school facilities. Delayed delivery risks placing unacceptable strain on existing schools, which are already near capacity.
- Inadequate provision for sports grounds or a sports centre.
- Increased recreational pressure on nearby areas such as Marsh Farm and other fragile habitats.
- The EIA underestimates the impact of noise and ground disturbance during construction and operation.
- There is a notable lack of pedestrian pavements and cycle routes, undermining active travel and safety.
- Drainage and sewage infrastructure is insufficient to support the proposed scale of development.
- The current fire service provision is inadequate. South Woodham Ferrers is served by a reserve station, which has already experienced multiple instances of being unable to attend due to resource limitations.
- Medical facilities are similarly overstretched and would be unable to accommodate the increased demand.
- The EIA lacks sufficient detail to allow full and proper consideration. Key areas such as ground conditions, socioeconomic impact, and utility infrastructure are assessed as having low anticipated impact. This is strongly disputed. Given the scale of the proposal, these areas must be thoroughly and transparently explored.
- The development has no meaningful job creation or commercial provision.
- The cumulative impact of multiple nearby solar farms should be considered.

Stow Maries Parish Council have raised concerns and objections summarised below:

- The development would create a disjointed area of housing from the village, which damages the aesthetic from a very prominent position. It would also result in landscape harm.
- The land has not been farmed recently and has excellent soil health.
- The hedgerows offer significant wildlife and biodiversity value.
- The site also builds over the old railway line from Maldon to South Woodham Ferrers. This dates back to the late 1800's and is a significant part of our local heritage. Much of the line is widely used as a footpath and bridle path in Maldon District and there remains great interest among walkers seeking to walk the line back to South Woodham Ferrers.
- It would impact on protected environmental sites and also nearby marshland to the south and east.
- There is inadequate infrastructure, with trains, roads, schools and doctors, dentist and veterinary practices all running at full capacity
- The strategic road network does not have capacity to accommodate the development. This will also result in an unacceptable impact on road safety, including school children crossing a busy road.
- The recent refusal of 22/00314/OUTM should be considered.

Woodham Ferrers & Bicknacre Parish Council have commented, stating that there is no provision to cope with the increase in traffic on the B1418.

Other Representations

In addition to the consultee comments in response to the statutory consultation which was undertaken in accordance with the Regulations, and despite no requirement for public advertisement of a Scoping Opinion Request, 60 representations have been received from members of the public, which are available to view on the Maldon DC website.

'Scoping-In' topics

The following section of this letter provides detail regarding the scope of topics which Council agrees should be scoped into the ES.

1. Transport
2. Noise and Vibration

3. Air Quality
4. Climate Change
5. Water Resources and Flood Risk
6. Landscape and visual impact assessment
7. Ground Conditions & Contamination
8. Ecology and Biodiversity
9. Archaeology and Built Heritage
10. Socio-economics
11. Human Health and Wellbeing
12. Agriculture and Soils
13. Minerals and Waste
14. Utilities and infrastructure
15. Arboriculture
16. Major Accidents and Disasters
17. Transboundary effects

1. Transport

The submitted SR advises that transport impacts is intended to be scoped into the ES and that a Transport Assessment and Travel Plan would be submitted as part of an application.

Your scoping report appropriately identifies the potential environmental effects in accordance with the Institute of Environmental Management and Assessment's (IEMA) published Guidance Note No:1 Guidelines for the Environmental Assessment of Road Traffic (2023):

- Severance of communities;
- Road vehicle driver and passenger delay;
- Pedestrian and cycle delay (including PRoW where applicable);
- Pedestrian and cycle amenity (including PRoW where applicable);
- Fear and intimidation; and
- Accidents and safety.

You have omitted the topic of hazardous loads as none are expected. This is agreed and can be scoped out of the ES; however, this position may be revised if hazardous materials of significant effect are encountered. A Construction Traffic Management Plan would however be required in order to identify and mitigate other potential impacts.

The submitted Transport Assessment and Travel Plan would be tied into the relevant ES chapter. National Highways have commented, advising that the Transport Assessment (and the section of the ES) should be undertaken in accordance with Dft Circular 02/2022 'The Strategic Road Network and the Delivery of Sustainable Development' and informed by the 'Walking Cycling and Horse Riding Assessment Report' (WCHAR). The Transport Assessment (and through it the ES chapter) should consider all the transport implications of the proposals in terms of access and accessibility for all highway users plus all aspects relating to highway safety, efficiency and capacity. It should also include full details of any highways mitigation measures that will be necessary, and those measures must be accompanied by a suitable safety audit carried out by an independent auditor. The scope must include enabling works, construction and operational stages.

The identified receptors in Paragraph 3.4 and the proposed area scope of the transport study are rational. The acknowledgement within the SR that the area may be expanded following the initial findings of the impact assessment in terms of change in traffic flow are welcomed. The inclusion of monitoring and modelling of effects across peak hours is essential. The assessment of receptor sensitivity is acceptable. Equally, the acknowledgement that earlier phases may need an assessment of the in-combination impacts of construction and operational traffic is welcomed.

Your SR states that a Paramics microsimulation model has been used to assess impacts of the Proposed Development on the local roads". While this is an accepted approach, the highways authority has advised that they do not hold a Paramics microsimulation modelling licence. Therefore, any submitted modelling would need to be outsourced to external consultants, the cost of which would be borne by the applicant.

Further, the highways authority advises that the modelling will be treated with some caution, stating “*in our experience, larger microsimulation models are sometimes unreliable, so the first requirement will be that the model is validated according to DMRB standards. Regardless, we would still reserve the right to request more conventional junction modelling, especially in the area closest to the development and neighbouring South Woodham Ferrers. Such modelling might also be required further afield in locations such as the junction where the A132 meets the A130 and A1245 (Hawk Hill and Rettendon Turnpike junctions). Irrespective of the methodology, it will be a requirement that a base case, a 5-year post application and final completion and occupation scenario is assessed*”.

The Council agrees that accidents and safety should be scoped in, within the study area.

The LPA welcomes the opportunity to discuss the cumulative impact of further planned developments, in collaboration with the County and potential neighbouring districts.

The Site has multiple Public Rights of Way run through it, which would be affected by the proposal. The process for extinguishing and/or diverting PRowS can be lengthy and involve public consultation. There is also no guarantee that they will be successful at the end of that process. The applicant is therefore strongly advised that any plans should be drawn up that protect and enhance the existing alignment of the PRow network, as per NPPF requirements. This includes the retention of access during construction periods.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant transport-related environmental impacts associated with the development. Transport should therefore be scoped into the ES.

2. Noise and vibration

Your submission advises that noise and vibration impact is intended to be scoped into the ES.

A Noise Impact Assessment (NIA) would be submitted as part of an application.

The principal sources of noise which may impact on future sensitive receptors of your development are identified in Paragraph 4.76, and are agreed:

- road traffic from Ferrers Road, Lower Burnham Road and Woodham Road
- railway noise from the Crouch Valley Line
- noise from neighbouring agricultural uses

All receptors should be clearly indicated in respect of the development on the relevant submission documents.

The impacts potential noise sources resulting from the development on existing receptors (Paragraph 4.77) are agreed (temporary construction effects and with cumulative road traffic impact).

The assessment methodology in SR Paragraph 4.78 is appropriate; however, the monitoring locations (and timings) in the environmental sound survey should be agreed with consultees (in particular Environmental Health) beforehand. Consideration should be given to adjoining agricultural uses. This will also feed into the scope area.

You are also advised to consider noise-generation from proposed open space uses. Given the scale of development and likely construction timelines, the noise and vibration impacts of construction may impact on dwellings within earlier phases which have been occupied while construction on the wider Site is ongoing – this should also be included within the scope of the chapter.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant noise and vibration related environmental impacts associated with the development. This should therefore be scoped into the ES.

3. Air Quality

Your submission advises that air quality impact is intended to be scoped into the ES.

Maldon DC has one Air Quality Management Area (AQMA), which relates to exceedances of Nitrogen Dioxide and is located the stretch of road and properties between Anchorage Hill and Bull Lane in north Maldon. The AQMA is located c. 8.5km from your Site and is unlikely to be impacted nor impact on the development.

An Air Quality Assessment would be submitted as part of an application, to be included within the ES chapter. The Air Quality section of the SR outlines the assessment approach as:

- *“Modelling of particulates (PM10 and PM2.5) and NO2 pollutant concentrations will be undertaken using ADMS-Roads software. Modelled results will be verified using the MDC’s local air quality monitoring data. Verification will be used to establish model performance and, if necessary, yield a correction factor for modelled, road-based NOx in compliance with relevant statutory and non-statutory guidance documents.*
- *Modelled results will be compared against the relevant National Air Quality Objectives for NO2, PM10 and PM2.5. Impact significance will be determined with reference to IAQM/EPUK guidance. Where necessary, best practice mitigation measures to offset development-related emissions will be recommended.*
- *The potential effects of dust and traffic emissions during construction would be considered, and controls necessary to protect existing sensitive development would be recommended. Information on the proposed methods of construction during the different phases of construction would be used to undertake a dust risk assessment in accordance with the IAQM, and indicative dust control measures would be recommended.”*

Environmental Health have stated that they agree with the approach and methodology of the Air Quality Assessment to be submitted. Guidance (Institute of Air Quality Management) suggests that an assessment is not required if traffic flows will increase by fewer than 100 HGVs or 500 other vehicles (annual average daily traffic (AADT)) outside an Air Quality Management Area (AQMA); however, it is likely that your development would exceed these levels. Officers agree that based on current information, only PM10, PM2.5, Nitrogen Oxide and dust should be scoped into the AQA. The assessment will determine the potential effects of the proposed development on air quality during the enabling and construction phase, and once completed and occupied (eg vehicle emissions), and will identify appropriate mitigation measures where necessary. The construction impact should take into account emissions and dust impact on the route of HGVs, including the nearby European protected site and SSSI, as well as nearby human receptors where impact would be focused.

You are encouraged to demonstrate how use of Green Infrastructure can be used to help address air quality.

The Council agrees with the proposed approach and agrees that there may be significant air quality impacts associated with the development’s construction and the impact on users. Air quality should therefore be scoped into the ES.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant air quality related environmental impacts associated with the development. Air quality should therefore be scoped into the ES.

4. Climate Change

Your submitted SR advises that climate change impact is intended to be scoped into the ES.

The SR advises that a Renewable Energy and Sustainability Statement would be submitted as part of an application.

The chapter will cover both the potential impact of the development on the climate, including a Greenhouse Gas (GHG) Impact Assessment (taking into account construction and development impacts), and an in-

combination assessment of how climate change will impact the development itself and the identified receptors (buildings and infrastructure, human health receptors, environmental receptors and climatic systems) through a Climate Change Resilience Assessment. The conclusion of likely significance of impact will be drawn from the two documents combined.

The Institute of Environmental Management and Assessment (IEMA) has produced a comprehensive EIA Scoping Guides for Climate Change related issues. ECC highly recommends that the contents of these guides are reviewed prior to the undertaking of the climate change section for the EIA and furthermore the Environmental Statement (ES) for the proposal. ECC advise that they are committed to promote all new developments to be built to net zero standards as soon as possible; that means, serious steps must be made towards that target now for all new consented developments and would welcome discussions with MDC colleagues and the applicant to consider energy efficiency and resilience aspirations for the proposed development.

As noted in the SR rainfall patterns are also expected to change with the risk of intense rainfall events, and surface water flooding increasing – this is however likely to be covered within the necessary drainage considerations in the Water Resources chapter but should be cross-linked where relevant.

Climate Change must be considered throughout the lifetime of the development, including changes in temperature. The public health impacts of overheating are well understood. Of particular concern is the risk of overheating at night and temperatures in excess of 26°C, as this has particular impacts on wellbeing and health across the population and especially for vulnerable groups including the young and elderly. This increases the risk of overheating, underscoring the need to design buildings which are resilient to changes in the local climate with respect to the UK Climate Change Risk Assessment (2022) and UK Climate Change Projections projected temperature and precipitation increases. The GHG impacts in Table 4.6 are agreed.

In addition, the identified significant effects on climate change should be assessed in terms of their impact on the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change. The ES should set out any nature-based solutions or measures that will be adopted to address these impacts.

ECC have advised that “all suitable options for methodologies to carry out the demolition, site preparation, construction and future decommissioning of the site should be provided as part of the ES to demonstrate the applicants drive to deliver low carbon solutions in these key, typically carbon intense practices...ECC welcomes circular economy and sustainable supply chain approaches for all developments. It would be suitable to include an options study to identify key areas where circular economy principles can be adopted on the development. Furthermore, demolition scope of impacts on greenhouse gas emissions should not be limited to construction plant emissions and should consider the viability of deconstruction as opposed to demolition in order to salvage any useful materials from the site, to keep them at their highest application value, as opposed to defaulting to scrap and landfill. Not only does this promote key circular economy practice but reduces the embodied carbon impact of reproducing such elements on site, or elsewhere in the supply chain”.

Your submitted SR states that the decommissioning phase will not be included despite references to assessment of the life cycle, stating *“based on experience of similar studies, the GHG emissions related to the decommissioning phase, specifically those associated with the fuel consumption from plant and vehicles, is relatively low when taken in the context of the life cycle emissions. On this basis, the decommissioning phase of the Proposed Development will not have a significant effect on GHG emissions and is scoped out of the assessment.” (Para 4.221)*. Further evidence should be provided in order to justify this stance, otherwise decommissioning should be scoped in for the topic of Climate Change.

Subject to the inclusion of the above matters (in particular the inclusion of the decommissioning phase) into the ES, the scope on climate change is agreed.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant Climate Change impacts associated with the development. Climate change should therefore be scoped into the ES.

5. Water Environment

Your submitted SR has not stated that Water Environment would be scoped into the ES.

The SR advises that a Flood Risk Assessment (FRA) and Drainage Strategy would be submitted as part of an application.

ECC Flood Risk and Drainage (the LLFA) have encouraged early engagement to discuss high level strategies to reduce the risks of flooding. The Environment Agency (EA) agree that Water Environment should be scoped into the ES.

The submitted FRA and corresponding ES chapter must be prepared in accordance with the Maldon District Council Level 1 Strategic Flood Risk Assessment (SFRA), particularly Section 9.3, and:

- Consider all sources of flooding, including fluvial, tidal, surface water, groundwater, and drainage.
- Demonstrate that the development will be safe for its lifetime, taking climate change into account.
- Include appropriate mitigation measures to ensure flood risk is not increased elsewhere.
- Address residual flood risk and incorporate flood resilience and resistance measures where necessary.

