

DR/31/23

Report to: DEVELOPMENT & REGULATION (25 August 2023)

Proposal: COUNTY COUNCIL DEVELOPMENT - Proposed accessible car parking space including vehicular dropped kerb and turning area.

Ref: CC/CHL/25/23

Applicant: Essex County Council

Location: Great Baddow Library, High Street, Great Baddow, Chelmsford, Essex, CM2 7HH

Report author: Chief Planning Officer (County Planning and Major Development)

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The full application can be viewed at <https://planning.essex.gov.uk>



1. BACKGROUND

There is a very short planning history for the library. Chelmsford City Council granted planning permission for the construction of the library building in 1989 (89/0041/2). The most recent planning permission was granted by Chelmsford City Council in 2021 for works to the London Plane tree on the library site (21/05263/TPO).

2. SITE

Great Baddow Library is situated on the junction of High Street and Pump Hill. The area consists of a mix of residential and commercial properties.

The library is located within the Great Baddow Conservation Area. There are a number of Listed Buildings within the vicinity of the site. The nearest Listed Building is Grade II listed located approximately 17 metres from the library building.

The library site is irregularly shaped measuring approximately 1, 253m². The library building occupies the north west corner of the site, adjacent to the pavement. A pedestrian access links the pavement to the main entrance of the building. Paving to the south of the building is separated from a grassed area by a low height brick wall. This is partially obscured by planted areas around the pedestrian access. The grassed area contains 2no. trees – a London Plane and a sycamore. Both these trees contribute to the verdant character of the Conservation Area.

Hardstanding around the library has a tarmac finish, with red brickwork used for the low height walls around the landscaped and cycle parking areas.

3. PROPOSAL

It is proposed to provide a new vehicular access point from High Street into the site to provide a fully accessible car parking space, together with vehicle turning circle.

An area of planting would need to be removed to allow the new access to be provided.

The proposed access would be constructed using a permeable block paved finish to provide a contrasting finish to the tarmac surfaced pedestrian route. The new access would utilise a keykerb edging to provide a contrasting edge for visually impaired users.

The existing cycle parking would need to be relocated adjacent to the existing staircase from the public car park. This area would be finished in tarmac to match the retained adjacent pedestrian pathway.

4. POLICIES

The following policies of the Chelmsford Local Plan adopted May 2020 provide the development plan framework for this application. The following policies are of relevance to this application:

Chelmsford Local Plan adopted May 2020

Policy S3 – Conserving and Enhancing the Historic Environment
Policy S4 – Conserving and Enhancing the Natural Environment
Policy DM13 - Designated Heritage Assets
Policy DM14- Non-Designated Heritage Assets
Policy DM17 – Trees, Woodlands & Landscape Features
Policy DM29 – Protecting Living and Working Environments

NEIGHBOURHOOD PLAN

There is not an adopted Neighbourhood Plan in place for the area.

The Revised National Planning Policy Framework (NPPF) was published on 20 July 2021 and sets out the Government's planning policies for England and how these should be applied. The NPPF highlights that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to state that achieving sustainable development means the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways: economic, social and environmental. The NPPF places a presumption in favour of sustainable development, paragraph 11 parts (c) and (d) states *"For decision making this means: approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

However, paragraph 47 states that *"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise."*

Paragraphs 218 and 219 of the NPPF, in summary, detail that the policies in the Framework are material considerations which should be taken into account in dealing with applications and plans adopted in accordance with previous policy and guidance may need to be revised to reflect this and changes made. Policies should not however be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The level of consistency of the policies contained within the Chelmsford Local Plan adopted May 2020 is considered further in the report.

Paragraph 48 of the NPPF states, in summary, that local planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan; the extent to which there are unresolved

objections to relevant policies and the degree of consistency of the relevant policies in the emerging plan to the NPPF.

The City Council is reviewing its Local Plan. The Issues and Options consultation closed in October 2022. Comments regarding the Issues and Options Local Plan and the Integrated Impact Appraisal Feedback Report will be used to help prepare the next draft of the review of the Local Plan (Preferred Options Document).

