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## **Item No: 7.1**

**Application:** 172363

**Applicant:** Persimmon Homes Essex

**Agent:** Mr Stuart McAdam

**Proposal:** Development for an additional ten units to Parcel NR5 which now comprises a scheme of twenty two units containing a mix of houses, together with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping

**Location:** Lakelands Parcel NR5, Tollgate Road, Stanway, Colchester

**Ward:** Marks Tey and Layer

**Officer:** Daniel Cameron

**Recommendation:** Approval subject to conditions and the completion of an Section 106 Agreement.

## **1.0 Reason for Referral to the Planning Committee**

- 1.1 This application is referred to the Planning Committee because it is a major planning application requiring a Section 106 Agreement and because objections have been received from the public.

## **2.0 Synopsis**

- 2.1 The key issues for consideration are whether the increased number of residential units proposed on the site would result in harm thereby conflicting with relevant local planning policies or the would run contrary to the approved Lakelands masterplan.
- 2.2 Following an examination of the issues surrounding this application it is subsequently considered that it be recommended for approval subject to the conditions recommended at the end of this report and the completion of a Section 106 Agreement based on the terms outlined at section 14.

## **3.0 Site Description and Context**

- 3.1 The proposed site is a roughly rectangular shaped parcel of land located with at the northern edge of the wider Lakelands development site in Stanway. The site is located equidistant between the Stanway Western Bypass and Tollgate Road. To the immediate north of the site is the rear of the Tollgate retail park, while the parcels to the east and west of the site are to provide residential housing. It should be noted that the site to the immediate south of the site is intended to provide a school. This parcel is referred to by the developer as NR5.
- 3.2 In 2016, reserved matters consent was granted on this site which provided for the development of 12 residential units with associated parking and private amenity space, open space and landscaping.

## **4.0 Description of the Proposal**

- 4.1 Following the approval of reserved matters in 2016, this full application seeks to increase the number of residential dwellings on the site by 10, giving a total of 22 dwellings. The dwellings proposed are to be a mix of 2 and 3 bed homes, comprising 16 no. x 3 bed and 6 no. x 2 bed. Building heights are also mixed; the majority are either 2 or 2.5 stories in height with only 4 units being 3 storey.
- 4.2 It should be noted that the scheme as now proposed will provide the requisite policy compliant levels of private amenity space, public amenity space, landscaping, access and parking.

## **5.0 Land Use Allocation**

- 5.1 The current Local Plan includes the site within the Stanway Growth Area allocation, as such the specific Site Allocation policies are applied. These policies inform the overall level of development within the area and in particular emphasise the delivery of residential and employment uses.

## **6.0 Relevant Planning History**

- 6.1 Outline planning consent was originally granted under reference COL/90/1904 and O/COL/02/0980. These consents secured 800 residential units on the site as well as employment and leisure uses. Associated infrastructure including open space, the Lakelands Country Park, a school and roads were secured under the associated Section 106 Agreement. These outline consents were renewed under applications 121040 and 121041. The outline consents allow for the construction of a total of 800 residential units on the wider Lakelands site.
- 6.2 All residential parcels within the Lakelands development have been subject to approval of reserved matters that are compliant with the terms of the wider outline permission. The total cumulative number of residential units being constructed on the site stands at 793.
- 6.3 Currently two applications propose increasing the numbers of residential properties to be delivered on parcels NR5 and NR6-8 which is located to the immediate east of NR5. These two applications propose a total increase in unit numbers of 13, taking the total number to be delivered on site to 806 if consented. The increase in unit numbers on site NR6-8 (3 further flats) is being dealt with under application reference 172362 and the associated report is set out on this Agenda.

## **7.0 Principal Policies**

- 7.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) must be taken into account in planning decisions and is a material consideration, setting out national planning policy. Colchester's Development Plan is in accordance with these national policies and is made up of several documents as follows below.

