

ExA Deadline 1: Thursday 26th February 2026

To : ExA of Planning Inspectorate for National Grid Norwich to Tilbury

From: Tritton Farming Partnership LLP and its members and related parties, including Lowleys Farm (referred to as "TFP").

Reference Number [REDACTED] (& Other AFPs) & (Registration number [REDACTED])

1. TFP and its members and related parties, wishes to be considered as an interested party by the ExA and to be heard at future open floor hearings and compulsory acquisition hearings.
2. TFP wishes to suggest an inspector site visit of TFP land and the nearby Great Waltham Pinch point
3. TFP is enclosing the 3-minute speech, which is similar to what was spoken at the 3 minute Orsett Open hearing on 11th February 2026.
4. TFP is enclosing its submission from November 2025, with no changes. This 85-page submission, detailing effects, evidence and solutions sent to the Planning Inspector.

2026.02.

Tritton Farming Partnership – 3 Minute Speech at Orsett to NSIP

1. Charles Tritton, Senior Partner representing Tritton Farming Partnership LLP (referred to as TFP here), its members and their interests –Including Lowleys Farm - Reference Number [REDACTED] (Registration number [REDACTED] Route diagonally crosses TFP land with 10 pylons.
2. An 85-page detailed effects and solutions was sent to the Planning Inspectorate in November 2025.
3. Major TFP Impacts, inter alia:
 - Sterilization of part of a proposed 10m ton mineral site directly under the pylon route. This has been promoted in conjunction with Brett Aggregates, to Essex County Council.
 - Sterilization of a proposed 1500, housing scheme adjoining the mineral site and under pylon route, which was submitted to Chelmsford City Council, for their future local plan. The area is a growth area and Chelmsford Garden Community less than a km away.
 - Route infrastructure isolates farm building so possibly only 2 fields out of 50 can be farmed commercially during construction.
 - Significant loss in value of TFP land and housing assets.

Both the mineral and housing proposals pre-date the first announcement of the pylon route. The mineral site could have a commercial value of approx. £140m and the gross development value of 1500 homes could be even greater. Together they represent gross value above £300m pre costs to TFP, partners, stakeholders and investors.

This is a third of the cost of N-T entire project. In addition, TFP will suffer many other losses. The total project compensation budget is £180.2m and hasn't changed since the scheme was first announced. This clearly ignores inflation, updates and reality.

4. TFP has sought to engage directly with National Grid throughout the process, however the first initial feedback meeting was in July 2025 and the first material meeting was in November 2025, which was POST DCO filing. NG only proposed enlarging the corridor on TFP land for possible pylons move, which still does not remove the sterilization of some minerals and housing.

(Update NG & TFP had a meeting post open floor hearings and on 19th Feb 2026 started work on a Statement of Common Ground).

5. Given the costs and importance of TFP, National Grid should both have re-evaluated and re-evaluate going forward alternative local routes properly, particularly two alternative local routes proposed, both which still pass over TFP land and will be cheaper. These two routes are:
 1. NG's Alternative Great Waltham Route, which has the additional benefits of avoiding Great Waltham Pinch Point, reducing heritage impact, avoiding development making it more Compliant with Holford Rules 1,2 & 7 with Shetl 2003 Clarifications.
 2. Option 4 proposed by TFP avoids TFP SSSI (within 200m), less visible skyline, avoids development, affects less houses and has less pylon turns. More compliant with Holford Rules & Shetl 2003 clarifications 1, 2, 5 & 7 although it will cross the Longfield Solar Farm (DCO).
6. I therefore wish to request that an Issue Specific Hearing is organised to discuss these two alternative routes and detailed comparisons to avoid this important area.

**Representation to the Planning Inspectorate for the Norwich to Tilbury
National Infrastructure Project (“Project”)**

This representation is being made by:

**Tritton Farming Partnership LLP (“TFP”)
Lyons Hall Estate Office
Boreham Road
Great Leighs
Essex CM3 1PL
25th November 2025**

Tritton Farming Partnership LLP (“TFP”) objects to the Norwich to Tilbury National Infrastructure Project (“Project”) for a variety of reasons, concerning the whole Project and more specifically in the Fuller Street, Great Leighs and Waltham areas.

These objections, inter alia, are detailed in this document, with potential solutions and mitigations. The Project will create substantial economic and environmental damage to TFP. TFP has significant concerns that it has not been listened to sufficiently, and National Grid has not sufficiently considered alternative routes put forward by TFP in the Mid Essex Area and has not budgeted for significant financial loss to TFP, which is a material percentage of the compensation amount of £180.2m budgeted by National Grid and thus increase the overall cost of the Project.

TFP is one of the largest entities, corporate or individual, affected by this project with substantial land and business interest in the above area.

TFP has made representations in the previous consultations and held meetings with Fisher German and National Grid on a 1-1 basis and is willing to appear before the hearing Panel in order for the Panel to understand TFP concerns and solutions in order to remove or reduce the strength of TFP objections.

Contents of this Document:

1. An introduction to Tritton Farming Partnership LLP (“TFP”),
 - a. who it represents
 - b. the land affected by the Project.

2. Factors affecting the local area of Fuller Street, Great Leighs & Waltham Areas in Mid Essex region, majority owned and operated by TFP
 - a. Highly sensitive ecological, environmental, heritage, landscape, traffic area,
 - b. Area of high economic value to TFP –minerals and housing development
 - c. Other effects on TFP land and operations

3. Norwich to Tilbury Whole Route Objections
 - a. Inaccurate costs
 - b. New Technologies

4. Alternative routes proposed in:
 - a. Essex
 - b. Mid Essex – Fairstead, Great Leighs, Great Waltham

5. Conclusion and Solutions

1. Tritton Farming Partnership LLP (“TFP”)

Tritton Farming Partnership LLP (“TFP”), is a Partnership, representing a number of entities and individuals, who are members of the TFP Partnership. All are directly affected by the Norwich to Tilbury Pylon Route. It represents / owns a large amount of land directly affected by the proposed route between Pylons TB105 to TB131 and surrounding lands.

Tritton Farming Partnership LLP is representing the following entities, who are members of the Partnership or Trustees of entities owning the Partnership.

- Charles Tritton, [REDACTED] Senior Partner of TFP, local resident, Director and majority shareholder of Lowleys Limited.
- Anneli Tritton, [REDACTED]. Local resident, Employee of TFP, Trustee.
- Alan George Tritton, [REDACTED] Partner of TFP, local resident, Trustee, Director of Lowleys Limited
- Diana Spencer Tritton [REDACTED] Partner of TFP, Trustee, Resident, Secretary of Lowleys Limited,
- Lyons Hall Trust 1991, Partner of TFP
- Lyons Hall Trust 1987, Partner of TFP

- James Gwynn Morris, Trustee, not a local resident.

- In addition, TFP is representing Lowleys Limited, a local contracting farming company farming the land directly affected by the pylons.

TFP and associated entities own approximately 1750 acres of land, nearly all in a single block of land, and 15 houses and significant agricultural and commercial buildings in the Great Leighs, Fuller Street and Little Waltham Area. 4 of these houses are listed and all are affected by the pylon route.

TFP will be one of the most affected landowners along the whole route with approx. 11 pylons located on its land, in addition there is substantial additional land required for permanent wayleaves, the haul road and construction sites. The area affected is between pylons TB120 & TB131.

The proposed pylon route cuts diagonally across the business, the worst possible outcome, and crosses 22 fields owned by the respondent. In addition, many other fields will be affected by the construction and traffic. The haul road and proposed road closures will make it extremely difficult to farm any of the land during the construction period.

The pylon route passes directly over a very large and commercially attractive mineral site which together with a National aggregates operator has been put forward for mineral

extraction and refill. A new garden village, near Chatham Green, has also been put forward to Chelmsford City Council for housing allocation. Both of these pre-dated the news on the pylon route and are of significant sizes and of substantial monetary values.

TFP has not signed access leases as the compensation required across the large area of land for surveys will be significantly higher than the £500 offered, which is the standard compensation amount, irrelevant of whether the land affected is one square meter or a large farm and rural business. This was pointed out and accepted by National Grid as unfair.

It is for these reasons that TFP wishes to be heard as a Representative to the Planning Inspector.

2. Area of Fuller Street, Great Leighs, Chatham Green, Waltham Area, Essex Pylons TB 120 to TB131

This area is almost exclusively owned and managed by TFP, where the pylon route diagonally crosses the land holding splitting it in two. The area is a substantial headache for National Grid as the North East side of TFP land ownership is an area of sensitive ecological, heritage and environment significance and the land to the South West of TFP land ownership of significant economic value. Several alternative routes have been proposed to National Grid with very little feedback except it is cheaper to have direct routes and few pylons changing angles. The only change National Grid has made is to increase the control area on TFP land.

This section,2, is split into four sections:

- 2a. Highly sensitive ecological and environmental areas:
- 2b. Area of high economic loss – Minerals & Housing
- 2c. Effect on Farming operations during and post construction
- 2d. Other Effects on TFP

2a. Highly sensitive ecological, landscape and visual, heritage and environmental and archaeological areas:

- a. Ecological assets - Water
 - i. SSSI - The proposed pylon route passes within 200m of the River Ter SSSI, and the distance from the control area to the SSSI is less than 200m. There are only 86 SSSI sites in Essex, protected by Natural England and 500m is usually considered the buffer to any development. The construction vibration study areas of 100m & 300m directly affect this sensitive area.
 - ii. The route crosses over Paulk Hall Lane a Grade 1 Protected Lane and within 200 metres of the Ford over Paulk Hall lane, a species rich area similar but smaller than Constables Haywain picture in Suffolk at Flatford.
 - iii. River Ter water meadow – the pylon line crosses over sensitive ecological landscape between TB126 & TB125
- b. Ecological assets – Species

- i. The land owned by TFP is rich in larger species such as badgers, snakes, deer, muntjac, hares and many smaller species.
 - ii. The area is rich in birdlife – including kingfishers at Paulk Hall Lane ford and Hole Farm Pond, woodpeckers, bats, owls, kites, buzzards and many migratory birds. Pylons are clearly damaging to migrating and permanent wildlife.

- c. Landscape & Visual
 - i. The pylon route goes along the skyline from Fairstead to Paulk Hall Lane, a Grade 1 Protected Lane, crossing the Essex Way route, one of Essex’s most important walking routes. and then across flat highly visible land from Goodmans lane to Chatham green. This will be visible across a large area and to the residents of Great Leighs and the large, planned expansion of the Northeast of Chelmsford.
 - ii. The pylons, TB120&121, pass next to the 92-acre wood, Mann Wood, a designated ancient semi-natural woodland, owned and managed by The Wilderness Trust, a charity working with 8,200 “vulnerable and disadvantaged children” for therapy programmes, to work and experience nature. This would be a disaster for the charity to have pylons on their doorstep and may affect the health of these vulnerable children.
 - iii. The pylons will be visible from the large settlement of Great Leighs, as well as smaller settlements such as Fuller Street and Chatham Green, which is expected to grow quickly.
 - iv. Pylon Crowding - TB117 to TB120 causes excess pylon crowding, despite undergrounding at crossing points, three pylon lines will still be visible from Fairstead and Fuller Street in close proximity and on higher land.

- d. Heritage Assets– The following heritage assets will be affected between TB121 & TB126, all associated with this Respondent:
 - i. St Mary’s Church – Grade 1 – visible
 - ii. Lyons Hall – Grade 2 - Visible
 - iii. Hole Farm– Grade 2 – within 200 metres
 - iv. Goodmans Farm– Grade 2 – within 200 metres
 - v. Lowleys Farm– Grade 2 – 300 metres

- e. Protected Lanes – The proposed pylon route crosses over 4 protected lanes in this short area of 5 pylons, TB120 – TB126. All four of these roads/lanes are closed during the construction period making traffic impossible in the local area. These roads are considered unsuitable for HGVs by Chelmsford City.
 - i. Paulk Hall Lane – Grade 1
 - ii. Fuller Street – Grade 2
 - iii. Boreham Road – Grade 2
 - iv. Goodmans Lane – Grade 2

In addition, during construction there will be 1067 extra HGVs (45% increase) on the A131, which is already operating near full capacity, hence the proposed Chelmsford North East bypass, this will drive traffic down these protected lanes, where available, causing significant further damage to them and the residents who live on them.

- f. PROW – A number will be closed down during the operation as stated by National Grid and the high density of footpaths near the A131 will be permanently less attractive to walkers who will need to walk under pylons.

- g. Great Waltham Pinch Point - The route across TFP land results in needing to cross the A131 at an unsuitable point of archaeological significance, a neolithic village. There is significant resistance to the route here.

2b. Area of extremely high economic value:

The present position of the pylons from Goodmans Lane to Chatham Green crosses an area of extremely high commercial value to TFP as a result of a proposed significant mineral site and a proposed large housing development. Both sites were proposed to the Essex County Council and Chelmsford City Council BEFORE National Grid's Norwich to Tilbury project was announced, back then as East Anglia Green Project.

It is proposed that the pylon route in this area is diverted to avoid this area to avoid substantial compensation. It is believed this compensation will be amongst the largest National Grid will have to pay. This information has already been raised in consultations and shared with National Grid on a number of occasions and alternative realistic routes have been proposed by TFP. The feedback has been almost silent.

- a. Minerals Extraction and Refill – TB126- TB130.

TFP has large mineral sand and gravel deposits totalling 16 million tons of which 9 million tons, lying to the West of Lyons Hall Wood, has been subject to extensive geological investigations and is the most attractive part of this resource threatened by the Project. The location of the pylons here will dramatically affect the commercialisation of this site. The depth of the sight is over 20m which makes working around pylons extremely difficult if not impossible.

TFP has been working with Brett Aggregates (Brett), a national operator, since a tender in 2018, to commercially extract and refill this area which is of substantial value to Brett and TFP.

Essex has a deficit of minerals in its delayed Mineral Plan, and this is one of the largest and deepest sites in Essex. The location is excellent, for the area has significant development and infrastructure projects due to its proximity to London, Chelmsford and Braintree. The site has been promoted for immediate working in response to a 'call for sites' exercise by Essex County Council as mineral planning authority

The locations appeal for working is enhanced due to its proximity to Bulls Lodge quarry, the county's biggest producer of sand and gravel. Bulls Lodge quarry is expected to be fully depleted of aggregates within the next few years. The Lowley's Farm site, unlike others promoted for working has experienced little to no local opposition. Confidence is high that it will be allocated.

Essex County Council's response to National Grid consultation in 2025, Section 2.7 Summarised a Proposed Alteration to the Project and quoted "in respect of its draft updated Essex Minerals Plan which identified that this land could be allocated as a mineral site. Extending the project order limits in this area to the south east would allow for flexibility if the site is allocated in the updated Essex Minerals Plan". Essex County Council has also proposed repositioning the temporary construction laydown area. Essentially asking for a re-routing around this mineral site. Ultimately the potential for a quarry development has been recognised and whether this occurs in the short, medium or long-term future, a large economic resource would be sterilised if the route is not altered.

The monetary value of minerals and refill to TFP is of a substantial amount but the whole extraction site is potentially threatened due to the deepest parts being too close to the pylon route. This would give rise to a very substantial claim from TFP and Bretts.

Enclosed are the original documents for the Call for Sites including maps and the amended rankings scored by Bretts Aggregates and sent to Essex Minerals.

Bretts are also making representations.

b. Housing Development and Economic Development – TB125-TB132

In 2018 TFP put forward plans in the Chelmsford City Council Call for Sites to create a new garden village near Chatham Green. This has evolved into a 1500 housing proposal between the A131 and Lyons Hall wood near Chatham Green but has the capacity to increase to 4,500 new homes. The proposed new village also included, primary and secondary schools, playing pitches and associated services. Savills have been the promoting agent with Chelmsford City Council since 2018 and were responsible for plans and relationships with the Council. The Council have come and visited the site and had direct discussions with TFP and Savills, making additional suggestions. Promoters/developers have approached TFP, including Bloor Homes (too big to attach) & Pigeon, who at this stage, wish to remain Master Planners, following comments from the City Council. National Grid is aware of this from the Chelmsford City reply to consultation in 2023 where it mentioned Great Leighs proposed development of 1,000 homes.

The area, Chatham Green, is in the North East of Chelmsford district. The fastest growing area of Chelmsford, which is one of the fastest growing cities in Britain, being only 35 minutes train ride to London. It is also 4 miles from the recently opened train station at Beaulieu Park and situated with direct access onto the proposed Chelmsford North East Bypass, which is completely absent on National Grid maps or consultation despite Phase 1 having already started. Chelmsford's development opportunities are restricted to the West by the London Green Belt and by Green wedges (lungs) going into Chelmsford. Substantial infrastructure has been built in the North East with Beaulieu village providing 3,600 homes and Chelmsford Garden Village, planned for 10,000 homes, whose closest point to this development is 1.5 miles.

The development site is diagonally crossed by the proposed pylon route, which threatens its existence and many houses for Chelmsford City as it grows. National Grid have repeatedly ignored this potential development as they say, "houses can be built anywhere", which is not true in Chelmsford City as evidenced by the City now being in shortage of a 5-year land supply for housing, caused by recent Government required increases in housing supply. This is in direct conflict with Holford Rule 7, which states that a new high-voltage route alignment should only be chosen after consideration has been given to the effects on the amenity of '...existing development and proposals for new development'. Furthermore, the same rule goes on to state that when a new line needs to pass through a 'development area' it should be routed to minimise as far as possible effects on development. There have been no attempts to do this in the Chatham Green area, and it has been completely ignored by National Grid. This area is clearly land ripe for development.

Enclosed is the original proposal for 1500 homes, including maps and the increased proposal for 4500 homes.

2c. Effects on TFP Farming Operations, during and post construction:

- i. Farming operations during construction:
 1. The proposed pylon construction phase including substantial areas needed for construction, works and storage. It directly affects 22 fields owned by TFP and indirectly affects a much larger number of fields. Several hundred acres are affected during construction and the whole viability of the farm is affected during the construction period as road closures of Goodmans Lane, Boreham Road, Fuller Street and Paulk Hall lane combined with the inability to cross the haul road for Health & Safety reasons will make access to most of the remaining fields extremely difficult if at all. Indeed, Lowleys Farm, the farming operational centre, will become isolated, trapped between the A131, the haul road and the closed Goodmans Lane and only able to operate five fields out of 50+ fields on the farm and potentially unable to provide contracting services to its client in Little Leighs and other farms.
 2. During construction it is likely that TFP and Lowleys will be unable to operate over a commercial area and will thus consider closing its farming operation until the construction phase is complete.
 3. The haulage road will require massive numbers of lorries and importation of materials, all of which must be certified. This involves stripping soil off and bunding it. The result of this will be to damage drainage, hedgerows, trees.

See map enclosed of isolation of farm and land ownership and road closures.

- ii. Farming Operations Post construction – these will be permanently hampered by the existence of the pylons:
 1. The farm operates at scale and utilises a 30metre drill system, so areas affected are much greater than the actual pylon line. It is possible if a pylon fails to fit in the farming “tram lines” it will cause a loss of up to 60 meters of width along the entire 10 pylons route on the farm. Corner management will further reduce available land. This will reduce the acres farmed and threatens the viability of farming at a very difficult time for the industry.
 2. Soil quality will be worse due to compaction of the haul road, weed infestation in the bunds. This will lower long term yields and income.
 3. The pylons will make it harder to attract and retain farming talent, threatening the business as beauty is important to farm workers and talent is in short supply.

2d. Other Effects on TFP Land:

- i. TFP is a large mainly single block of a rural estate, whose value will be reduced considerably by the pylons as large single blocks of land are rare and their attraction is their entirety. The estate will be diagonally chopped in half by the proposed pylon route. Land values are much greater than agricultural values in this area.
- ii. TFP and members own 15 properties, including 5 listed properties lived in by family, farm workers and tenants. In addition, there are large farm buildings, which are used for agricultural machinery and storage. The value of these houses, buildings and their rents will all fall and will require substantial compensation. There will be significant injurious affects as the pylon line will be visible from all parts of TFP land and their knock-on effects.
- iii. The mental health of employees, tenants and family members will suffer.
- iv. Security of the land will be affected especially with the haul road, and the farm already has experiences of illegal entry.
- v. TFP operates a shoot which will be directly affected by the pylons as a number of "drives" will be affected. It will simply not be possible to shoot in these areas. The shoot is therefore likely to have to close if the pylons are routed through the farm as there aren't enough suitable other areas. A typical day usually involves about 40 people enjoying the countryside and its beauty. This will be bad for the environment, woodland management and mental health.
- vi. Hole Farm Barn, CM3 1 QL, can be used as an events space up to 28 days a year. However, in 2021 a planning application for change of use, attached, was sent to Chelmsford City Council as an events barn for commercial events and community use due to its beautiful location and old converted barns. it is understood that the change of use of the barn would be acceptable, subject to parking restrictions. Covid has delayed these plans, but it is intended to increase usage and commercial value of the Hole Farm Barns. The classic event/wedding photos would be over the pond with a view of pylons in the background. Pylons will seriously detract from the venues attractiveness and reduce the economics of the venue.