5. CONSULTATIONS

CHELMSFORD CITY COUNCIL – Objection due to loss of open space in the Conservation Area

HIGHWAYS AUTHORITY – No objection subject to conditions relating to the provision of visibility splays; no use of unbound material; areas within the curtilage of the site for loading/unloading/reception and storage provided clear of the highway; no discharge of surface water onto the highway and the provision of the vehicular access, turning area and parking space to be provided in accordance with approved plans.

PLACE SERVICES (Historic Buildings) – No objection

PLACE SERVICES (Arboriculture) – No objection subject to conditions requiring the submission of a scheme of supervision; excavation beneath the crown spread of a tree to be undertaken by hand; no retained tree to be cut down, uprooted or destroyed and the development to be carried out in accordance with the AIA, AMS and TPP

GREAT BADDOW PARISH COUNCIL – No objection

LOCAL MEMBER – CHELMSFORD – Great Baddow – Any comments received will be reported

6. REPRESENTATIONS

Two properties were directly notified of the application. No letters of representation have been received.

7. APPRAISAL

The key issues for consideration are:

- A. Need
- B. Impact on Historic Environment
- C. Impact on Natural Environment
- D. Highways & Traffic

A NEED

Paragraph 110(b) of the NPPF states inter alia that “*in assessing specific applications for development it should be ensured that safe and suitable access to the site can be achieved for all users.*”

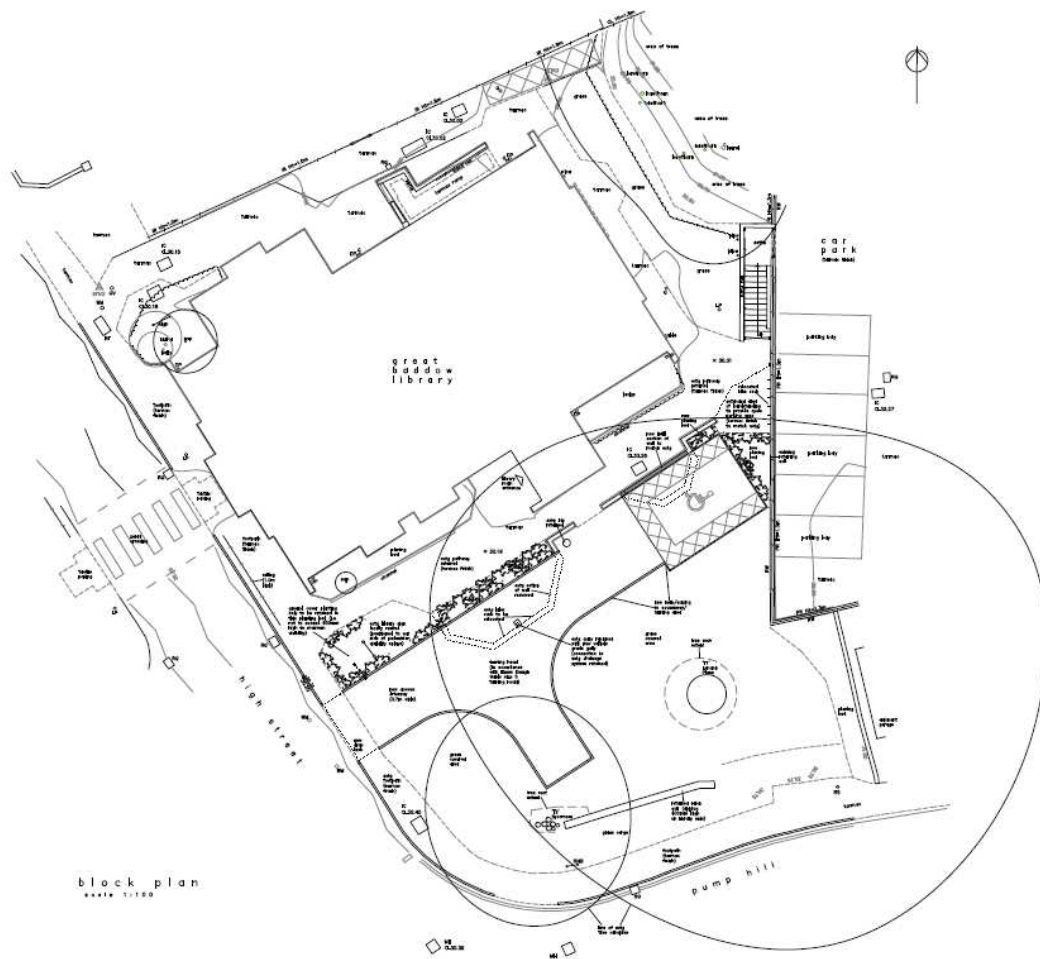
Accessibility to the library has been identified as a problem for those with mobility issues as the only option for a visitor to the library is to park in the nearby public car park and navigate a staircase.