Paragraph 4.116 of the SR states that *“all residential development would be located to the north of the Site in areas that are not reliant on raised flood defences. The areas to the south would only be used for landscaping and Biodiversity Net Gain (BNG). On this basis, it is considered that there is no requirement to model the risk associated with breaches of the raised flood defences”*. The LLFA advises that the sequential approach adopted in the proposed site layout is appropriate, whereby all built development is situated within Flood Zone 1, and the southern portion of the site (Flood Zone 3) is reserved for landscaping and BNG. This approach is consistent with the NPPF's flood risk policy, which promotes the use of the Sequential Test to steer development to areas with the lowest probability of flooding. Should the proposed layout be revised to include more vulnerable development within Flood Zone 3, a detailed assessment including application of the Sequential Test and, where necessary, the Exception Test, would be required.

The SR advises that surface water including stormwater runoff would be discharged using Sustainable Drainage Systems (SuDS). Anglian Water would not accept the discharge of surface water to a foul or combined sewer and advise that they have no designated surface water sewers in the area of the Site and are therefore not able to offer a surface water solution for the development site. In relation to the onsite SuDS strategy, Anglian Water advise that:

“If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Design Strategic Assessment (PDSA).

We promote the use of SuDS as a sustainable and natural way of controlling surface water run-off.

Please find below our SuDS website link for further information.

<https://www.anglianwater.co.uk/developers/drainageservices/sustainable-drainage-systems/> Further information regarding our PDSA Services and to submit a PDSA Enquiry the applicant can click here:

<https://www.anglianwater.co.uk/developing/planning--capacity/how-to-apply/>”

The ES should detail any agreements or intentions in relation to the adoption of any drainage assets, including ongoing maintenance and management agreements.

Wastewater is intended to be disposed of through a connection to the existing mains sewer network – this approach aligns with the hierarchy for foul drainage disposal, subject to considerations regarding capacity. Anglian Water state that the SR indicates that the additional foul flows into Anglian Water network from the development site will cause risk of flooding and pollution within their network. This should be addressed through pre-application engagement with AW to establish a Sustainable Point of Connection to their network. Details of the connection should then accompany a planning application and must be scoped into the ES chapter as well as infrastructure. In order to assess the impact additional flows arising from this development will have on the water environment, the assessment should consider:

- Detail expected waste water flow volume calculations arising from this development based on the type and nature of development proposed.
- Also consider developers intended phasing of applications seeking permission, and specifically an estimation of when sites will likely be ready for occupation.
- We look forward to reviewing a foul water strategy assessment as part of the ES for this proposal as submitted under any future applications.

AW have advised that Essex & Suffolk Water are the provider for water supply on your Site's location and will be able to advise in terms of supply capacity to the development. This matter can be addressed through the normal process of a planning application. Developments have the potential to increase demand for water and result in increased abstraction from groundwater sources. Water companies may need to put new strategic plans in place to supply growth from sustainable sources. Cumulative impact of growth in the wider area must also be considered and it is recommended that the Essex and Suffolk Water's latest water resources management plan (WRMP) be used to inform the cumulative assessment

The ES should also include any impacts on water quality arising from runoff from the site during construction and operation. Pollution to rivers in the area as well as the groundwater could result in water pollution. The Site is particularly sensitive, given the surrounding protected ecology sites – many of which are estuaries or marshland. Developments should not negatively affect any Water Framework Directive (WFD) waterbodies. WFD is the primary driver used to measure environmental impact. In addition, no deterioration should occur in any SSSI or RAMSAR sites covered by Habitats Regulations. The comments of the Marine Management Org should also be noted, including the potential requirement for a licence for works.

The water used during the construction phase needs to be considered separately to the water to be used during the operational phase of the development. Most water related construction activities, including dewatering and dust suppression are licensable activities if they abstract more than 20 m³ a day and as such, early consideration should be given to where the water can be sourced from and the water company isn't the provider. New consumptive groundwater licences are not available and surface water is restricted to high flows only. New dewatering will need to demonstrate that it is non-consumptive to the local environment to obtain an abstraction licence. Dewatering by other means, for example, construction of drainage ditches, needs to be discussed with the Lead Local Flood Authority (LLFAs)

New developments should not detrimentally affect local water features (including streams, ponds, lakes, ditches, or drains) this includes both licensed and unlicensed abstractions. The development is within 5km the River Chelmer & Blackwater (SWSGZ1029) Drinking Water Surface Water Safeguard Zone. Sensitive areas such as these surrounding public water groundwater abstraction points must be kept free of any sources of contamination.

Any disruption to surrounding abstraction licences during and after construction must be avoided or mitigated. There are 2 abstraction points within a 5km radius of the site. These must therefore be included within the scope of the assessment to demonstrate no impact.

In light of the comments submitted by the Environment Agency it is considered that the flood risk details shall be scoped in the ES. Early engagement with the LLFA, Anglian Water, the Environment Agency and Natural England is encouraged. A Flood Risk Assessment and Drainage Strategy must be submitted as part of an application, tied into the associated ES chapter.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant water environment related environmental impacts associated with the development. Water Environment should therefore be scoped into the ES.

6. Landscape and visual impact assessment

Your submitted SR states that landscape and visual impacts are intended to be scoped into the ES.

A Landscape and Visual Impact Assessment (LVIA) (following the GLVIA3 (Guidelines for Landscape and Visual Impact Assessment, Third Edition)) for the proposed development will be undertaken and reported in the ES. Your SR identifies the key documents 'Essex Landscape Character Assessment' (2003) and the

'Maldon District Landscape Character Assessment' (2006). The LVIA and ES chapter would address effects on landscape receptors (landscape elements and landscape character), during the construction phase and operational impacts; visual impacts from agreed representative viewpoints; and cumulative landscape and visual impacts.

Your proposed development would change an area of open agricultural land and marshland to a built-up residential development which extends the existing eastern settlement edge of South Woodham Ferrers further eastwards. As noted in the Historic Environment section of this letter, the flat open surroundings allow for longer views which increases the potential the distance which should be under consideration.

Paragraph 4.199 of the SR concludes that "*at this stage, effects are considered potential and subject to confirmation through the detailed LVIA*". The Council agrees with this approach and while the SR identifies key views in Paragraphs 4.146 to 4.156, which the Council agrees are appropriate in terms of the broad location, early engagement is encouraged in order to agree a set of viewpoints (shown on area mapping so that view locations can be pinpointed accurately) which will form part of the basis for the ES chapter's conclusions. This can be informed by establishing a study area radius, in consultation with the Council.

The approach to minimise impact is noted and the Council agrees that the proposal would have the potential to significantly impact the existing landscape in terms of character and visual impact, particularly in the northern portion of the Site where the built development would be located. It should be noted that the Council will likely use an external consultant to assess the LVIA, the cost of which shall be borne by the applicant.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant landscape and visual related environmental impacts associated with the development. This matter should therefore be scoped into the ES.

7. Ground Conditions & Contamination

Your submitted SR states that ground conditions & contamination impacts are intended to be scoped out of the ES. No relevant technical documents are listed in the proposed submission documents in Paragraph 6.6 of the SR.

The Site is undeveloped and in agricultural use. Your SR states that the historical use of the Site does not include any uses which may result in contamination and there is therefore no potential for significant effects. Whilst the site is largely greenfield, there is an existing railway (through the centre of the site) and a historic railway to the north, plus associated buildings and sidings. To the northwest of the Site, the historically visible cutting west of Woodham Road appears to have been backfilled prior to the year 2000, which may have been uncontrolled and therefore the condition of this area is unknown and should be considered.

Ground conditions should be scoped into the assessment. Section 4.87 of the submitted SR states that a preliminary desk study will be undertaken. This should consider contamination and ground conditions, and the data from this should be included in any scoping report, therefore scoping this topic in.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant ground condition related environmental impacts associated with the development. This matter should therefore be scoped into the ES.

8. Ecology and Biodiversity

Your submitted SR states that ecology and biodiversity impacts are intended to be scoped into the ES.

An Ecological Impact Assessment (EclA), Ecology Statement (included within ES chapter), Biodiversity Metric and Green Infrastructure Strategy and Framework Plan be submitted as part of an application. The submitted SR is not accompanied by a Preliminary Environmental Appraisal.

Table 4.9 of the SR identifies the key designated sites located within 10km of the application Site, which is an appropriate range. There are multiple protected sites falling within this range. This includes the following designated sites that are within the bounds of the application Site itself and must be given particular attention:

- Crouch and Roach Estuaries Ramsar SPA and SSSI
- Essex Estuaries SAC
- The locally designated Stow Maries Halt

You have identified the following key receptors, in terms of protected and notable species, potentially being present on the Site:

- Priority habitats – likely to include coastal and floodplain grazing marsh and deciduous woodland
- Great crested newts
- Reptiles
- Breeding birds
- Wintering birds
- Bats – foraging and commuting and roosting
- Hazel dormice
- Badgers
- Fungi

The potential impacts on biodiversity which could arise from the development, which are listed in Paragraph 4.271 of the ES, are appropriate.

The SR advises that a detailed habitat survey has not been undertaken but an ecological constraints survey on the Site and a desk study (using the Multi-Agency Geographic Information for the Countryside (MAGIC) online database) were undertaken in 2022. An updated habitat survey should be undertaken prior to the submission of a planning application. The SR advises that this will be conducted within the parameters of Paragraph 4.273, which are appropriate, including detailed habitat surveys and also a desktop survey within a 2km perimeter. Any potential significant effects, both direct and indirect, should be assessed and appropriate mitigation and compensation measures recommended to ensure these can be secured by a condition of any consent.

Natural England have responded to the Scoping Opinion Request, providing standing advice and stating that *“a robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to this letter provides Natural England’s advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development”*. Detailed comments regarding the relevant legislation, datasets and considerations are provided within their advice, which will be sent under separate cover of this letter, including subjects on:

- General Principles
- Cumulative and in-combination effects
- Environmental data
- Biodiversity and Geodiversity
- Designated nature conservation sites
- Protected Species
- Priority Habitats and Species
- Ancient Woodland, ancient and veteran trees
- Biodiversity net gain
- Landscape and visual impacts
- Heritage landscapes
- Connecting people with nature
- Soils and agricultural land quality
- Air quality
- Water quality
- Climate change
- Contribution to local environmental initiatives and priorities

The requirements for green infrastructure (GI) set out in the 25 Year Environment Plan and Environment Act (2021) place significant importance on protecting and enhancing GI, accessibility and biodiversity net gain. The assessment study should include comprehensive consideration of the provision of GI as a cross-cutting element of the ES. The interconnectivity of the natural environment, flood protection, water management, outdoor sport, open space, and public realm is a crucial part of the GI network and should not be treated in isolation. The ES can help identify appropriate measures for avoiding or reducing significant adverse effects on the functionality of GI assets and can also assist in identifying measures for compensating/off-setting unavoidable significant adverse effects on GI assets to protect the overall integrity of the surrounding GI network.

In addition to the submission documents referred to earlier within this section of this response letter (and with reference to your SR), a Landscape Ecological Management Plan (LEMP) should be submitted. The document should take account of the Essex Green Infrastructure Strategy, Essex Green Infrastructure Standards, South Essex Estuary Park vision, Essex Local Nature Recovery Strategy (to be published in 2025), National Green Infrastructure Framework S2 - Accessible Greenspace Standard and National Green Infrastructure Framework Standards where appropriate.

The ES chapter should not only consider the permanent impacts but also any temporary impacts through the construction phase. A Construction Environmental Management Plan should also be submitted, to cover matters including noise, dust and light spill.

While it may not fall within the scope of the ES, you are reminded that the national statutory 10 per cent Biodiversity Net Gain would apply. Process for phased development should be followed in line with the PPG. It will be necessary to also provide sufficient information on non-significant impacts on Protected and Priority species and habitats at submission either in a non EIA chapter or separate documentation. This is necessary in order that the LPA has certainty of all likely impacts, not just significant ones.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant ecology and biodiversity related environmental impacts associated with the development. This matter should therefore be scoped into the ES.

9. Archaeology and Built Heritage

Your submitted SR states that ground conditions & contamination impacts are intended to be scoped into the ES and that a Heritage Statement and Archaeological Desk-Based Assessment would be submitted as part of the application.

Designated heritage assets that lie within the Site or in close proximity to the boundaries include:

- Grade II listed 'Hogwell's Farmhouse' (HE list entry 1337437) located within the Site
- Grade II listed 'Little Hayes Farmhouse' (HE list entry 1110859)
- Grade II listed 'Wellinditch Farmhouse' (HE list entry 1110858)
- Grade II listed 'Barn 25 Metres North West of Wellinditch Farmhouse' (HE list entry 1169045)
- Scheduled monument 'medieval saltern adjacent to Hawbush Creek' (HE list entry 020491)

Your SR also identifies the following heritage assets which lie outside of Maldon's boundary:

- Pear Tree Cottage (Grade II, NHLE1169092)
- The Prince of Wales Public House (Grade II, NHLE 1337438)
- Mill Cottage (Grade II, NHLE 1306750)
- The Old Rectory (Grade II, NHLE 1306732)
- Parish Church of St Mary (Grade II*, NHLE 1337436)
- Stow Hall (Grade II, NHLE 1110860)
- Edwins Hall (Grade II*, NHLE 1236906)
- Stow Maries World War One Aerodrome Conservation Area

In addition to the above, you are advised that the ES chapter should consider not only the impact on the conservation area and the jointly grade II* designated remaining buildings of the WWI Royal Flying Corps Airfield at Stow Maries (NHLE 1406155).

In addition to the above, the EIA to consider the potential impacts on any non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make a notable contribution to the character and local distinctiveness of an area and its sense of place. In that regard, your attention is drawn to the radar Research Station at Bushy Hill, 400m to the west of the site, and the medieval saltern of Morris Farm. A comprehensive assessment of these assets and further non-designated heritage assets should be undertaken.

Historic England (HE) have advised that *“this is a sensitive historic landscape with potential to be affected by the development. We are therefore pleased to see that Built Heritage and Archaeology are proposed to be scoped in on any forthcoming EIA process”*. While the development is likely to be relatively modest in height, the 1km buffer from the Site’s boundary for the proposed study area for built heritage and archaeology leaves potential for heritage assets (and their settings) which may be affected by the development to be omitted from the assessment. This is due to the flat topography of open land on which the Site sits, which gives potential for extensive longer views towards the expansive development. The SR advises that this will be undertaken, with the buffer being reviewed in terms of designated and non-designated heritage assets, which is welcomed.

The application must be accompanied by a Landscape Visual Impact Assessment which provides heritage specific viewpoints with both photographs and photomontages that illustrate the ES and supports the results of the heritage assessment. It is important that the impact of a development is well illustrated, and this can be achieved through photomontages, visualisations or similar techniques. Viewpoints should be agreed with the Local Planning Authority prior to the submission of an application; early engagement is encouraged.