- 7.2 The adopted Colchester Borough Core Strategy (adopted 2008, reviewed 2014) contains local strategic policies. Particular to this application, the following policies are most relevant:
- SD1 - Sustainable Development Locations
  - SD2 - Delivering Facilities and Infrastructure
  - H1 - Housing Delivery
  - H2 - Housing Density
  - H3 - Housing Diversity
  - H4 - Affordable Housing
  - UR2 - Built Design and Character
  - PR1 - Open Space
  - TA5 - Parking
  - ENV1 - Environment
- 7.3 The adopted Colchester Borough Development Policies (adopted 2010, reviewed 2014) sets out policies that apply to new development. Specific to this application are policies:
- DP1 Design and Amenity
  - DP3 Planning Obligations and the Community Infrastructure Levy
  - DP12 Dwelling Standards
  - DP16 Private Amenity Space and Open Space Provision for New Residential Development
  - DP17 Accessibility and Access
  - DP19 Parking Standards
  - DP20 Flood Risk and Management of Surface Water Drainage
- 7.4 Some allocated sites also have specific policies applicable to them. The adopted Site Allocations (adopted 2010) policies set out below should also be taken into account in the decision making process:
- SA STA1 Appropriate Uses within the Stanway Growth Area
  - SA STA4 Transportation in Stanway Growth Area
  - SA STA5 Open Space in Stanway Growth Area
- 7.5 Regard should also be given to the following adopted Supplementary Planning Documents (SPD):
- The Essex Design Guide
  - External Materials in New Developments
  - EPOA Vehicle Parking Standards
  - Affordable Housing
  - Community Facilities
  - Open Space, Sport and Recreation
  - Sustainable Construction
  - Sustainable Drainage Systems Design Guide
  - Stanway Joint Design Statement and Parish Plan

## **8.0 Consultations**

- 8.1 The stakeholders who have been consulted and provided consultation responses are as set out below. The complete text may be read on the Council's website.

- 8.2 *Landscape Officer* – States that minor revisions are required to the layout (which have now been achieved). The officer suggests a condition that further landscaping details including management plans should be submitted prior to commencement and implemented prior to occupation.
- 8.3 *Urban Designer* – Advises that the applicant has worked collaboratively with the urban designer to increase the overall design quality of the proposal. It is recommended that conditions be applied to control the materials used on the site and to provide additional architectural details (eaves, reveals, lintels, cills, etc). Otherwise the design of the overall parcel is good and there are no objections. Further consideration of recently received drawings will be reported to update members at committee.
- 8.4 *Environmental Control* – States that the rear of part of the proposed development backs on to a corner of the service yard of units in Tollgate Retail Park. Permission for future development of the area permits the retail park to be open until 23.30, which fall into the WHO guidelines for night time hours, therefore there is the potential for sleep disturbance and therefore a condition is recommended to ensure that the residential units are suitably insulated against disturbance.
- 8.5 *Highways Authority* – Raises no objections to the revised layout. Residential travel packs should be provided to each dwelling and be secured via condition.
- 8.6 *Natural England* – No comments.

## **9.0 Parish Council Response**

- 9.1 The Parish Council have stated that they object to the proposed development on the grounds of insufficient parking and amenity space being provided on site. They note that the increase in residential units proposed by the applicants would not meet the expectations of the existing occupants.
- 9.2 In addressing the points made by the Parish Council, it should be noted that the application proposes parking on site in line with adopted parking standards and that a landscaped amenity area is to be provided along the northern border of the site. There is also a large amount of amenity space being provided throughout the entire Lakelands site that exceeds the policy standard across the development as a whole.

## **10.0 Representations from Notified Parties**

- 10.1 The application resulted in a number of notifications to interested third parties including neighboring properties. A single representation was received. The full text of all of the representations received is available to view on the Council's website. However, a summary of the material considerations is given below.
- 10.2 It should be noted that previous applications within the larger Lakelands site have been particularly contentious. The one representation received in regards to this application, notes previous dissatisfaction with the planning decisions

regarding Lakelands parcel SR6 and that the Lakelands site as a whole cannot take more housing.

