



Planning Committee
7th February 2023

Application No	:	21/01961/FUL Full Application
Location	:	Land North West Of Hamberts Farm Burnham Road South Woodham Ferrers Chelmsford
Proposal	:	Hybrid application, (part full and part outline) for: 1. Outline application with all matters reserved for residential development of: up to 1020 homes, Up to 88 bedroom units of residential care accommodation (Class C2 or Class C3 use, including retirement living/sheltered housing, and/or extra care/housing-with-care/independent living and/or care home/nursing home use), up to 1,100 sq m (GEA) neighbourhood centre (Class E) including a multi-purpose community centre, up to 1,200 (GEA) of business floorspace (Class E), a 2fe primary school and two 56 place early years facilities, 5 serviced plots for travelling showpeople, landscaping, strategic and local open space and associated buildings and structures, all associated highway infrastructure, pedestrian, cycle and bridleway routes (including partial extinguishment of Bridleway 25), vehicular and cycle parking, drainage works, ground reprofiling, demolition of existing building and all associated ancillary works including services and utilities 2. Full application for the principal means of vehicular access to the site, the initial phase of on-site highway works, strategic surface water attenuation basins and demolition of former telephone exchange buildings.
Applicant	:	Ms K Waldron Countryside Properties (UK) Ltd
Agent	:	Kevin Coleman
Date Valid	:	15th July 2022

1. Executive summary

- 1.1. This is a full application, which forms part of the hybrid application 21/01961/OUT. The officer report for this proposal is covered under application 21/01961/OUT.

RECOMMENDATION

Subject to a S106 Agreement, as indicated in the report presented to the Committee, being entered into pursuant to the Town and Country Planning Act 1990, the Director of Sustainable Communities be authorised to grant the application subject to the following conditions:-

Condition 1

The development hereby permitted shall begin no later than 3 years from the date of this decision.

Reason:

In order to comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Condition 2

The development hereby permitted shall be carried out in accordance with the approved plans and conditions listed on this decision notice.

Reason:

In order to achieve satisfactory development of the site

Condition 3

No development shall take place, including any works of ground clearance or site preparation, until a scheme to minimise offsite flooding caused by surface water run-off and groundwater during construction works and measures to prevent pollution has been submitted to and approved in writing by the local planning authority.

The approved scheme shall be adhered to throughout the construction period for the development.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and Policy DM18 of the Chelmsford Local Plan.

Condition 4

a) No development shall take place until a scheme to assess and deal with any contamination has been submitted to and approved in writing by the local planning authority.

b) Prior to the first use of the development hereby permitted, any remediation found necessary as a result of the scheme to be approved under part (i) of this condition shall be carried out, and a validation report to that effect submitted to the local planning authority for written approval and the development shall be carried out in accordance with that scheme.

Reason:

This information is required prior to the commencement of the development because this is the only opportunity for contamination to be accurately assessed. This is to ensure the development does not give rise to problems of pollution or contamination in accordance with Policy DM30 of the Chelmsford Local Plan. This condition is also required because the Geotechnical and Geoenvironmental Desktop Study recommends a targeted site investigation but the Preliminary Ground Investigation undertook insufficient number of samples for the size of the study site. It is also unclear whether targeted ground gas monitoring has been completed.

Condition 5

Prior to commencement on the approved internal roads as shown on drawings L00005-AEC-NA-NA-DR-C-1000 PO7 and L00005-AEC-NA-PH1-DR-C-7001 PO6, the following details shall be submitted to and approved in writing by the local planning authority

- a) Drop kerbs to access the cycleways opposite priority junctions
- b) Pedestrian and cycle crossing points on the spine road to be available for both pedestrians and cyclists at each location
- c) Bus stops required approximately 400m along the spine road from the new access roundabout
- d) Traffic calming through design on type D roads to accord to 20mph
- e) Widening of the cycleway on spine road 03 and 05 as shown on drawing L00005-AEC-NA-NA-DR-C-1000 PO7 to 3 metres
- f) Cycle demarcation kerbs to provide level difference between cycleway and footway and edge protection required between carriageway and swale.