The SR advises that the assessment methodology would include:

- A geophysical survey of the Site
- A site walkover
- Essex Historic Environment Records
- National Heritage List for England
- The National Archives
- The British Library
- Map regression based on Ordnance Survey maps and tithe/enclosure and apportionments
- Assessment of LiDAR data and aerial photography
- Published and unpublished sources

This is an acceptable methodology, in addition to the assessment made through views as part of the Landscape Visual Impact Assessment (LVIA) and a Zone of Theoretical Visibility (ZTV) assessment.

In terms of baseline information, we note that para.4.300 of the report outlines the baseline evidence that has been referred to as part of the initial assessment; para.4.313 includes the additional work/information that will be carried out/reviewed. We note and welcome the inclusion of aerial photography and LiDAR data in the assessment.

In addition to the sources included in the latter, we recommend the Maldon District Historic Environment Characterisation Project (2008) and the Essex Grazing Marshes Project (2014) (<https://historicengland.org.uk/research/results/reports/95-2014> are also included in the assessment. The latter identifies Stow Marsh and the medieval saltern of Morris Farm and describes their significance.

In addition to the visual impacts from the built form, the ES chapter must include within its scope the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area.

The discussion of the archaeology should include information about the palaeoenvironmental evidence as well as the archaeological sites and remains. The proposed development has potential for significant

effects on the water environment during construction, operation and maintenance and some sections of the Water Environment section are also of relevance to any waterlogged heritage remains that may be present within the site. The issues associated with hydrology and hydrogeology have therefore been scoped into further assessments, which is agreed. If waterlogged organic archaeological remains are present, then changes to the local water environment could result in the degradation and loss of these vulnerable remains.

BGS borehole records should be investigated and included within the chapter, as this will allow a preliminary deposit model to be prepared for the area of the proposed development. The deposit model would characterise the deposits present, their archaeological and palaeoenvironmental potential, and the potential impacts of the proposed development. Potential impacts of the development on changes in groundwater levels may impact waterlogged heritage assets that are present – this should form part of considerations.

Depending on the findings of the desk-based assessment, further methods such as trial trenching or discrete open area excavation may be required prior to development.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant heritage related environmental impacts associated with the development. This matter should therefore be scoped into the ES.

10. Socio-economics

Your submitted SR states that socio-economic impacts are intended to be scoped out of the ES.

Matters relating to general amenity impacts (such as noise and vibration, natural light, traffic safety and air quality) can be mitigated by appropriate considerations and conditions of the planning application, or the other relevant chapters of the ES. ECC note the significant uplift in employment generation during construction, especially given the cumulative impact alongside other planned developments likely to be delivered at a similar time such as the land to the north of South Woodham Ferrers and Chelmsford Garden Community. They recommend that on this basis, socio-economic impacts should be scoped into the ES.

The development would result in a significant increase in the local population, particularly that of the neighbouring town of South Woodham Ferrers. This could result in demographic impacts from the increased population, effects to employment opportunities and an additional demand on public services and infrastructure – while this can be mitigated in terms of contributions, a socio-economic assessment of how additional required investment would impact existing populations should be undertaken. In addition to public services, the assessment should consider the potential impact and necessary mitigation of any additional demands on social infrastructure (for both adults and children) in the local area of South Woodham Ferrers, Stow Maries and Cold Norton, and North Fambridge.

The ES chapter should consider employment that is generated at demolition/construction and operational phase (including how this would be set against the loss of any existing jobs, such as agriculture), the fiscal value of local spending by future residents of the proposal and the impact of this spatially.

The development would have a significant impact on the local housing market, including affordable housing. ECC is the Adult Social Care Authority for the Site and recommends that housing matters reflect a wide range of housing types with relation to the Supported and Specialist Housing and Accommodation Needs Assessment 2025, including:

- People with a learning disability, including young people with learning disability/autism going through transition to adult social care (who draw on adult social care support funded by Essex County Council)
- Autistic people (including people who draw on adult social care support funded by Essex County Council and people who do not)

- Vulnerable young people including care leavers (including young people receiving support from Essex County Council Children's Services)
- Children in Care who need residential care (children receiving support from Essex County Council Children's Services)
- People with mental health needs (who draw on adult social care support funded by Essex County Council)
- People with a physical/sensory disability, including wheelchair users and people with other long-term conditions (including people who draw on adult social care support funded by Essex County Council and people who do not)
- Victims, survivors and perpetrators of domestic abuse Supported and Specialist Housing and Accommodation Needs Assessment 10
- Older people (65+), including older people who draw on adult social care support funded by Essex County Council and people who do not
- People with lower-level needs who may not draw on adult social care from Essex County Council but have support needs that affect their housing and/or accommodation

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant socio-economic related environmental impacts associated with the development. This matter should therefore be scoped into the ES.

11. Human Health and Wellbeing

Your submitted SR has not stated whether the topic of human health and wellbeing would be scoped into the ES.

Your SR advises that a Health Impact Assessment (HIA) would however be submitted as part of the application. In addition to being embedded within the relevant ES chapters, the submitted HIA should:

- Be carried out in accordance with the Essex Healthy Places Guidance and the scope for this should be in agreement with Public Health at ECC and the local Public Health Officer
- Assess the likely significant effects on human health for both construction and operational stages
- Be based on the broad definition of health and wellbeing and understanding of the wider determinants of health relevant to the design and location of the development

It is important that the HIA is also used as a tool to understand how people and communities' benefit from a project, it is equally important to demonstrate enhancement measures of the proposal. The assessment needs to include consideration of impacts on vulnerable population groups. Public Health recommends the use of the WHIASU Population Groups Checklist as appropriate. These are groups that have been identified as more susceptible to poorer health and wellbeing outcomes and could be more impacted than others by the proposal. Therefore, it is important to consider them in the HIA appraisal.

Matters relating to air quality, transport safety and contamination would be addressed by the relevant other sections of the ES. IEMA guidance states that solely relying on other technical chapters within the ES to provide the coverage of human health is not recommended and should not be the justification to scope human health out of the ES. Noting the scale of the proposal, Human Health and Wellbeing should be considered in a dedicated technical chapter, including an efficient review and consistent discussion of population health outcomes and public health implications using a consistent methodology within which the submitted HIA and the relevant chapters in the ES are linked, explaining likely public health implications and effects on health inequalities.

Your development would not store or process hazardous substances in significant quantities, is not located within an explosives safeguarding zone, nor is it located within a Health and Safety Executive land-use-planning consultation zones for major-accident-hazard pipelines and hazardous substances consented sites.

The local study area should consider the use of Middle Super Output Area and/or Lower Super Output Area to inform health baseline of the area whilst also covering deprivation and health inequalities. Given the

Site's location on the district boundary, the HIA should consider the baseline and potential impacts within the Chelmsford City boundary as well as Maldon. ECC have recommended early engagement with Public Health to agree the scope of the study area.

In addition, safety plays an important part in ensuring health and wellbeing to existing and future residents. Essex Police have stressed the importance of developments integrating core concepts of creating safer places/communities at an early stage. They request that the following considerations are reflected in the scoping opinion and carried forward into the Environmental Statement:

- Crime Prevention Through Environmental Design (CPTED)
- Assessment of how the proposed layout, lighting, and landscaping will impact natural surveillance, access control, and territorial reinforcement.
- Incorporation of Secured by Design principles to reduce opportunities for crime and anti-social behaviour.
 - o Impact on Policing Demand
- Analysis of the projected population increase and associated demand for policing services.
- Identification of any additional infrastructure or resources required to maintain community safety.
- Traffic and Transport Implications
- Assessment of road layouts and transport hubs to ensure safe movement and reduce risks of vehicle-related crime or disorder.
- Public Realm and Open Spaces
- Evaluation of how public spaces will be managed to prevent crime hotspots and ensure safe usage.
- Construction Phase Security
- Consideration of site security during construction to prevent theft, trespass, and associated crime.

The Essex County Fire And Rescue Service have advised that access must be provided for fire service vehicles, the development must comply with the relevant building regulations and that additional water supplies for firefighting may be necessary on the Site. Early consultation on the latter point is recommended by contacting the Water Section at Service Headquarters, 01376 576000. Essex County Fire And Rescue Service urge the use of sprinkler systems to suppress fires, even where it is not required under building regulations.

The scale of the development and its proposed land uses would be likely to result in significant environmental impacts on human health. Matters such as access and capacity of healthcare, or provision of access for emergency services, can be mitigated through the application's submission documents and planning obligations.

Please ensure that the ES addresses the matters set out in the submitted SR and those highlighted above. The Council agrees that there may be significant human health related environmental impacts associated with the development. This matter should therefore be scoped into the ES.

Topics to be Scoped Out

12. Agriculture & Soils

Your submitted SR has not addressed the matter of agriculture and soil quality.

The Site is in a location which Natural England's Provisional Agricultural Land Classification (ALC) map suggests would likely be Grade 3 agricultural land. Grade 3 is subdivided into 3a and 3b, where 3a is classed as 'good' agricultural land, which falls within Best and Most Versatile (BMV) while 3b is classed as 'moderate' and is not BMV land.

While measures can be undertaken to mitigate impact, such as stripping topsoil for use elsewhere or on green areas of the proposed site and avoiding quality soil being taken to landfill, the development would likely result in the permanent loss of the entire area of agricultural land currently on the Site.

The Council notes that the application will undoubtedly have an adverse effect on the supply of agricultural land; however, does not consider it to be an impact likely to result in significant environmental impact, subject to the submission of an ALC survey and measures to protect any good quality soils.

A separate chapter in relation to agriculture and soils impacts can be scoped out of the ES.

13. Minerals and Waste

Your submitted SR has not addressed the matter of minerals and waste.

The development would not be located in a Mineral Safeguarding Area, Mineral Consultation Area or a Waste Consultation Area. The development would result in significant earthworks movements and the generation of waste associated with general development. There would also be a general increase in waste generated in the area. There are no concerns that any minerals deposits would be impacted.

Your submission should address the impact and destination of construction waste as well as local waste regulations and waste minimisation targets for the operational development phase. The impact is however not considered to have any significant environmental impacts and can be addressed by the submission of a Waste Management Plan (construction and operational phases) as part of the application.

A separate chapter in relation to minerals and waste impacts can be scoped out of the ES.

14. Utilities and Infrastructure

Your submitted SR has not stated that the topic of utilities and infrastructure would not be scoped into the ES.

Your SR advises that a Utilities and Infrastructure Report would however be submitted as part of the application but concludes that *“overall, the potential for significant effects related to utilities and infrastructure are not anticipated as a result of the Proposed Development. As such, it is not necessary for the topic of utilities and infrastructure to be included within the EIA”*.

Your development would result in increased demand for wastewater treatment during the operational phase of the residential dwellings. This site falls within the catchment of South Woodham Ferrers Wastewater Treatment Works (WWTW, also referred to as WTC - Water Recycling Centre). The EA advise that Anglian Water's *“latest verified 2024 Dry Weather Flow (DWF) data, shows that the South Woodham Ferrers WWTW is currently operating in exceedance of its environmental permit for discharge volume (permitted DWF). This measured DWF is known as the Q80. If the measured Q80 flow exceeds the permitted DWF, there is a risk of deterioration in river status. The recently verified 2024 annual compliance data indicates for Q80, that the works is still operating in exceedance of its permitted DWF, and has also now exceeded the Q90 limit for measured discharge volume in 2 out of the previous 5 years. The Q90 is a trigger used by us for enforcement. If the measured Q90 exceeds the permitted DWF there is an even greater risk of deterioration in river status”*. ECC and AW have advised that South Woodham Ferrers WWTW has been identified within AW's AMP8 (2025-2030) business plan for investment; however, details of likely delivery timeframes have not been stated.

AW have advised that they would request a condition on any consent which requires evidence that there is sufficient evidence that the existing WRC has sufficient headroom, unless first occupation of the development would be after 2030 (the assumption likely being that the investment within the business plan has then been carried out).

While the details of a sustainable point of connection is largely a non-planning matter, to be agreed between the developer and the provider (although the agreement and completion of the connection would likely be secured by planning condition to ensure compliance and avoid procedural issues), the Utilities and Infrastructure Report must consider the development's impact on capacity. The Council is however satisfied that this can be addressed through the standard planning application documents, conditions and planning obligations, and agree that your development is unlikely to have any significant environmental impacts on water utilities and infrastructure.

The existing baseline condition of healthcare provision must be assessed, taking into account the proposed uplift (including the projected demographics of the development) to demonstrate that there would be

sufficient capacity, although it is understood that this may be able to be accommodated through the normal measures of a planning application.

When considering Early Years and Childcare (EYCC) and primary and secondary education as part of the proposed development, you should review and reference the Essex Developers' Guide to Infrastructure Contributions 2024 (Developers' Guide) (or as updated or superseded) as well as any relevant planning policy requirements for the site. It should be ensured that consideration is given to the full range of potential impacts on education including impact on EYCC, mainstream education (primary and secondary), Special Educational Needs and Disabilities (SEND), and post-16 education opportunities. This includes investigating sufficiency of education and childcare facilities, within statutory walking distances via safe and direct routes and developing a suitable strategy to mitigate the impact on local services as a result of the demand generated. Should the nearest school not fall within the statutory distance, school transport contributions would be required. It is acknowledged that you are proposing an early years centre and primary school onsite. A S106 legal agreement can be used to secure any financial contributions required to improve secondary schools, if required. Your proposal is unlikely to have any significant environmental impacts on education infrastructure.

A separate chapter in relation to utilities and infrastructure can be scoped out of the ES.

15. Arboriculture

Your submitted SR states that arboricultural impacts are intended to be scoped out the ES.

The SR notes that a number of trees on the Site will be required to be removed and that an application would include a submitted Tree Survey/Arboricultural Impact Assessment. A number of existing trees would need to be removed; however, your submission doesn't note the quantity. The SR notes that any ancient or veteran trees would be protected.

The Site does not contain any designated Ancient Woodland (although there are areas in relatively close proximity to the Site), ancient or veteran trees, nor any trees subject to a Tree Preservation Order (TPO). The majority of the six fields contained within the Site are mostly open arable land.

The Council agrees that the impact can be managed and mitigated through the submission of the Arboricultural Impact Assessment (and associated documents), and that significant effects would be unlikely.

A separate chapter in relation to arboriculture impacts can be scoped out of the ES.

16. Major Accidents and Disasters

While parts of the Site would be located in areas at higher risk of flooding, buildings would not be located in these areas and the development will be required through other chapters to ensure that it does not increase the risk of flooding on and offsite. In addition, evacuation measures can mitigate the potential impact. Any land contamination matters can be addressed through the ES chapter which you are being advised should be scoped in.