- 10.3 With regards to the representation above, both parcel SR6 and this development parcel have been allocated for residential development within the original outline planning permission. The outline consent allows for 800 residential units on the wider site. The changes proposed in terms of housing numbers on this site, would bring the total number of residential units on the site to 806. It is not accepted that this marginal increase in units beyond that approved under the outline permission would result in harm in terms of unacceptable density or non-compliance with adopted amenity/parking standards.

## **11.0 Parking Provision**

- 11.1 Adopted parking standards require that 44 parking spaces are provided for the use of the residents of the development and a further 6 spaces be provided for use of visitors. The proposed development meets the required parking standards and provides visitor parking over the amount required by policy.

## **12.0 Open Space Provisions**

- 12.1 The wider Lakelands consent provides for the delivery of the Lakelands Country Park, a large area of informal open space and also for green links to permeate the site thereby connecting the various residential developments to both the Country Park but also to Tollgate and wider Stanway.
- 12.2 Within the application site an area public open space is to be provided which as part of the above mentioned green links which serves to link the wider site with Tollgate achieves compliance with adopted policy and the aims of the approved Tollgate Masterplan.

## **13.0 Air Quality**

- 13.1 The site is outside of any Air Quality Management Area and will not generate significant impacts upon the zones.

## **14.0 Planning Obligations**

- 14.1 As a Major application, there was a requirement for this proposal to be considered by the Development Team. As the original outline consents secured extensive contributions to mitigate the development impacts of up to 800 residential units, it was considered appropriate to levy contributions on the additional 6 units proposed beyond the outline permission and associated s.106 agreement.
- 14.2 The Community Infrastructure Levy Regulations 2010 (as amended) limit the Council to only collecting 5 contributions (known as the 'pooling restriction' in CIL Regulations 2010 as amended) towards a particular item of infrastructure. As the potential contributions from the additional 6 units were negligible, it was considered that further financial contributions should not be sought. Instead, the developer has offered two of the additional units as affordable housing. This

approach has been accepted by Development Team as a positive outcome reflecting wider corporate priorities and need and it is proposed that these units will be secured through a Section 106 Agreement.

## **15.0 Report**

15.1 The main issues in this case are:

- Principle of Development
- Design and Layout
- Impact on the Surrounding Area
- Public Open Space Provision

15.2 The application site falls within an area of residential development already benefiting from extant outline and reserved matters permission. Residential development within this area is therefore acceptable in planning terms and the principle of development established.

15.3 Members may be aware that the design and access statement approved for the site through a discharge of condition process serves as the master-planning document for the wider Lakelands site. It makes a number of requirements relevant to this site; both in terms of design and layout. The strategic aim being “creating an attractive, exciting and liveable sustainable urban extension to the western fringe of Colchester”. The specific requirements for this site are listed below:

- Built form is to front out both northwards and southwards and density should be within a range of 30 to 35 dwelling per hectare;
- Design character should be typical of the urban form seen within Colchester and should seek to appear as an urban village;
- Building heights should be majority 2-storey with some 2.5 and 3 storey buildings providing landmark features; and
- Road access to be taken from the east, connecting to the rest of the residential development, but with no through access to the parcel on the western side. Access to this parcel should be in the form of a footpath and cycleway which runs east to west within the site and also connects to Tollgate in the north.

15.4 However, it must also be noted that while the masterplan is a material planning consideration, it is only a material consideration as a guide to development on the site and there have been a number of deviations from it as Lakelands has been built out. The question that must be addressed through this application, is whether the increase in unit numbers on this parcel would lead to an unacceptable form of development which would not accord with either the majority of the masterplan document, or with local planning policies.