The development shall then be carried out in accordance with the approved details.

Reason:

To provide suitable pedestrian and cycle routes to and from the site and to ensure access to passenger transport services for residents of the eastern end of phase 1 in advance of the spine road linking through to the B1012."

Condition 6

Prior to the commencement of the development, a scheme for the monitoring of ground stability, based on the recommendations at section 8.2 of the submitted Geotechnical and Geo-Environmental Study by AECOM dated February 2019, shall be submitted for the written approval of the Local Planning Authority. Development shall not occur in any areas identified under the approved scheme as requiring further ground monitoring, until the results of the monitoring have been submitted to the Council and any additional mitigation measures required have been approved in writing pursuant to this condition. In areas where the approved scheme identifies no requirement for ground monitoring, development shall proceed only in accordance with any mitigation measures required under the approved scheme (if any).

Reason:

To ensure that the ground conditions of the site are suitable for the proposed development.

Condition 7

No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The statement shall include details of the following:-

- i. construction vehicle access and routing,
- ii. any temporary traffic management/signage,
- iii. wheel and underside chassis cleaning facilities to prevent the deposition of mud or other debris onto the highway network/public areas,
- iv. contractor and visitor parking clear of the highway,
- v. turning, loading and unloading of plant and materials,
- vi. hours of deliveries,

The approved statement shall be adhered to throughout the duration of the construction period. Until final surfacing is completed, footway and shared surface base courses shall be provided and maintained in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering pedestrian routes.

Reason:

In the interests of highway safety and to ensure the environmental impact of the construction of the development is adequately mitigated and to safeguard the amenities of the occupiers of neighbouring residential properties and future residents of the development in accordance with Policies S2, DM24 and DM29 of the Chelmsford Local Plan.

Condition 8

No works shall take place until a detailed surface water drainage scheme, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. No development shall commence until the detailed scheme has been approved in writing by the Local Planning Authority. The approved scheme shall include but not be limited to:

- o Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- o Limiting discharge rates to 139l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- o Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- o Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- o Final modelling and calculations for all areas of the drainage system.
- o The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- o Detailed engineering drawings of each component of the drainage scheme.
- o A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- o An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy.

Reason:

To ensure that the development is constructed sustainably in accordance with Policies S2 and Policy DM18 of the Chelmsford Local Plan.

Condition 9

Prior to commencement of the development hereby permitted a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority.

The CEMP shall include, control measures for noise and vibration during the period of construction, construction dust, dust monitoring and good practices for construction vehicles and stationary plant.

Reason:

To ensure that the construction of the development does not result in harmful impacts on the local environment in accordance with Policies DM29 and DM30 of the Chelmsford Local Plan.

Condition 10

Prior to commencement of the development hereby permitted an arboricultural impact assessment and method statement shall be submitted and approved in writing by the local planning authority to include:

- (a) Details of trees and hedges to be retained and removed,
- (b) Details of tree surgery work to retained trees,
- (c) Specification for tree protection including layout and type of tree protection for construction including change that may occur during development
- (d) Location and installation of services, utilities and drainage,
- (e) Details of construction within the root protection area of retained trees,
- (f) Where relevant to the assessment, a full specification for the construction of any new access and parking areas, including details of any bespoke cross-over and cellular confinement specification, and the extent of the areas. Details must include the relevant sections through them.
- (g) Details of site access, temporary parking, welfare facilities, loading and unloading, storage of equipment, materials, fuels and waste,
- (h) Tree protection plan,
- (i) Boundary treatments within the root protection areas,
- (j) Arboricultural supervision and inspection, including timings, reporting of inspections and supervision.

The development shall then be carried out in accordance with the approved details

Reason:

In the interests of creating a landscape led development and safeguarding landscape features which are of local importance in accordance with Policy DM14 of the Chelmsford Local Plan.

