

**Great Waltham Parish Council (“GWPC”) response to Chelmsford City Council’s (“CCC”) Local Plan Review (Regulation 19) 2025 consultation**

1. GWPC welcomes the opportunity to comment further on CCC’s Local Plan as it relates to its parish. CCC will recall that GWPC responded to *Local Plan Review Preferred Options 2024* consultation and where this current response refers to that previous submission it does so as “2024 Response”.
2. As with the 2024 Response the comments in this response relate solely to Location 14 – Ford End.
3. In relation to Growth Site Policy 14a (Land West of Back Lane, Ford End) which was included in the *Local Plan Review Preferred Options 2024* document:
  - 3.1. GWPC is pleased to see that following its representations and those of others this area will no longer be considered as part of the *Local Plan Review (Regulation 19) 2025* submission.
  - 3.2. CCC will recall from its 2024 Response that GWPC objected to this site for a variety of reasons.
  - 3.3. GWPC notes from CCC’s *Preferred Options Consultation Document You Said We Did Feedback Report February 2025* report that ‘this site has been removed from the plan and it is no longer considered deliverable given existing site constraints including poor pedestrian access and impact on heritage assets’ and agrees with this decision and the stated rationale.
4. In relation to Growth Site Policy 14b (Land South of Ford End Primary School):
  - 4.1. GWPC has noted the revised narrative and reasoned justification text at pp.194-195 in the *Local Plan Review (Regulation 19) 2025* document.
  - 4.2. CCC will recall that in its 2024 Response GWPC said it was supportive of development at this site and would consider a higher number than 20 dwellings.
  - 4.3. GWPC welcomes the additional narrative (compared to the *Local Plan Review Preferred Options 2024* document) under ‘Amount and type of development’ of ‘Provision of off-road parking area for use by Ford End Primary School’.
  - 4.4. GWPC notes the additional narrative (compared to the *Local Plan Review Preferred Options 2024* document) under ‘Historic and Natural Environment’ which states that the preservation of the setting of Ford End Primary School ‘by setting development back from Main Road (B1008) and restricting height of new development to two-storey’. It agrees that this restriction is a sound amendment.
  - 4.5. GWPC notes the additional narrative (compared to the *Local Plan Review Preferred Options 2024* document) under ‘Site infrastructure requirements’ which indicates that financial contributions towards other community facilities will now include the ‘Police, ambulance and fire and rescue facilities’. It welcomes this extension of the requirement.
  - 4.6. GWPC notes that at paragraph 7.325 it is stated that the development ‘is expected to be delivered from 2030/31’, compared to 2029/30 onwards stated in paragraph 7.324 in the *Local Plan Review Preferred Options 2024* document. GWPC is interested to understand what this means in terms of CCC achieving its housing targets within the current

Parliament (indicated as being 1.5 million by 2029). Is there a reason why any agreed development could not be started and indeed completed before 2030/31, or indeed 2029/30?

- 4.7. GWPC notes that at paragraph 7.326 the previous wording 'Infrastructure required for this site is in addition to relevant requirements of Policy S9' (in the *Local Plan Review Preferred Options 2024* document) has been supplemented with the sentence: 'Financial contributions will be sought in accordance with Policy S10'. It is noted that, *inter alia*, Strategic Policy S10 '[s]ets out the mechanisms for securing infrastructure and the need to demonstrate that there is the necessary capacity provided to support new development' and in general complements the requirements of Strategic Policy 9. GWPC agrees that both Policy S9 and S10 are relevant to any development at this site, and that strategic long-term planning must fully consider the effects on the local infrastructure (not only the immediate highways issues in terms of the additional vehicles the development will attract to the B1008, but also measures needed to avoid creating extra pressures on existing local educational, healthcare, and other facilities).
- 4.8. GWPC notes that at paragraph 7.327 the words 'including affordable housing' have been added to the first sentence. It agrees with this addition, and in general strongly supports the inclusion of as many affordable homes as possible in all housing developments. However, because it is not clear how affordable homes will be made available, and given the limited housing currently in Ford End, combined with the need to provide families with the ability to expand but stay in the village, GWPC would request that consideration be given to a scheme whereby affordable and social housing from this development is allocated for local needs first.
- 4.9. GWPC notes that paragraph 7.330 has been considerably extended. Much of the text relates to provisions for access to and parking for Ford End Primary School. GWPC welcomes these additional specifications.
- 4.10. GWPC notes that paragraph 7.330 also has this additional sentence: 'Speeding by vehicles on Main Road (B1008) is an issue, therefore traffic calming should be provided as part of the development including speed reduction measures'.
  - 4.10.1. GWPC very much welcomes this acknowledgement of the current situation which, despite the introduction of a number of traffic calming measures over the years, remains a paramount concern of many Ford End residents.
  - 4.10.2. For context, CCC will no doubt wish to be aware that the latest 7-day automatic traffic count survey commissioned by GWPC and conducted on its behalf by Essex Highways outside Ford End Primary School in November 2024, showed that on average each day 11,941 vehicles were recorded as passing the site, and that an extrapolation of the data obtained implies that currently each year outside the school over 1.8 million drivers exceed the 30mph limit, 390,000 drive over 35mph and almost 60,000 travel at over 40mph.
  - 4.10.3. In 2024 a sudden and unexplained escalation of costs combined with the ECC's cabinet member's unwillingness to overrule policy advice and match fund GWPC's contribution, and also not wanting SERP to take on the operational costs, meant that the introduction of a long-desired average speed camera scheme through the village could not proceed.
  - 4.10.4. CCC will recall that in its 2024 response GWPC stated that in being supportive of Growth Site Policy 14b it 'would want to see appropriate mitigation to address traffic issues, as well as contributions towards school expansion and pre-school

availability' and that 'in terms of traffic mitigation, it has been a long-term wish by GWPC to implement an Average Speed Camera (ASC) scheme through the 1km stretch of the village'. It also said: '[...] GWPC would welcome the opportunity to support the site south of the school if it came with an ASC for the whole village'.

4.10.5. GWPC's current position can be rearticulated for the purposes of this response in the following statement:

**Great Waltham Parish Council is supportive of a new development at Growth Site Policy 14b (Land South of Ford End Primary School) and would consider a higher number than 20 dwellings, which would be determined by any such increased amount delivering the traffic calming measures cited below. Therefore, this in-principle support is conditional on:**

- a) it approving the detailed design and specifications of any future planning application (not just, but certainly as a minimum, in accordance with any relevant sections of its Parish Plan and Village Design Statement).
- b) the development delivering traffic calming measures which should be, as a minimum and first and highest priority, an average speed camera scheme through the 1km stretch of the B1008 through Ford End village, and that such a scheme is installed and operationally funded before any properties on the development site are occupied.
- c) in addition to the average speed camera scheme, full consideration being given to the introduction of additional traffic calming measures to further reduce the speed of vehicles on the B1008 as they approach or are driving through the village (for example, by extending the existing 30mph limit further south into the 40mph buffer zone and/or making the B1008 between Ford End and Barnston a 40mph zone and/or reducing the current speed limit through Ford End village and adjacent roads from 30mph to 20mph).
- d) in addition to an average speed camera scheme in the village, the design specifications for the configuration of the new junction between the B1008 and the development's access road (and which, depending on its design, could be of itself a traffic calming feature) taking into full account both the need for regular vehicular and pedestrian movement from the site and the acknowledged existing issue of speeding on the B1008.