- 15.5 The NPPF is clear in the significance it attaches to achieving good design within the planning system. Paragraph 56 of the NPPF states that ‘...good design is a key aspect of sustainable development...’ and ‘...is indivisible from good planning...’ Local Plan policies reflect this aim, Core Strategy policy UR2 requires development to be informed by the context of its location and to provide high quality design. Development Policy DP1 also requires a high standard of design from development proposals.
- 15.6 Development Policies DP12, DP16 and DP19 are all directly applicable given that they determine the relevant dwelling standards, size of private amenity space and parking provision required for all new residential development within the Borough. These policies provide detail to aid in the delivery of the residential development outlined in Core Strategy Policies SD1, H1, H2, and H3.
- 15.7 The layout of the site is unchanged from that approved at reserved matters stage. Road access continues to be taken from the east of the site and no through access is permitted to the adjacent site to the west. The footway and cycleway link through the site from east to west continues and the connection to the north to Tollgate is maintained. A strip of open space is maintained to the north of the site, both to set the built form back from the Tollgate Retail Park but also to offer a small area of open space. It should be noted that the Highways Authority raised no objection to the layout and that it continues to comply with the requirements of the Lakelands Masterplan.
- 15.8 Site density increases to 39 dwellings per hectare which is over and above what is recommended in the masterplan (30 to 35 dwellings per hectare). That said, the increased unit numbers does lead to a more efficient use of land. It should further be noted that at the time the masterplan was adopted, increased development at Tollgate Retail Park was not envisaged and the parcel of land to the immediate west was allocated as an employment site. Both parcels have intensified their uses and a marginal increase in density at this location would not result in material harm or conflict with adopted policy standards. The residential units proposed are still arranged as required by the masterplan; to front out both north south and it should be noted that back to back distances are achieved in line with the requirements of the Essex Design Guide.
- 15.9 With regard to the character of the built form, a contemporary approach has been adopted by the developer, looking to emulate the form of a small scale ‘urban village’. The house-types proposed have been much improved through collaborative working with Officers and are held to be indicative of good design. Conditions recommended by the Urban Designer have been attached to the end of this report to ensure that detailed design points can be worked up and that the use of materials suitable to the location are used within the construction of the properties.



- 15.10 As noted above, Development Policies DP12, DP16 and DP19 are all directly applicable to this site. With regards to DP12 there are no issues regarding back to back distances, overlooking, and overshadowing on residential privacy. Private amenity space is provided for each residential unit in the form of a private garden which meets or exceeds the minimum space requirements outlined in policy DP16. Finally, as noted in section 11 of this report, parking is provided in line with standards set out within DP19.
- 15.11 With regards to the surrounding area, it is noted that delivery times to the Tollgate Retail Park have been extended later into the evening. As this can be a particularly sensitive time in which to operate, Environmental Control Officers have recommended a condition requiring a higher standard of noise insulation to the properties on this parcel of land. This issue aside, there are no further identifiable impacts on the surrounding area.
- 15.12 The site has no existing landscape features, although a parcel of open space incorporating footway and cycle links across the site and into Tollgate is to be provided and landscaped to provide public amenity. This will be conditioned to ensure that a detailed landscape plan is submitted to and approved by the Council prior to commencement.

## **16.0 Conclusion**

- 16.1 To summarise, the proposed development satisfies the strategic aims of the Lakelands masterplan with the exception of the marginal increase in housing density. That said, the increased numbers on the scheme do not lead to conflict with adopted policy and result in a development which makes better use of land and relates better to the context in which it is placed. Given the thrust of Government policy to increase housing supply, the more efficient use of land is positive where this does not result in an unacceptable form of development or design. It is consequently considered that the development proposed is acceptable in planning terms and approval is recommended.