The aim is provide a more direct route to the library entrance. One option explored the provision of a ramp from the adjacent public car park. However, due to the significant change in height, a fully accessible ramp would be in excess of 40m in length. The space is not available within the site and it was also considered that such a large ramp would be visually intrusive in the Conservation Area.

It is therefore proposed to provide a new vehicular access from High Street, with a turning area within the grounds of the library to allow a car to exit the site in forward gear.

Extract from Drawing Number: 1910/02 Rev A – Proposed Layout



Great Baddow Parish Council has no objection to the proposed works.

It is considered that the provision of the accessible car parking space with associated turning head would improve access to the library for those with mobility issues and would be in accordance with the provisions of the NPPF.

B IMPACT ON HISTORIC ENVIRONMENT

As the library is located within the Great Baddow Conservation Area a Heritage Statement was submitted in support of the application.

Adopted Policy S3 (Conserving and Enhancing the Historic Environment) states inter alia that *“the Council will conserve and enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of Chelmsford through the diversity and quality of heritage assets.”*

Adopted Policy DM13 (Designated Heritage Assets) states inter alia that *“the impact of any development proposal on the significance of a designated heritage asset or its setting and the level of any harm will be considered against any public benefits arising from the proposed development.”* It goes on to say that *“development will be permitted in Conservation Areas where the siting, design and scale would preserve or enhance the character or appearance of the area and the substantial public benefit would outweigh the harm.”*

Adopted Policy DM14 (Non-Designated Heritage Assets) states inter alia that *“proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting.”*

The library is a single storey pitched roof building positioned with its gable end addressing the High Street. The building has modern brickwork plinth in areas and displays tile on edge detailing at eaves level which is a typical feature of the arts and crafts movement. The building has been rendered and modern windows inserted and therefore much of its architectural detailing has been obscured and altered. The form of the building, of a central taller range with lean-to extensions extending along the flank gives the building a distinct ecclesiastical form. It is considered that the building is a modern building constructed to replicate a traditional form.

Extract from Design and Access Statement



P.3 Photo of Great Baddow Library viewed from the South-West junction between High Street and Pump Hill.

The building is considered to make a neutral contribution to the character and appearance of the Conservation Area, through its distinct form.