Planning application 19/02103/FUL and pre-application document enclosed.

- vii. TFP sublets land to an equestrian operation on Boreham Road, who ride under the pylons and will be prevented from doing so in the construction phase by the haul road. Post construction the riding of the equestrian operation will be less attractive and operates on very fine margins, so their survival is at risk.
- viii. Commercial willows are being grown under the pylon route where it crosses the River Ter, and each tree will have a commercial value of up to £1500 which will be reduced.
- ix. Permanent wayleaves to National Grid are large, undesirable and could be reduced in size.

The total compensation costs on TFP land will be very substantial for the reasons above, particularly for minerals and the proposed new Garden Village development. Farming during construction will be nearly impossible due to the haul road, road closures and required operational land. However, this will increase further for reduced land and residential values, farming disruption, shoot, willows, equestrian, etc.

TFP note that the whole compensation estimated by National Grid is £180.2m, according to National Grid Volume 4: Compulsory Acquisition information document of August 2025. It is highly unlikely that National Grid has made a specific charge for TFP compensation, despite being informed on several occasions of the quantity. However, it is a significant percentage of their total compensation estimate.

Solutions / Mitigations

TFP is and has been willing to work with National Grid to provide solutions and mitigations to the problems above. It has provided some alternative route recommendations on an Essex scale and in the immediate local area, including offering National Grid alternative land.

3 Lack of Alternative Routes from the Outset at an Essex Level

Since the beginning National Grid has focused on an individual solution from Norwich to London without a co-ordinated energy policy. TFP would clearly like to see an Offshore Network Grid, established in the North Sea and then transported via offshore cables to Tilbury.

If this is not possible or cost effective, then National Grid should demonstrate more alternative routes in Mid Essex. They have shown virtually no alternative routes in Mid Essex and there have been no costs published for any. Now National Grid has more detailed information and it should re-evaluate the routes suggested below:

There are a few suggested and obvious Essex Routes for which TFP has seen no analysis. These should be reviewed before progressing the Project.

- 3.1 South of Colchester the route could join up with the disused Bradwell B nuclear power station with existing pylon route to Rayleigh. This route is already in existence but unutilised so compensation will be considerably less. It has been promoted by people including the landowner.
- 3.2 Alternatively South of Colchester the route can go to Bradwell B Nuclear site and go offshore to Tilbury. This avoids the highest compensation area of Mid to South Essex. The route is also more direct.
- 3.3 Follow the existing pylon route from North Essex, East of Chelmsford, to Tilbury. The reason given against is these pylons are at they are at capacity, but technologies such as HVDC cables enable much higher power to be transported. Cheaper and virtually no extra environmental damage.

4 Alternatives Routes in the Local Mid-Essex Area

Alternative local routes have been proposed before to National Grid by TFP. TFP has seen no information on these routes. Now National Grid have greater knowledge of TFP land it should look at the suggested alternative routes and report back to the Planning Inspectorate on why they are not more suitable.

It should be noted that TFP held a meeting with National Grid on the 14th of November, after plans had been submitted to Planning Inspectorate, to discuss Minerals especially with TFP & Brett, despite issues being highlighted over the last two years. Housing development was also discussed. How can National Grid still be doing consultations after filing?

The present proposed route will cause enormous financial and environmental loss to TFP and economic loss to Brett Aggregates due to its effects on mineral extraction & refill, housing development, farming operations, land values and house values as explained earlier.

The following alternative routes will mitigate these concerns and reduce compensation costs for National Grid, making them cheaper to deliver. TFP has offered up alternative land to National Grid for alternative routes for Routes 2,3 & 4, utilizing other land belonging to TFP, but not exclusively.

These routes are enclosed with maps.

Route 1 – East of Chelmsford

Leaving existing Route South of Kelvedon, through rural area to Boreham and then along present infrastructure of roads and railways and rejoining around, Near Ingatestone. This is a major route adjustment but is shorter, more direct, cheaper, (Holford Rule 3). It also has less environmental effect as rural and blighted landscapes on South sections.

Route 2 – National Grid's own Great Waltham Alternative

This route is on Page 58 of the National Grid Design Development June 2023 paper and enclosed here.

This route, according to National Grid design statement reduces the impact on heritage and conservation effects of Great Waltham and Langleys but is 2.5km longer and thus more expensive. However, this no longer applies due to the increased cost of compensation on TFP land. The alternative route is cheaper, affects less residential houses, less heritage (including Grade 1 at Great Waltham) and avoids the difficult pinch point entering Great Waltham with its great archaeological significance. It should be noted that this alternative route still goes over TFP land, but over less sensitive areas.

This route should be re-investigated as a more suitable alternative route, as on the surface it would appear so.

Route 3 - North West of Great Waltham & West of Chatham Green

This is very similar to Route 2 above, the Great Waltham Alternative Route but starts two pylons further East. It is straighter and thus cheaper and the only difference to The Great Waltham Alternative Route is all on TFP land, so no other party is affected beyond Route 2 above. All the benefits listed above apply to Route 3.

Leaving the existing route at TB121, on TFP land across Boreham Road, Great Leighs, crosses Deres roundabout where TFP land finishes, then onto Great Waltham Alternative going West of Chatham Green, North of Great Waltham and rejoining at Chignal.

Route 4 – East of Sandy Wood

Route 4 leaves the existing proposed route around TB113, Fairstead Station, turning South West, past East of Sandy Wood, across the unbuilt Longfield Solar Farm (Secretary of State approved) to above Noakes Farm and turn west onto TFP land, South of Lyons Hall Wood, crossing A131, end of TFP land and rejoining around TB132, Great Waltham.

Route 4 avoids the economic and environmental areas on TFP land and passes over a different area of TFP land. This route travels straighter with only one angled turn, less than the present proposed route. It affects less housing (rural land). It crosses the Longfield Solar Farm, an area already determined by the Secretary of State as suitable for Green Energy infrastructure.

The only argument used by National Grid in a meeting was this route travelled near ancient woodland, Sandy Wood. However, this is also true of the existing route, which passes not one but two ancient woodlands, Mann Wood and Lyons Hall Wood. In fact, the latest meeting with National Grid in November 2025, where they considered a change on TFP Land brings it even closer to ancient woodland. This is worsened as Route 4 is less commercially and environmentally sensitive and doesn't pass a SSSI or affect so many heritage assets and will be cheaper due to compensation claims. It is more compliant with Holford Rule 3.

Clearly insufficient comparisons have been made by National Grid and their consultation with TFP at too late a stage, after plans were submitted to The Planning Inspectorate, this makes their proposal un-sound.

5. Norwich to Tilbury National Infrastructure Project (“Project”)

Whole Route Objections:

This representation is predominantly focused on local factors, but it is necessary to document some of TFPs concerns about the entirety of the Project. TFP does not object to the principle of green energy, only the proposed transportation of this energy.

TFP objects to the whole Project as it believes that the project has almost exclusively been justified on pure economic cost, which TFP believes to be inaccurate as evidenced below. In addition, insufficient focus has been made of the non-economic costs such as maintenance costs and the scale of the damage to East Anglian communities, caused by environmental, heritage, cultural, visual and social costs. These should be added to economic costs to create “Total Cost”. Total cost can then be utilized on comparisons of alternative routes, which has not been done.

4.1 Inaccurate costs of Project

National Grid’s costs cannot be relied upon. It estimates that it will cost £895m using 2020/21 base pricing. This number can be challenged via a number of methodologies.

- a. Inflation has been substantial since 2020/21 so why has National Grid not calculated updated costings as we are now 5 years on? Inflation has probably increased by 50%. Let’s not repeat previous large infrastructure projects with inaccurate costs.
- b. Norwich to Tilbury is 180km, 6x the distance of the Essex Bramford to Twinstead Upgrade Project, 30km, at a cost of £700m. If the cost was comparable Norwich to Tilbury would cost approx. £3.5bn (£700mx6) or 4x present estimate.
- c. National Grid in August 2025 Funding Statement introduction and Section 4.1.5. “Addresses the acquisition of land and rights required for the Proposed Project, with a total estimated cost of £180.2 million for land acquisition and compensation (2024/2025 figures).” This number is clearly too low and inaccurate as evidenced below:
 - i. Private loss was estimated in a consultation meeting with, Simon Pepper of National Grid, at £1bn, yet in an official document it is £180.2m.
 - ii. National Grid claimed that only 2,900 homes would be affected, yet leaflets were dropped to 77,000 homes that would be affected. The original Duntons proposal in South Essex was 4,500 new homes alone.
 - iii. Let’s assume that 77,000 homes are affected as leafletted by National Grid, the compensation per home would be £180m / 77,000 which equals £2,337 per home, which is less than the Government proposal to give £250 to affected

households for 10 years in cheaper energy. This ignores all the compensation for landowners, including during construction, loss of commercial compensation and all the environmental damage.

- iv. The compensation arrangement is at present limited only to persons with "Title", i.e. "online". This has already been challenged by The Government and will clearly change and result in higher compensation costs to the project.
- v. The reality is that opposition and legal challenges from environmental groups, protesters, residents and businesses will be substantial, and this will lead to delays and increased costs.
- vi. The costs of Biodiversity Net Gains are increasing and are thus underrepresented in the National Grid proposal, especially as environmental damage is enormous and even higher if the haul road is included.

These are clear evidence of why the economic costs alone are underestimated by National Grid thus their model, at present, is deficient. and why they should look once again at alternatives routes such as Offshore network and offshore cables to Tilbury as well as changes in Essex listed above. This time this review should focus on Total Cost not just economic cost.

3.2 New Technologies

New technologies have not been sufficiently considered for a project this size or timescale. Instead, National Grid is relying on out-of-date solutions to modern day problems. Examples of new technologies include:

- T pylons are more attractive than Lattice pylons, Paragraph 30 of NPPF states developments should be 'visually attractive as a result of good architecture'
- HDVC underground cables
- Increased subsea cable technologies

Conclusions & Action Points

Given the size and significance of the TFP land, economically and environmentally, to the whole project it is surprising that there have not been more interactions with National Grid on alternative routes. More details are available to the Panel, especially on the economic scale.

The Project is unsound as no or little work has been done or disclosed to TFP on the proposed alternative routes in Mid Essex, which should be cheaper, affecting less residents and less environmentally damaging.

National Grid's costs are out of date and inaccurate and not deliverable for the proposed costs.

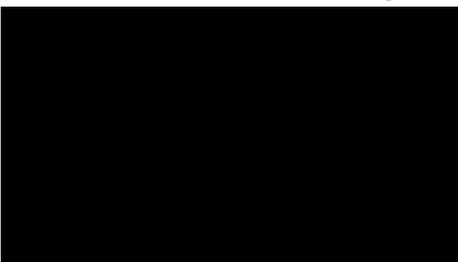
TFP would consider withdrawing their objection, subject to their proposed changes being adopted. These would include:

1. One of the alternatives set out in section 5 are adopted, including National Grid's own "Great Waltham Alternative Route". If not, we would need to understand why they would be more cost effective than the currently proposed route considering the "total cost".
2. All routes affecting TFP land utilise undergrounded cables to minimise impact and compensation. This is clearly difficult in the mineral area but can be resolved with a minor route change over TFP land.
3. If pylons are to be used. Then T pylons should be used on TFP land, not outdated lattice pylons in this area.

In direct response to National Grid's proposal, TFP disagrees and objects to the high voltage pylon overhead route, particularly in the Mid Essex area.

It is for these reasons that TFP wishes to be heard as a Representative to the Planning Inspectorate Panel.

Charles Tritton,
Senior Partner
On behalf of Tritton Farming Partnership LLP and Members



The Estate Office
White Hall
Margaret Roding
Great Dunmow
Essex
CM6 1QL

Planning Department
Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
Essex
CM1 1JE

Our Ref: AG9131/JA
Date: 10th March 2021

Dear Sir / Madam

RE: REQUEST FOR PRE-APPLICATION ADVICE FOR CHANGE OF USE OF FORMER AGRICULTURAL BARN AND ASSOCIATED LAND AT HOLE FARM BARN, GOODMAN'S LANE, GREAT LEIGHS, CHELMSFORD, CM3 1PL PREVIOUSLY APPLICATION 19/02103/FUL (WITHDRAWN)

I write on behalf of my client, Tritton Farming Partnership LLP, to formally request written pre-application advice in relation to Hole Farm Barn in Great Leighs. An application was submitted in January 2020 for the following change of use under application reference 19/02103/FUL:

'Change of use of former agricultural barn and land to an events venue for corporate uses (conferences, training, meeting, lunches), leisure functions (exhibitions, exercise classes) and receptions (weddings & funerals) and associated car parking'.

The barn has historically been used as a private events venue and playroom and had planning permission to be used for a children's playgroup for up to 25 children (application reference 78/1737/2A). The applicant would like to enable small scale community events and functions to be held at the barn as well as low key corporate uses which will support local businesses in the area.

The recent application referred to above was withdrawn as it was indicated that it was likely to be refused. It is understood that the change of use of the barn would be acceptable, however there are the following planning issues:

1. Car Park - the impact on the listed barn and the immediate landscape surrounding the site. There is also a lack of detail in relation to car parking paraphernalia e.g., lighting, signs etc.
2. Lack of economic benefit to outweigh the impact on the historic setting

I have also commented on the ecology response which was received after the application was withdrawn.

I have set out new proposals which consider the planning issues and would be grateful if you could provide your opinion as to whether this now meets policy. The applicant is open to ideas from the Council as to how this proposal could be changed to ensure it is compliant with planning policy.



Whirledge & Nott Limited trading as Whirledge & Nott (CN: 07891217)
The Black Barn Lubards Farm Hullbridge Road Rayleigh Essex SS6 9QG
Offices at Chelmsford Colchester and Rayleigh.
Regulated by RICS



Definitions

Please see the attached plan which sets out the areas referred to in this letter. These include; the driveway, the courtyard, new regular use parking bays, the main overspill, driveway overspill and Goodmans Barn Yard.

The table below shows what the different size events will involve:

Event Type	Example User	No of People	Expected duration	Times of use	Frequency	Parking arrangements*
Small Event	Lunches, Social clubs (Woman's Institute), Health events (yoga, pilates etc), Christening / Baptism, Birthday receptions	Up to 25	2-3 hours	8am - 11pm Daytime Evenings Weekends	Unlimited	Est. up to 15 vehicles in total Courtyard (4 cars) Regular use parking (5 cars) Driveway (4 cars) Driveway overspill if required (up to 6 cars)
Medium Event	Lunches, Social clubs (Woman's Institute), Christening / Baptism, Birthday receptions, Children's birthday parties	Up to 40	2-3 hours	8am - 11pm Daytime Evenings Weekends	Maximum 3 events per week	Est. up to 25 vehicles in total Courtyard (4 cars) Regular use parking (5 cars) Driveway (4 cars) Driveway overspill (6 cars) Goodmans Barn Yard if required (up to 11 cars)
Large Event	Wedding Reception, Large birthday celebrations, Wedding anniversary receptions	Up to 60	Full day and evening	8am - 12pm Daytime Evenings Weekends	Maximum 45 events per year	Est. up to 30 vehicles in total Courtyard (4 cars) Regular use parking (5 cars) Driveway (4 cars) Driveway overspill (6 cars) Goodmans Barn Yard (11 cars)

*These are estimates therefore there may be slightly more or less cars than expected.

The Proposal

In the past the barn has catered daily for 25 primary school children, with associated parking mainly on the driveway. In the withdrawn application, the maximum number of required car parking spaces was calculated to be 30. The car parking plan did not show that parking for smaller events can be held in the Courtyard which has been used since the barn was built, and on the driveway where parking has historically been used.

The proposal has been changed in a number of ways. The applicant is open to suggestions from the Council as to which parking areas could be used for different size events.

1. The courtyard and driveway parking has now been included.
2. The regular use parking bays and driveway overspill has been suggested. These are located to the west of the barn which is at a lower topography than the previously suggested location.

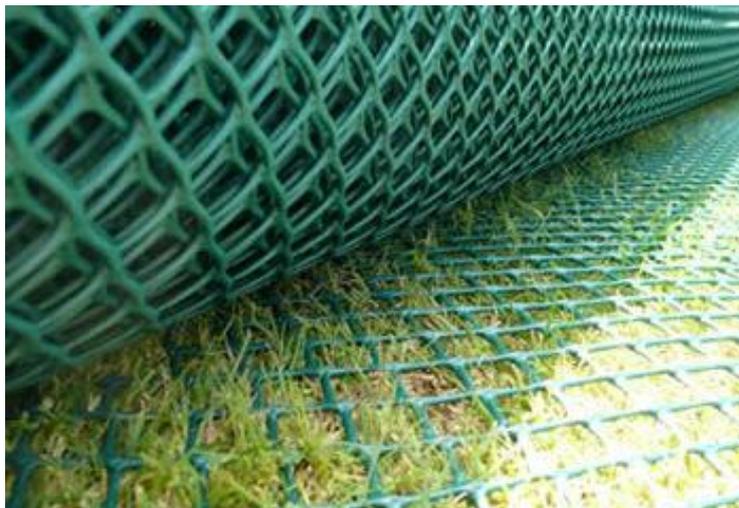
3. Other alternative parking has been shown at Goodmans Barn Yard which is owned by the applicant. It is an existing surfaced area with unused buildings.
4. The proposed parking in the original application was a mass to the south of the barn and has been amended (the main overspill). It now has 15 spaces which are to the perimeter of the field. The applicant can plant a native hedge along the length of the roadside boundary on this field to further reduce visibility of the parking if required or plant the trees as shown on the attached plan. The applicant would consider cutting into the slope to ensure parking spaces are level, and to provide screening from the road. The soil from this could then be used to form a bank to add some height to the south of the parking spaces to reduce the visual impact from the road.

Number of events

The applicant would consider a restriction on the number of times per year which the car parks can be used. The maximum number of guests at any event will be 60. The Transport Statement submitted with the withdrawn application notes that it is likely that 20 cars would be expected at the busiest events but has allowed for overspill and recommends 30 spaces in total.

Car Park Surfacing

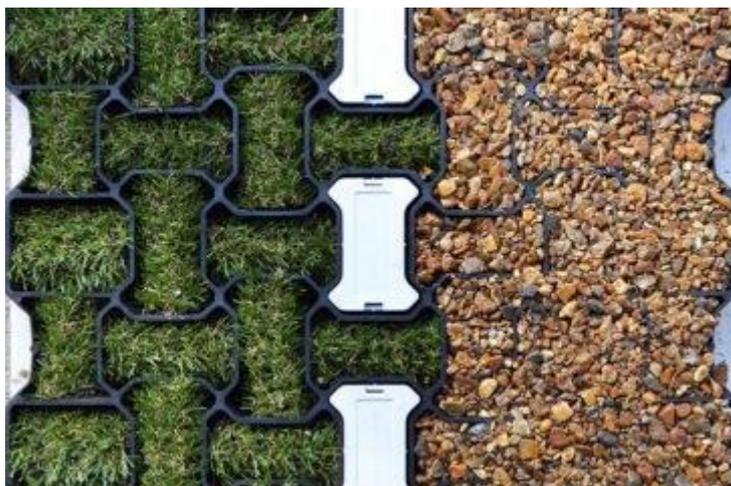
A grass grid or grass mesh system has been proposed for the surfacing of the car parking areas where required. Grass grids are laid directly on grass to have the least visual impact possible whilst providing grip and support to the soil. They are generally made from rubber or similar and are mesh so grass can grow through the holes. This means there is little impact on the landscape as the grass can grow through the grids and therefore the 'surfacing' will not be noticeable and the landscape will not have changed when it is not in use. Grass grids reinforce the ground to provide an anti-slip surface which allows moisture to drain. This means that the grass area does not become muddy and the visual impact of the parking surface is hardly noticeable. Please see example photos below.