The scale of development would not be likely to raise the risk of any aviation-related accidents. While there would be increased road usage, including the use of the local highway network by HGVs and other large vehicles during the construction period, the potential for increase in accidents is not considered a major accident or disaster and will be assessed, and mitigated if necessary, within the relevant chapter of the ES. The development is not considered likely to have a significant environmental effect on major accidents and disasters.

A separate chapter in relation to major accidents and disasters can be scoped out of the ES.

17. Transboundary Effects

The Site is located at a significant distance from the nearest countries and the likely significant impacts would be spatially localised when considering the development on an international scale.

Noting the scale, location and nature of the proposal, it would not likely give rise to any significant transboundary environmental effects and therefore no consultation with other states is required.

A separate chapter or considerations in relation to transboundary effects can be scoped out of the ES.

18. Cumulative Impacts

In accordance with the EIA Regulations, your ES will consider both inter- and intra-development cumulative effects. The former will be presented through a technical chapter "Summary of Residual and Cumulative Impacts", while the latter will be incorporated into the assessment within the other technical chapters of the ES. Reference in other chapters must be specific and indicate why the cumulative impact is being considered in that particular matter/location. Particular regard should be had in relation to environmental designations in the wider area, as identified in your submitted SR.

The submitted SR provides the following criteria for consideration of other developments' cumulative effects:

- Located within 1km of the site
- Have full planning consent, a resolution to grant or have been submitted but not determined
- Produce an uplift of more than 10,000sqm GEA mixed-use floorspace, or over 150 residential units, and/or the overall area of the development exceeds 5 hectares

The submitted SR identifies the following schemes which meet the above criteria:

- 21/01961/OUT - Land North West of Hamberts Farm Burnham Road South Woodham Ferrers Chelmsford
Hybrid application seeking outline planning permission for up to 1020 homes, up to 88 bedrooms of residential care accommodation, up to 1,100sqm neighbourhood centre, up to 1,200sqm business floorspace, a primary school and two 56-place early years facilities.
Awaiting decision
- 22/00311/OUT - Land North Of South Woodham Ferrers Burnham Road South Woodham Ferrers Chelmsford
Outline application with all matters reserved for up to 200 residential dwellings.
Resolution to grant permission received on 07/02/2023

Given the scale of your application, the Council considers the 1km zone of consideration to be insufficient. In addition, the criteria for consideration of cumulative schemes should also include any relevant projects which are likely to be developed by way of a strategic allocation.

ECC have advised that "*although there are references to a study area for individual topics, a geographical representation would be helpful to understand the actual extent of the area to be covered for the ES. We would anticipate the study area to clearly extend into Chelmsford's administrative area, given the relationship between the proposed development site and South Woodham Ferrers to ensure a robust and effective assessment of the proposed development on this location*".

The list of sites should be kept up-to-date through the review of planning registers and consultation with the relevant authorities in Maldon and Chelmsford.

Notwithstanding the EIA requirements for assessing the cumulative impacts of committed development, there are concerns that this would significantly underestimate the amount of development that could come forward under the emerging Maldon Local Plan as well as adjoining authorities. ECC have raised the issue that the Site is not allocated and MDC is still progressing the draft Local Plan, which may not be adopted by the time of an application on your Site. The Site does not form part of MDC's current growth strategy. ECC state that in their comments that it is therefore "*difficult for ECC as an infrastructure provider to be definitive*

about what infrastructure is required on-site, and what the cumulative impact on infrastructure for which ECC is responsible could be, such as schools and roads”.

ECC also state that “we appreciate that the EIA cumulative impact scope is limited to “committed development”, however we need to ensure that the right infrastructure comes forward in the right location and at the right time to meet future needs, particularly when considering the overall scale of potential growth. This should be progressed through the Local Plan. ECC is very concerned about the impact of piecemeal and premature development proposals on infrastructure planning and delivery in this location. Therefore we wish to highlight our concerns to MDC and the applicant at this stage about the need for comprehensive and cohesive planning of development opportunities within this wider spatial context, to ensure that any growth is sustainable, healthy, inclusive and is well-related to existing and planned future infrastructure and services”.

Conclusion

In conclusion and in summary the following matters are scoped into the ES:

Matter	Submitted SR Conclusion	LPA’s Scoping Opinion
Transport	YES	YES
Noise and Vibration	YES	YES
Air Quality	YES	YES
Climate Change	YES	YES
Water Environment and Flood Risk	YES	YES
Landscape and Visual Impact	YES	YES
Ground Conditions & Contamination	NO	YES
Ecology and Biodiversity	YES	YES
Archaeology and Built Heritage	YES	YES
Socio-economics	NO	YES
Human Health and Wellbeing	Not Considered	YES
Agriculture and Soils	Not Considered	NO
Minerals and Waste	Not Considered	NO
Utilities and infrastructure	NO	NO
Arboriculture	NO	NO
Major Accidents and Disasters	Not Considered	NO
Transboundary effects	Not Considered	NO

This letter forms the scoping opinion of the Council pursuant to The Regulations. It should be noted that this does not preclude the Council from subsequently requiring the applicant to submit further information if and when the ES is submitted as per The Regulations. In accordance with the EIA Regulations the Council will place a copy of this Scoping Opinion on the public register.

As stated earlier in this letter, there are concerns that piecemeal development of your Site, in addition to the other sites coming forward in the surrounding area, could result in development that is not sustainable, healthy, inclusive and well-related to existing and planned future infrastructure and services. While some of the development may fall outside the consideration of committee development under the EIA regulations, MDC and ECC welcome proactive and ongoing discussions in order to achieve timely and high-quality development on the Site. A Planning Performance Agreement (PPA) can be entered into with both authorities, enabling for a more seamless and coordinated approach.

I trust that the contents of this opinion are clear, but should you have any further queries relating to this matter please do not hesitate to contact Gareth Ball via the email address above in this letter.

Yours sincerely,

Gareth Ball,

Principle Planning Officer

Essex Local Nature Recovery Strategy

Using the LNRS in your Local Community

Elias Watson
Local Nature Recovery Coordinator

What is a Local Nature Recovery Strategy (LNRS)?

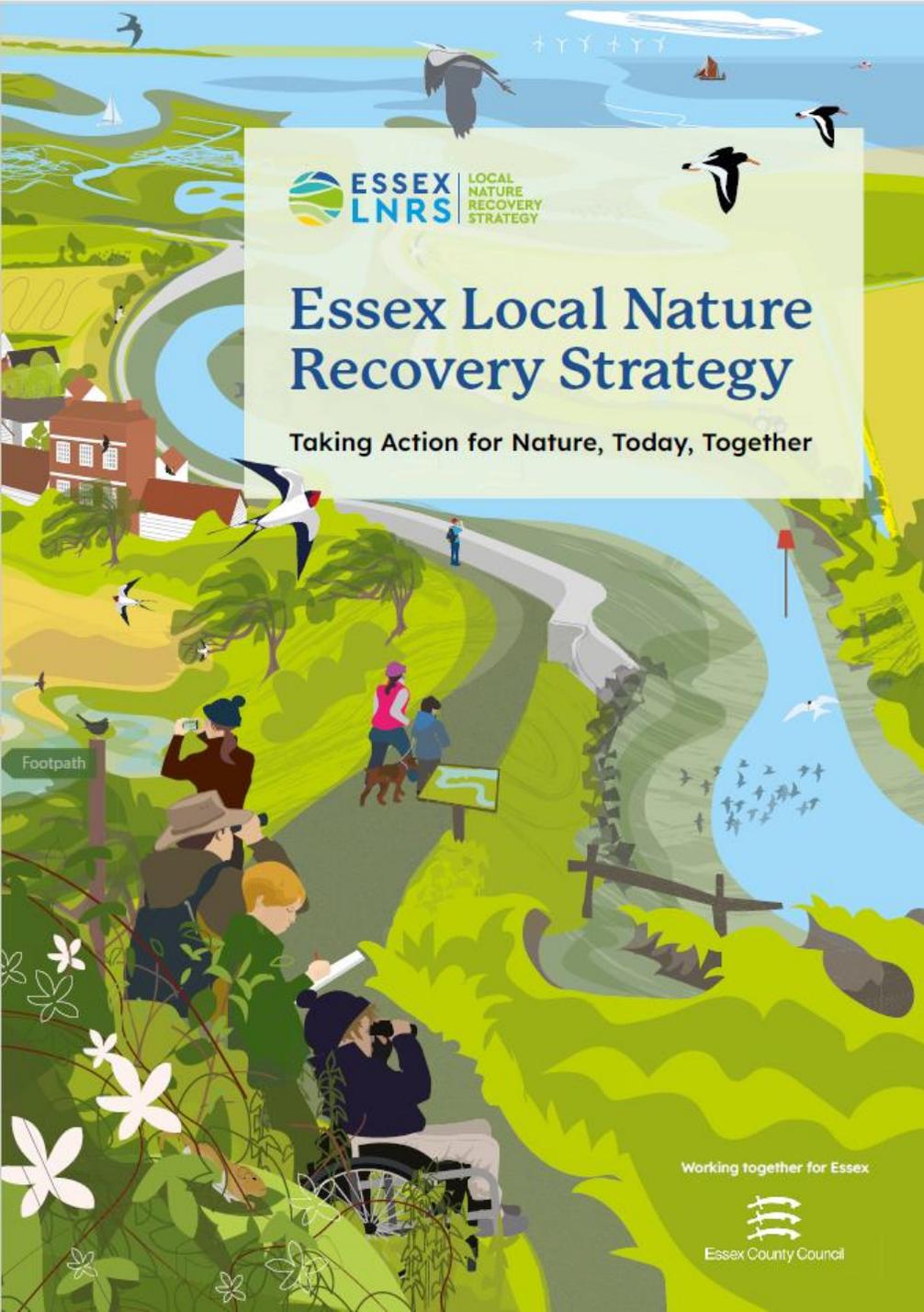
- LNRS are a new system of spatial strategies for nature in England
- Made mandatory in the Environment Act 2021
- Designed to help map out the action needed to restore nature on a local level
- Created collaboratively with local partners
- Sets out aims and priorities for nature
- Published in July 2025, the Essex LNRS highlights areas where nature is thriving, opportunities for potential habitat creation or enhancement, and actions that can be taken to carry out creation/enhancement
- Identifies strategic areas for 15% uplift on BNG delivery
- Essex County Council is the 'Responsible Authority' for the County, thus our LNRS covers the entirety of the Greater Essex Region including unitary authorities





Why is the LNRS needed?

- **Decline and loss of species**
 - 1 in 6 species at risk of being lost from Great Britain
 - Endangered species in Essex: Swift, Lesser Spotted Woodpecker, Native Oyster
 - 55% decline in farm birds
 - 32% decline in species' abundance in England
- **Habitat loss**
 - UK lowest 12% for biodiversity intactness
 - Over last 400 years, Essex has lost 91% of its intertidal saltmarsh
- **Increased fragments habitat**
 - Decrease of connectivity for 19% of species



Essex LNRs Key Elements

- Top 10 Aims
- Mapping of both APIBs and Strategic Opportunities
- Habitat Priorities and Measures
- Species Priorities
- State of Nature

In Essex, our top 10 aims for nature recovery are:

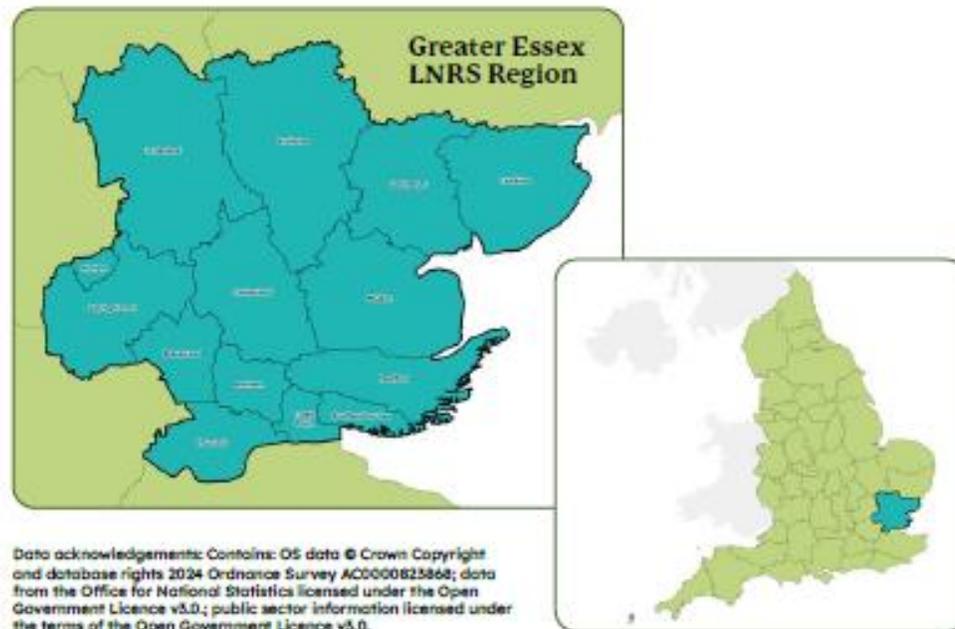
- 1 To create networks of bigger, better, more connected habitats.
- 2 To have green and blue habitats covering 25% of the county by 2030, with an ambition to achieve 30%, compared to 14% coverage today⁶.
- 3 To encourage farmers to leave more space for nature in less productive areas and to increase usage of nature-friendly farming practices in productive areas.
- 4 To encourage local communities across Essex to actively engage in restoring, managing and protecting nature in their areas.
- 5 To boost the use of nature friendly practises in urban areas across the county, to improve spaces for biodiversity and people, and to create a greener, more natural and healthier environment for all.
- 6 To ensure that new development of all kinds, of all scales and in all locations prioritises the incorporation of green spaces and features that improve biodiversity in its planning and management strategies and is consistent with the Essex LNRS.
- 7 To prioritise the creation of new native woodland in ways that link with existing native woodland, to consider both new planting and natural regeneration, and to improve the management of existing woodland to enhance biodiversity.
- 8 To increase the size, scale and connectivity of species-rich grasslands by restoring and recreating those that have been lost or damaged.
- 9 To strengthen the resilience of coastal and marine environments against the effects of climate change, including rising sea levels, coastal erosion and warmer conditions, as well as human pressures including disturbance, development and pollution, by utilising nature-based solutions
- 10 To enhance the water quality and quantity, and resilience of freshwater habitats through nature-based solutions that filter and slow water as it runs from source to sea.

5. Maps



5.1 How to use the maps

The DEFRA defined Greater Essex LNRS boundary has a total area of 394,888.40 hectares.