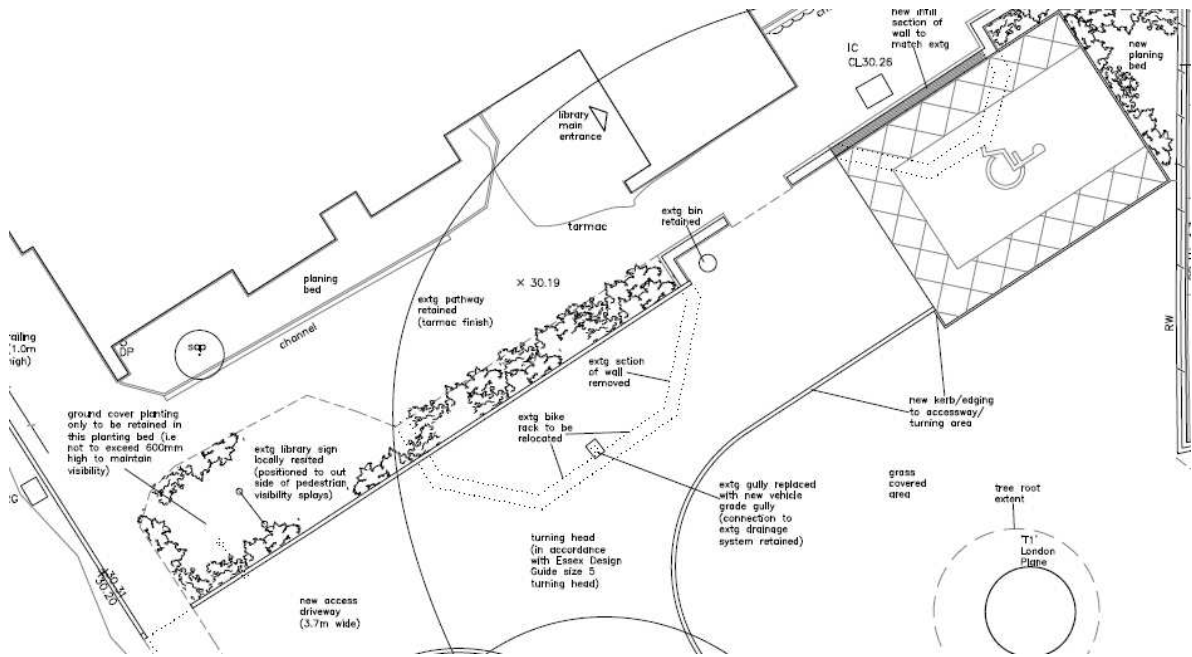
A Grade II Listed Building (Brick Walls, 36 High Street) is a designated heritage asset which is considered to fall within the setting of Great Baddow library.

This building is located on the western side of High Street, to the south west of the library and opposite the junction with Pump Hill.

The property is considered to have historic, evidential and aesthetic significance as an early 19th century house. The building exhibits the architecture and form that characterised the era and is considered to make a positive contribution to the character and appearance of the Conservation Area.

The Statement concludes that it considers the scale of works proposed at the library are modest and therefore the setting of Brick Walls would remain unaffected by the alterations. The proposed works at the library are considered to have a negligible impact on the setting of the listed building.

It is proposed to create a vehicular crossover, provide an accessible parking space and realign the boundary walls to the south-east of the library.



The scale of the proposal is considered minimal and the introduction of the parking bay would not affect the setting of the adjacent Grade II listed building.

The Heritage Statement concludes that the proposed vehicle crossover and parking bay area is considered to have a neutral impact on the significance, character and appearance of the Conservation Area.

The City Council considers that the loss of green space would amount to less than substantial harm and a matter of great weight in the consideration of the application; this harm is to be weighed against the public benefits which would need to outweigh the adverse impact on designated heritage features. It considers it is for the County Council to consider this balance.

The County's Historic Buildings Advisor has raised no objection to the proposal. It has commented that the Conservation Area was designated to preserve the character and appearance of the historic settlement of Great Baddow. The prevailing character of the Conservation Area is derived from the cluster of historic buildings and traditional materials. Many of the open areas in Great Baddow have been subject to infill developments. As a result, the remaining open spaces and mature trees are of considerable importance.

Great Baddow Library was developed on the grounds of a former congregational chapel but does not contain any historic structure. The undeveloped lawn area with two mature trees at the junction of High Street and Pump Hill makes a positive contribution to the character of the Conservation Area. Proposals to incorporate vehicular traffic access off High Street, including a turning head, would encroach upon a considerable proportion of the lawn. The large bush next to the existing pathway and bicycle parking would be removed. Nevertheless, the overarching openness of the site and the dominance of the large trees remain unaffected, whilst removal of the brick walls and additional landscaping, as proposed, would provide further mitigation towards retaining the verdant character of the site. Therefore, it is not considered that the proposal would harm the character and appearance of the Conservation Area or the setting of the Grade II listed building.