An example of a grass mesh surface
Source: www.all-weatheraccess.co.uk

Where there is a slope to access the main overspill, and more grip may be required for vehicles, it is proposed that a geogrid surface or similar is used. This is similar to grass mesh but is more robust and therefore can provide grip for vehicles and provides reinforcement for the soil.



An example of a Geogrid surface
Source: www.all-weatheraccess.co.uk

Heritage and landscape impacts of the car park on Hole Farm Barn and surrounding countryside

Michael Hurst has noted that a landscaping scheme will help to limit the visual impacts of the car park on the barn.

The configuration of the car parks will minimise the level of visual impact on the listed buildings from the road. Both overspill areas are located away from the road and will be less visible due to the slope, which can be increased, and the planting of hedging and/or trees. Goodmans Barn Yard is an existing surfaced area which is well screened by buildings from the road. Goodmans Farmhouse is located on the other side of the yard near the entrance from the road and one of the barns is grade II listed. It is proposed that this is only used for overspill parking for medium and large events if required.

The impact on the landscape by the main overspill is reduced as the parking is limited to the border of the field and there will be no parking in the centre of the field. The openness of the area is unlikely to be significantly affected as the parking is no longer in a block mass but along the tree line and the back of the existing barn. The applicant would consider 'cutting' the parking spaces into the grass slope for the main overspill if it is considered that this will further assist with minimising any impacts.

The native hedge which could be planted along the roadside will help to minimise any visual impacts from the road and other public viewpoints such as the footpath to the south. Alternatively, trees could be planted in this area as shown on the attached plan.

The grass mesh surface will also minimise any impacts as the appearance of the car park will not be changed from its current state – it will look like a grass field.

It is considered that the impact of the driveway overspill and regular use bays on the residential amenity of the neighbouring house, which is owned by the applicant, will not be significant. The eastern part will be screened by the barn from the viewpoint of the house. The driveway overspill is under existing mature trees and extends to 6 cars which is unlikely to affect the enjoyment of the house or its curtilage.

Another option is temporary parking on the field to the east of the barn and outside the curtilage of the heritage asset, which is in the applicant's ownership. This could be limited to less than 28 days a year and thus not require permission. This would be further from the listed buildings, have less visual impact from the road and will be further from Goodmans Lane and the footpath.

Car Parking – additional information regarding design

Where required, the car parking spaces would be marked using wooden sleepers to ensure they are in keeping with the site surroundings. There would be no requirement for signs to the site as the postcode is accurate. There is an existing sign on the entrance and the applicant can erect small signs to demark the way to the venue from Goodmans Barn Yard.

There is no requirement for additional fencing on the site. The boundary on the road is marked by an existing post and rail fence and a native hedge may also be planted along this boundary. It is intended that there will be low level lighting for evening functions and not for daytime events for alternate car park spaces to mitigate any impact on the residential property next to Hole Farm Barn. This would be as discreet as possible and would possibly be in the style of the lighting in the photo below. Lighting for the path from Goodmans Barn Yard to Hole Farm Barn will need to be provided and the applicant is open to ideas for this to decrease any impact on the listed buildings.



Example of suggested lighting for car park

Lack of economic benefit to outweigh the impact on the historic setting

It has been queried whether the harm to the countryside and historic setting is outweighed by the economic benefit provided by the change of use.

The main consideration is that higher frequency/intensive use provides a higher economic benefit whereas a lower frequency and intensive use provides a lower economic benefit. The applicant would like advice from the Council as to what they feel is the best approach towards this.

Mr Hurst specifically refers to paragraph 196 of the NPPF which states '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*'.

We understand that the Council has agreed that the uses are acceptable but the frequency is currently the issue. Mr Hurst suggested that a limit on opening hours and days of use may help to limit the impacts

of the proposal. The proposed details relating to small, medium and large events are set out in the table on page 2 of this letter. The applicant is open to suggestions for limitation on events however.

The local area has grown dramatically in recent years and the housing in Great Leighs is expected to increase significantly. The planned Chelmsford North East Bypass and train station at Boreham is likely to increase the need of small affordable venues and local employment in the area.

St Mary's Church is Grade I listed and is near to Hole Farm Barn. The applicant is aware that it is suffering a decline in its congregation, services and funding. There is now only one service per month and they are increasingly dependent on baptisms, christenings, funerals and weddings for their survival, however there is nowhere nearby to hold the associated reception after these events. The applicant and family are heavily involved in the running and funding of the Church and can offer the barn for these events and more and thus benefit the survival of the Grade I Listed church.

The NHS / Social Services have requested its use as an offsite venue. Local residents, including the nearest house, have requested it to hold health classes such as yoga and pilates. Approaches have been made to use the barn as a photoshoot location and for small local businesses to use it for conferences, lunches and offsite meetings.

A diverse range of uses is likely to increase the bookings for the building. Enabling some large events will increase the viability of the Barn as a higher charge can be made to the customer. Increased profitability will enable the applicant to maintain the listed building more effectively.

The applicant would be willing, within reason, to accept a limit on the number of medium and large events which would reduce the visual impact on the barn. It is considered that expanding the range of uses that the barn has planning permission for could increase the public benefit it can provide. The applicant is enthusiastic to provide a facility for the local community to use for social and business requirements in a rapidly growing area of Chelmsford with an absence of attractive, affordable small rural venues. The opening of Hole Farm Barn to local residents must be seen as a positive and not a negative in an area where the rural life is shrinking rapidly.

We have attempted to decrease the harm to the setting compared to the original application by reducing the number of large events, the change in car parking so it is not a block area, and providing alternative parking options. Also, the tree or hedge planting as well as the grass mesh which is proposed will mitigate visual impacts as the appearance of the grass will be unaltered. In addition, more local residents will be able to see the attractive barns, courtyard and interior.

An economic benefit will be employment. One full time employee will oversee the running of the site, including taking bookings, arranging staff and ensuring the building is maintained to a high specification. Events and regular use would result in more direct and indirect employment for the local area. Every function is likely to result in local temporary employment for cleaning and preparation work. A large event of 50 people could provide local temporary employment for approx. 8-10 people involved in bar staff, waiting staff, cleaning and catering staff. In addition, indirect employment would increase in the surrounding area for trades such as external catering, florists, photography, cake making and decorations.

This is an area where Chelmsford City Council are keen to provide local employment for the planned increase in the surrounding population in the Chelmsford Local Plan 2021-2035. Therefore, the proposal is likely to encourage an economic boost to the local area. The site is in an area with a young growing population, many of whom are seeking income while supporting their families. The greater the usage the greater the economic benefit and employment. The applicant already employs several people in the rural economy and wishes to increase diversification and employment. This economic benefit is in addition to the social benefits that local residents can enjoy from the barn.

Ecology

The Ecologist provided a comment after the application had been withdrawn. They note that '*any development here will need to assess the type of grassland habitat this area forms and whether it is part of the lowland meadows inventory listed as a priority habitats (protected).*'

'In addition, to ensure the development does not result in net loss to biodiversity, the development will need to assess the quality and quantity of habitat pre-development, how much will be lost and how much will be delivered (new or restored). This will need to follow the Defra 2.0 Matrix for net gain'.

The applicant has historically planted a significant number of trees and hedges in the past, including 3 kilometres of hedges in 2019 and is determined to maintain and increase habitats at the site. The location of the main overspill car park is short, amenity grass and used as a children's football pitch and therefore it is unlikely to be a high quality habitat. It is accepted that an ecologist report will be required for a revised application to ensure there is a net gain in biodiversity. This may be able to be delivered by additional hedge planting. The grass grid car parking surface will also potentially maintain a level of habitat for biodiversity moving forwards as opposed to a hard surface which would eliminate it.

'Finally, there is a pond to the north of the grassland that could support GCN and the terrestrial habitat on the development site will support the species in its terrestrial phase. An assessment of the ponds suitability for supporting GCN should be carried out. If this is found to likely support newts then further presence and absence surveys should be carried out (Mar-Jun with 4 surveys between Mid Apr to Mid May)'.

A Primary Ecology Appraisal was carried out at the site and it was advised that the pond is unlikely to support Great Crested Newts due to the distance and sharp gradient from the pond.

Conclusion

The applicant is willing to make adjustments to the withdrawn application to ensure it meets planning policy. He would like to maintain the heritage of Hole Farm Barn and ensure the impact on its surroundings is minimal whilst providing a facility for the community and local businesses in the area.

The Way Forward

I have sent payment of the relevant fee and I look forward to hearing from you soon with regards to a meeting for pre-application advice.

In the meantime, should you have any queries or require any further information then please do not hesitate to contact me.

Yours sincerely



wnott.co.uk

Encs. Site Plan

20/10/22 16:10

Comments

SHELAA New Site Submissions 2021 (01/01/21 to 20/10/22)

Comment by	Savills (Mr Tom Sharman - [REDACTED])
Comment ID	[REDACTED]
Response Date	20/10/22 12:54
Status	Submitted
Submission Type	Web
Version	0.1
Previous Site Submission	

- . I can confirm that this site has not been submitted within a previous CFS, SLAA or SHELAA submission

Interest in the land

Please indicate your interest in the site. Do you own it, are you a developer or agent connected with the site etc?

Are you? . Planning Consultant / Agent

Contact Details

Should we need to contact you regarding your submission, it is important that your contact details and preferred method of contact are accurately recorded under your consultation portal account.

Are all of your contact details up to date? Yes

Site Owner Details

If you own the site, then please provide your details.

Otherwise, please provide the site owner's details, ensuring you have permission to share the information with us.

If the site has multiple owners, please provide the details of all owners.

Full Name/s: The Tritton Farming Partnership LLP

Address and Postcode:

C/o Savills
Parkview House
Victoria Road South
Chelmsford
Essex
CM1 1BT

Telephone Number:

[REDACTED]

Email:

[REDACTED]@savills.com

Site Ownership

Please indicate your/your clients interest in the land.

Do you/your client?

. Own the site in full

Site Information

Please provide the following Site Information:

Location of site (Address/Postcode):

Land East of the A131 (Braintree Road) and Chatham Green, Essex, CM3 3LH

Site Area

This is the overall site area submitted.

Total Site Area (Hectares):

61.5

Developable Site Area

This is the area of land which you consider may be able to be developed, taking into account existing site features, the sites surroundings and neighbouring uses etc.

Estimated Developable Site Area (Hectares):

55

Current Uses on Site (including any structures)

Note: The use classes listed below are defined as per the Town and Country Planning (Use Classes) Order 1987 (as amended).

What uses are currently taking place on site?

Please tick all that apply:

- . C3 - Dwelling houses, small businesses at home, communal housing of elderly and disabled people
- . Other

Please provide further details.

Agriculture

Current Uses on Adjacent Land (including any structures)

Note: The use classes listed below are defined as per the Town and Country Planning (Use Classes) Order 1987 (as amended).

What uses are currently taking place on land adjacent to the site? Please tick all that apply:

- C3 - Dwelling houses, small businesses at home, communal housing of elderly and disabled people
- Other

Please provide further details:

Agriculture

Previously Developed or Greenfield Land

Previously Developed Land is land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for mineral extraction or waste disposal by landfill, land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Greenfield Land is land which does not fall under the above definition for PDL, i.e. undeveloped land.

Is the site Previously Developed Land or Greenfield Land?

- Greenfield

Brownfield Register

Is the site registered on the Brownfield Register? If you are unsure, you can visit the following web page to check:

<https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-new-local-plan/new-local-plan/brownfield-register/>

No

Site Access

Can the site be accessed using any of the following modes of transport? Please tick all that apply:

- Car
- Bus
- Park and Ride

Please provide further details:

The site has good access to the A131 and to the new Chelmsford North East Bypass. Access to Beaulieu Park Railway Station will also become more convenient with the opening of the CNEB. Chelmer Valley Park & Ride also located a short drive from the land.

Frequent bus services are available from the bus stop on Braintree Road (A131) connecting to Braintree, Chelmsford and Colchester.

Natural Features

Are any of the following natural features within or adjoining the site? Please tick all that apply:

Gradient

Approximate Gradient of the site:

The land is predominantly flat and physically suitable for development.

Flooding

If you are unsure whether the site lies within a flood zone then please check using the gov.uk facility at: <https://flood-map-for-planning.service.gov.uk/>

Is the site in any of the following Flood Zones? . Flood Zone 1
Please tick all that apply:

Please provide any further information regarding flooding on site:

The entire site is located within Flood Zone 1 wherein there is a low risk of flooding.

Surface Water

Surface water issues include any issues arising from storm drains in the area, surface water run-off from the site or into the site.

Details of any Surface Water issues on or adjoining the site:

N/a

Historic Assets

Are there any Historic Assets within or adjoining the site? Please tick all that apply: . Grade 2 Listed Building

Please provide further details:

Listed Buildings within the promoted land boundary:

- Lowleys Farmhouse (ID: 1305642)

Adjacent to the promoted land:

- Evergreens and Kozi Cot (ID: 1172487)

- Barn North West of Stonage Farmhouse (ID: 1122042)

- Stonage Farmhouse (ID: 1172474)

Archaeological Interest

A site is of archaeological interest if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.

Is there the possibility that the site or adjoining land may be of Archaeological Interest? Yes

Please provide further details:

No known archaeological interest in the land. Desk based assessments can be undertaken as part of any future planning applications.

Contamination

Possible contamination issues include land and water contamination from previous uses on the site, any buildings on site which may contain asbestos, as well as any other possible harmful materials.

Are there any Contamination Issues within or adjoining the site? No

Legal Constraints

Legal constraints include ransom strips, operational requirements, access issues (does the owner have a legal right of way onto the land?) and legal covenants covering the site.

Are there any possible Legal Constraints within or adjoining the site? No

Relocation of Existing Uses

Is there an existing use or multiple uses on site which will need to vacate the site in order for it to be developed?

Does the current use need to be relocated? No

Any Other Site Constraints

Other site constraints may be issues of biodiversity or locally known issues.

Please provide details of any other site constraint which might be relevant:

N/a

Previous Planning History

Does the site have any previous planning history? No

Existing Utilities

Please indicate which of the following utilities are currently available to the site: Unknown

Proposed Uses

Note: The use classes listed below are defined as per the Town and Country Planning (Use Classes) Order 1987 (as amended).

What use/s are you proposing for the site? Please tick all that apply:

- . B2 - General industry
- . B8 - Storage and distribution, wholesale warehouse and distribution centres
- . C3 - Dwelling houses, small businesses at home, communal housing of elderly and disabled people
- . E(g)(i) - Business offices
- . E(g)(ii) - Research and development of products/processes
- . E(g)(iii) - Light industry
- . F1(a) - Provision of education
- . F2(b) - Halls/Meeting places for use by local community
- . F2(c) - Outdoor sport or recreation

Please provide details of the number of units and floorspace proposed for each use:

Up to approximately 1,250 dwellings, employment land, open space and community facilities - subject to more detailed design process.

Timescale for Deliverability

Please indicate what timescale you think the site could come forward in, factoring in outstanding ownership issues, site remediation and the planning process: 5 to 10 years

Number of Units and Floorspace

Please indicate the number and types of units/floorspace to be delivered (i.e.dwellings/floorspace constructed per year, and estimated start and completion periods):

Up to approximately 1,250 dwellings - subject to more detailed design

Viability

Viability of a site is concerned with whether the site can be developed, within a reasonable time and provide for any necessary services and infrastructure.

Do you consider the site to be viable? Yes

Other Relevant Information

Please provide any other information which you would consider useful when considering the site's suitability for development (Please include as an attachment if you have multiple pages):

The new Chelmsford to Great Leighs Bypass will create new opportunities for growth at Chatham Green as identified in Approach D of the Chelmsford Issues and Options. This allows for direct access to the road via the new roundabout as well as sustainable cycle and pedestrian links to the east of the road towards Chelmsford and Great Leighs. The site can provide approximately 1,250 homes sufficient for a new school. There are additional opportunities for employment or commercial, or logistics development around the new roundabout.

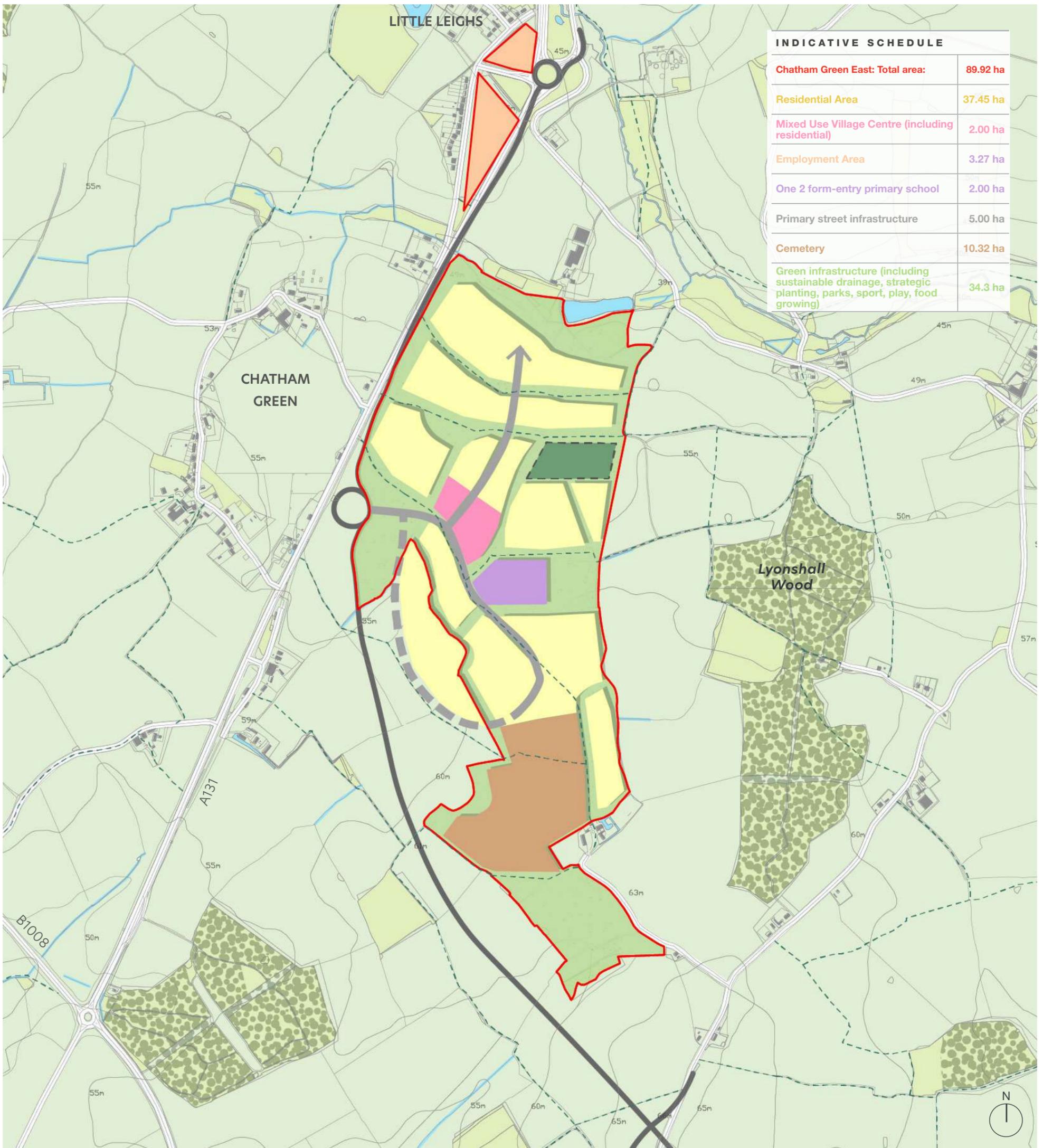
Checklist

Have you?