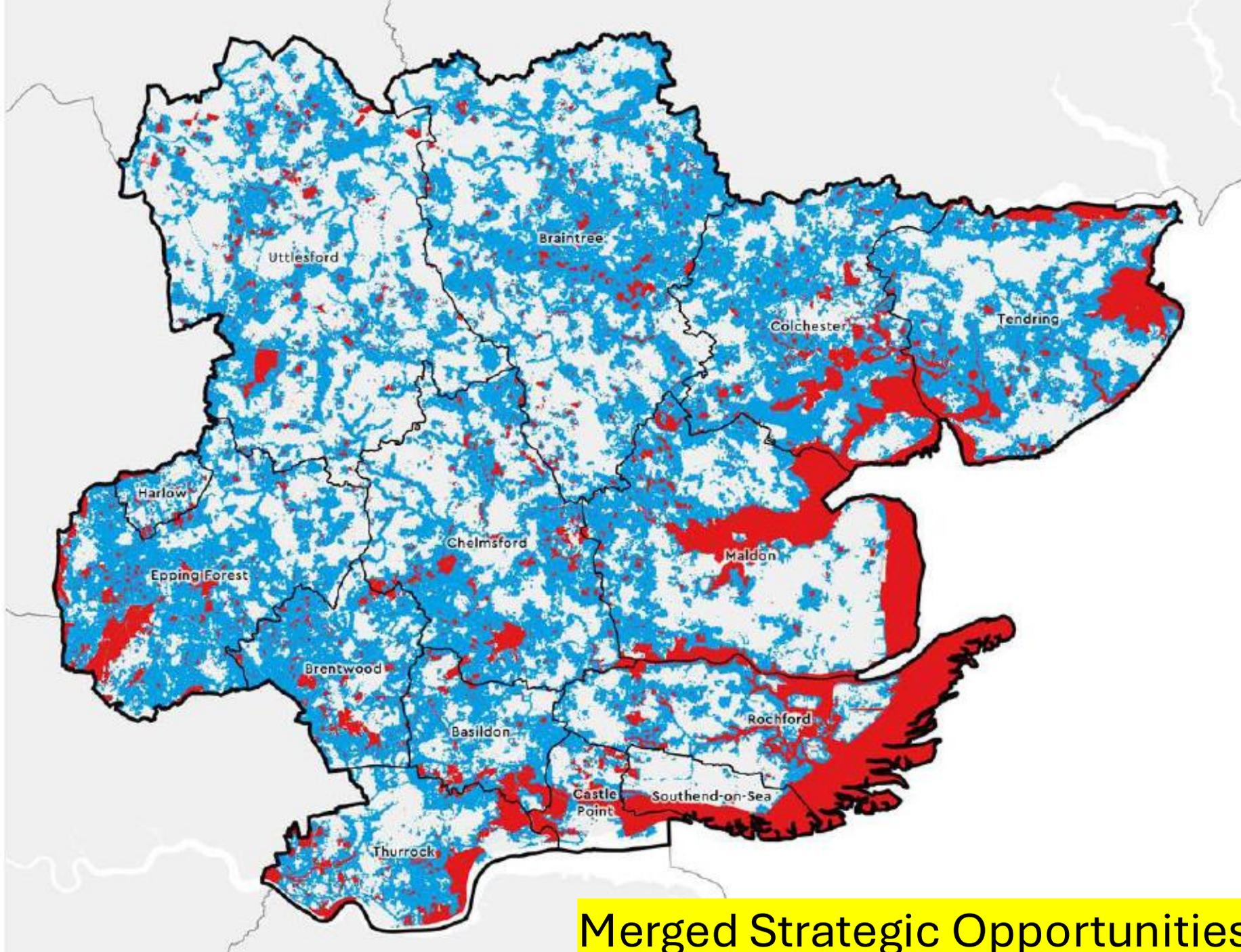


Data acknowledgements: Contains: OS data © Crown Copyright and database rights 2024 Ordnance Survey AC0000823868; data from the Office for National Statistics licensed under the Open Government Licence v5.0; public sector information licensed under the terms of the Open Government Licence v5.0.

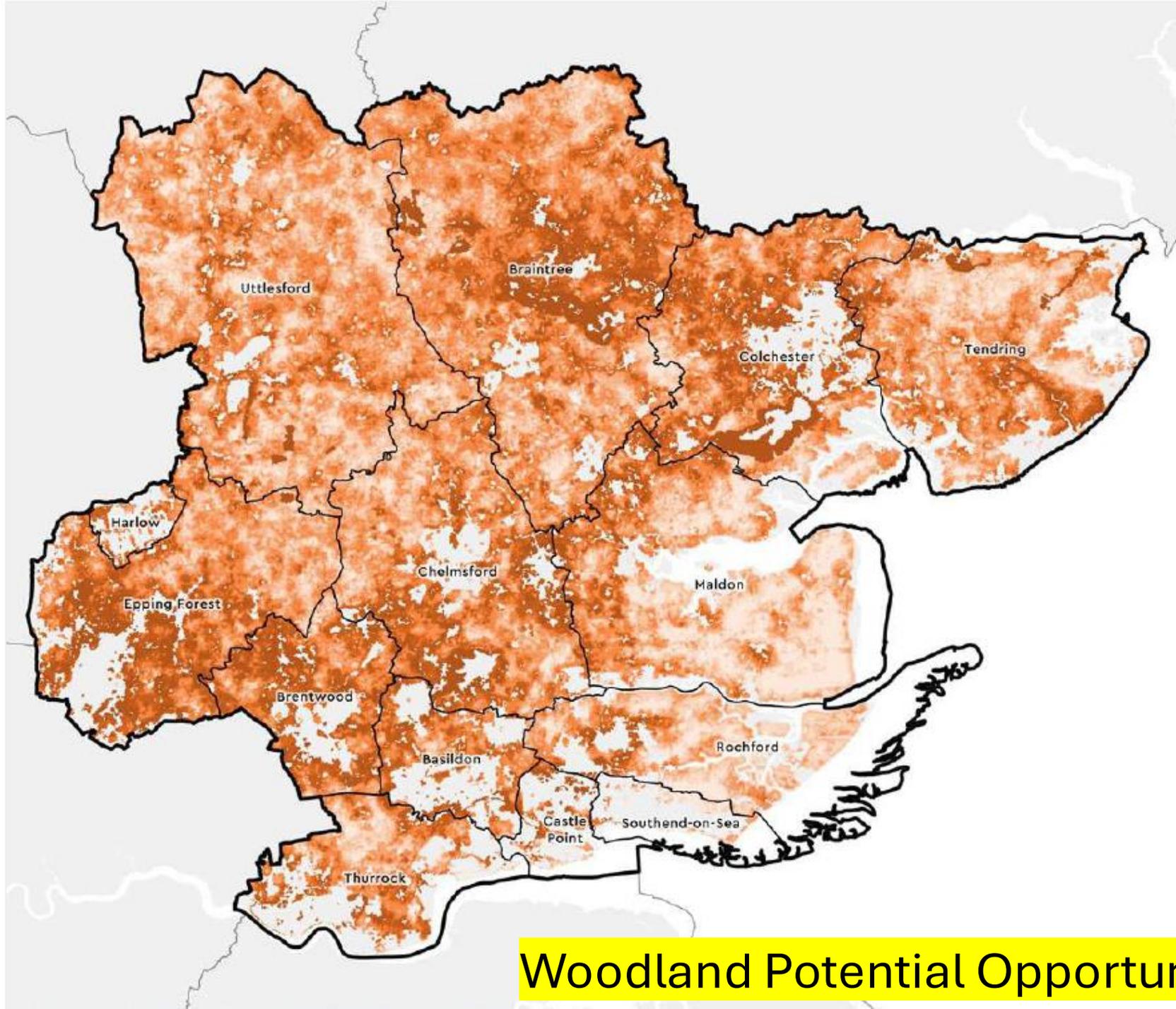
Two principal types of map are presented below:

- **Areas of particular importance for biodiversity (APIB) maps.** APIBs identify national conservation sites, local nature reserves, local wildlife sites and areas of irreplaceable habitat in Essex. Areas of particular importance for biodiversity have a total area cover of 56,226.27 hectares, which is 14% of Essex.
- **Opportunity maps** identify areas in Essex that could become of particular importance for biodiversity and, if created, would help to connect existing habitats. These are the areas in which the potential measures should be carried out to help Essex to achieve **bigger, better and more joined up** habitat, as set out in the biodiversity priorities.

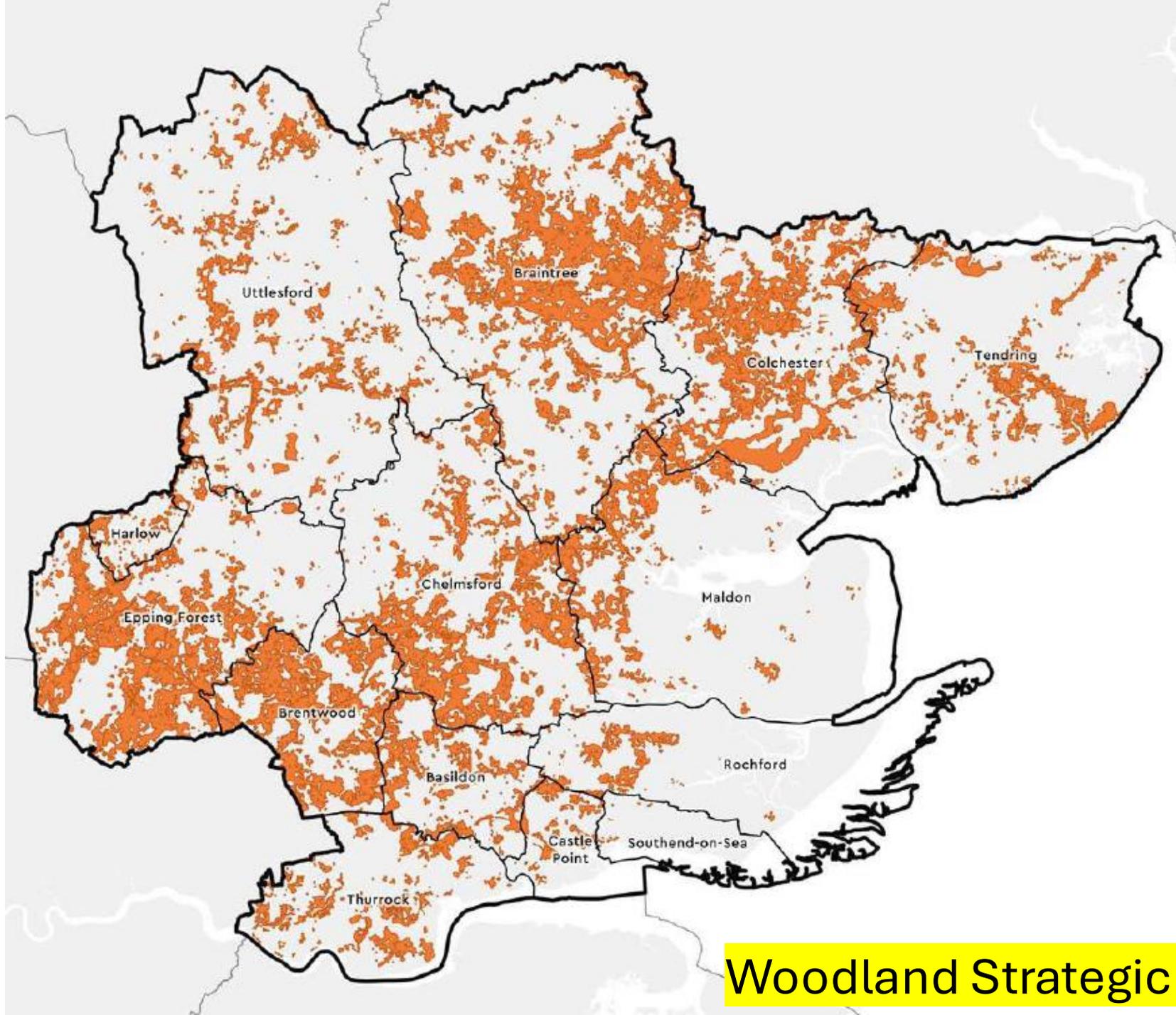




Merged Strategic Opportunities and APIBs



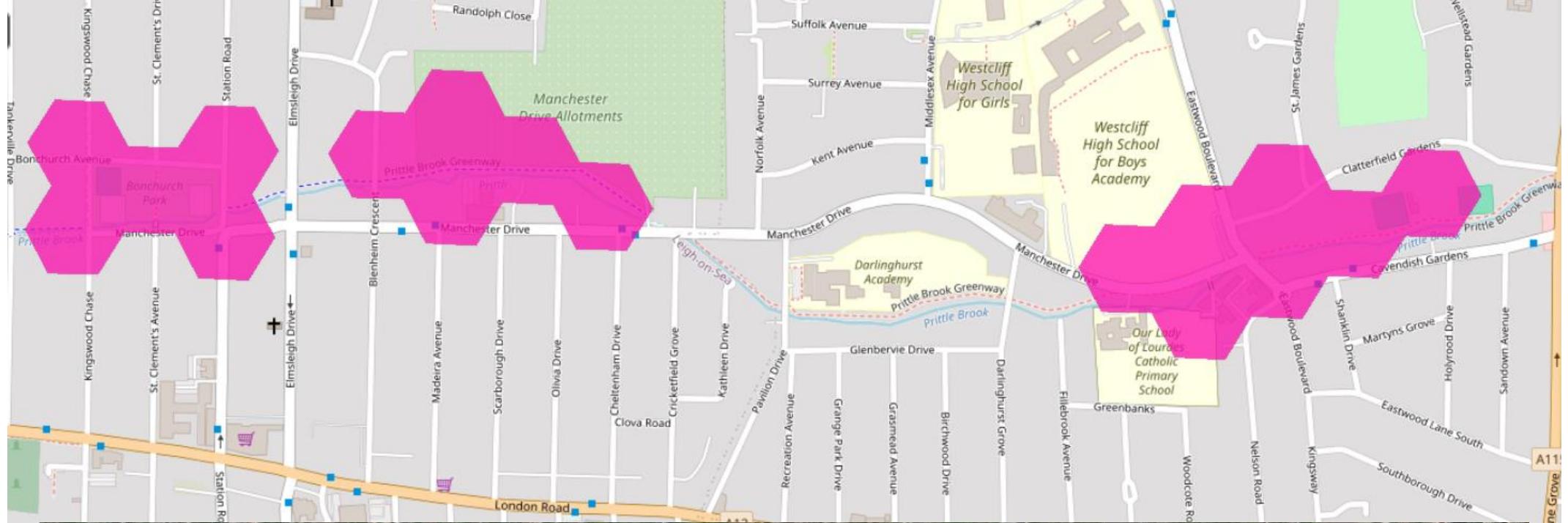
Woodland Potential Opportunities (Valued)



Woodland Strategic Opportunities



How can your school strengthen and connect neighbouring habitats?