## **17.0 Recommendation to the Committee**

- 17.1 The Officer recommendation to the Committee is for:

APPROVAL of planning permission subject to the signing of a legal agreement under Section 106 of the Town and Country Planning Act 1990, within 6 months from the date of the Committee meeting. In the event that the legal agreement is not signed within 6 months, to delegate authority to the Head of Service to refuse the application, or otherwise to be authorised to complete the agreement. The Permission will also be subject to the following conditions with delegation to officers to vary matters of detail should this be necessary:

### **1. ZAA - Time Limit for Full Permissions**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

## **2. ZAM - Development to Accord with Approved Plans**

The development hereby permitted shall be carried out in accordance with the details shown on the submitted Drawing Numbers PH-105-02 D, PH-105-09 A, PH-105-10 A, PH-105-11 B, PH-105-12 A, PH-105-13 A, PH-105-14 A and PH-105-15 A.PH -105-02 Rev D, PH-105-08D.

Reason: For the avoidance of doubt as to the scope of this permission and in the interests of proper planning.

## **3. ZBC - Materials to be Agreed**

No external facing or roofing materials shall be used in the construction of the development hereby permitted until precise details of the manufacturer, types and colours of these have been submitted to and approved, in writing, by the Local Planning Authority. Such materials as may be approved shall be those used in the development.

Reason: In order to ensure that suitable materials are used on the development as there are insufficient details within the submitted planning application.

## **4. Z00 - Drawings of Architectural Features**

Prior to the commencement of any works, additional drawings that show details of all architectural features (including but not limited to) proposed new windows, decorative brick details, doors, string courses, eaves, verges, cills, window reveals, pilasters, balconies, roof feature/s, exposed rafter feet, and arches to be used, by section and elevation, at scales between 1:20 and 1:1, as appropriate, shall be submitted to and approved, in writing, by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved additional drawings.

Reason: There is insufficient detail with regard to these features which are an integral part of the overall design.

## **5. Z00 - Landscape Works**

No works shall take place until full details of all landscape works have been submitted to and agreed, in writing, by the Local Planning Authority. The works hereby agreed shall be carried out prior to the occupation of any part of the development unless an alternative implementation programme is subsequently agreed, in writing, by the Local Planning Authority. The submitted landscape details shall include:

- Proposed finished levels or contours along with confirmation that the footway/cycleway conforms to required accessibility levels;
- Means of enclosure;
- Vehicle and pedestrian access and circulation areas;
- Hard surfacing materials;
- Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.);
- Earthworks (including the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform)

- Planting plans;
- Written specifications (including cultivation and other operations associated with plant and grass establishment);
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- Implementation timetables and monitoring programs.

Reason: To ensure that there is a suitable landscape proposal to be implemented at the site for the enjoyment of future users and also to satisfactorily integrate the development within its surrounding context in the interest of visual amenity.

## **6. ZFE - Landscape Management Plan**

Prior to the first occupation of the development, a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas other than small, privately owned, domestic gardens shall be submitted to and agreed, in writing, by the Local Planning Authority. The landscape management plan shall thereafter be carried out as approved at all times.

Reason: To ensure the proper management and maintenance of the approved landscaping in the interests of amenity and the character and appearance of the area.

## **7. Z00 - Areas to be Adopted/Un-adopted/Public**

Prior to the commencement of any works a plan showing the areas of the site to be adopted to be the responsibility of a management company or to be in private ownership shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure these matters are agreed and there are no areas of land where ownership/responsibility is unknown.

## **8. Z00 - Management Company Details**

Prior to the first occupation of the development hereby permitted, details of the Management Company to be responsible for all the areas either adopted or not in private ownership shall be submitted to, and agreed in writing by, the Local Planning Authority. The Management Company shall thereafter remain in place for the management of these areas.

Reason: To ensure the continued and appropriate management of these areas.

## **9. Z00 - Parking Spaces to be Provided**

Prior to the first occupation of the development, the PARKING SPACES and VISITOR SPACES shown on the approved plans shall be made available for use for the parking of motor vehicles to be used solely for the benefit of the occupants of the dwelling of which it forms part, or their visitors, and for no other purposes whatsoever. The PARKING SPACES and VISITOR SPACES shall then be maintained free from obstruction and for this purpose at all times thereafter.