- . Included an OS based map of the site
- . Included any relevant attachments
- . Filled out ALL relevant sections of the form (failure to do so will delay the processing of your submission)

Declaration

. I confirm that I have completed all relevant sections of this form accurately and to the best of my knowledge



INDICATIVE SCHEDULE	
Chatham Green East: Total area:	89.92 ha
Residential Area	37.45 ha
Mixed Use Village Centre (including residential)	2.00 ha
Employment Area	3.27 ha
One 2 form-entry primary school	2.00 ha
Primary street infrastructure	5.00 ha
Cemetery	10.32 ha
Green infrastructure (including sustainable drainage, strategic planting, parks, sport, play, food growing)	34.3 ha

- Site Boundary
- Existing Ancient Woodland
- Indicative Local Centre
- Indicative Cemetery
- Existing Public Right of Way
- Proposed Chelmsford North East Bypass(S9, SGS6)
- Indicative Open Space and Strategic Landscaping
- Indicative Employment Area
- Existing Water Body
- Potential Primary Access Road
- Indicative Sports Pitches
- Existing Woodland (non-ancient)
- Indicative Residential Development Area
- Indicative 2 form entry School

Land East of Chatham Green

on behalf of Charles Tritton

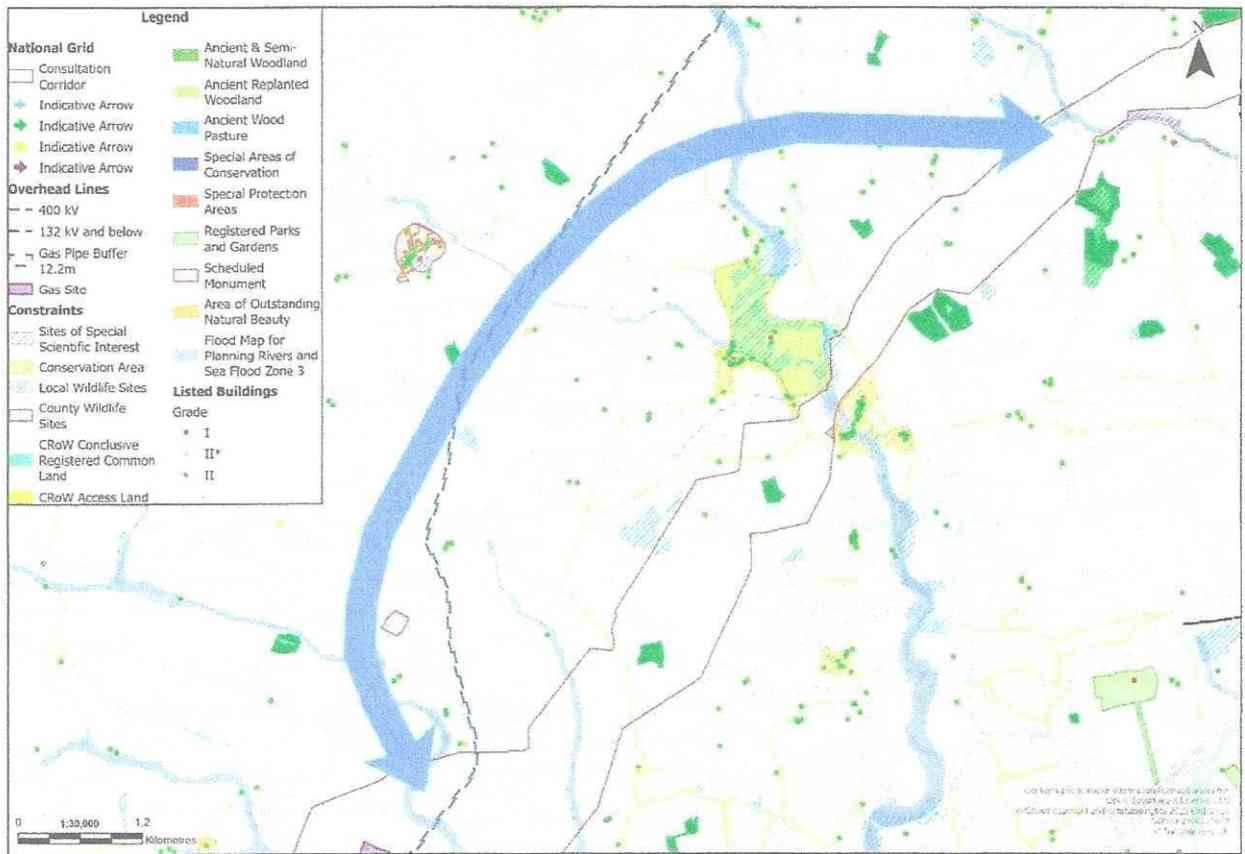
drawing no.	MP002	drawing	Illustrative Masterplan: Option B		
revision	-	scale	1:10,000@A3	job no.	647612
drawn by	AIL	checked by	RB	date	30.10.2023

Reproduced from the Ordnance Survey Map with the permission of the Controller of H.M. Stationery Office Crown copyright licence number 100024244 Savills (UK) Ltd. Published for the purposes of identification only and although believed to be correct accuracy is not guaranteed.
 C:\Users\rbishop\Box\UK Urban Design Projects\Charles Tritton\647612-Land East of Chatham Green\B Drawings\INDD\Land at East of Chatham Green-2023102330/10/23
 © Copyright Savills (UK) Ltd.



Route 2

Figure 5.13 Indicative alternative route – Great Waltham



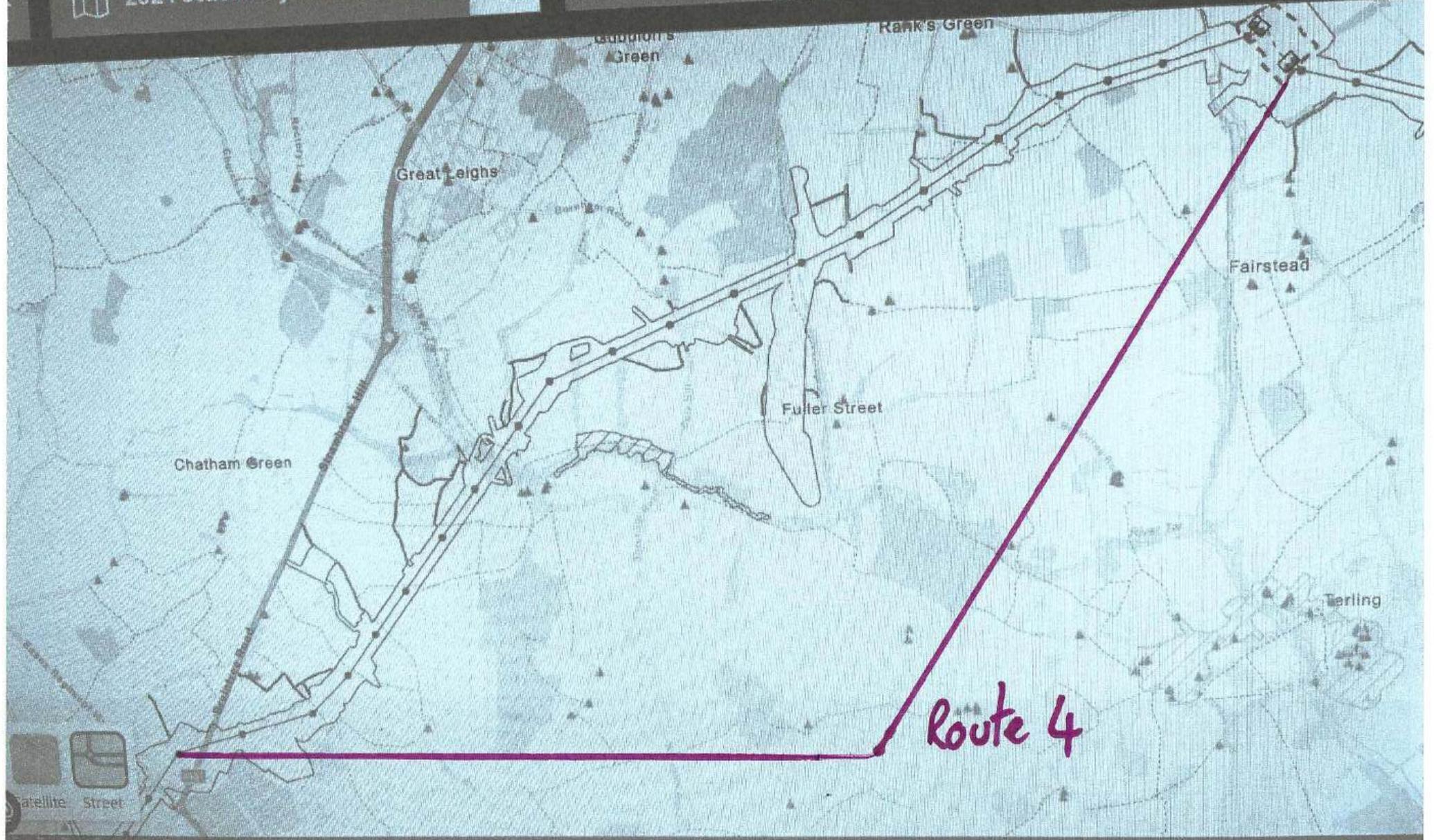
- 5.5.122 Although this alternative would reduce potential heritage effects, particularly in respect of the Great Waltham conservation area and Langleys Registered Park and Garden, the bypass and screening from trees would reduce effects on Little Waltham conservation area and residential properties within the consultation corridor. Similarly residential properties in Great Waltham which are set back from the consultation corridor would benefit from extensive areas of trees that would filter views. Effects on residential properties would overall be reduced by the alternative as there are fewer properties within the more agricultural setting however effects on residential properties from an alignment within the consultation corridor are not considered to be at a level inconsistent with the relevant policy framework.
- 5.5.123 The alternative would be less direct, approximately 2.5 km to 3 km longer than the consultation corridor and it is therefore less compliant with Holford Rule 3. Overall, on balance due to its shorter length and absence of effects incompatible with relevant policy framework, the consultation corridor remains preferred and has been taken forward.
- 5.5.124 Some respondents expressed concern about potential interaction with the proposals for the A120 link road, however this has been considered as the draft alignment has been developed in this area (see Chapter 6).
- 5.5.125 Feedback also suggested following the A120 before turning west to route between Little Waltham and Broomfield. Although this would potentially reduce heritage effects it would directly affect proposed housing to the north-east and south-west of Little Waltham, and be less direct and would result in an alignment with greater changes of direction (less compliant with Holford Rule 3). This is less preferred than the consultation corridor and has therefore not been taken forward.

Great Grid Upgrade
Ch to Tilbury

2024 Statutory Consultation

Sections

Layers



Satellite Street

ry Consultation



Sections



Layers

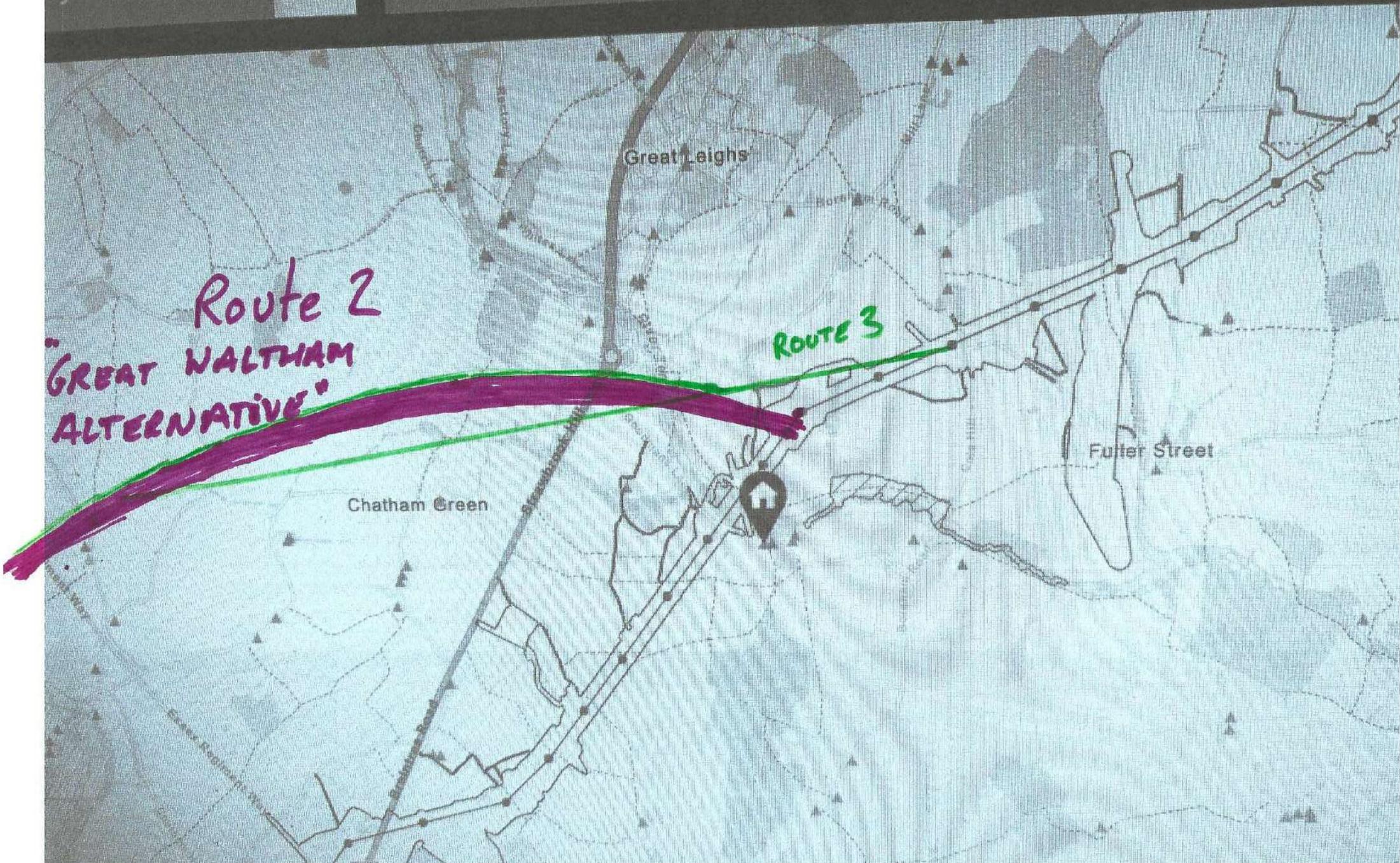
Route 2
"GREAT WALTHAM
ALTERNATIVE"

ROUTE 3

Great Leighs

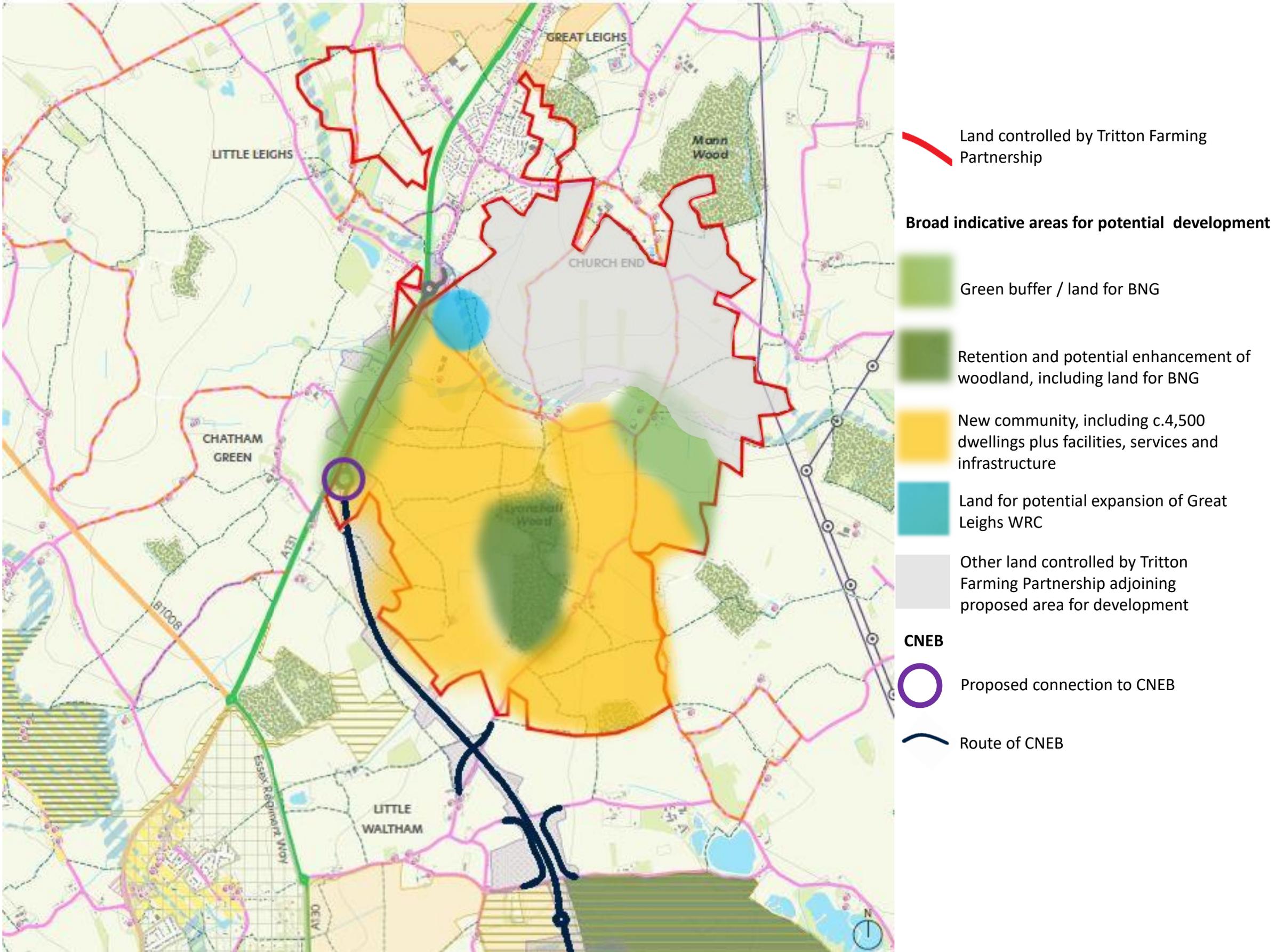
Chatham Green

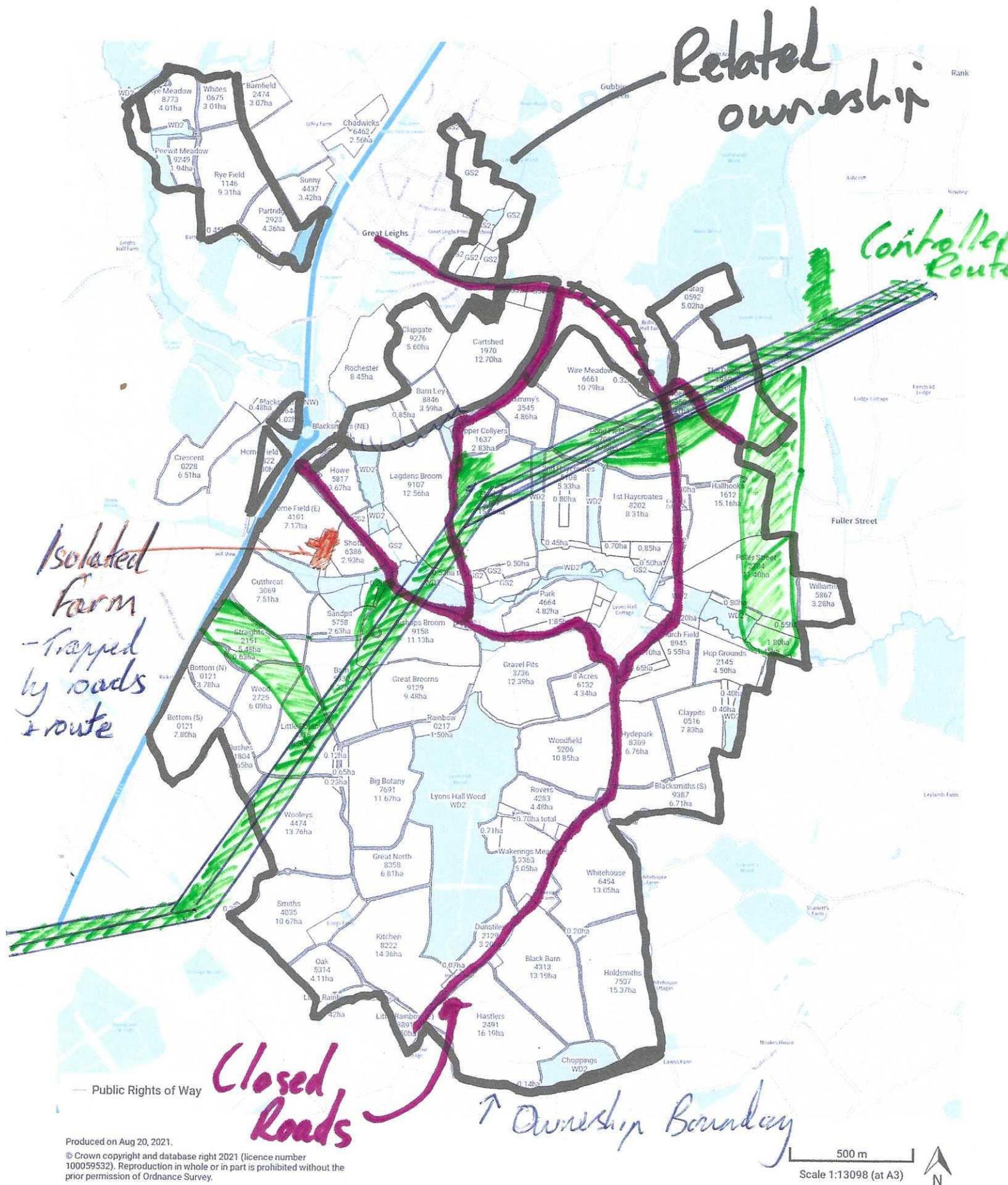
Fuller Street



Indicative Development Proposals

Indicative extent of land for development of new community of up to c.4,500 new homes plus services, facilities and infrastructure on Land East of Chatham Green / South of Great Leighs





Related ownership

Controlled Route

*Isolated Farm
- Trapped by roads & route*

Closed Roads

↑ Ownership Boundary



BRETT AGGREGATES LTD

ESSEX MINERAL LOCAL PLAN (2014) REVIEW 2022

- CALL FOR SITES

POTENTIAL SITE FOR MINERAL EXTRACTION

LOWLEYS FARM

MARCH 2022

CONTENTS

1.0	The Site.....	2
1.1	Landscape and Environmental Designations.....	2
1.2	Agriculture.....	3
1.3	Geology.....	3
1.4	Highways.....	4
1.5	Landscape.....	4
1.6	Historic landscape.....	4
1.7	Nature conservation assets.....	5
2.0	DEVELOPMENT DESIGN.....	6
2.1	Processing Plant.....	6
2.2	Phasing and Restoration.....	6

APPENDICES

Appendix 1	Call for Sites Pro-Forma – Potential Site for Mineral Extraction
Appendix 2	Borehole Logs
Appendix 3	DRAWINGS

1.0 The Site

Lowley's Farm is located 7 km north of Chelmsford, Essex and is currently accessible via Goodmans Lane to the east of the A131 Braintree Road. A site location plan is included at Appendix 3. The farm benefits from two separate access points directly onto the current A131 highway.