Paragraph 202 of the NPPF states that *"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."*

It is considered that the provision of an accessible parking space together with turning head would not result in harm to the significance of the Conservation Area. This has been weighted against the public benefits of the proposed works, which would improve access to the library for those with mobility issues thereby ensuring that safe and suitable access to the site is achieved for all users. It is considered that the proposed works would be in accordance with Paragraph 202 of the NPPF and Policy DM13.

C IMPACT ON NATURAL ENVIRONMENT

Adopted Policy DM17 (Trees, Woodland and Landscape Features) states inter alia that *"planning permission will be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree or trees in a Conservation Area."* It goes on to say that *"planning permission will be granted for development proposals that do not result in unacceptable harm to natural landscape features."*

As there are trees on the site which have the potential to be affected by the proposed development, an Arboricultural Impact Assessment and Method Statement was submitted as part of the application.



Neither of the trees are included on Chelmsford City Council's TPO register but are within the Great Baddow Conservation Area.

The AIA considers that the construction of the parking area has the potential to impact on the health and wellbeing of both trees. If conventional methods were employed the extent of intrusion into the root zone and the effect on the health and wellbeing of the trees would be unacceptable.

Therefore, a 'no dig cell system' is proposed. The green space is bounded by compacted hard surfaces on all sides. This comprises of public roads and public footpaths to the south and west. A pedestrian path leads to the library entrance to the north with an elevated asphalted car park to the west and rear of the trees.

Implementing the proposed access, turning head and parking area would involve the partial demolition, and part rebuilding of two sections of the existing dividing wall between the library footpath and green space. This part of the scheme, rather than encroaching into the root zone, will potentially increase it by a small amount due to straightening the course of the wall.

The use of a proprietary no dig cell system would protect the roots against construction damage. The proposed materials would allow water penetration and gaseous exchange. The proposed design allows for the weight of the materials and the weight of vehicles to be spread over a wide area, thus reducing the

likelihood of ground compaction. The proposed no-dig cell system would allow trees previously lost to development to be retained. The proposed system would allow the parking scheme to proceed with a low degree of impact on the health and wellbeing of the trees.

Due to the limited size of the green space around the trees, it would not be possible to create separate root protection areas for each tree. It would be necessary to protect the ground surface of the green space, and consequently, the root area of both trees, with proprietary ground protection plates. In the no-dig zone the plates would only be removed to allow for the installation of the cell system. Outside the no-dig zone the plates would remain in place for the duration of the construction work through to practical completion of the works.

It would also be necessary to protect the trunk of the London Plane tree and the stems of the Sycamore by means of a self-supporting plywood box erected around each tree.

Chelmsford City Council considers that the information provided with the application with regard to tree impact, content of works and proposed construction methodology is unclear. It is concerned that harm may be caused to the protected tree and other trees protected by the Conservation Area status. Should the works go ahead, they should be carried out in full accordance with a full arboricultural impact assessment and method statement aligning with the proposed works, all of which should be sufficiently clear before works commence to avoid increasing any risk of harm to the protected trees.

The County's Arboriculturalist considers that providing all the mitigation specified within the AMS is strictly abided by through the duration of the scheme, the works can progress subject to conditions. It is recommended that due to the high amenity value status of the tree and it being within a Conservation Area that arboricultural supervision is undertaken to ensure that all the guidance in the AMS is followed throughout.

Three conditions have been recommended. The first for the use of hand tools for any excavation work carried out beneath the crown spread of a tree; the second requires the submission of a scheme of supervision for the arboricultural protection measures and the third requiring no cutting down, uprooting or destroying of any retained tree.

The applicant has confirmed acceptance of the proposed conditions.

It is considered that with the imposition of appropriate conditions the proposed development would be in accordance with Policy DM17.

D HIGHWAYS & TRAFFIC

A Technical Note was submitted in support of the application in relation to the proposals for the new vehicle crossover and accessible car parking space.

Adopted Policy DM29 (Protecting Living and Working Environments) states inter alia that "*planning permission will be granted for development proposals providing*

it does not result in excessive noise, activity or vehicle movements and is compatible with neighbouring or existing uses in the vicinity of the development.”