Consider what habitats already exist on the school grounds

Consider the whole school grounds as potential habitat

Consider the surrounding habitat opportunities weaving through your local patch

Biodiversity priorities



BIGGER HABITAT PRIORITY:

To create 18,000 hectares of new woodland across Essex, taking a right tree, right place approach.



BETTER HABITAT PRIORITY:

Restore nature-rich woodlands by bringing unmanaged woodlands back into management and maintaining trees on farms, fields, and hedges, to improve structure and increase resilience.



MORE CONNECTED HABITAT PRIORITY:

Improve connectivity of all types of woodlands on a landscape scale by protecting existing trees and woodlands, while establishing a mosaic of semi-natural habitat which are integrated at landscape scale.



3. Plant native tree species



Seek advice to ensure that the “right tree is planted in the right place”, and ensure a management plan is in place to care for the tree/s after planting.

Whilst all tree planting is encouraged, plant tree species to reflect local conditions, landscape character and management objectives of the specific site. Use native planting where possible, but consider the inclusion of some non-native non invasive species that could be suited to changing, warmer conditions.

Obtain high-quality seedlings or saplings from reputable nurseries or conservation organisations. Make sure the plants are healthy, disease-free, and properly labelled with their species name.

Apply a layer of organic mulch, such as wood chips or straw, around the base of the tree to conserve moisture, suppress weeds and regulate soil temperature. Install a tree guard or fence if necessary to protect the young tree from wildlife browsing or mechanical damage.

Carry out appropriate after care for young trees, ensuring they are adequately hydrated and mulched, and that tree guards are removed before they become constrictive.

Scale of action

Local

Nature recovery benefits

- Native wildlife depends on native trees
- Lower maintenance
- Reduces needs for pesticides and artificial plant foods

Wider benefits

- Contributes to carbon sequestration and helps reduce greenhouse gas emissions
- Helps improve water quality by filtering pollutants, reducing sediment runoff and regulating water flow
- Planting native tree species, especially those characteristic of the local area helps to strengthen the character of the local landscape



Grasslands and meadows - actions



1. Practice nature-friendly grassland management practices that consider seasonal behaviours, including “No Mow May” where appropriate



Avoid cutting grassland in the spring, during the breeding and nesting season. Leave refuges for wildlife following mowing.

Generally, wait until August for the first cut and mow/cut again in September/October. Cutting too early can disrupt plant reproduction and reduce habitat quality for pollinators.

Remove cuttings so as not to increase soil fertility. Leave some grass uncut over winter.

These management practices are relevant for grassland habitats of all shapes and sizes.

Scale of action

Local / Household

Above: Grass snake © Essex Wildlife Trust

Nature recovery benefits

- Promotes biodiversity by allowing wildflowers to bloom
- Allows invertebrates to complete their lifecycle
- Provides habitat for birds, avoiding nesting season.
- Promotes healthy soil and plant diversity

Wider benefits

- Preserves cultural and historical landscapes
- Enhances aesthetic appeal with natural landscapes
- Supports mental well-being by connecting with nature
- Reduces carbon emissions and fuel consumption



2. Create above ground drainage features in the urban environment

Create shallow depressions in the ground, planted with flowers and vegetation, to help absorb excess surface water runoff.

Scale of action

Local

District / Borough / City

Nature recovery benefits

- Provides biodiversity hotspots and vital sources of food and shelter in urban landscapes for a range of species
- Can help filter pollutants from water before it enters watercourses

Wider benefits

- Slows the rate at which water enters the drainage system
- Protects against surface water flooding due to high rainfall
- Strengthens resilience to drought
- Allows authorities to take a proactive approach to maintenance before flooding occurs
- Reduces the volume of water entering the sewerage network, thus helping to reduce combined sewer overflows



3. Create pocket forests

Plant native trees and shrubs together, to create a compact, biodiversity rich, and ultra-dense environment. These are known as Pocket or Miyawaki forests.

Scale of action

Local

District / Borough / City

Nature recovery benefits

- Accelerates carbon capture
- Generates higher biodiversity

Wider benefits

- Improves individual and community health and wellbeing



Priority Species	Habitat	Potential Actions
JNCC status: Critically Endangered		
Distinguished Jumping spider (Nationally Rare)	<ul style="list-style-type: none"> Brownfield sites 	<ul style="list-style-type: none"> Establish a management plan for habitats for invertebrate species on brownfield sites where long term management has been secured
Turtle Dove	<ul style="list-style-type: none"> Woodland edges Dense scrub or hedgerows Farmland Open land with scattered bushes 	<ul style="list-style-type: none"> Establish feeding habitat including low plants and patches of open ground Allow plants to regenerate naturally to provide natural seeds as a source of food Plant a bespoke seed mix if natural regeneration of seeds is not suitable for the site Establish nesting habitats by planting up hedgerows or scrub habitat by encouraging thorny species such as Bramble, Hawthorn and Blackthorn To maintain dense scrubby habitats, cut areas on a long term rotational basis Create suitable habitats for turtle doves in gardens and green spaces near an existing turtle dove site Reduce herbicide use to allow native arable plant regeneration as a seed food source for mating pairs
IUCN Red List: Endangered		
Native Oyster (Priority species in the UK)	<ul style="list-style-type: none"> Seabed in shallow coastal waters and estuaries 	<ul style="list-style-type: none"> Essex Native Oyster Restoration initiative (ENORI) works to restore native oysters back to the seabed. The initiative actions include: <ul style="list-style-type: none"> Put back old shells and gravels onto the sea bed for oysters to settle on and grow Translocate mature oysters to other sites to improve reproductive success

Essex Local Nature Partnership

The Essex LNP, launched in March 2022, brings together local organisations, conservationists, local authorities, businesses, NGOs and any organisations who want to improve their local natural environment.

The LNP is now formed of 40+ organisations in Essex. Essex County Council and our board coordinate the LNP across the county.

Local Nature Partnership Community Fund 2025

- Linking habitats to improve ecological connectivity
- Enhancing biodiversity through habitat creation or restoration
- Improving access to green spaces for local communities
- Connecting people with nature, especially underrepresented or disadvantaged groups
- Protecting or improving existing valuable habitats
- Enhancing urban nature (e.g., green roofs, pocket parks, vertical gardens)
- Projects should seek to align with the Local Nature Recovery Strategy (LNRS)



View the LNRS/Get in touch

www.essex.gov.uk – Plans/Strategies

www.essexnaturepartnership.com

nature.partnership@essex.gov.uk

Biodiversity Net Gain

Ben Howe – Biodiversity Net
Gain Officer

What is Biodiversity Net Gain (BNG)?

Biodiversity Net Gain (BNG) is a new mandatory statutory requirement used to create and improve natural habitats, ensuring developments have a measurably positive impact on biodiversity.

Leaving nature in a better position than how we found it.

Since February 2024, applicants must demonstrate a minimum uplift of 10% BNG, measured using Defra’s statutory biodiversity metric calculation tool and the biodiversity hierarchy.

Working with Local Nature Recovery Strategies (LNRs), we can define areas of opportunity to provide the best routes for nature recovery



- Avoid
 - Minimise
 - Remediate
 - Compensate
-

Why BNG?

Across the UK, greenspace, nature and biodiversity have been in rapid decline. Pressures from population increase, agricultural needs, pollution and climate change can be linked to this decline in biodiversity.

The UK currently ranks among the **bottom 10% globally** for biodiversity and is the worst G7 nation for biodiversity loss.

With BNG in place, applicants must now consider the environment with their planning application, providing sufficient evidence that the hierarchy and all avenues for BNG implementation have been followed.

Currently, BNG can be used alongside other green infrastructure projects, including Sustainable Drainage Systems (SuDS) and flooding using natural flood management (NFM).

Key notes:

- In Essex; biodiversity resources have been highly depleted, with around 14% of the County currently considered natural green infrastructure.
- BNG can be used as a tool alongside other nature-based solutions to help promote development and nature recovery, with added implications to public health.
- Creating a holistic approach to planning and securing our environment for the future.

On-site, Off-site & National Credits

There are three avenues for securing BNG uplift on a development site:

(Significant) On-site enhancements

- Within the red-line boundary of the development area.
- Can provide immediate nature benefits; covering flood risk, public health and biodiversity connectivity to the impacted area.
- Least impactful on project expenditure, avoids unit/credit purchases
- Accessible greenspace is a bonus for everyone!
- Creation/Enhancement of impacted **significant** on-site habitats

Purchasing off-site units

- LPAs & private landowners can designate land to create/enhance biodiversity units. (Habitat Banking)
- Units from habitat banks can be sold to developers who cannot provide on-site BNG uplift.
- The further away a habitat bank is, the more units a developer will have to purchase.
- Currently an open market.
- Natural England (NE) provide a site registry for all Habitat Banks across England to prevent unethical unit sales.

Purchasing National Biodiversity Credits

- **The last resort**
- A temporary service provided by NE & Defra whilst Habitat Banks develop.
- Purposefully overly expensive to disincentivise poor behaviour.
- NE decide which major projects these credits will be spent on.
- Can make development projects unviable

Initial surveys and Calculating units

Biodiversity gains are measured in “units” both in post and pre-development. This allows us to measure a tangible change in nature recovery through habitat creation and enhancement.

A baseline (pre-commencement) survey must be completed to show the habitat values and quantities within the red line boundary of the proposed site.

Units are calculated within the Biodiversity Metric Tool using:

- **Habitat Size** (area habitat units in ha/m² or linear hedgerow and watercourse units measured in km/meters)
- **Condition**
- **Distinctiveness**
- **Location** (Is it strategically significant?)

Size x Condition x Distinctiveness x Location = BNG units

Post-development Creation & Enhancement

Once the baseline survey has been undertaken, an ecologist may review and advise on best options for on-site nature recovery.

BNG uplift is provided through habitat creation or enhancement.

It is easier to enhance poor quality habitat to a moderate standard than a moderate habitat up to a good standard, but this may provide more BNG units!

Strategically significant habitats are accounted for in the post-development values, giving a 15% uplift to the identified **BNG units** not the **BNG requirements**.

BNG trading rules relies on a like-for-like or better standard, you can't remove a moderate distinctiveness habitat and replace this with a poor one!

With BNG applications, further documentation may be needed to give more confidence in the application, such as:

- ✓ **Site Plans**
- ✓ **A Habitat Monitoring and Management Plan (how will the land be managed for 30 years)**
- ✓ **A completed BNG metric**
- ✓ **Land Registry Deed and Title Plans**
- ✓ **Viability or Business Plans**

Size (ha)	Condition	Distinctiveness	Location	Units generated
7.84	2 (Low)	1 (Poor)	1.15 (Strategically Significant)	18.03 Units

The Statutory Metric Tool

The Metric tool uses baseline survey information with post-development enhancements to provide a percentage of BNG uplift.

The main metric needs to be carried out by trained and competent Ecologists, with clear evidence to any off-site decisions. The small sites metric has been designed so that it can be filled out by landowners or key personnel who understand what habitat is found on site.

Once you have input all your baseline, on-site and any off-site allocations, your results screen will let you know what uplift you have achieved. This is reviewed by the enforcing body (and possibly their ecology teams) to ensure all information is correctly filled in.

Baseline:

Existing area habitats				Distinctiveness		Condition		Strategic significance			Baseline habitat units
Broad Habitat	Habitat Type	Irreplaceable habitat	Area (hectares)	Distinctiveness	Score	Condition	Score	Strategic significance	Strategic significance	Strategic significance multiplier	
Grassland	Modified grassland	No	0.17	Low	2	Fairly Poor	1.5	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	0.51

Enhancement:

Proposed Broad Habitat	Proposed habitat	Distinctiveness change	Condition change	Area (hectares)	Distinctiveness	Score	Condition
Grassland	Floodplain wetland mosaic and CFGM	Low - High	Lower Distinctiveness Habitat - Moderate	0.17	High	6	Moderate

Condition	Score	Strategic significance			Habitat units delivered
		Strategic significance	Strategic significance	Strategic significance multiplier	
Moderate	2	Formally identified in local strategy	High strategic significance	1.15	1.41

The Statutory Metric - continued

Headline Results		Return to results menu	
Scroll down for final results 			
On-site baseline	Habitat units	0.51	
	Hedgerow units	0.00	
	Watercourse units	0.02	
On-site post-intervention <small>(Including habitat retention, creation & enhancement)</small>	Habitat units	1.41	
	Hedgerow units	0.00	
	Watercourse units	0.78	
On-site net change <small>(units & percentage)</small>	Habitat units	0.90	176.87%
	Hedgerow units	0.00	0.00%
	Watercourse units	0.76	3711.08%

FINAL RESULTS		
Total net unit change <small>(Including all on-site & off-site habitat retention, creation & enhancement)</small>	Habitat units	0.90
	Hedgerow units	0.00
	Watercourse units	0.76
Total net % change <small>(Including all on-site & off-site habitat retention, creation & enhancement)</small>	Habitat units	176.87%
	Hedgerow units	0.00%
	Watercourse units	3711.08%
Trading rules satisfied?	Yes ✓	

Unit Type	Target	Baseline Units	Units Required	Unit Deficit
Habitat units	10.00%	0.51	0.56	0.00
Hedgerow units	10.00%	0.00	0.00	0.00
Watercourse units	10.00%	0.02	0.02	0.00

No additional area habitat units required to meet target ✓
 No additional hedgerow units required to meet target ✓
 No additional watercourse units required to meet target ✓

Future-proofing Nature Recovery

BNG doesn't stop after development

All agreements are locked into a 30-year legal agreement.