The site is located to the south of Great Leighs and bounded by Goodmans Lane to the north and the A131 to the west. Closest receptors include Goodman Farm itself (to the north), Keepers and Wakerings Cottages to the east, Long Barn to the south and Chatham Hall Lodge and Great Storage Farm to the west. The proposed Chelmsford north-east bypass lies to the west which incorporates a roundabout with direct access to the farm.

Geological investigations have identified the potential for releasing a reserve of circa 7.5mt subject to standoffs and development design with an indicative output in the order of 0.5 mtpa.

The extent of the Lowleys Farm landholding, within the vicinity of the proposed allocation, is identified on Drawing A, although the estate does extend further north and east beyond this.

Brett has undertaken high level scoping of local constraints, designations, and sensitivities along with a 'desk-top' archaeological assessment, reviewed the historic landscape and assessed the agricultural quality and classification of the location. This has enabled us to produce some early concept designs, showing a potential extraction scheme, working phases and consideration to a restoration design and potential land after-uses.

1.1 Environmental Designations

The River Ter Special Site of Scientific Interest (SSSI) designation which has an area of 6.4 Ha runs along a short section on the northern side of the river and is in place due to the fluvio-geological interest at this location.

Lyonshall Wood, is a combination of ancient and semi natural woodland and comprises some more recent woodland planting from the 1970's. This woodland forms part of the overall landholding but not part of the proposed extraction site. There are a number of Grade II Listed Buildings in the locality, including at Lowleys Farm itself to the north of the proposed extraction area.

Existing footpaths and bridleways within the proposed extraction area exist, but these could be temporarily diverted to suitable alternative routes and re-instated as part of a phased restoration scheme

Plan 1 (Appendix 3) shows the landscape character and environmental designations relevant to the Site.

1.2 Agriculture

A desk-based Agricultural Land Classification (ALC) grading estimate has been undertaken which identifies soil types and likely ALC Grades. The principal search area comprises soil that is freely draining, slightly acid, loamy soils which are categorised under Ludford and equates to Soilscape 'Unit 6'. Soils in this area are likely to be Grade 3(a) and Grade 2.

1.3 Geology

British Geological Survey (BGS) Reports and seven historic boreholes from 1941 and 1968/69 identified a significant mineral resource at Lowleys Farm, consisting of fluvio-glacial sand and gravels beneath Lowestoft glacial till.

In October 2019, Brett completed a geological investigation of Lowleys Farm using two cable percussive drill rigs to drill twelve boreholes across the landholding. The Brett boreholes confirmed an excellent quality clean sand and gravel mineral resource of c7 to 8 mt in the extraction area with scope for further extensions.

The overburden is composed of thin soils overlying Boulder Clay. The overburden thickness ranges from c0.5 m – 11 m, averaging c6 m and being thinnest in the northern and eastern areas of the extraction area. It is proposed that the top and sub soils from each phase would be used to screen views from outlying sensitive properties in the area, with the processing plant operation also similarly screened in this way.

The mineral horizon is up to 20 m thick and is thickest in the centre of the extraction area. Averaging 6 m, the mineral horizon consists predominantly of sub-angular flint-quartzite gravel and sand. The deposit is very clean with minimal evidence of clay banding.

The overburden to mineral ratio averages 1:1, with the most encouraging area in the centre of the extraction area exhibiting a ratio of 1:5.

Particle Size Distribution (PSD) testing to assess the coarseness of the deposit was conducted on 39 samples from within the mineral interval. On average the in-situ (un-processed) deposit contained 60% gravel (4mm+), 38% sand (0.0625mm – 4mm) and 2% fines (<0.0625mm). The sand is generally medium-coarse, with only minimal crushing of the deposit required given that only 2% is oversize (+40mm). Overall, these results are resoundingly positive with the mineral being gravel-rich and clean even considering the loss of some silt during the drilling process. The mineral is suitable for the production of concrete and concrete products as well as for general use as a loose aggregate.

On average, water was struck at 12 m below ground level, generally in the bottom half of the sand and gravel deposit. This offers the opportunity to work a proportion of the mineral naturally dry, with the deeper mineral being worked dry through carefully controlled pumping.

The boreholes were terminated in the underlying London Clay basal layer. Environmental testing completed on the London Clay samples collected confirmed that it has the high stiffness and low permeability necessary to act as a natural barrier to facilitate imported inert infill as part of the overall restoration scheme.

1.4 Highways

Whilst it is considered that the Site already has good potential access to the A120 to Braintree and A131/A130 towards Chelmsford (the location already has 2 access points on to the existing A131), a positive feature to the delivery of this Site will be highway access benefits associated with the forthcoming Chelmsford North East Bypass. These highway improvements represent a committed and funded scheme, with a planning application currently awaiting determination by Essex County Council (under ref. CC/CHL/85/21) and is due to be determined this year (2022). The scheme following formal determination is scheduled to commence construction works in 2023, with phase 1 estimated to be completed by 2024. Timescales for delivery would not be a constraint in terms of a mineral scheme.

Detailed consideration has therefore been given to a new dedicated access leading off the proposed new roundabout junction (Chatham Green), which already incorporates an access to the farm to accommodate HGV sized vehicles. Such an access would enable direct links with the primary highway network and importantly, with minimal disruption and to be delivered with some built-in landscaping and screening opportunities. This would also enable a site with limited restrictions on output capabilities to be delivered.

1.5 Landscape

The site lies entirely within the B17 Terling Farmland Plateau Landscape Character Area as defined by the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessments 2006. Footpaths and bridleways cross the site in various places as shown on Plan 2 (Appendix 3), a high proportion of which are within the eastern area of the site.

1.6 Historic landscape

Listed Buildings, Scheduled Historic Assets and the archaeological potential of the location have all been researched. Listed Buildings in the surrounding landscape are considered to be suitably screened from the Site due to distance, topography and intervening built development and tree belts. Bordering the southeastern boundary is a block of woodland (Lyonshall Wood), a combination of ancient and semi natural woodland some more recent woodland planting undertaken in the 1970's (LyonsHall Wood).

None would be affected significantly by a future temporary minerals extraction scheme at this location. Listed buildings and their associated settings in the vicinity of the site could be pro-actively screened by landscape planting and profiled screening bunds. The development designs have incorporated suitable standoffs to again ensure protection of these heritage and landscape assets.

1.7 Nature conservation assets

The River Ter Site of Special Scientific Interest (SSSI) is located to the northeast of Goodman's Farm, on the other side of the River Ter Valley to the proposed site. The SSSI is recognised for its wetland qualities therefore it is recognised that any future development would need to avoid variation or alteration to the current drainage regime or water and hydrological position. Similarly, but of lesser importance to the SSSI, are local designations through Chelmsford City Council, such as Local Wildlife Sites (LWS) and Open Spaces in relation to the River Ter Valley and woodland areas.

Lyonshall Wood, a combination of ancient and semi natural woodland and along with more recent woodland planting, will require safeguarding and conservation with appropriately designed standoffs to protect rootzones etc.

2.0 Development Design

2.1 Processing Plant

Having reviewed the operational aspect of this future extraction site, much consideration has been given to the most appropriate location for an on-site processing and stock area, along with weighbridge and associated welfare facilities.

It is considered that an area be designated to the west of the site which will reasonably fit with the proposed highways access, phasing arrangements and subsequent restoration of the site. Early screening of the processing area will be achieved by way of landscaping and profiled screening bunds to ensure views into the site can be positively mitigated from the north, west and south. It is also considered that some additional landscape planting between the bunds and the proposed new bypass could be achievable and be merged with landscaping schemes associated with the bypass itself. Plant site location and screen bund locations are shown on Drawing B (Appendix 3) within a footprint sufficiently large to accommodate any ancillary facilities if required.

2.2 Phasing and Restoration

Having reviewed current landscape character and visual amenity, potential affects can be adequately mitigated and addressed through a suitable working scheme with incorporated mitigation measures and subsequent appropriate restoration. Guidelines for the B17 Terling Farmland Plateau Landscape Character Area advocate restoration to farmland and the reinstatement of hedgerows and woodland. Open water could form part of the wider site restoration and land use opportunities.

Early opportunities for biodiversity offsetting are able to be provided. Such measures might include early establishment of structure planting including hedgerows, and management of soil bunds for wildflower/grassland diversity as well as the broader concept of progressive restoration to agricultural afteruse and areas set aside for enhanced biodiversity with wetlands and re-wilding. Overall a substantial biodiversity net gain can be delivered.

To achieve the restoration concept a proportion of the void created through extraction would be reprofiled using existing on-site overburden supplemented by imported inert infill.

An indicative phasing sequencing and illustrative restoration masterplan is therefore also included and shows the proposed mineral extraction and sequencing to be over four phases for the life of the site. It is considered that this scheme has a good potential to meet the restoration aims and objectives set out in the Essex Minerals Local Plan.

Review of Essex Minerals Local Plan 2014

Assessment of Candidate Sand and Gravel Sites - November 2023

Candidate Site Reference	Candidate Site Name	District	Existing Use	Site Area (ha)	Potential Yield (million tonnes)
A59	Lowleys Farm	Chelmsford	Agricultural	75	7.50

Essex County Council: Site Summary

The Site is promoted as a new mineral site at Goodmans Road, Chelmsford. The Site area is approximately 75 ha and is proposed for 7.50 million tonnes of sand and gravel extraction. The Site could be worked at any time during the plan period. Infrastructure needed on site includes a processing plant. The adjoining uses include agricultural fields and woodland. The village of Great Leighs is located to the north of the Site. This Site would be accessible from the Chelmsford Bypass.

Essex County Council: Summary of RAG Assessment

Landscape and Visual Sensitivity	Biodiversity	Historic Buildings	Archaeology	Flooding	Transport	Access	Public Rights of Way	Geo-Environmental	Hydrology, Hydrogeology and Drainage	Air Quality	Soil Quality	Services and Utilities	Health and Amenity	Green Belt	Airport Safeguarding Zones

Outline of Essex County Council's RAG Grading Approach

Sensitive Grade	Description
Red	The impact is likely to be serious and mitigation to make the Site acceptable would be difficult.
Red-Amber	The impact is likely to be major and is likely to require high levels of mitigation to make the Site acceptable.
Amber	The impact is likely to be moderate and is likely to require medium levels of mitigation to make the Site acceptable.
Amber-Green	The impact is likely to be minor and may require low levels of mitigation to make the Site acceptable.
Green	There is likely to be no impact that requires mitigation.

Brett Aggregates Ltd Response

Health and Amenity	Revised Rating: Amber
Essex County Council Comments	
<p>One residential building is adjacent to the boundary of the Site (0m). Four residential buildings are outside the Site boundary less than or equal to 20m from the Site. Sixteen residential and one commercial building are more than 50m but less than or equal to 250m from the Site. Given the proximity of sensitive receptors, mitigation would be required, however, the levels of mitigation required to ensure that there are no serious impacts on health and amenity would likely be difficult to achieve.</p>	
Candidate Site Response	
<p>Revisions to the proposed boundary have been undertaken to ensure that potential site operations are in excess of 50m distant from any sensitive receptor. Distances between neighbouring receptors and the site boundary are illustrated on accompanying Drawing N^{os}. 3059-2-2-2-DR-0001 and 3059-2-2-2-DR-0002. This demonstrates minimum distances of 150m to residential properties. Notwithstanding this, it is likely that distances between sensitive receptors and proposed extraction and processing of sand and gravel will be greater owing to perimeter attenuation that would be applied.</p> <p>Owing to the methodology described by Appendix I of the Assessment of Candidate Sand and Gravel Sites document, a demonstrable buffer of between 50 - 250m between the promoted site boundary and sensitive receptors warrants an Amber RAG rating.</p>	

Landscape and Visual Sensitivity	Revised Rating: Amber
Essex County Council Comments	
<p>The Landscape Character Area (LCA) is Central Essex Farmlands (B1) of which the Site possesses a number of distinct characteristic features of the LCA including the irregular field pattern of arable farmland intersected by a complex matrix of hedgerows. In turn this creates a strong sense of complexity increasing the sensitivity to the landscape features. Appropriate consideration is required to protect the characteristic features of the LCA and mitigate the impacts on the landscape.</p>	
Candidate Site Response	
<p>Landscape Sensitivity: The Central Essex Farmlands is described as being defined by mainly medium size arable fields and there are many small woods and copses. It is characterised by woodland and coppice, pockets of meadows and marsh, and alder-carr in river/stream valleys. Topography is a gently undulating plateau, with local variations being more rolling where they are dissected by small shallow valleys of streams and brooks. Some areas are almost flat.</p> <p>The Site comprises predominantly medium-sized fields, with a few isolated small fields. This reflects its location as a medium-scale landscape in the transition from the pattern of small fields alongside the River Ter, to the larger fields found to the south, higher up on the plateau. The Site does not wholly contain woodland, rivers or stream valleys, marsh or meadows. The landform is gently undulating and not distinctive or dramatic. The Site is represented by some defining characteristics, with perimeter hedgerows needing reinforcement, but not a high density of different features.</p> <p>Visual Sensitivity: the RAG assessment places considerable weight on the high density of PROW passing through the Site; it considers that it 'appears' to link to a wider PROW network, and therefore 'likely' to receive high traffic. However, from a review of the definitive mapping, the Site is not well-connected with PROW to the west of the A131 and the PROW network thins out in other directions. The Site is remote from the nearest large settlements where large volumes of footfall might be anticipated, and is not associated with a public viewpoint on OS mapping. The Site is partly visually enclosed by Lyonshall Wood to the east; by the mature riparian woodland alongside the River Ter to the north; by the hedgerow alongside the A131 to the west, as well as field boundary hedgerows to the south. Therefore the visual impact that will occur would be contained within the Site or from limited partial views from the local area.</p>	

Changes to the landscape to the west of the site will be forthcoming through the construction of the Chelmsford North East Bypass (CNEB), the route of which has been safeguarded.

On balance, and having regard to the Appendix B Landscape and Visual Sensitivity methodology (2014), the Site sensitivity is **Amber**.

Biodiversity

Revised Rating: **Amber-Green**

Essex County Council Comments

The Site is graded Red-Amber because it could have major impacts upon the River Ter, adjacent ancient woodland, which is irreplaceable habitat, and could have a serious impact upon the LoWS and Priority habitats and species. Substantial buffers are likely to be required near to the adjacent Woodland. Appropriate and adequate compensatory habitat would be required for the loss of Hedgerow Priority habitat and associated trees, ditches, and ponds.

Candidate Site Response

A desk-based ecological assessment of the revised site boundary has been undertaken by Bioscan (UK) Ltd and is provided at **Appendix 1** of this document. The assessment considers the potential effects of mineral extraction within the revised site boundary upon Lyonshall Wood Local Wildlife Site (LWS) and Ancient Woodland; Veteran Trees; the River Ter; other LWS; Priority Habitats; protected species and notable vegetation. Measures to reduce impacts are described. The assessment finds that, owing to the reduction of the site boundary, notably a significant stand-off of 100m+ to Lyonshall LWS and ancient woodland, minimal residual ecological impacts are anticipated. On this basis, there would be grounds for the biodiversity RAG grade to be set at **Amber-Green**.

Historic Buildings

Revised Rating: **Amber**

Essex County Council Comments

The allocation of the Site would likely result in 'less than substantial' harm at a mid-level to the significance of two Grade II listed buildings through a profound change within their immediate settings: Goodmans Farmhouse (List UID: 1122135) and Barn to the east of Goodmans Farmhouse (List UID: 1171336).

The undeveloped, agrarian landscape of the Site contributes to the setting and significance of these assets and the fundamental change in land use and land character would undermine the ability to understand and appreciate their significance.

Candidate Site Response

The revised site boundary significantly increases the distance between Goodman's Farmhouse and the proposed operational area. As illustrated on accompanying Drawing Nos. 3059-2-2-2-DR-0001 and 3059-2-2-2-DR-0002, the revised boundary is positioned at least 150m from the closest listed property.

A more detailed critique of the potential heritage effects is provided at **Appendix 2** of this document. Goodman's Farmhouse is set down at a lower level than the fields to the south west, possibly as a result of a lowered and levelled house platform when the house was built in the 15th century. It is bordered by a hedge, predominantly of conifer, that will prevent any views of the proposed site at ground level. The house is orientated to the north onto Goodman's Lane.

During working, filtered views may be possible from the upstairs windows of Goodman's Farm, but at ground level these will be blocked by hedging. It is considered that any effect upon the significance of these assets is at the lower end of the 'less than substantial scale'.

Restoration will be to original ground levels through importation of inert fill. Where removed to facilitate site working, historic field boundaries will be reinstated. There will be no effect following restoration upon the setting of the listed buildings or significance.

It is considered that the RAG assessment of this site in respect of historic buildings should be **Amber** owing to the distance between the asset and proposed site; existing natural screening and temporary nature of operations.