Reason: In order to ensure that the development retains adequate parking provision.

#### **10. ZJA - Cycle Parking TBA**

Prior to the development hereby permitted coming in to use, details of the number, location and design of cycle parking facilities shall be submitted to and approved, in writing, by the Local Planning Authority. The approved facility shall be secure, convenient and covered and shall be provided prior to occupation and retained for that purpose at all times thereafter.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety.

#### **11. ZJD - Travel Information and Marketing Scheme**

Prior to the first occupation of the development, the developer shall be responsible for the provision and implementation of a Travel Information and Marketing Scheme for sustainable transport, which shall have been previously submitted to and approved, in writing, by the Local Planning Authority, to include vouchers for 12 months free bus travel within the Stanway zone for each eligible member of every residential household. The vouchers to be valid for exchange during the first 6 months following the occupation of the individual dwelling unit.

Reason: In the interests of promoting sustainable development and transport.

#### **12. ZGK - External Noise**

All residential units shall be designed so as not to exceed the noise criteria based on current figures by the World Health Authority Community Noise Guideline Values/BS8233 “good” conditions given below:

- Dwellings indoors in daytime: 35 dB LAeq,16 hours
- Outdoor living area in day time: 55 dB LAeq,16 hours
- Inside bedrooms at night-time: 30 dB LAeq,8 hours (45 dB LAmax)
- Outside bedrooms at night-time: 45 dB LAeq,8 hours (60 dB LAmax)

Such detail and appropriate consequential noise mitigation measures as shall have been agreed, in writing, by the Local Planning Authority shall be implemented prior to occupation of the development and shall be maintained as agreed thereafter.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the future residents by reason of undue external noise where there is insufficient information within the submitted application.

#### **13. Z00 - Development to be in Accordance with Remediation Strategy**

Development shall comply with the BWB Remediation Strategy, Ref OHP007/05/V3, dated February 2012 (“RMS”) and CGL Gas Risk Assessment Report, Stanway, Colchester, dated February 2012 as agreed by Colchester Borough Council on 2nd May 2012 in discharge to condition 6 of F/COL/01/0976 or variation as agreed in writing with the Local Planning Authority.

Reason: The site lies within 250m of a former landfill site and the Local Planning Authority wishes to ensure that development proceeds safely.

#### **14. Z00 - Development to be in Accordance with Environmental Reports**

Development shall comply with the BWB Phase I Geo-Environmental Report for O&H properties Ltd; Ref: OHP007SE/PHS2/01/V2; dated July 2010 BWB Phase II Additional Environmental Assessment Interpretative Report for O&H Properties Ltd; Ref: OHP007SE/PHS2/02/V1; dated March 2011 BWB Further Ground Gas Investigations and Monitoring for O&H Properties Ltd; Ref: OHP007/04/V3; dated

February 2012 BWB Remediation Strategy, Ref OHP007/05/V3, dated February 2012 ("RMS") as agreed by Colchester Borough Council on 2nd May 2012 in discharge to condition 29 of F/COL/01/0976. Or other variation as agreed in writing with the local planning authority.

Reason: To ensure that the site is currently in or is brought to a condition that poses an acceptable risk to future occupants, users, controlled waters, property and the greater environment from contamination in the soil and controlled waters. It also ensures that the site workers are not exposed to unacceptable risks from contamination during construction.

#### **15. Z00 – Construction Method Statement**

Construction methods shall comply with the Construction Method Statement received 30th November 2010 and agreed by Colchester Borough Council on 9th December 2011 in discharge to condition 12 of F/COL/01/0976 unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety and safeguarding residential amenity.

#### **16. Z00 - Foul and Surface Water Drainage**

Prior to the commencement of any development, a scheme for the provision and implementation of foul and surface water drainage shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall thereafter be constructed and completed in accordance with the approved plans.

Reason: To prevent the potential for any increased risk of flooding.