Condition 11

In relation to mitigation measures for reptiles, badgers and slow worms no development shall commence until the role and responsibilities and operations to be overseen by a qualified ecologist or accredited person have been submitted to and approved in writing by the local planning authority. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details subject to such minor variations as may be agreed in writing by the Local Planning Authority.

Reason:

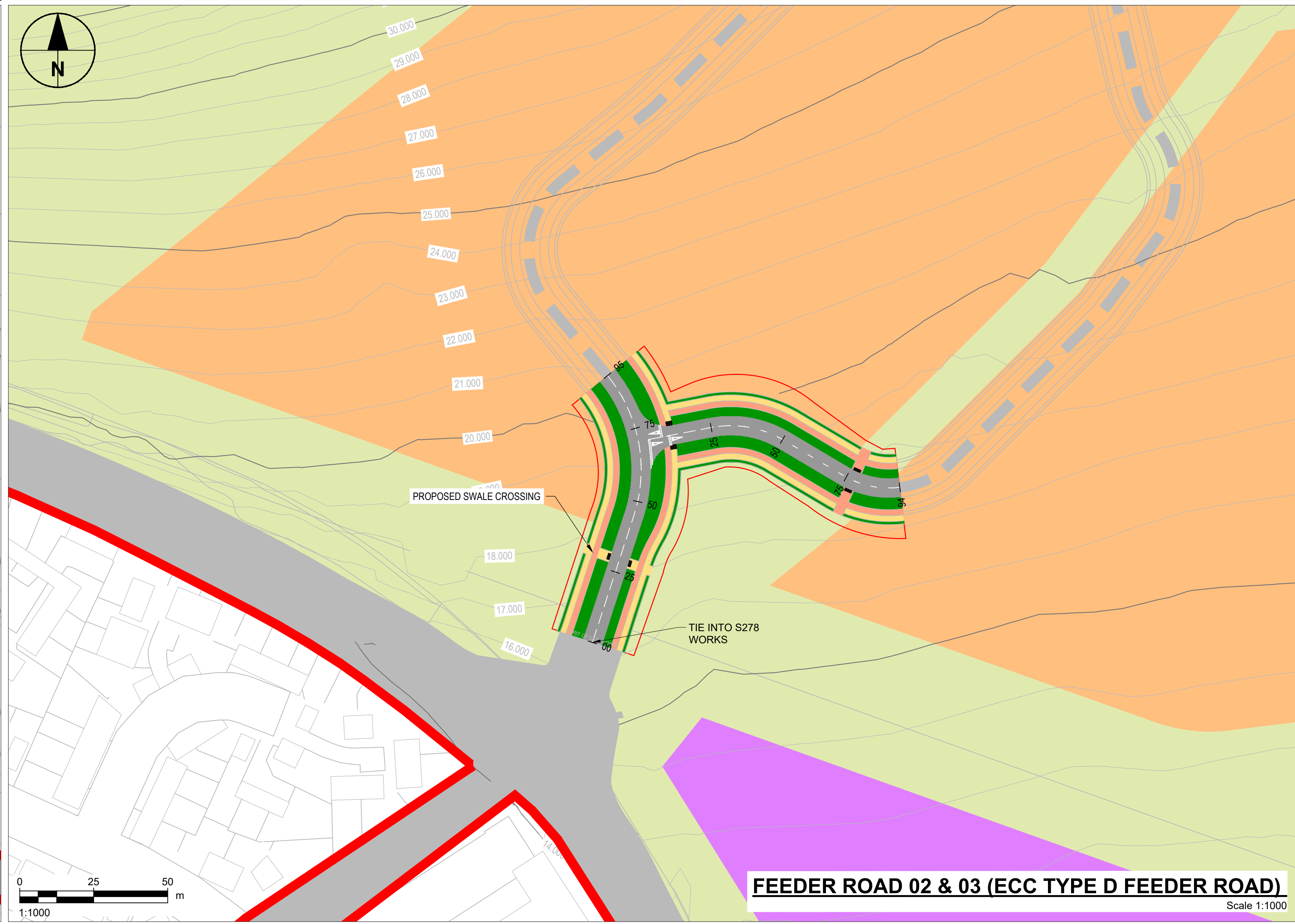
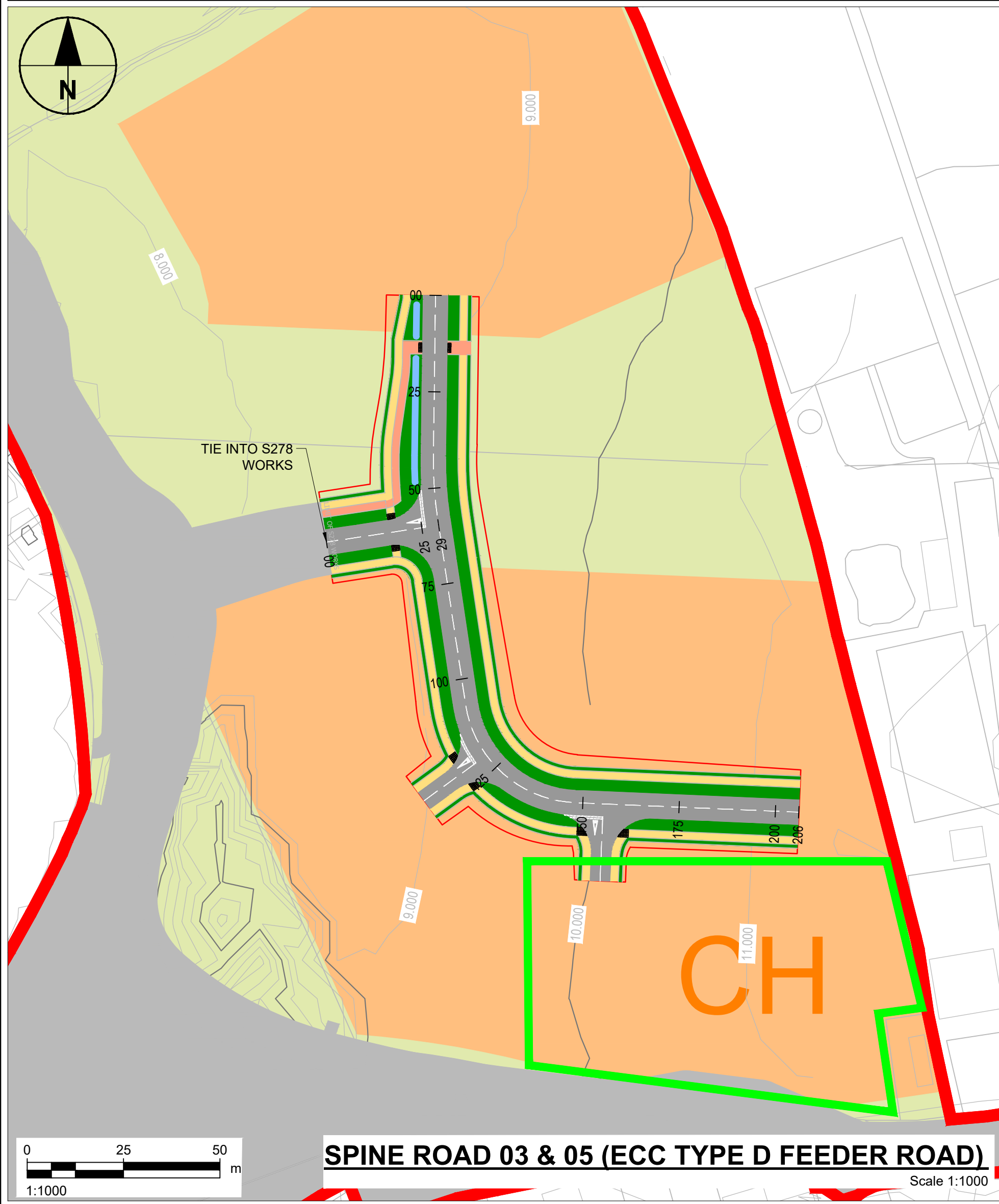
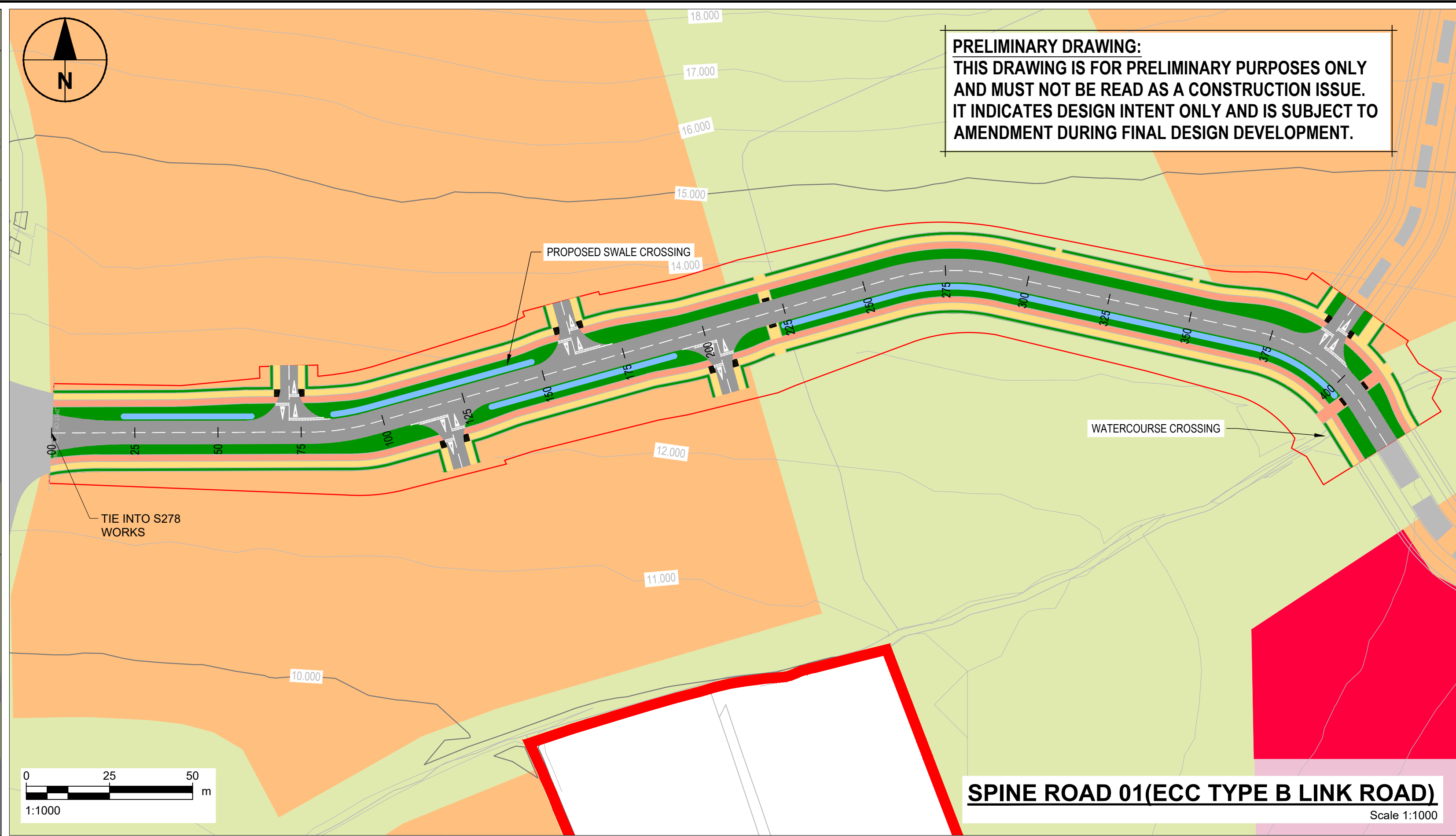
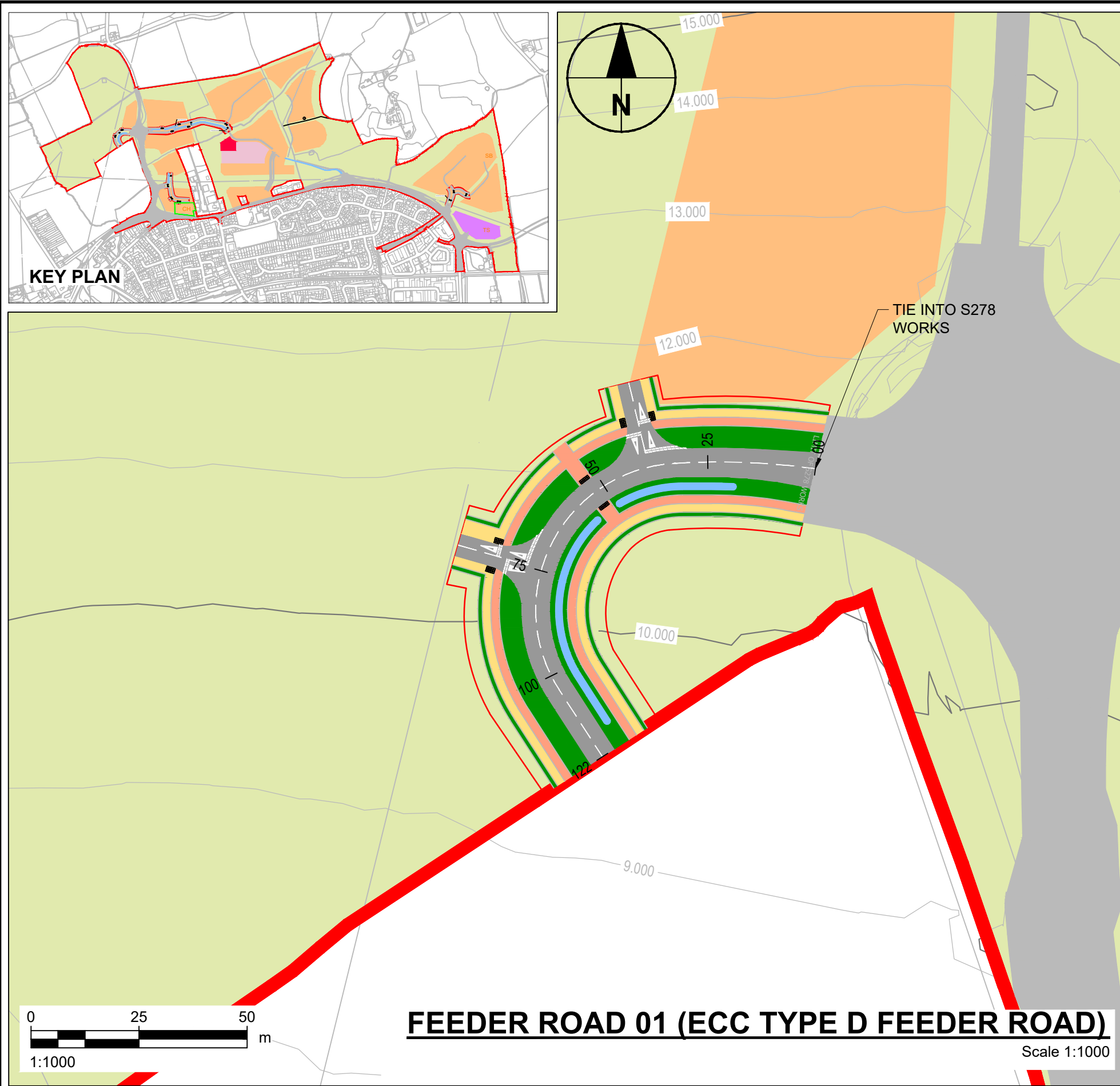
This information is needed prior to commencement of the development to ensure there is no harm caused to protected species and their habitats in accordance with Policy DM16 of the Chelmsford Local Plan.