Access	Revised Rating: Amber-Green
Essex County Council Comments	
<p>Access is proposed onto the A131, which is classified as a Strategic Route in Essex County Council's Development Management Route Hierarchy. This accords with (ii) in the methodology (see Appendix G Transport for full methodology):</p> <p>Where (i) is not feasible, direct access to the main road network involving the construction of a new access/junction when there is no suitable existing access point or junction.</p> <p>There must be no impact on the delivery / construction of the Chelmsford north-east Bypass.</p> <p>The proposed access arrangement would depend upon the timescales for the delivery of the Chelmsford northeast bypass (CNEB).</p>	
Candidate Site Response	
<p>The Assessment of Candidate Sand and Gravel Sites gives potential access arrangements at Lowleys a Red-Amber rating. In referring to Appendix G of the Assessment (relating to Transport), which provides the detailed assessment in respect of the site, Lowleys Farm is given an Amber-Green rating. This is on account of its accordance with criterion (ii) of the Appendix G methodology, as stated above.</p> <p>An assessment of the access options has been undertaken by a highways engineer on behalf of Brett Aggregates Limited, taking into account the existing highway network and the potential for delivery of the Chelmsford North East Bypass (CNEB). The CNEB proposes an agricultural access for Lowleys Farm as part of the proposed new roundabout which would be suitable for agricultural vehicles including articulated HGV's exporting grain from the farm. The same access is also proposed to be used by highways maintenance vehicles associated with the CNEB. The accompanying plans provided with this submission illustrate two potential options for access to the proposed site. Options A and B would both provide direct access to the Strategic Route network.</p> <p>In terms of Option A, whilst a dedicated quarry access to the proposed Lowleys Farm site is not identified from the proposed roundabout junction forming part of the CNEB, it is considered that a suitable access would be deliverable from this roundabout junction utilising and enhancing the agricultural/maintenance access referred to above.</p> <p>In terms of Option B, a left in/left out site access arrangement directly from the existing A131 would be delivered through use of the wide verge along the frontage of the application site.</p> <p>This exercise demonstrates appropriate options are available for access arrangements. Detailed design of the access requirements would be undertaken at the appropriate time, with the CNEB a consideration as to the appropriate option and design process. Owing to the options available via the Strategic Route network, and that suitably designed junction arrangements are achievable, the access rating should reasonably be amended to Amber-Green owing to its accordance with the described methodology and the likely low level of mitigation required to create an appropriately designed access arrangement.</p>	

Public Rights of Way	Revised Rating: No Change
Essex County Council Comments	
<p>Ten Public Rights of Way cross the Site. One Public Right of Way borders the Site. One Public Right of Way are within 100m of the Site. Appropriate consideration would be needed to mitigate potential impacts on these Public Rights of Way and high levels of mitigation may be required which is likely to include diversion especially with regard to those Public Rights of Way crossing the Site.</p>	
Candidate Site Response	
<p>Owing to the revised boundary now promoted, there are three Public Rights of Way (PRoW) which travel across the site. As illustrated on accompanying Drawing N^o. 3059-2-2-2-DR-0001, measures to temporarily divert the PRoW would provide a workable solution for the duration of site operations. The established PRoW would be reinstated following restoration. Any PROW's would only be diverted when required and reinstated at the soonest opportunity available. All diversions proposed fall within land under the control of the same landowner.</p> <p>Owing to the methodology described by Appendix I of the Assessment of Candidate Sand and Gravel Sites document, the presence of PRoW within the promoted site boundary is sufficient to maintain a Red-Amber RAG rating. There are however demonstrable solutions in the form of temporary diversions which would not adversely affect the function of the rights of way network.</p>	
Services and Utilities	Revised Rating: Green
Essex County Council Comments	
<p>The Site contains 11kV overhead electricity lines within the Site boundary. Overhead Openreach BT power lines are present within the Site boundary. Local Essex and Suffolk Water mains are located within the Site boundary. The Site is likely to have a moderate impact on utilities and is likely to require medium levels of mitigation to make the Site acceptable.</p>	
Candidate Site Response	
<p>Owing to revisions to the proposed boundary, there are no longer any overhead lines across the site, nor any interaction with water mains. In accordance with the methodology described by Appendix I, the revised site proposal should therefore be graded Green.</p>	

Lowleys Farm: Revised Site Summary

Candidate Site Reference	Candidate Site Name	District	Existing Use	Site Area (ha)	Potential Yield (million tonnes)
A59	Lowleys Farm	Chelmsford	Agricultural	42.4	7

The Site is promoted as a new mineral site at Goodmans Road, Chelmsford. The Site area is approximately 42.4 ha and is proposed for 7 million tonnes of sand and gravel extraction. The Site, which is in agricultural use, could be worked at any time during the plan period. The adjoining uses include agricultural fields and woodland. The village of Great Leighs is located to the north of the Site. This Site would be accessible from the Chelmsford Bypass.

Brett Aggregate Ltd: Proposed Revision to RAG Assessment

Owing to the measures detailed above and illustrated by accompany Drawing N^os. 3059-2-2-2-DR-0001 and 3059-2-2-2-DR-0002, Brett Aggregate Ltd propose that the RAG Assessment for Candidate Site A59 can be revised as follows:

Landscape and Visual Sensitivity	Biodiversity	Historic Buildings	Archaeology	Flooding	Transport	Access	Public Rights of Way	Geo-Environmental	Hydrology, Hydrogeology and Drainage	Air Quality	Soil Quality	Services and Utilities	Health and Amenity	Green Belt	Airport Safeguarding Zones
Amber	Green	Amber	Amber	Amber	Green	Green	Amber	Green	Amber	Green	Amber	Green	Amber	Green	Green

Summary Response to Candidate Site

Health and Amenity: The proposed site boundary has been amended to accord with the minimum distances sufficient to provide an Amber rating.

Landscape and Visual Sensitivity: It is proposed that the landscape and visual sensitivity for Lowleys Farm could reasonably be altered to Medium and therefore graded as Amber.

Biodiversity: Assessment of ecological impacts anticipates only minimal residual effects. In accordance with the methodology described by Appendix C of the Assessment, the biodiversity grade can be ranked as Amber-Green.

Historic Buildings: It is considered that the RAG assessment of this site in respect of historic buildings should be Amber owing to the distance between the asset and proposed site; existing natural screening and temporary nature of operations.

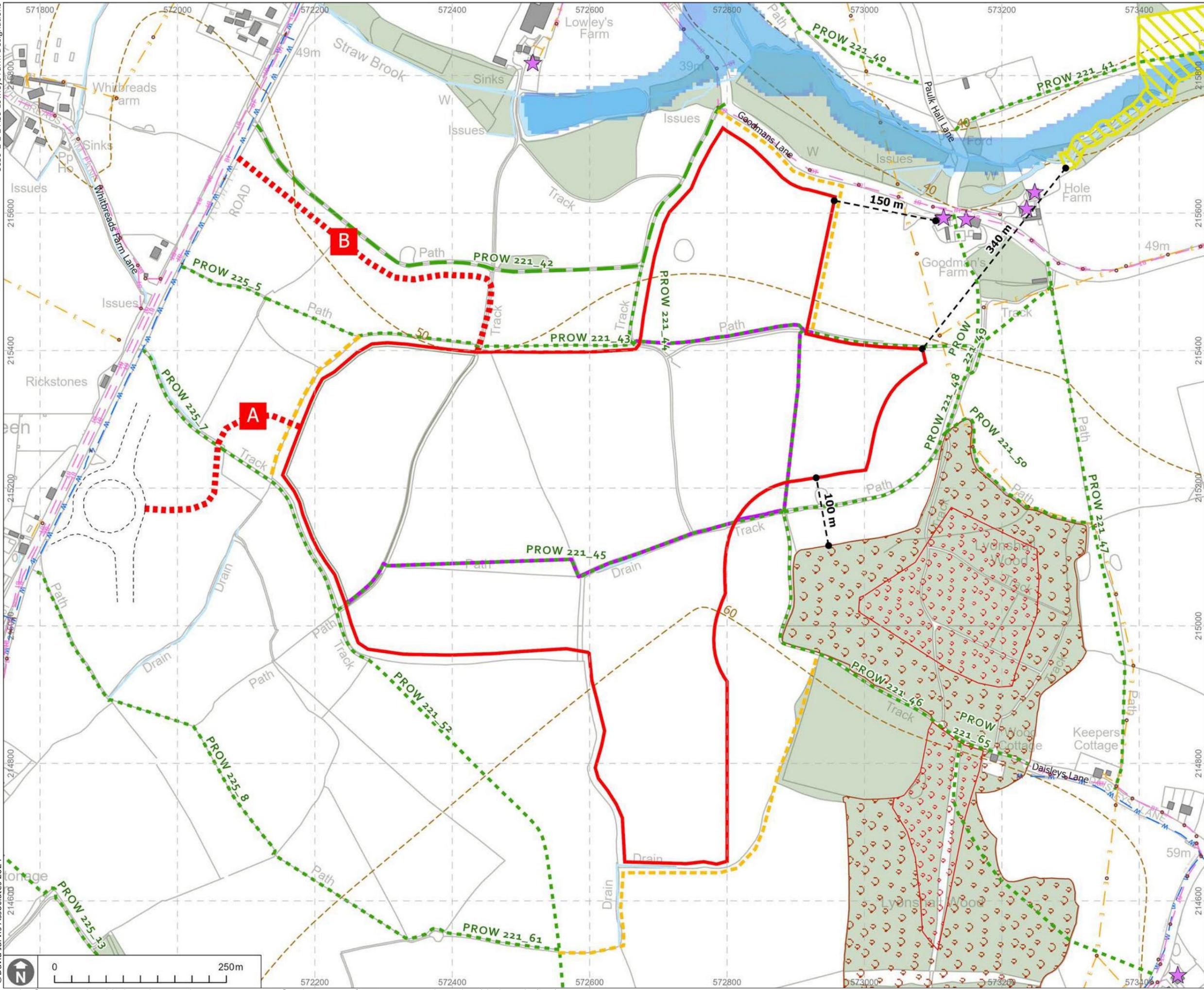
Access: Options have been presented with this document to demonstrate access opportunities, taking into account both existing infrastructure and the potential for delivery of the Chelmsford northeast bypass. It is demonstrated that a number of scenarios exist to provide direct access onto the Strategic Route network and with only a low level of mitigation to create an appropriate access arrangement. In

accordance with the methodology described by Appendix G of the Assessment, the access grade can be ranked as Amber-Green.

Public Rights of Way: The revised boundary directly affects three Public Rights of Way. There is no revision to the RAG rating, however a workable temporary solution, typical of quarry development, has been illustrated by an accompanying drawing.

Services and Utilities: Owing to revisions to the proposed boundary, there are no longer any overhead lines across the site, nor any interaction with water mains. In accordance with the methodology described by Appendix I, the revised site proposal should therefore be graded Green.

PLANS



KEY

- Site Boundary
- Proposed Access Options A & B
- Offset Distances

PRoW

- Bridleway
- Footpath
- Diverted Footpaths
- Footpaths to be Diverted

National Heritage List for England

Listed Buildings

- II

Natural England

- Ancient & Semi-Natural Woodland
- Ancient Replanted Woodland
- Sites of Special Scientific Interest

Flood Zones

- Flood Zone 3
- Flood Zone 2

Services

- Electrical Lines
- BT Lines
- Water Lines

Status

ISSUED FOR INFORMATION



built on relationships

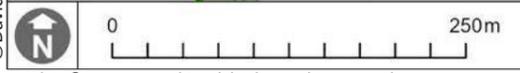
Project

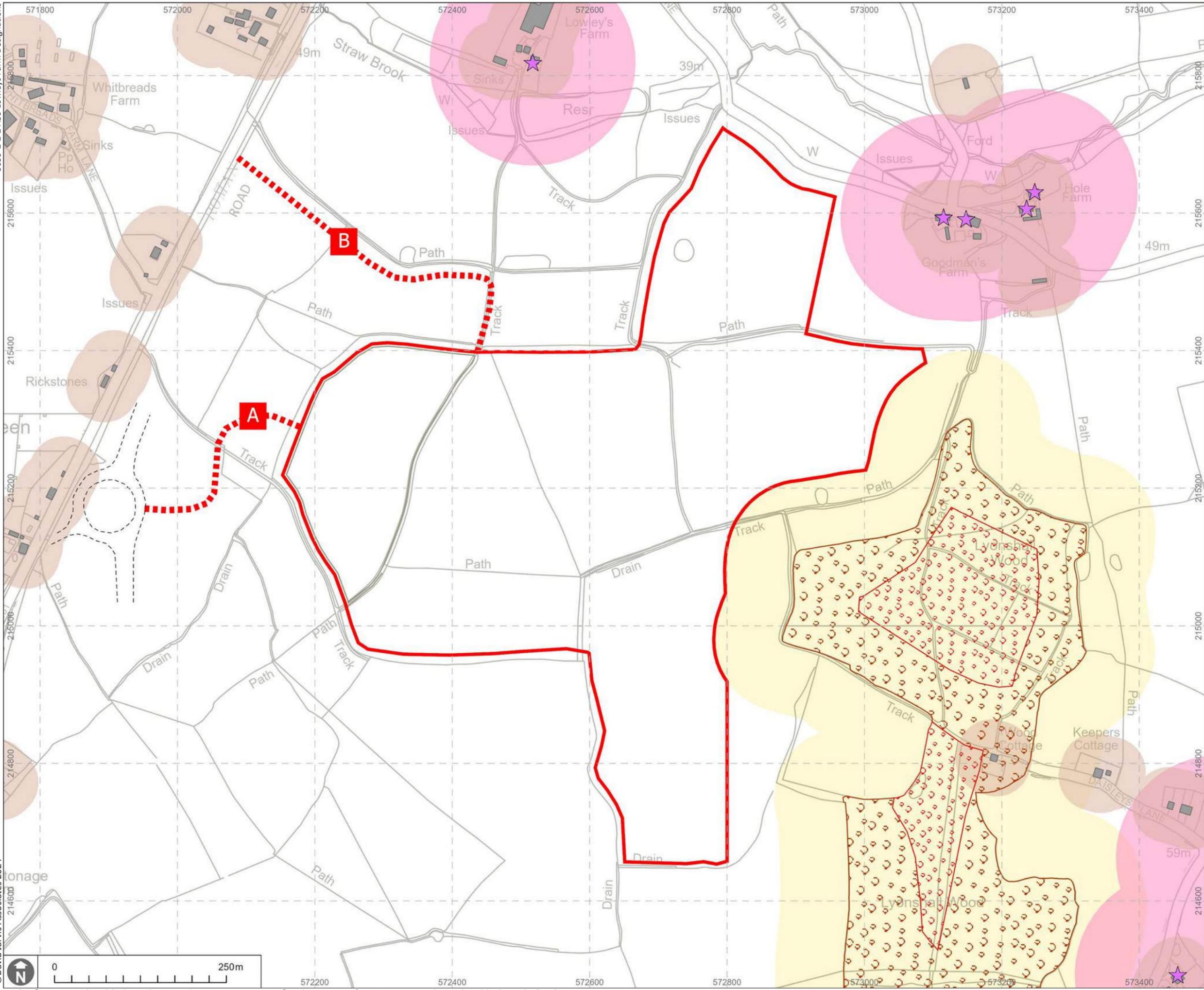
A59 - LOWLEYS FARM

Drawing Title

DESIGNATIONS

Scale	Sheet Size	Date	
1:5,000	A3	MAR 2024	
Client Ref.	Drawing Ref.	Drawing No.	Version
-	3059-2-2-2	DR-0001	S4-P1





KEY

-  Site Boundary
-  Proposed Access Options A & B
-  Buildings 50m Buffer
-  Listed Buildings 150m Buffer
-  Ancient Woodland 100m Buffer

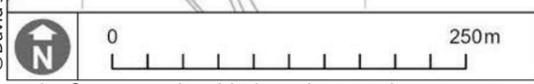
Status
ISSUED FOR INFORMATION

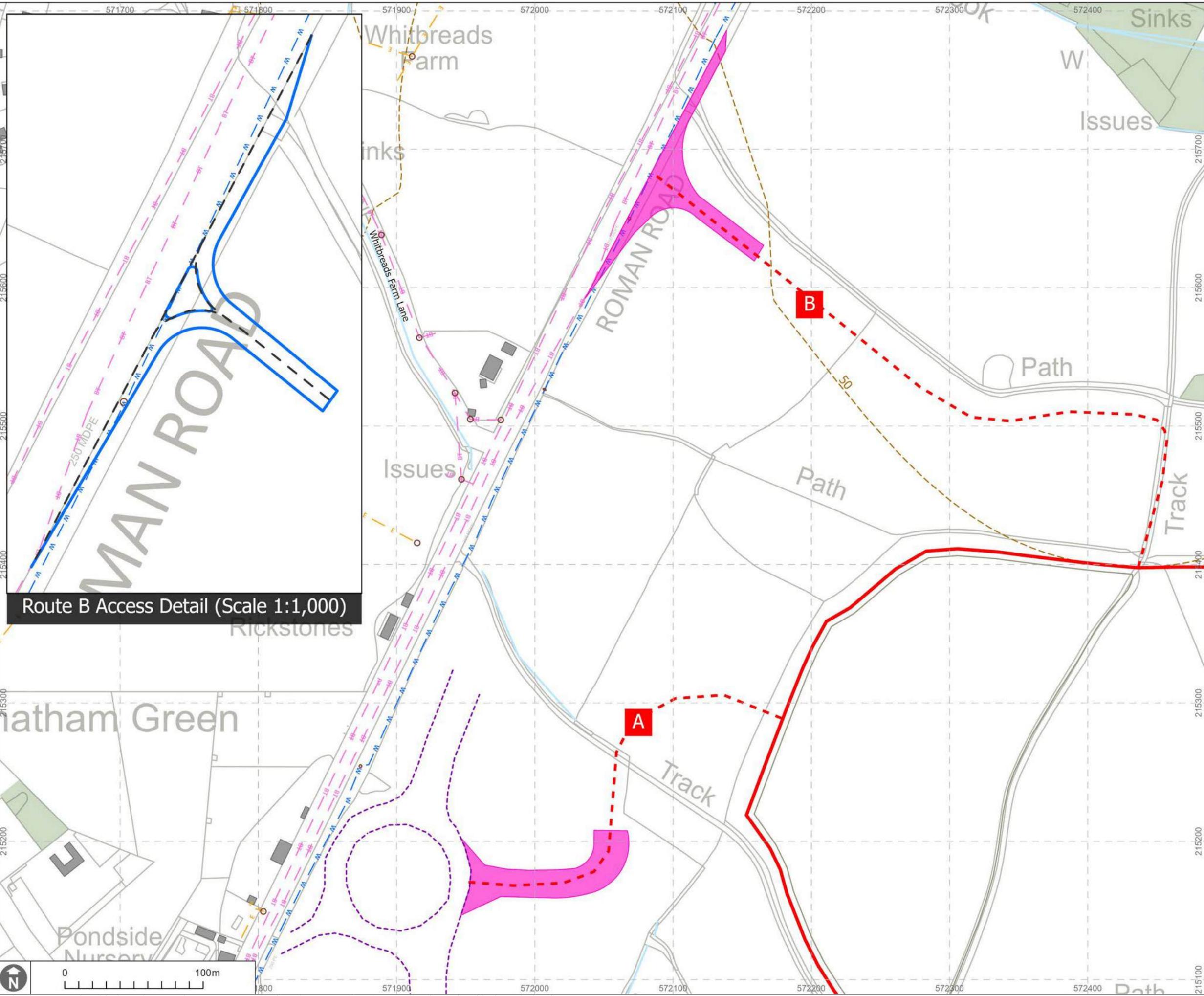


Project
A59 - LOWLEYS FARM

Drawing Title
DESIGNATION STAND-OFFS

Scale 1:5,000	Sheet Size A3	Date MAR 2024
Client Ref. -	Drawing Ref. 3059-2-2-2	Version S4-P1
	Drawing No. DR-0002	





Route B Access Detail (Scale 1:1,000)

KEY

-  Site Boundary
-  Proposed Roundabout
-  Proposed Access Options A & B
-  Proposed Access Detail

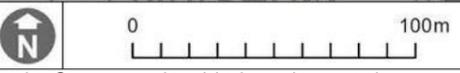
Status **DRAFT**



Project **A59 - LOWLEYS FARM**

Drawing Title **PROPOSED ACCESS DESIGN**

Scale 1:2,500	Sheet Size A3	Date MAR 2024
Client Ref. -	Drawing Ref. 3059-2-2-2	Drawing No. DR-0003
		Version S4-P1



APPENDIX 1 – Desk Based Ecological Assessment

Simon Treacy
Planning Director
Brett Group
Canterbury
Kent
CT4 7PP

Bioscan (UK) Ltd
The Old Parlour
Little Baldon Farm
Little Baldon
Oxford
OX44 9PU

Tel: +44 (0) 1865 341321
bioscan@bioscanuk.com
www.bioscanuk.com

26th February 2024
Our Ref: 24/Brett Essex MLP/02

Dear Mr Treacy,

**LOWLEY'S FARM
BRETT ESSEX MLP RAG ASSESSMENT (ECOLOGY)
DESK-BASED ECOLOGICAL ASSESSMENT**

As instructed on 26th February 2024, please see attached our comments on the Essex MLP RAG assessment for Lowley's Farm, and assessment of how the strategic amendments to this application further to detailed desk-based ecological assessment designed to ameliorate potential impacts on key receptors could affect the RAG rating.

This assessment is informed by information obtained from the RAG assessment, Natural England's MAGIC website <https://magic.defra.gov.uk/home.htm>, and relevant citation documents for protected sites.