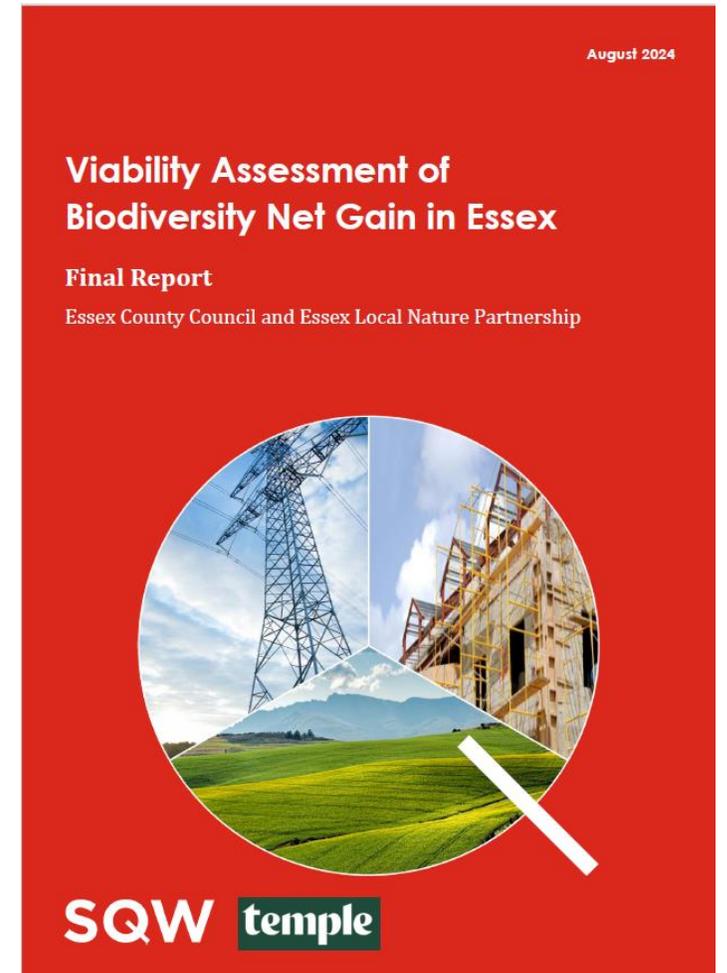
Monitoring and reporting of any habitat creation and enhancements take place over these 30 years!

It's good, but it can be better

The 10% minimum is just that, at Essex we have recently produced a study on the effects of higher BNG requirements on the environment and on development viability.

Presently, species do not play a part in assessing BNG, this can be filled as BNG progresses.

The application of BNG in local government may soon be followed by Marine Net Gain and the potential for an overarching Environmental Net Gain, covering and restoring more environments.



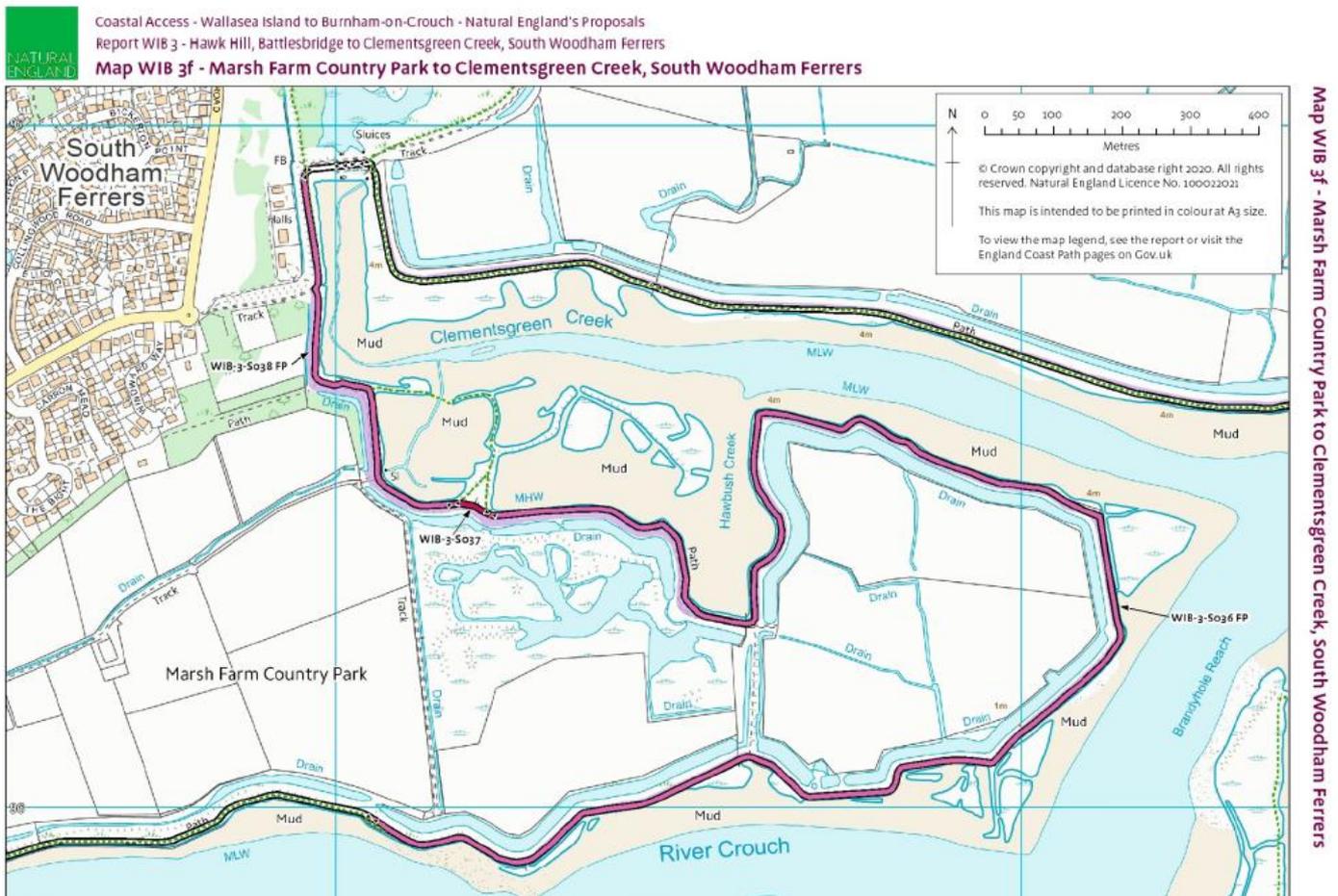
King Charles Footpath Works

Work on the England Coast Path (ECP) section at Woodham Fenn has experienced some unavoidable delays. The contractor originally appointed to undertake the surfacing works has been taken ill and is currently in hospital. As a result, the surfacing element of the project will not proceed until he has recovered, or a suitable alternative contractor can be secured. In the meantime, progress is continuing where possible. The installation of waymarker posts is being carried out directly by Natural England staff supported by a small group of volunteers, with work scheduled for completion imminently.

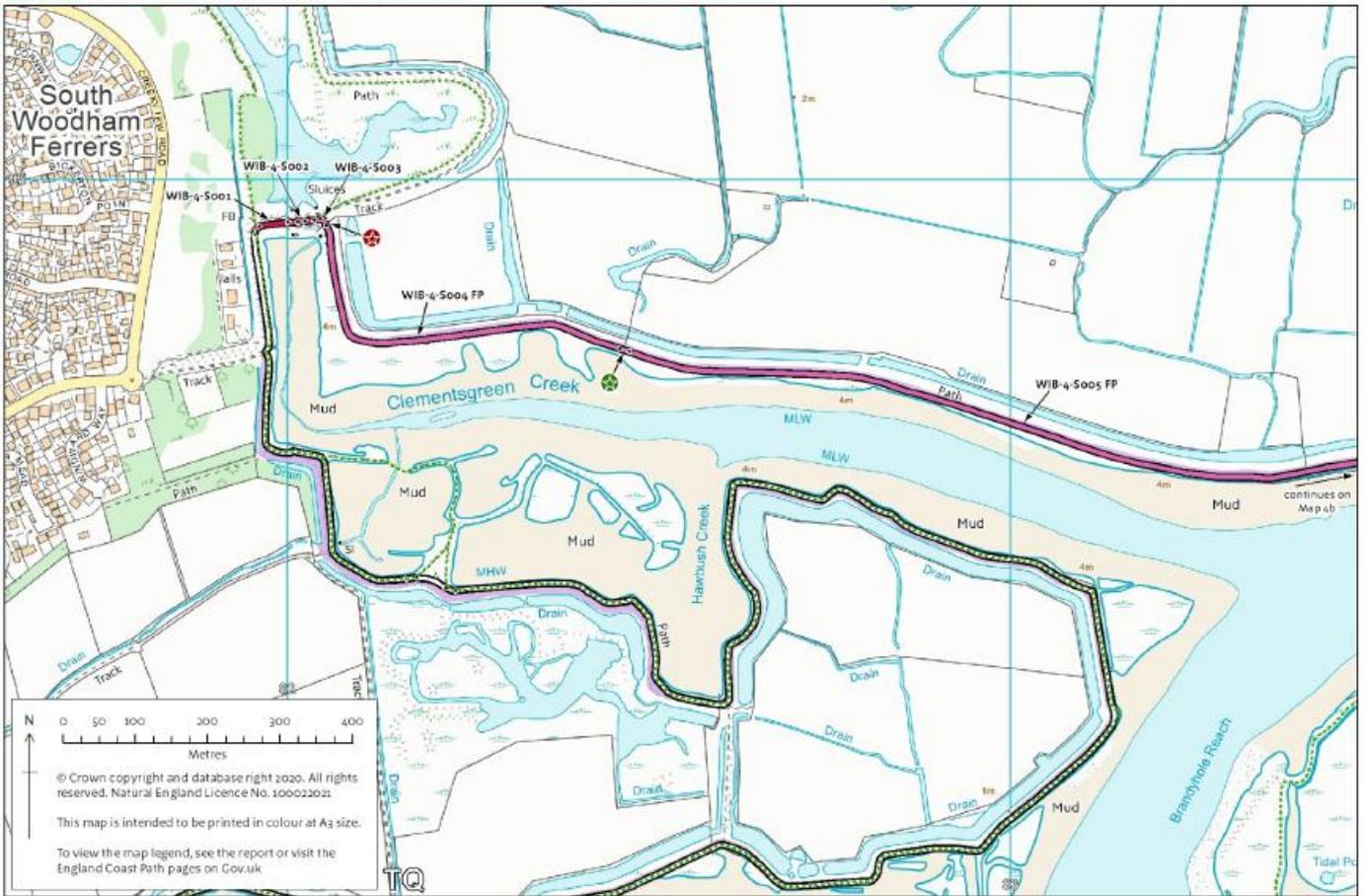
The ECP route is due to be officially opened on 25 March. However, no local announcements are planned at this stage, as the government intends to hold a national launch event for the full England Coast Path later in the spring.

Further progress has been made on the section of the route running alongside the A132. Ramblers' volunteers have been assisting Natural England on site, and this stretch is now walkable with care and is fully signposted. Some outstanding works remain, including the installation of a small bridge and additional surface improvements, but these are not expected to prevent public access in the interim.

Natural England's most recent ECP mapping confirms the alignment of the route on the eastern side of South Woodham Ferrers. By the end of next week, it is anticipated that walkers will be able to travel from South Woodham Ferrers to North Fambridge without needing to cross or walk along the Lower Burnham Road, marking a significant improvement in safety and connectivity for the area. Below are a few screenshots from Natural England's ECP reports showing the ECP route on the eastern side of SWF.



Map WIB 4a - Clementsgreen Creek, South Woodham Ferrers to Stow Creek



Date: 25th March 2026
Letter ref: WIB Commencement



Coastal Access Delivery Team
Natural England
Eastbrook
Shaftesbury Road
Cambridge
CB2 8DR

Telephone: 0300 060 3900
Email: essexcoastalaccess@naturalengland.org.uk
Website: www.gov.uk/englandcoastpath

King Charles III England Coast Path (Coastal Access) – Wallasea Island to Burnham-on-Crouch Commencement of public access rights

You may be aware that in March 2024 the Secretary of State for Defra approved the final elements of Natural England's proposals to improve coastal access between Wallasea Island and Burnham-on-Crouch

Working on behalf of Natural England, Essex County Council has been completing the necessary works on the ground to make the route accessible and obvious to the public.

I am writing to inform you that the Order to commence the rights of access under section 2(1) of the Countryside and Rights of Way Act 2000 will be passed with effect that the rights will come into force on **Wednesday 25th March 2026**.

The new public access rights relate to the King Charles III England Coast Path and an associated coastal margin over which the public have a right of access, subject to local restrictions and exclusions.

Natural England has given directions to exclude and/or restrict public access rights on parts of the England Coast Path and/ or the coastal margin as set out in our proposals.

<https://www.gov.uk/government/publications/england-coast-path-on-mersea-island-comment-on-proposals>

This may be due to salt marsh or flat that is unsuitable for walking or for public safety and land management reasons. You should have been made aware of any restrictions/ exclusions on your land during the development phase. Details of all restrictions / exclusions will appear on the relevant map of access land on the open access website:

<https://experience.arcgis.com/experience/497afccf7a4db6884b8bedd23121f5>

Contact details

In the future if you do have any queries regarding the day to day management of the new rights please contact the local authority access officers at Essex County Council.

If as a land owner or occupier you consider that there is **a need for access to be restricted in the future** please contact **Natural England's Open Access Contact Centre** on:

- Telephone: 0300 060 2091
- Email: open.access@naturalengland.org.uk
- Website: <https://www.gov.uk/guidance/open-access-land-and-the-coastal-margin-how-to-restrict-public-access>

For more **general queries** regarding coastal access please contact the **Natural England enquires team** on:

- Telephone: 0300 060 3900
- Email: essexcoastalaccess@naturalengland.org.uk
- Website: www.gov.uk/englandcoastpath

Thank you for your support and cooperation in bringing this about.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Darren Braine', written over a light grey rectangular background.

Darren Braine
Senior Adviser England Coast Path (Essex)

Charges & designs for plaques

1. Example: East Cambridgeshire District Council

Service: Scattering of pet ashes in cemetery

Fee: £35

Notes:

- **Unattended scattering**
- **Staff record the location**
- **No ceremony included**

2. Example: North Hertfordshire District Council

Service: Scattering of pet ashes in designated remembrance area

Fee: £50

Notes:

- **Staff attendance included**

3. Example: South Staffordshire Council (Parish-level cemetery service)

Service: Scattering of pet ashes in a designated remembrance area

Fee: £30

Notes:

- **Unattended scattering**
- **Staff record the scattering in their register**
- **No ceremony included**

Animals up to the 10kg

Service	Suggested Fee	Notes
Simple scattering (unattended)	£30-36	Applicant provides ashes, a marker will be left to indicate where they are to be scattered.
Attended scattering	£50-£75	Staff member present, either with or on behalf of the applicant if unattended

VAT needs to be added or included.

Plaques

Option 1

County Engraving (UK)



Gold (brass) coloured laminated plaques. They just need a wipe over with a damp cloth to keep their appearance, are hard wearing and do not need polishing. Also available in Silver.