There is an existing public car parking area to the north of the library; however, due to a significant change in levels (a level change in excess of 2m) from the parking area to the library entrance there is a need to provide an accessible car parking space in closer proximity to the library entrance.

The proposed accessible car parking space would be accessed from a new vehicle crossover south of the building, via High Street. The crossover would lead into an area of hardstanding measuring 3.7m in width and served by a 'Size 5' turning head, which is in accordance with the Essex Design Guide.

Pedestrian visibility would be provided either side of the crossover to the back of the footway, with 2m x 2m splays provided.

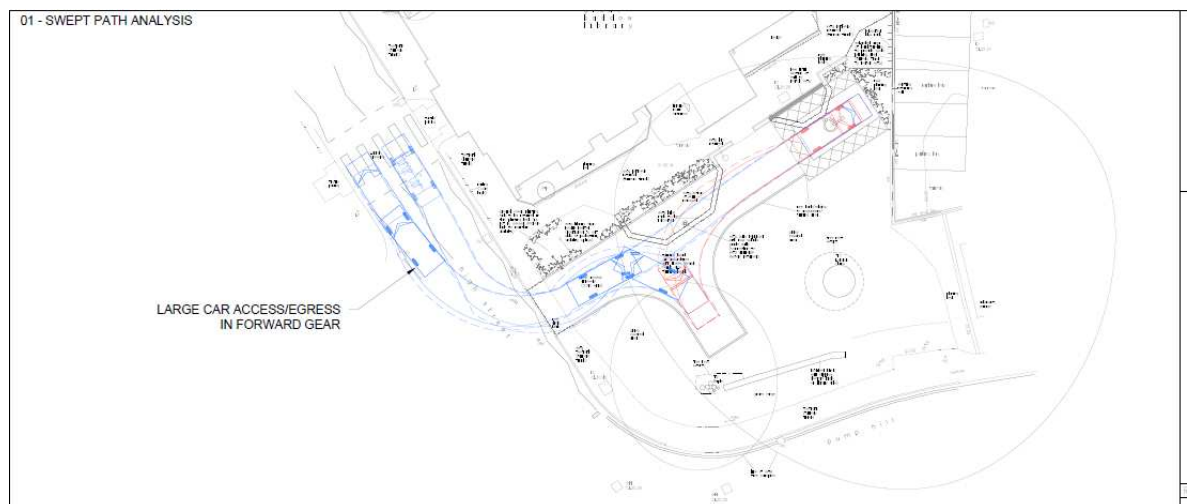
The High Street is an adopted road subject to a 30mph speed limit. On this basis, visibility splays to the edge of the carriageway are achievable to the north of the access, deliverable within highway land.

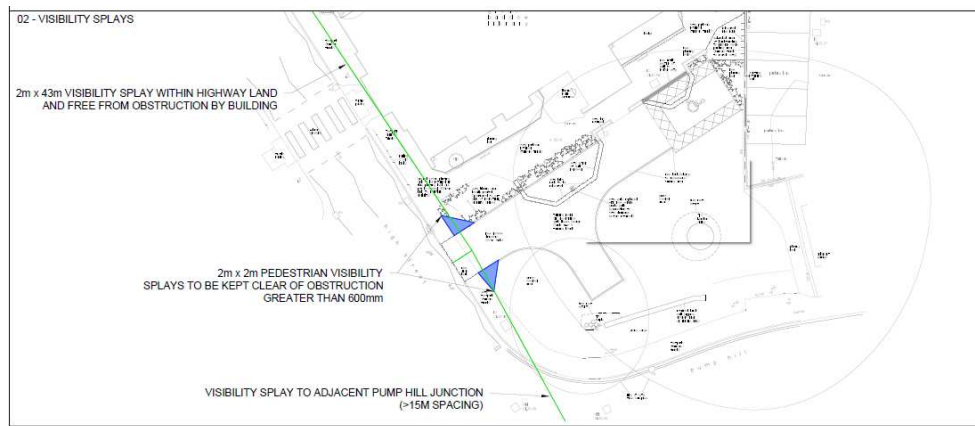
To the south of the access, visibility is achievable to the nearby junction of Pump Hill. This visibility splay can be extended to the required 43m past the junction of Pump Hill.