Lowley's Farm

The site predominantly comprises arable habitat, typically assessed to have overall low ecological value.

In approximate order of potential significance, the key ecological considerations for Lowley's Farm (together with steps taken to reduce them) are assessed to be:

1) Impacts to Lyonshall Wood Local Wildlife Site / Ancient Woodland

Lyonshall Wood LoWS adjoins the eastern Site boundary. This site supports ancient coppice woodland (irreplaceable habitat).

Currently arable land extends all the way up to the woodland edge (there is no graded buffer zone).

Should quarrying operations be carried out immediately adjacent to the ancient woodland then it would be assessed as likely to have a significant impact on an irreplaceable habitat.

Reduction of Impacts: Brett have made a significant reduction to the redline, which includes pulling it back from the ancient woodland boundary to a distance of 100m. This is far in excess of the minimum 15m buffer zone recommended by Natural England standing advice on ancient woodlands, and should ensure no direct ecological impacts. In the context of robust hydrological design measures to ensure no interference with groundwater levels at this ancient woodland, now 100m away, no significant impacts are anticipated.

Brett have also gone further for this Site, and are proposing a significant enhancement for Lyonshall Wood. As noted above, currently farming extends right up to the ancient woodland edge. Brett are proposing the installation of a 15m wide graded buffer zone adjoining the ancient woodland across the entirety of the ancient woodland edge included in Brett's landholding. This would comprise native scrub planting at the woodland edge, grading to species-rich meadow grassland at the outer edge. The buffer would act to protect and sustain an ancient woodland edge, and is assessed to constitute a significant ecological benefit.

2) Impacts on Candidate Veteran Trees

A number of candidate veteran trees have been noted along the northern boundary and near to Lyonshall Wood. Veteran trees comprise irreplaceable habitat.

Reduction of Impacts: Drawing back the Site boundary from Lyonshall Wood will protect the candidate veteran trees at this location (as well as provide them with a protective buffer zone, as noted above).

Given that the trees along the northern boundary are marginal features, they will be retained with a minimal buffer zone of either 5m from the edge of the tree's canopy, or of 15 times the tree's diameter, whichever is greater, in accordance with Natural England standing advice for veteran trees. Even if the trees are not currently veteran, they are likely valuable mature specimens, and these measures will ensure they are retained.

3) Impacts to River Ter

The River Ter is situated approximately 95m north of the Site, and its tributary the Straw Brook is approximately 40m north of the Site. The land slopes gently down from the Site towards the river.

A north-south ditch across the Site is noted to feed into the River Ter.

The River Ter SSSI is a geological SSSI, and as such is not relevant to this assessment.

As noted by the RAG assessment, the River Ter is classed as a Main River by the Environment Agency and is part of the Ter Water Body, which is part of the Chelmer Operational Catchment. The riparian habitats of the River Ter valley include floodplain grassland, areas of Lowland Mixed Deciduous Woodland and an online farm reservoir.

Reduction of Impacts: A robust hydrological design strategy will be put in place to control surface and groundwater run-off, ensuring that there is no reduction in water quality for the River Ter. This strategy will extend to consideration of the north-south ditch running through the Site and connecting to the River Ter, ensuring that this also remains unaffected.

4) Nearby Local Wildlife Sites

There are nine Local Wildlife Sites mapped within 1km.

The nearest is Lyonshall Wood LoWS (considered in detail above).

The next nearest is Lowley's Farm Meadow, Little Leighs LoWS, less than 50m away, across a watercourse. This comprises unimproved grassland, considered to perhaps be a small remnant of a once more extensive floodplain grassland system. Given its situation on the other side of a watercourse, and the measures to control hydrological impacts set out above, no significant impacts would be anticipated.

No details are available on the other seven LoWS, but given that all are >50m away, no impacts on habitat features are anticipated.

5) Other Impacts

Hedgerows Priority Habitat. Noted to be mature hedgerows. Anticipated to be retained at Site boundaries. Internal hedgerows may require removal, but would be replaced as part of the restoration scheme (and a further +10% linear BNG provided).

Mature trees. Anticipated to be retained at Site boundaries. Any mature trees within the fields may require removal, but would be replaced as part of the restoration scheme (and a further +10% BNG provided).

Ponds. 'At least three ponds within the Site'. Redline reductions have now reduced this to a single pond which may be lost, but would then be replaced as part of the restoration scheme (with enhanced pond features providing +10% BNG to be provided).

Great Crested Newt Amber Risk Zone. One pond within Site, and the arable habitat is assessed to be sub-optimal for occupation by terrestrial-phase great crested newts. Nonetheless, great crested newts will be considered in detail as part of the application, and dealt with appropriately (e.g. via District Level Licensing if deemed necessary).

Brown hare seen onsite. Species of Principal Importance. Impacts on brown hare will be considered as part of the application, and if necessary ameliorated by habitat management for the benefit of this species within the unaffected part of the Brett landholding.

Possibility of skylark presence in arable fields. Any impacts on skylark would be compensated appropriately, e.g. by provision of skylark plots as part of the phasing arrangements, or on the wider Brett landholding. Aside from such farmland species, siting quarries on arable land typically results in the lowest level of ecological impacts overall, as arable habitat typically has low ecological value.

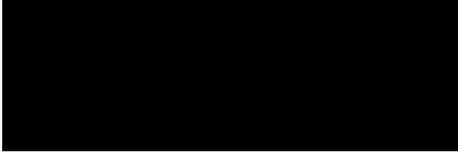
Other Priority Habitats within 1km (lowland mixed deciduous woodland). No significant impacts to offsite priority habitats anticipated.

Appropriate mitigation measures will be taken to minimise light spill at boundary features (e.g. a sensitive lighting scheme), minimise dust, and minimise noise (using noise attenuation bunds where appropriate).

To conclude overall, minimal residual ecological impacts are anticipated, particularly with the amendments to the extraction boundary. With reference to the RAG Sensitivity Methodology, and in light of the above assessment, it is considered likely that the revised application Site would be rated no higher than **AMBER-GREEN** for Biodiversity. In addition, the provision of a graded protective buffer zone on Brett-owned land around the edge of Lyonshall Wood LoWS ancient woodland would constitute a significant ecological enhancement.

I hope the above is of assistance.

Yours sincerely,
FOR AND ON BEHALF OF BIOSCAN (UK) LTD



Principal Ecologist

APPENDIX 2 – Historic Building Assessment Review

Historic Buildings Assessment Review - Lowleys Farm (A59)

The Essex RAG review indicates the following level of harm to listed buildings:

- The allocation of the Site would likely result in 'less than substantial' harm at a mid-level to the significance of two Grade II listed buildings through a profound change within their immediate settings: Goodmans Farmhouse (List UID: 1122135) and Barn to the east of Goodmans Farmhouse (List UID: 1171336).

The RAG review was carried out based upon the site boundary submitted. The revised site boundary significantly increases the distance between Goodman's Farmhouse and the proposed extraction area (PEA) as shown on the **Figure 1**, below.



Figure 1 Location of designated assets at Goodman's Farm and PEA

The context can be seen on **Figure 2**. Goodman's Farmhouse is set down at a lower level than the fields to the south west, possibly as a result of a lowered and levelled house platform when the house was built in the 15th century. It is bordered by a hedge, predominantly of conifer, that will prevent any views of the PEA at ground level. The house is orientated to the north – that is onto Goodman's Lane.

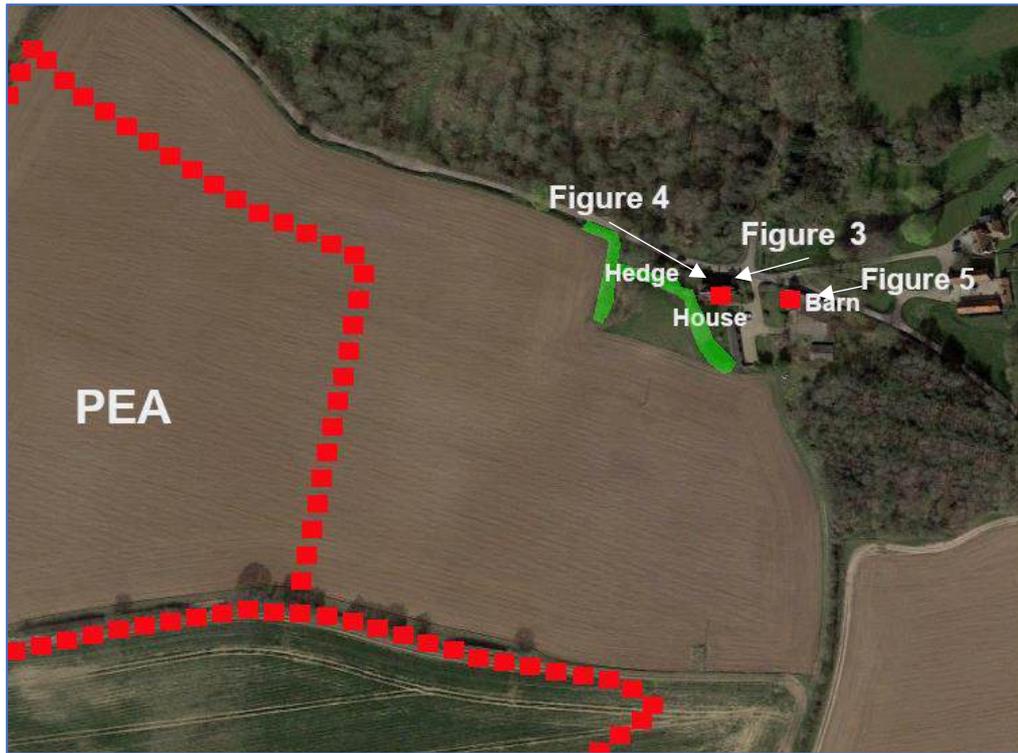


Figure 2 Current context of Goodman's Farmhouse



Figure 3 View of Goodman's Farmhouse looking in direction of the PEA. Note how house is orientated away from the PEA and is set down with the boundary to rear hedged mainly with conifer.



Figure 4 View of Goodman's Farmhouse from the lane, looking east, with listed barn beyond



Figure 5 View of listed barn (pink render) looking towards PEA – not visible beyond conifer hedge

Conclusion

During extraction, filtered views may be possible from the upstairs windows of Goodman's Farm, but at ground level these will be blocked by hedging. We consider that any effect upon the significance of these assets is at the lower end of the 'less than substantial scale'.

Restoration will be to original ground levels through importation of inert fill. Historic field boundaries will be reinstated. There will be no effect following restoration upon the setting of the listed buildings or significance.

We consider that the RAG assessment of this site in respect of historic buildings should be amber during extraction, and green following restoration.

Consultation Response

Chelmsford Local Plan Pre-Submission (Regulation 19) Document

Land East of Chatham Green / South of Great Leighs

Land North of Aragon Road, Great Leighs

Land North of Boreham Road, Great Leighs

Land South of Boreham Road, Great Leighs

Land South of Radcliffe Way, Great Leighs

Land South of Beadle Way, Great Leighs



Contents

1.	Introduction	1
2.	Strategic Policy S6 – Housing and Employment Requirements	3
3.	Strategic Policy S7 – The Spatial Strategy	4
4.	Strategic Policy S9 – Infrastructure Requirements	14
5.	Strategic Policy S10 – Securing Infrastructure and Impact Mitigation	16
6.	Conclusion	17

1. Introduction

- 1.1 This submission in response to Chelmsford City Council ('the Council')'s consultation on the Chelmsford Local Plan Pre-Submission (Regulation 19) Document February 2025 ('Pre-Submission Document') has been prepared by Savills on behalf of the Tritton Farming Partnership.
- 1.2 The Tritton Farming Partnership is actively promoting delivery of a new sustainable community ('the Proposed Development') on Land East of Chatham Green / South of Great Leighs ('the Site').
- 1.3 The Site represents a significant area of land, only a proportion of has been submitted for consideration as part of the plan-making process, and assessed by the Council as site reference 21SHELAA65. The extent of the land suitable, available and achievable for development of a new community, and all within single ownership is considerably larger than that assessed, extending to c.300ha. As discussed within this representation, Tritton Farming Partnership (which controls c.580ha of land within this location) is willing to take a very flexible approach in terms of the scale and nature of development to be delivered within this location.
- 1.4 The Site gives rise to the potential for a strategic scale development over which the Council, and consequently the wider community, would be able to take an active role in determining the size, facilities, services and infrastructure delivered. Such an approach, possible due to the extent of land in single ownership and the stance the landowner is willing to take, affords an almost unique opportunity which has the potential to deliver significant social, economic and environmental benefits for the area.
- 1.5 Part of the Site and its Proposed Development (SHELAA Reference for 21SHELAA65 for 1077 dwellings) has been assessed in the 'Review of the Adopted Chelmsford Local Plan: Pre-Submission Integrated Impact Assessment January 2025' (IIA). The IIA sets out just 6 Spatial strategy options with the Site (21SHELAA65) only included in one of the options:

"Option 2b: Transitional growth includes existing adopted Local Plan allocations, new brownfield and small site options, Chatham Green (21SHELAA65; 21SHELAA66) and Land East and West of the A12, North and North West of Howe Green Sandon (CFS55)."

- 1.6 At paragraph 6.4.50, the IIA states that:

"Option 2b is rejected because:

- Chatham Green is relatively isolated from the strategic highway network and new railway station, with limited sustainable accessibility or opportunity for solutions.*
- Its relative isolation from existing services and facilities which would lead to higher reliance on*

the use of the private car.

- *Landscape capacity and sensitivity concerns.*
- *There is limited wastewater capacity to accommodate this development (Water Cycle Study 2024).*
- *Employment opportunities would be less accessible to the wider population (for example through public transport).*

1.7 The following smaller sites have also been submitted and assessed as part of the Local Plan and also remain available for development:

- Land North West of Longlands Farm, Boreham Road, Great Leighs, Chelmsford (Three sites assessed together as SHELAA Reference: CFS120);
- Livery Stables, Fulbourne Farm, Boreham Road, Great Leighs, Chelmsford, CM3 1PR (SHELAA Reference: 17SLAA22); and
- Land South East of 36 Castle Close and North West of 42 Catherines Close, Great Leighs (SHELAA Reference: CFS195).

1.8 Land East of Chatham Green / South of Great Leighs remains available for development and developable as part of any Spatial strategy options. The smaller sites also remain available for development and deliverable within the next 5 years.

2. Strategic Policy S6 – Housing and Employment Requirements

- 2.1. As the policy wording itself explains, and further detailed within the supporting text, the proposed provision of a minimum of 1,210 dpa is predicated on a transitional figure associated with a local housing needs figure of 1,406 per year calculated using the Standard Method published as part of the proposed reforms to the NPPF consulted on during July – September 2024. The Standard Method figure published for Chelmsford City in December 2024 increased to 1,454 dwellings per year.
- 2.2. The NPPF (paragraph 61) is clear that Standard Method should be used to determine the minimum number of new homes needed, unless there are exceptional circumstances which justify an alternative approach.
- 2.3. However, it is important to recognise that, as the PPG¹ confirms, the Standard Method identifies the *minimum* local housing *need* – the actual housing *requirement* for incorporation into the Development may need to be greater.
- 2.4. There are a number of factors we suggest are important for the Council to consider in determining the Local Plan housing requirement.
- 2.5. The PPG² provides several examples of circumstances in which housing need may be greater than that calculated using the Standard Method. It highlights that there may be circumstances in which future population growth is likely to exceed that indicated by past trends. One example given by the PPG of where this may be the case is where infrastructure improvements are in place that are likely to drive an increase in the number of new homes needed locally.
- 2.6. The PPG also notes that there may be cases where the previous levels of housing delivery in area, or previous assessment of need, greatly exceeds that suggested by the Standard Method.
- 2.7. In Chelmsford's case, it is relevant to note that the area is benefitting from significant additional infrastructure, including the provision of new strategic highway infrastructure as well as a new railway station. Such factors are likely to further increase demand for housing in the area, particularly when one considers that one of the attractions for those already moving into Chelmsford is the current railway station and the links it provides to London (discussed further below). It is unclear to what degree such factors have been considered in determining the housing need and / or requirement for the purposes of the Local Plan.
- 2.8. Separately, there are a number of Chelmsford's neighbours that currently have significant unmet housing needs. These include those, particularly to the south and west, whose potential to accommodate growth is significantly constrained by factors such as Green Belt. Such authorities include those with a persistent record of under delivery of housing.

¹ Paragraph: 002 Reference ID: 2a-002-20190220

² Paragraph: 010 Reference ID: 2a-010-20201216

3. Strategic Policy S7 – The Spatial Strategy

Spatial Strategy and Ensuring Needs are Met

- 3.1 In respect of the ‘Development Locations and Allocations’ listed as part of Pre-Submission Document’ Policy S7, it is noted that the vast majority are those sites / locations that are already allocated in the existing Development Plan.
- 3.2 In order to de-risk development needs not being met due to unforeseen circumstances, there would be merit in identifying additional growth sites on top of those the Pre-Submission Document proposes. Even if all sites were to be delivered as anticipated without any issues arising at any point throughout the whole of the plan period, (any unlikely scenario) then the allocation of additional housing would still have the benefit of helping to meet needs beyond the plan period.
- 3.3 Furthermore, it should be remembered that the housing requirement is a minimum (not a ceiling) and that, as per our response to Strategic Policy S6, there are a number of factors which suggest the delivery of more homes than the draft Local Plan proposes would be a prudent strategy if the plan is to ensure local needs are met.

The Site including Land East Of Braintree Road Little Waltham (21SHELAA65)

Overview

- 3.4 The Site represents a sustainable and deliverable option for the creation of new community, with the landowner willing to take a flexible approach such that this new settlement could comprises a development of any scale between c.1,500 and c.4,500 new homes, along with supporting infrastructure.
- 3.5 Submissions in respect of the Site showed options for a c.1,500-home community comprising a new mixed-use community centre; employment area; a two-form entry (2FE) primary school; parks, allotments, playing pitches and other green infrastructure; and new burial land to serve the wider area.
- 3.6 A considerably greater area of land than that proposed to accommodate the new 1,500-home community is within the ownership of Tritton Farming Partnership, the vast majority of which is not subject to any significant constraints to development. The extent of this land is shown on the Site Context Plan provided again alongside this representation as **Appendix A**.
- 3.7 It is appreciated that a larger scale development comprising a greater number of new homes would require greater infrastructure provision, services and facilities. Utilising a larger site but still within the Tritton Farming

Partnership's ownership, it is considered that a new community of c.4,500 could be sustainably delivered, with additional infrastructure provided.

- 3.8 Fragmented land in multiple ownership is often a significant barrier to strategic scale growth. The Site has the considerable benefit of being within single ownership, in addition to only a fraction of it being subject to any constraints pertaining to its potential suitability.
- 3.9 We wish to make clear that Tritton Farming Partnership is able to take a very flexible approach in terms of the extent of land to be developed, and the quantum of development to be delivered here, to respond to development needs / requirements. The nature of the Site is such that whilst a development of a new c.1,500-home community is suitable, available and achievable, so would a range of scales of development.
- 3.10 The Site has the potential to perform a very useful function in instilling the strategy for meeting minimum development needs with significant resilience (ensuring that even if there were to be substantial delays in sites delivering homes as anticipated, minimum development requirements would still be achieved) and at the same time, even in the event all development came across the borough as anticipated, that the Local Plan ensure a significant boost to housing land supply, helping to address the issues set out in our response to Strategic Policy S6 in respect of external pressures on Chelmsford's housing market as well as the acute affordable housing need.
- 3.11 Furthermore, development within this location has the potential to help ensure delivery of Section 1b and Section 2 of the CNEB, the sources of funding for which is presently uncertain.

Site characteristics

- 3.12 The land controlled by Tritton Farming Partnership measures, in total, c.580ha and is predominantly greenfield in agricultural use. The entirety of the Site is in single ownership..
- 3.13 It is located to the south of the village of Great Leighs, north of Chelmsford, and east of the hamlet of Chatham Green.
- 3.14 The Site comprises multiple field parcels, demarcated by hedgerows. There are several areas of relatively dense woodland areas; including two areas of ancient woodland, the larger of which is Lyonshall Wood.
- 3.15 The Site contains a number of agricultural buildings and farmhouses, a number of which are Listed Buildings.
- 3.16 In terms of topography, the Site is relatively flat. It does however does slope gently down from both the north

and the south, to meet the River Ter, which bisects the Site, running west-east through it.