Americana The Quick Brown Fox Jumps Over The Lazy Dog
<i>Amerzone Script</i> The Quick Brown Fox Jumps Over The Lazy Dog
<i>Bella Donna</i> The Quick Brown Fox Jumps Over The Lazy Dog
<i>Dancing Script</i> The Quick Brown Fox Jumps Over The Lazy Dog
Georgia Italic The Quick Brown Fox Jumps Over The Lazy Dog
Harrington The Quick Brown Fox Jumps Over The Lazy Dog
Helvetica The Quick Brown Fox Jumps Over The Lazy Dog
<i>Segoe Print</i> The Quick Brown Fox Jumps Over The Lazy Dog
Zaph Medium The Quick Brown Fox Jumps Over The Lazy Dog

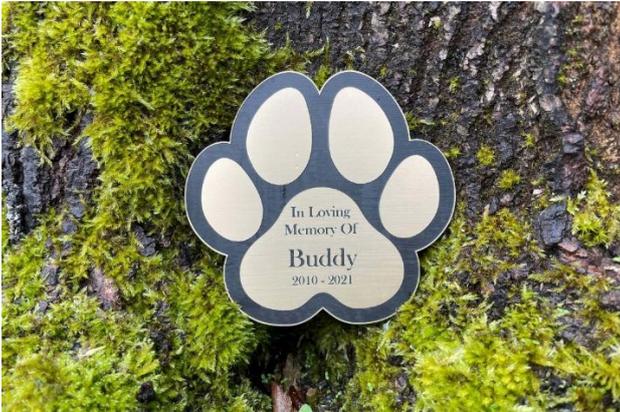
Sizes 150mm x 100mm £10.30+VAT

<https://www.countyengraving.co.uk/Gold-Coloured-Laminated-Plaque>

Delivery £3.95 498 hr tracked

Option 2

Personalised Store



Laser engraved and cut dog paw designed memorial plaques. default top line 'In Loving Memory Of, so only dates and name need to be added, however this can be customised. 150mm x 13.5mm, also available in a smaller size , or a slate version which could be used for other types of animals 100mm x 100 mm

£13.33 + VAT £3.50 shipping

<https://www.personalisedstore.co.uk/product/personalised-engraved-paw-print-memorial-plaque-brushed-brass-effect/>

This company also supplies a Plaque of the same style as option A for the same cost.

Cost Option A £14.25 + VAT

Cost Option B £16.83 + VAT

Sell out for 3, 5, or 10 years £45-£90.00 +VAT

Sign options

With or without logo



'Pet Scattering and Memorial Copse' 'Pet Area' 'Pet Remembrance Copse' 'Pet Ashes Woodland' 'Pet Garden' 'Paws of Peace Pet Area' 'Happy Tails Rest'.

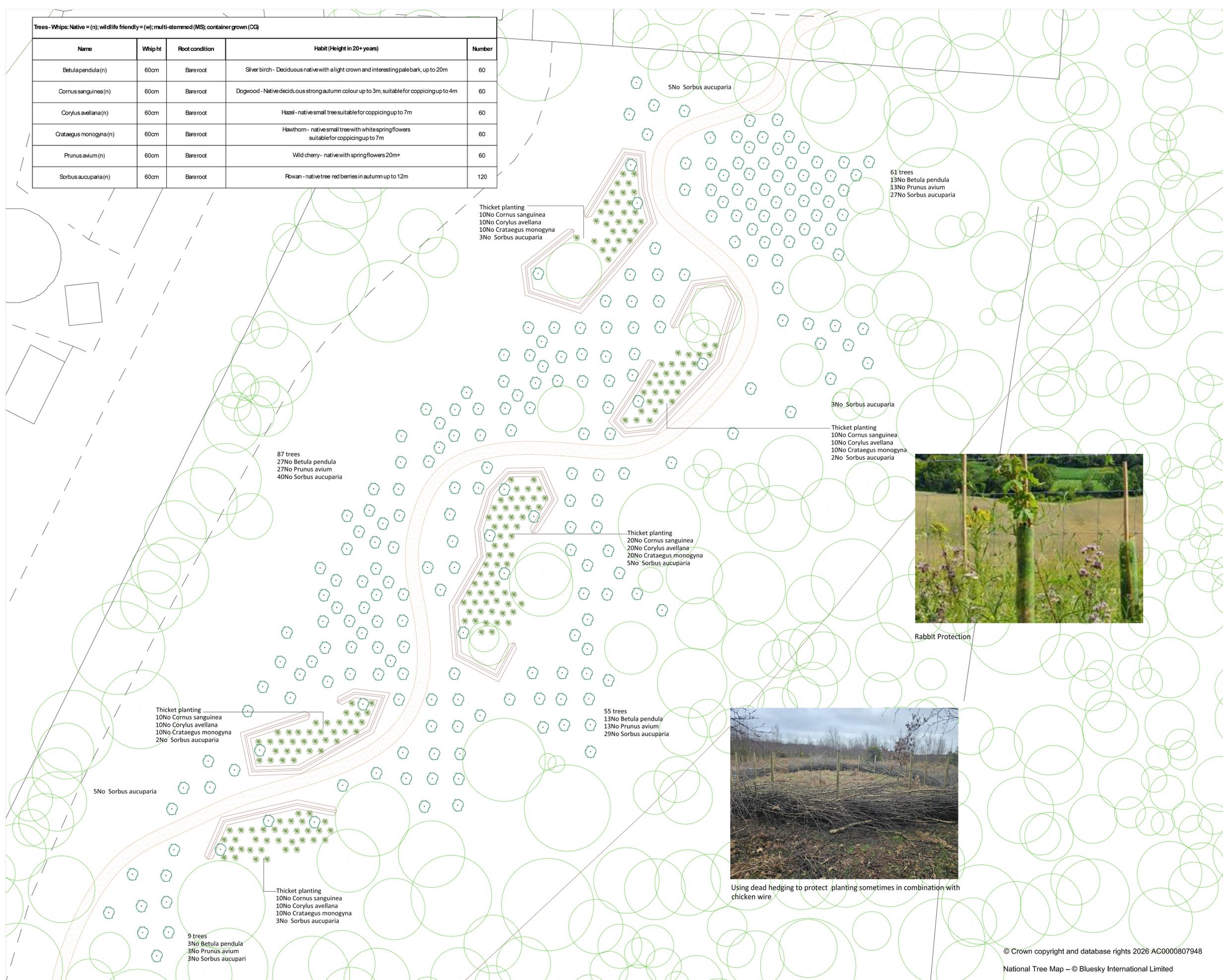
Town Council Blue/purple logo and letters on a white background or to match the scattering copse gold letters boarder on blue background.

John Cox Diversion Pathway

JW Davis completed the widening works, and this came in under the original quote of £1200.00. This was completed at a cost of £792.00 including VAT.



Trees - Whips: Native = (n); wildlife friendly = (w); multi-stemmed (MS); container grown (CG)				
Name	Whip ht	Root condition	Habit (Height in 20+ years)	Number
Betula pendula (n)	60cm	Bare root	Silver birch - Deciduous native with a light crown and interesting pale bark, up to 20m	60
Cornus sanguinea (n)	60cm	Bare root	Dogwood - Native deciduous strong autumn colour up to 3m, suitable for coppicing up to 4m	60
Corylus avellana (n)	60cm	Bare root	Hazel - native small tree suitable for coppicing up to 7m	60
Crataegus monogyna (n)	60cm	Bare root	Hawthorn - native small tree with white spring flowers suitable for coppicing up to 7m	60
Prunus avium (n)	60cm	Bare root	Wild cherry - native with spring flowers 20m+	60
Sorbus aucuparia (n)	60cm	Bare root	Rowan - native tree red berries in autumn up to 12m	120



Thicket planting
 10No Cornus sanguinea
 10No Corylus avellana
 10No Crataegus monogyna
 3No Sorbus aucuparia

5No Sorbus aucuparia

61 trees
 13No Betula pendula
 13No Prunus avium
 27No Sorbus aucuparia

3No Sorbus aucuparia

Thicket planting
 10No Cornus sanguinea
 10No Corylus avellana
 10No Crataegus monogyna
 2No Sorbus aucuparia

Thicket planting
 20No Cornus sanguinea
 20No Corylus avellana
 20No Crataegus monogyna
 5No Sorbus aucuparia

55 trees
 13No Betula pendula
 13No Prunus avium
 29No Sorbus aucuparia

Thicket planting
 10No Cornus sanguinea
 10No Corylus avellana
 10No Crataegus monogyna
 2No Sorbus aucuparia

Thicket planting
 10No Cornus sanguinea
 10No Corylus avellana
 10No Crataegus monogyna
 3No Sorbus aucuparia

9 trees
 3No Betula pendula
 3No Prunus avium
 3No Sorbus aucuparia

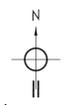
5No Sorbus aucuparia



Rabbit Protection



Using dead hedging to protect planting sometimes in combination with chicken wire



The planting shall be carried out in the first planting (seeding) season following completion of the development (between December and March inclusive).

All plant stock, plant handling and planting to be undertaken in accordance with the following British Standard Specifications and Code of Practice:

- BS 3936:1992 Part 1 Nursery Stock - Specification for trees and shrubs;
- BS 3936:1998 Part 10 Nursery Stock - Specification for ground cover plants;
- BS 4428:1989 - Code of Practice for General Landscaping Operations (excluding hard surfaces);
- BS 8545:2014 Trees from Nursery to Independence in the Landscape;
- The Code of Practice for Plant Handling 2002 (Horticultural Trades Association).

LEGEND (SOFT WORKS)

- Retained tree/hedge/shrubs
- Whip planting - individual trees
2m to 3m spacings
- Whip planting - shrub species
1.2m spacings
- New path route
- Deadhedges to protect new planting - site won cuttings

Notes
 Plan to be read in conjunction with the engineer and landscape drawings.

No measurements to be scaled off drawing. Worked from figured dimensions only.

All dimensions shown on drawing are shown in millimetres unless otherwise stated.

All dimensions and levels to be checked on site. Landscape Architect to be notified immediately of any discrepancies prior to the commencement of works.



Date	Reason for revisions	By

Client: South Woodham Ferrers Town Council
 Project: John Cox Recreation Ground, Ferrers Road, Essex, CM3 5ZA
 Drawing Title: Tree planting plan DRAFT
 Scale: 1:200 @ A1
 Date: February 2026
 Drawing Number: 1511-01
 Revision Number: -

Tree-Planting on John Cox Land Risk Assessment

Risk Assessment for Volunteers and Members of the Public

Activity: Planting bare-root whips using hand tools only

Location: John Cox Land

Participants: Volunteers (including families and children), councillors, members of the public

Date: 08/04/2026

Lead organiser: Cllr Alan Shearring

Review cycle: Annual or after any incident/near miss

1. Activity Overview

The event involves volunteers digging small holes with spades, planting whips, firming soil, applying guards, and moving between planting areas on uneven ground. No powered machinery, vehicles, or mechanical augers will be used. The event is outdoors and weather-dependent.

2. Key Hazards and Controls

Uneven ground, slips and trips

Hazards: Uneven surfaces, rabbit holes, tussocks, wet grass, brambles.

Risks: Minor injuries, sprains, falls.

Controls:

- Pre-event site walk to identify hazards and mark any no-go areas.
- Clear briefing to volunteers about uneven ground.
- Encourage sturdy footwear and weather-appropriate clothing.
- Keep pathways between planting areas clear of tools and bags.
- First aider on site with basic kit.

Use of hand tools (spades, trowels, mallets for guards)

Hazards: Cuts, blisters, foot injuries, strain from digging.

Risks: Minor injuries, musculoskeletal strain.

Controls:

- Tools checked before use; damaged tools removed.
- Demonstration of safe tool use at start (e.g., spacing between volunteers, blade direction, lifting technique).
- Gloves recommended for all participants.
- Volunteers spaced at least 2 metres apart when digging.
- Children supervised by a responsible adult at all times.

Planting whips and installing guards

Hazards: Sharp canes, bending/stooping, tripping on guards.

Risks: Eye injuries, minor cuts, back strain.

Controls:

- Demonstrate safe handling of guards, if volunteers are unaware of how to install them.
- Encourage regular breaks to avoid strain.
- Ensure guards are firmly installed and not left loose.

Weather conditions

Hazards: Cold, rain, wind, heat, slippery ground.

Risks: Hypothermia, dehydration, slips.

Controls:

- Check forecast and postpone in severe weather (high winds, storms, ice).
- Volunteers advised to bring warm/waterproof clothing or sun protection depending on season.
- Provide drinking water or encourage volunteers to bring their own.
- Stop activity if conditions deteriorate.

Children and vulnerable participants

Hazards: Wandering off, tool misuse, trip hazards.

Risks: Minor injuries, safeguarding concerns.

Controls:

- Children must be accompanied by a parent/guardian.
- Clear briefing that children cannot use adult-sized spades without supervision.
- Children are not to be planting on their own, and in preference we want to encourage adults only.
- Safeguarding lead identified for the event.

Dogs on site

Hazards: Trip hazards, unpredictable behaviour.

Risks: Minor injuries.

Controls:

- Dogs to be kept on leads.
- Owners responsible for behaviour and fouling.
- In preference no dogs

Medical emergencies

Hazards: Pre-existing conditions, slips, minor injuries.

Risks: Illness or injury requiring assistance.

Controls:

- Named first aider present with kit.

- Emergency access route kept clear.
- Mobile phone available to contact emergency services.
- Volunteers asked to disclose any relevant conditions privately if they wish.

Waste and environmental protection

Hazards: Litter, plastic guards left behind, soil disturbance.

Risks: Environmental harm, trip hazards.

Controls:

- All packaging collected and removed at end.
- Spare guards/canes stored safely.
- Planting areas left tidy.

3. Residual Risk

With the above controls in place, the residual risk is **low** and appropriate for a community volunteer activity.

4. Briefing Requirements

At the start of the session, the organiser will give a short safety briefing covering:

- Safe tool use
- Spacing and movement around the site
- Weather considerations
- Child supervision
- Location of first aid and emergency procedures
- Environmental care and tidy-up arrangements

5. Sign-In and Supervision

- Volunteers sign in on arrival for accountability and emergency purposes.
- Lead organisers monitors the site throughout and can stop the activity if unsafe behaviour or conditions arise.

Correct as of March 2026



NO OVERNIGHT PARKING

This area is part of the John Cox Recreation Ground and overnight parking is strictly prohibited.

Under the Woodham Ferrers Recreation Ground Byelaws 1956:

Motor vehicles, Mopeds, Scooters and other powered machines are not permitted on this land at any time.

Breaching these byelaws is a criminal offence, and Council officers or Police may require offenders to leave the ground or issue a notice of prosecution.



This area is part of the John Cox Recreation Ground and motor vehicles, mopeds, scooters and other powered machines are not permitted on this land at any time.

Under the Woodham Ferrers Recreation Ground Byelaws 1956:

Breaching the byelaws is a criminal offence.

Council officers or Police may require offenders to leave the ground or issue a notice of prosecution.



Dibond signs can be purchased in order to install these at the entrance to the John Cox and on a Lamp post at the lower field.

A4 size £ 28.50+VAT Each although there are discounts for more than one

A3 size £ 24.00+ VAT Each although there are discounts for more than one