#### **17. ZCE - Refuse and Recycling Facilities**

Prior to the first occupation of the development hereby permitted, refuse and recycling storage facilities shall be provided in accordance with a scheme which shall have been previously submitted to and agreed, in writing, by the Local Planning Authority. Such facilities shall thereafter be retained to the satisfaction of the Local Planning Authority at all times.

Reason: The application contains insufficient information to ensure that adequate facilities are provided for refuse and recycling storage and collection.

#### **18. Z00 – Lighting of the Development**

Any lighting of the development shall be located, designed and directed so that it does not cause avoidable intrusion to adjacent residential properties or constitute a traffic hazard or cause unnecessary light pollution outside the site boundary. 'Avoidable intrusion' means contrary to the Code of Practice for the Reduction of Light Pollution issued by the Institute of Lighting Engineers. Reason: To reduce the undesirable effects of light pollution on the amenity of the area.

## 18.0 Informatives

18.1 The following informatives are also recommended:

### 1. ZT0 – Advisory Note on Construction & Demolition

The developer is referred to the attached advisory note *Advisory Notes for the Control of Pollution during Construction & Demolition Works* for the avoidance of pollution during the demolition and construction works. Should the applicant require any further guidance they should contact Environmental Control prior to the commencement of the works.

### 2. ZTA - Informative on Conditions Stating Prior to Commencement/Occupation

PLEASE NOTE that this permission contains a condition precedent that requires details to be agreed and/or activity to be undertaken either **before you commence the development or before you occupy the development**. This is of critical importance. If you do not comply with the condition precedent you may invalidate this permission and be investigated by our enforcement team. Please pay particular attention to these requirements. To discharge the conditions and lawfully comply with your conditions you should make an application online via [www.colchester.gov.uk/planning](http://www.colchester.gov.uk/planning) or by using the application form entitled 'Application for approval of details reserved by a condition following full permission or listed building consent' (currently form 12 on the planning application forms section of our website). A fee is also payable, with the relevant fees set out on our website.

### 3. ZTB - Informative on Any Application With a Site Notice

PLEASE NOTE that a site notice was erected in a publicly visible location at the site. Colchester Borough Council would appreciate your co-operation in taking the site notice down and disposing of it properly, in the interests of the environment.

### 4. ZTC - Informative on Noise and Sound Insulation Competent Persons

PLEASE NOTE that, with regard to and noise measurement and sound insulation, a competent person is defined as 'someone who holds a recognised qualification in acoustics and/or can demonstrate relevant experience'.

### 5. ZTG - Informative on Section 106 Agreements

PLEASE NOTE: This application is the subject of a Section 106 legal agreement and this decision should only be read in conjunction with this agreement.

### 6. ZUP - Informative on Surface Water Drainage

PLEASE NOTE that it is the responsibility of the developer to ensure proper provision is made for the surface water drainage of the site to ground, watercourse or surface water sewer. To avoid foul sewer flooding, surface water must not be drained to a foul sewer. The use of sustainable drainage systems (known as SUDS) is very much encouraged. SUDS offer an alternative approach to traditional engineered drainage solutions by detaining run-off on site and releasing it slowly into watercourses or to ground (e.g. dry ditches/swales, detention/attenuation ponds, integrated wetlands). Source control techniques are also increasingly popular, e.g. the use of porous (as opposed to impermeable)

paving and 'green roofs' which allow rainwater re-use. These techniques reduce the likelihood of flash flooding, result in greatly improved water quality, are often cheaper and easier to maintain than traditional engineered drainage solutions (i.e. involving seal-trapped gullies and petrol interceptors), and can provide wildlife habitats.

## **7. INS – Landscape Guidance Notes**

Detailed landscape proposals, if/when submitted in order to discharge landscape conditions should first be cross-checked against the Council's Landscape Guidance Note LIS/C @ <http://www.colchester.gov.uk/article/13592/Landscape-Guidance-for-Developers>.