- 3.17 The Site is Flood Zone 1 – land least at risk of flooding from tidal or fluvial sources – with the exception of a small area of land focussed around the River Ter. A parcel of land located adjacent to the river within the Site is also a SSSI.
- 3.18 To the west, including along part of the Site’s western boundary, is the A131 which connects Chelmsford with Great Leighs and Braintree, before continuing northwards.
- 3.19 The proposed new Chelmsford North East Bypass (CNEB) is to the south of the Site, with the point at which it connects with the A131 located within the Site.
- 3.20 A number of smaller roads run through the Site, including elements that are Protected Lanes.
- 3.21 To the south of the Site, land is allocated for a new Garden Community – an extension to the existing residential envelope of Chelmsford.
- 3.22 The Site contains neither Green Belt nor Green Wedge land.
- 3.23 A Site Context Plan showing the Site and its various features / designations is provided as Appendix A.

Proposed Development

- 3.24 The Site is available for a development of a new community of between c.1,500 and c.4,500 dwellings, with accompanying facilities, services and infrastructure.
- 3.25 Previous submissions to the Council have included two masterplans setting out potential options for delivery a new c.1,500-home community including a new mixed-use community centre; employment area; a two-form entry (2FE) primary school; parks, allotments, playing pitches and other green infrastructure; and new burial land to serve the wider area. These are provided again here, as **Appendix B** and **Appendix C** to this representation. These masterplans were never intended to be viewed as the only potential options for the development of the Site, but rather an initial starting point to help inform discussions and demonstrate how various uses could be accommodated.
- 3.26 The Tritton Farming Partnership is prepared to take a very flexible approach to the scale of development provided here, and the extent of land to be utilised for development. This could entail a new community of c.1,500 new homes, as per previous submissions; or utilisation of a greater proportion of the c.580ha land controlled by Tritton Farming Partnership in this location (c.300ha) to provide a larger new settlement of c.4,500 new homes; or a quantum in between. The extent of the land controlled by Tritton Farming Partnership that

could achieve a new settlement of c.4,500 dwellings is illustrated by the figure provided as **Appendix D**. Appendix D is an annotated version of the Site Context Plan provided as Appendix A. It shows in very broad terms how development could be achieved which is set well back from Great Leighs and incorporates protection of existing woodland (including Ancient Woodland); as well as provision of green buffers to the west (ensuring no perceived coalescence with Chatham Green) and to the east (ensuring protection of the setting of designated heritage assets). It also shows the connection with the CNEB that would be achieved, as well as land for potential expansion of Great Leighs WRC, if required. The extent of this land that could be used to achieve strategic scale growth measures c.300ha, and neither impinges upon the area of Flood Zone 2/3 focussed along the River Ter, nor extends northwards beyond this feature. But to reiterate, we would welcome discussions with the Council regarding the extent of the land under Tritton Farming Partnership's control that could be utilised for strategic scale development.

- 3.27 It is recognised that if a greater scale of development were to be provided than the originally proposed c.1,500-home community, then additional facilities, services and infrastructure would need to be provided alongside. There is the opportunity to do this. For development at the greater end of the spectrum this would include a new secondary school, as well as additional transport infrastructure, retail, leisure and employment uses and facilities, healthcare provision, and significant areas of land to be used to achieve biodiversity net gain.

Sustainability and Deliverability

- 3.28 The Site is evidently suitable for development (as discussed further below) given the lack of constraints to development of the vast majority of the Site, lack of any particularly landscape value, and ability to accommodate development of a sufficient scale for it to be accompanied by its own facilities, services and infrastructure. It is in close proximity to, but still separate from, the city of Chelmsford and all the services, facilities and employment opportunities this provides.
- 3.29 The Site is functionally separate from the existing settlement of Chatham Green to the west (with Braintree Road provided a barrier between the new community and this existing hamlet); and is of a scale such that green buffers could be provided / retained to ensure it does not give rise to any concerns regarding coalescence with Great Leighs to the north. To the south, the Site would be separated from North Chelmsford, but at the same time would be within proximity to the services and facilities that are being provided there as part of growth proposed by the existing Development Plan, with the potential for sustainable transport connections between these and a new community within the Site.
- 3.30 Whilst the Site contains areas of woodland, including Ancient Woodland; and a parcel of land located adjacent to the river is an SSSI, it is largely agricultural land which is unlikely to be of any significant ecological value. The Site's development provides opportunity to deliver ecological enhancements and achieve biodiversity net gain on a large scale. Whilst still to be investigated, it may also afford opportunities for better management of

existing areas of ecological value within the Site.

- 3.31 The Site is not within the Green Belt and does not contain any land designated as Green Wedge.
- 3.32 It is in private ownership and public access to it is currently limited. Development of the Site gives rise to the potential for the provision of significant areas of green space for recreational use, to the benefit of not only future residents of the Site but also the wider community.
- 3.33 The Site would utilise significant infrastructure improvements being delivered and planned (as large scale proposals should, as per paragraph 74 of the NPPF): most notably, the CNEB. Furthermore, it has the potential to help ensure that Section 1b and Section 2 of the CNEB are delivered, with resultant benefits to the wider community.

Assessment of the Site through the SHELAA

- 3.34 An element of the Site (that previously submitted) was assessed as site reference 21SHELAA65 in the Council's Strategic Housing and Economic Land Availability Assessment.
- 3.35 The SHELAA correctly notes that this site, together with the larger Site now proposed, is available and achievable for development – it is in single ownership and is not subject to any legal constraints to its development or characteristics likely to give rise to viability concerns.
- 3.36 The assessment of the Site's suitability through the SHELAA is largely positive, with it scoring very highly in relation to:
- Proximity to employment areas
 - Impact on retail areas
 - Proximity to the workplace
 - PROW and cycling connectivity
 - Vehicle Access
 - Strategic Road Access
 - Archaeological assets
 - Define open space
 - Green Belt and Green Wedge
 - Protected natural features
 - Flood risk constraints
 - Air Quality Management Areas and
 - Ground condition constraints

- 3.37 It scored less well / poorly in relation to proximity to heritage assets (designated and non-designated), minerals

and waste constraints, land classification, neighbouring constraints, proximity to key services and community facilities.

- 3.38 However, it is important to recognise the size of the Site. Whilst the SHELAA notes the Site is adjacent to one or more designated / non-designated heritage assets, this does not undermine its overall suitability. There are listed buildings along the A131 and Longs Farmhouse is also listed (all Grade II. However, given the size of the Site, development can readily be accommodated without impinging on the setting of these.
- 3.39 In respect of the Site being located within a Mineral Safeguarding Area, this in itself does not render it unsuitable for development. Even if further assessment were to identify that there were minerals present on parts of the Site that could be suitably extracted, and it was viable to do so, this may add a temporal aspect to implementation of development, but would not mean that development would be unsustainable or undeliverable in the longer term. Furthermore, the extent of land submitted for the accommodation of a new settlement comprising 1,500 dwellings together with new supporting infrastructure was entirely outside of the Mineral Safeguarding Area – this could be delivered earlier as part of a phased approach to a larger development.
- 3.40 Turning to the loss of agricultural land, the Site is located within an area which Natural England's Agricultural Land Classification Map suggests is a mixture of Grade 2 and Grade 3. In this respect, it is similar to much of the greenfield land that surrounds Chelmsford. Whilst land to the south / south-west of the city is generally more Grade 3 and less Grade 2, this is designated as Green Belt and as such the NPPF does not allow for this to be allocated for development unless exceptional circumstances can be demonstrated.
- 3.41 It is unclear what neighbouring constraints the SHELAA refers to in the context of the Site, but there are no known constraints to the Site's development that cannot be suitably mitigated.
- 3.42 In relation to criticisms of the Site's lack of proximity to certain services and facilities, these are considered misplaced, given that the proposed development is intended to comprise a new community that will be accompanied by the provision of new services and facilities to serve future residents. Furthermore, other existing / planned services and facilities in both Great Leighs to the north, as well as North Chelmsford to the south, are accessible from the Site.
- 3.43 When all of the above are accounted for, the Site is eminently suitable for the development proposed.

Rejection of the Site / Location as part of Option 2b

- 3.44 The reasons for the rejection / selection of options are set out in the Integrated Impact Assessment which accompanies the Local Plan Pre-Submission (Regulation 19) Document. The IIA seeks to discharge the Council's obligations under Directive 2001/42/EC ('the SEA Directive'); the plan-making aspects of which are

transposed into UK law through the Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No.1633) ('the SEA Regulations'). Such requirements include the need to assess reasonable alternatives to the same level of detail as those that have been selected; and to explain the reason for rejection / selection of options.

3.45 Looking specifically at the consideration of the Site as part of Option 2b, the IIA provides the following reasons for rejection of the Options :

- Chatham Green is relatively isolated from the strategic highway network and new railway station, with limited sustainable accessibility or opportunity for solutions.
- Its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car.
- Landscape capacity and sensitivity concerns.
- There is limited wastewater capacity to accommodate this development (Water Cycle Study 2024).
- Employment opportunities would be less accessible to the wider population (for example through public transport).

3.46 Firstly, that Chatham Green is relatively isolated from the strategic highway network and new railway station, with limited sustainable accessibility or opportunity for solutions. The Site would utilise significant infrastructure improvements being delivered and planned (as large scale proposals should), most notably the CNEB. Furthermore, it has the potential to help ensure that Section 1b and Section 2 of the CNEB are delivered, with resultant benefits to the wider community.

3.47 Secondly, that Chatham Green is relatively isolated from existing services and facilities, and consequently growth at this location would lead to reliance on the private car. The IIA's concerns in respect of the Site's isolation from services and facilities is misplaced, as it overlooks that a new community is proposed of a scale such that some services and facilities will be provided as part of the new development, and in close proximity to future residents. Furthermore and in any case, the Site is in proximity to a number of existing services and facilities planned or recently brought forward as part of strategic scale growth in North East Chelmsford which are accessible / can be made accessible by sustainable transport modes as part of development of the Site.

3.48 Thirdly, landscape capacity and sensitivity. The justification for this stance is unclear. Land to the east of Chatham Green is not subject to any landscape designations which suggest it is any more sensitive than any other greenfield land in the borough.

3.49 Fourthly, that there is limited capacity at the wastewater recycling facilities serving the area. A Foul Drainage Technical Note was commissioned to consider the capacity concerns raised and whether there are any potential options to mitigate this. A copy of this Technical Note is provided as **Appendix E**. The Technical Note confirms that this potential constraint can be overcome, identifying three options. One option includes

utilising land under the Tritton Farming Partnership's control. To confirm, land is available to achieve such an expansion where development would entail provision of a new community towards the larger end of the spectrum of the c.1,500 to c.4,500-dwelling range.

- 3.50 Lastly, that employment opportunities would be less accessible to the wider population (for example through public transport). Development on the site could be at a scale that provides the opportunity for improvements to public transport and sustainable travel.
- 3.51 In overview, none of the reasons cited by the IIA for the rejection of strategic level growth at Chatham Green are applicable to the Site (i.e. are not applicable to Land East of Chatham Green) and its proposed development for a new community.

The Site and CNEB Section 1b and Section 2

- 3.52 The NPPF (paragraph 74) notes that large numbers of new homes can often be best achieved through large scale development, and urges decision-makers to consider opportunities afforded by planned infrastructure investment for such.
- 3.53 The provision of the CNEB represents planned infrastructure improvements. Indeed, Chelmsford City Council's Local Plan Review Infrastructure Topic Paper acknowledges this and recommends it be utilised to accommodate growth, stating:

"The adopted Local Plan includes a number of large scale allocations, including North East Chelmsford, which seek to maximise the opportunities presented by the Chelmsford North East Bypass and new rail station. As part of the review of the Local Plan consideration should be given to any existing or planned infrastructure investment".

- 3.54 The allocation of a new Garden Community in North East Chelmsford was at least part supported by and predicated on the delivery the CNEB. Deliverability of the CNEB was germane to the consideration of soundness of the now-adopted Local Plan, with the Examination Inspector noting in her report³ that:

"Concerns have been raised about the lack of certainty over the delivery of some of this critical infrastructure. However, the Council has confirmed that a £218 million Housing Infrastructure Fund bid for the new railway station and the first phases of the CNEB has recently been secured. The success of this bid supports the delivery of the growth planned in this location. Furthermore, financial contributions from relevant sites in the Plan towards necessary infrastructure, are shown to be viable and are justified. The development proposed in this Growth Area will optimise the use of this existing and planned infrastructure and aid in its delivery." (Paragraph 112).

³ Report on the Examination of the Chelmsford Draft Local Plan (25 February 2020)

3.55 Subsequently, questions regarding the delivery of the CNEB – specifically the funding – have emerged, albeit the Highway Authority is still committed to realising this infrastructure item. Essex County Council Highways reports that:

“Construction of the remainder of the bypass [CNEB] (Sections 1B and 2) will take place in due course in the future when alternative funding has been secured. We will continue to proactively seek funding for the remaining sections, including potential developer contributions.”⁴

3.56 Whilst the proposed safeguarding of the route for the CNEB is welcomed, the Pre-Submission Document and supporting documents do not provide confidence that Section 1b and 2 of the CNEB will be delivered.

3.57 In Table A1 of the Chelmsford Local Plan Review – Infrastructure Delivery Plan (Stage 1) February 2024, in relation to the CNEB, it states:

“Phase 1B and 2 – to connect to the A131 at Chatham Green unlocking the remaining housing growth across Chelmsford including Great Leighs and Broomfield and in Braintree district at Great Notley. These sections will primarily be funded through developer contributions and delivered later as new development comes forward.

“Timescales: Phase 1A is planned to be delivered in 2026. Phase 1B and 2 is anticipated to be constructed beyond the life of the current Local Plan (ie 2036).”

3.58 Paragraph 2.12 of the ‘Chelmsford Local Plan Review of the adopted Local Plan Pre-Submission (Regulation 19) Topic Paper: Transport February 2025’ reflects this where it states:

“Section 1b of the CNEB will be single carriageway and connect the bypass north to the A131 at Chatham Green, and Section 2 will dual the A131 between Chatham Green and Deres Bridge roundabout. It is anticipated that these sections will be subject to a future round of DfT/Major Road Network funding combined with potential developer contributions and will be delivered at a later date.”

3.59 It is not clear what the scale of developer contributions required is, whether development coming forward to which the CNEB is relevant is sufficient to fund its delivery, or what the implications of the delay in delivery would be for growth in Chelmsford as well as beyond.

3.60 It is clear that delivery of Section 1b and Section 2 of the CNEB are prerequisites to supporting the scale of growth proposed for Chelmsford (and beyond). The Council should look for opportunities to engender greater

⁴<https://www.essexhighways.org/highway-schemes-and-developments/highway-schemes/chelmsford-schemes/chelmsford-north-east-bypass>

certainty that this critical highway infrastructure will be delivered.

3.61 In respect of Section 1b and 2 of the CNEB enabling housing growth at Great Notley (within neighbouring Braintree District) it is assumed this is reference to Land East of Great Notley, Strategic Growth Location in Braintree's Development Plan. However, we note this growth in Great Notley is proposed to come forward earlier: the adopted Local Plan Section 2 (2022) projects this Strategic Growth Location will deliver 1,750 homes by 2033. Furthermore it is understood that without completion of the CNEB, delivery of existing allocations (including the North East Chelmsford Garden Community) are projected to result in the A131 being over capacity. This further underlines the importance of ensuring this infrastructure is delivered in a timely manner, and not simply pushed back to an unspecified future date.

Flexible options regarding scale of growth

3.62 The NPPF (paragraph 74b)) states that Local Planning Authorities should ensure the size and location of new larger scale developments should support a sustainable community. In the case of the Site, its sustainability is evident as discussed above.

3.63 In terms of size, whilst land has been put forward for a new community of c.1,500 homes, the extent of land required to achieve this scale of growth represents a minority of the total area controlled by the landowner.

3.64 The total site area of land controlled by Tritton Farming Partnership within this location measures c.580ha, c.300ha of which is available for development.. As discussed above, the vast majority of this land is free from constraints to development. Other than for small pockets subject to Flood Zone 2/3, containing woodland, or SSSI, the Site is entirely developable and available for development. A new settlement comprising 4,500 homes together with supporting infrastructure, green space provision, etc. could be accommodated on a c.300ha element of the total area controlled by Tritton Farming Partnership, without impinging upon any land subject to constraints to development.

3.65 In terms of the size of a new community the Council would consider to be sustainable in this location, the landowner is prepared to be very flexible in terms of the extent of land to be developed. We consider that a development of any quantum between 1,500 and 4,500 new homes together with the necessary supporting infrastructure (which is appreciated increases with an increase in the number of homes) is achievable on the Site. We would welcome discussions with the Council regarding the level of growth that would be considered to yield the greatest benefits to the community and achieve the greatest social, environmental and economic benefits for the area.

4. Strategic Policy S9 – Infrastructure Requirements

4.1 Under the heading, ‘Transport and Highways, the Pre-Submission Document states:

“New development must be supported by active and sustainable means of transport to serve its need including walking, cycling and public transport modes. New highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. These include but are not limited to: [inter alia] Chelmsford North East Bypass”.

4.2 The above stance is supported, including the safeguarding of the route to accommodate Section 1b of the CNEB. It is important that infrastructure items listed are deliverable, including that they are viable.

4.3 At paragraph 6.96 of the Pre-Submission Document it reports that:

“Section 1b of the CNEB will be single carriageway and connect the bypass north to the A131 at Chatham Green, and Section 2 will dual the A131 between Chatham Green and Deres Bridge roundabout. It is anticipated that these sections will be subject to a future round of DfT/Major Road Network funding combined with potential developer contributions and will be delivered at a later date. The safeguarded route for the bypass is shown on the Policies Map”.

4.4 The suggestion that it is anticipated that Section 1b and Section 2 of the CNEB will be delivered through planning contributions is noted. Assuming this is intended to be through planning obligations, it is important to recognise that planning obligations can only be imposed on developments where they are:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

4.5 It will be necessary to ensure sufficient developments come forward to which Section 1 and Section 2 of the CNEB directly relate, assuming this infrastructure is to be funded / partly funded through planning obligations.

4.6 As noted in our response to Strategy Policy S7, the Infrastructure Delivery Plan (Stage 1) suggests Section 1b and Section 2 of the CNEB are necessary to unlock housing growth across Chelmsford including Great Leighs and Broomfield and in Braintree district at Great Notley, that these sections will come forward after 2036, and will be funded through planning obligations. However, firstly it is unclear whether planned growth which would be capable of making a contribution towards the CNEB is sufficient to fund Section 1b and Section 2; and

secondly, in the case of planned growth at Great Notley at the very least, the planned growth is intended to come forward before 2036.

- 4.7 It is important to explore options for ensuring Section 1b and Section 2 of the CNEB can be delivered, and to direct further growth to this area of the borough to help ensure the CNEB is realised.

5. Strategic Policy S10 – Securing Infrastructure and Impact Mitigation

5.1 The policy includes the statement:

“Infrastructure will be secured through the use of planning condition and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor.”

5.2 In respect of planning obligations, and as per our response to draft Strategic Policy S9, it is pertinent to note that planning obligations may only be imposed where they *inter alia* directly relate to the development in question.

5.3 Consequently, in terms of any reliance placed on planning obligations to fund infrastructure, it will be necessary to consider how much growth is being directed to locations that relate to such infrastructure, and whether such growth is sufficient to provide the requisite funding.

6. Conclusion

- 6.1 Land East of Chatham Green / South of Great Leighs (SHELAA site reference 21SHELAA65 and additional land that could comprise any scale between c.1,500 and c.4,500 new homes, along with supporting infrastructure accommodate) is evidently available for development and developable.
- 6.2 The following smaller sites are available for development and deliverable within the next 5 years:
- Land North West of Longlands Farm, Boreham Road, Great Leighs, Chelmsford (Three sites assessed together as SHELAA Reference: CFS120);
 - Livery Stables, Fulbourne Farm, Boreham Road, Great Leighs, Chelmsford, CM3 1PR (SHELAA Reference: 17SLAA22); and
 - Land South East of 36 Castle Close and North West of 42 Catherines Close, Great Leighs (SHELAA Reference: CFS195).
- 6.3 If additional land needs to be found for housing as part of the new Local Plan, and / or as part of longer term plans for the area, these sustainable sites can help deliver the necessary sustainable development. Development on Land East of Chatham Green / South of Great Leighs also has the potential to help ensure delivery of Section 1b and Section 2 of the CNEB, the sources of funding for which is presently uncertain.