Double yellow lines and restrictions (via the zebra crossing) already front the access.

Swept path analysis has been undertaken which demonstrates that a vehicle can safely access/egress the new parking space without compromising any non-motorised users of the nearby zebra crossing on High Street.

Extract from Technical Note





As the access would only serve one accessible car parking space, it is not considered that the level of vehicle trip generation would be noticeable on the local highway network as the area would likely be used on an ad hoc basis.

The level of trip generation is not considered to be significant enough to result in any conflicts with the access/crossover on the opposite side of High Street.

The Highway Authority considers the impact of the proposal is acceptable subject to a number of conditions which include providing areas within the curtilage of the site for the purpose of loading/unloading/reception and storage of building materials and manoeuvring of all vehicles clear of the highway; provision of visibility splays prior to the first use of the proposed development; no use of unbound material in the surface treatment of the vehicular access within 6 metres of the highway boundary; no discharge of water on the highway and the provision of the new vehicular access, drive, turning area and parking to be in compliance with approved drawings.

The applicant has accepted the imposition of the proposed conditions.

It is considered that subject to the imposition of appropriate conditions the proposed works would be in accordance with Policy DM29 as the proposed accessible car parking space would be associated with the use of the library. It is not considered that it would result in excessive noise, activity or vehicle movements.

8. CONCLUSION

It is considered that planning permission should be granted for the provision of an accessible car parking space and associated turning head at the library as it would improve access to the library for those with mobility issues.

It is considered that the provision of an accessible parking space together with turning head would result in minimal harm to the significance of the Conservation Area. This has been weighted against the public benefits of the proposed works, which would improve access to the library for those with mobility issues thereby ensuring that safe and suitable access to the site is achieved for all users.

It is not considered that the proposed works would have a significant detrimental impact on the residential, landscape or visual amenity of the surrounding area and

would be in accordance with Policy S3 (Conserving and Enhancing the Historic Environment), Policy S4 (Conserving and Enhancing the Natural Environment), Policy DM13 (Designated Heritage Assets), Policy DM14 Non-Designated Heritage Assets), Policy DM17 (Trees, Woodland and Landscape Features) and Policy DM29 (Protecting Living and Working Environments) of the Chelmsford Local Plan adopted May 2020.

9. RECOMMENDED

That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be begun before the expiry of 3 years from the date of this permission.

Reason: To comply with section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the details of application reference CC/CHL/25/23 dated 14 March 2023 and validated on 30 May 2023 together with Drawing Numbers:

- 1910/01 Rev A – Existing Layout – Jan 2023
- 1910/02 Rev A – Proposed Layout – Jan 2023
- 1910/03 – Existing & Proposed Street Scenes – Mar 2023

And in accordance with any non-material amendments as may be subsequently approved in writing by the County Planning Authority, except as varied by the following conditions:

Reason: For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details; to ensure that the development is carried out with the minimum harm to the local environment and in accordance with Policy S3 (Conserving and Enhancing the Historic Environment), Policy S4 (Conserving and Enhancing the Natural Environment), Policy DM13 (Designated Heritage Assets), Policy DM14 Non-Designated Heritage Assets), Policy DM17 (Trees, Woodland and Landscape Features) and Policy DM29 (Protecting Living and Working Environments) of the Chelmsford Local Plan adopted May 2020.

3. The development hereby permitted shall be carried out in accordance with the Arboricultural Impact Assessment, Method Statement and Tree Protection Plan prepared by A G Mitchell dated March 2023.

Reason: In the interest of visual amenity and to ensure protection for the existing natural environment and to comply with Policy S4 (Conserving and Enhancing the Natural Environment) and Policy DM17 (Trees, Woodland and Landscape Features) of the Chelmsford Local Plan adopted May 2020.

4. Any excavation work carried out beneath the crown spread of a tree shall be undertaken using hand tools only, working around tree roots so as to prevent damage or injury to the tree root. No tree root with a diameter greater than 25mm shall be severed unless approved in advance in writing by the County Planning Authority.