Condition 12

The network of pedestrian and cycleway routes within the site shall, as appropriate, be hard surfaced and illuminated in accordance with details to be submitted to and approved in writing by the Local Planning Authority and designed to accord with the adoptable highway standard applicable at the time. The pedestrian and cycle routes shall be implemented as part of the overall phased delivery of the development in accordance with an agreed timetable.

Reason:

In the interests of establishing a logical route network which permeates the development encouraging sustainable methods of travel and minimising the need for travel by car



- NOTES**
1. THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.
 2. DO NOT SCALE FROM THIS DRAWING. ONLY USE PRINTED DIMENSIONS.
 3. ALL DIMENSIONS ARE IN MILLIMETERS. ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METERS UNLESS DEFINED OTHERWISE.
 4. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
 5. 'MARKED UP' DRAWINGS ARE TO BE PROVIDED TO THE ENGINEER UPON COMPLETION TO ENABLE PRODUCTION OF 'AS BUILT' DRAWING IN ACCORDANCE WITH CONSTRUCTION (DESIGN & MANAGEMENT): 2007 REGULATIONS 22(J).
 6. TIE INTO S278 WORK BASED ON OVERVIEW PLAN P9 DRAWING REV P9 (MAYER BROWN).
 7. DESIGNED IN ACCORDANCE WITH ESSEX DESIGN GUIDE.
 8. HIGHWAY BOUNDARY SHOWN AT BOTTOM OF EARTHWORKS AT TIE IN TO EXISTING GROUND LEVEL BASED ON 1 IN 3 BATTER. WILL BE REVISED DURING DETAILED DESIGN OF PLOTS ACCORDINGLY.
 9. EARTHWORKS / HIGHWAY BOUNDARY APPROXIMATED BASED UPON PREVIOUS HIGHWAY LEVELS, AND NOT ENVISAGED TO CHANGE BATTER SLOPES SIGNIFICANTLY AS A RESULT OF THE IMPLEMENTATION OF LTN 1/20. BATTER SLOPES HAVE BEEN ADJUSTED BASED UPON 2D LAYOUT CHANGES, BUT MAY NEED MINOR MODIFICATION FOLLOWING 3D MODELLING REVIEWS.

- KEY**
- OVERALL SITE BOUNDARY
 - HIGHWAYS BOUNDARY
 - PROPOSED CARE HOME BOUNDARY
 - PROPOSED ROAD SIDE SWALE
 - PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY
 - PROPOSED CYCLEWAY
 - WHITE-LINE TO DIAG. 1009 - WIDTH 100MM, 600MM MARK & 300MM GAP
 - WHITE-LINE TO DIAG. 1003 - WIDTH 200MM, 600MM MARK & 300MM GAP
 - WHITE-LINE TO DIAG. 1004 - WIDTH 100MM, 4000MM MARK & 2000MM GAP
 - WHITE-LINE TO DIAG. 1008 - WIDTH 100MM, 2000MM MARK & 4000MM GAP
 - DIAG. 1023 GIVE WAY MARKING - 3750MM HIGH

ISSUE/REVISION

P07	08/09/22	LAYOUT UPDATED
P06	17/03/22	LAYOUT UPDATED
P05	22/02/22	ACCESS ROUTES UPDATED
P04	14/02/22	SWALE & UTILITIES ADDED
P03	13/01/22	REVISED FOR LTN 1/20
P02	23/09/21	PROJECT NAME CHANGE
P01	16/06/21	ISSUED FOR PLANNING
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60567432

SHEET TITLE

GENERAL ARRANGEMENT

SHEET NUMBER

L00005-AEC-NA-NA-DR-C-1000