Reason: *To ensure that trees on site are protected from damage, in the interest of visual amenity and to comply with Policy S4 (Preserving and Enhancing the Natural Environment) and Policy DM17 (Trees, Woodland and Landscape Features) of the Chelmsford Local Plan adopted May 2020.*

5. No works or development shall take place until a scheme of supervision for the arboricultural protection measures has been submitted to and approved in writing by the County Planning Authority. The scheme shall be appropriate to the scale and duration of the development hereby permitted and shall include details of:
 - a) An induction and personnel awareness of arboricultural matters
 - b) Identification of individual responsibilities and key personnel
 - c) A statement of delegated powers
 - d) Timing and methods of site visiting and record keeping, including updates
 - e) Procedures for dealing with variations and incidents

The development shall be implemented in accordance with the approved scheme.

Reason: *To ensure that retained trees are protected from damage, in the interest of visual amenity and to comply with Policy S4 (Preserving and Enhancing the Natural Environment) and Policy DM17 (Trees, Woodland and Landscape Features) of the Chelmsford Local Plan adopted May 2020.*

6. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree branches, stems or roots be pruned.

Reason: *In the interest of the amenity of the local area and to comply with Policy D4 (Preserving and Enhancing the Natural Environment) and Policy DM17 (Trees, Woodlands and Landscape Features) of the Chelmsford Local Plan adopted May 2020.*

7. Areas within the curtilage of the site for the purpose of loading/unloading/reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway.

Reason: *To ensure that appropriate loading/unloading facilities are available to ensure that the highway is not obstructed during the construction period in the interest of highway safety and in accordance with Policy DM29 (Protecting Living and Working Environments) of the Chelmsford Local Plan adopted May 2020.*

8. Prior to the first beneficial use of the development hereby permitted, the vehicular access at its centre line shall be provided with a visibility splay with dimensions of 2.4 metres by 43 metres in both directions, as measured from and along the nearside edge of the carriageway. The low planting to the north side of the vehicular access shown on Drawing Number 1910/02 Rev A – Proposed Layout dated Jan 2023 shall be maintained at a height not exceeding above 600mm at all times.

Reason: *To provide adequate inter-visibility between vehicles using the vehicular access and those in the existing public highway in the interest of highway safety in accordance with Policy DM29 (Protecting Living and Working Environments) of the Chelmsford Local Plan adopted May 2020.*

9. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Reason: *To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with Policy DM29 (Protecting Living and Working Environments) of the Chelmsford Local Plan adopted May 2020.*

10. There shall be no discharge of surface water onto the Highway.

Reason: *To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure compliance with Policy DM29 (Protecting Living and Working Environments) of the Chelmsford Local Plan adopted May 2020.*

11. The proposed new vehicular access, drive, turning area and parking space, shall be constructed as shown on Drawing Number 1910/02 Rev A – Proposed Layout dated Jan 2023. It shall be provided with an appropriate dropped kerb crossing of the footway/verge. The vehicle parking area and associated turning area shall be retained in this form at all times.

Reason: *To ensure that vehicles can enter and leave the highway in a controlled manner, in forward gear in the interests of highway safety in accordance with Policy DM29 (Protecting Living and Working Environments) of the Chelmsford Local Plan adopted May 2020.*

BACKGROUND PAPERS

Consultation replies
Representations

THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2017 (AS AMENDED)

The proposed development would not be located adjacent to a European site.

Therefore, it is considered that an Appropriate Assessment under Regulation 63 of The Conservation of Habitats and Species Regulations 2017 (as amended) is not required.

EQUALITIES IMPACT ASSESSMENT

This report only concerns the determination of an application for planning permission. It does however take into account any equality implications. The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the body of the report.

STATEMENT OF HOW THE LOCAL AUTHORITY HAS WORKED WITH THE APPLICANT IN A POSITIVE AND PROACTIVE MANNER: In determining this planning application, the County Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal, where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

LOCAL MEMBER NOTIFICATION

CHELMSFORD – Great Baddow