



Application No: 161668

Location: The Philip Morant School, Rembrandt Way, Colchester, CO3 4QS

Scale (approx): 1:2500

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7.4 Case Officer: Daniel Cameron

Due Date: 21/10/2016

MAJOR

Site: The Philip Morant School, Rembrandt Way, Colchester, CO3 4QS

Application No: 161668

Date Received: 11 July 2016

Agent: Mr Ian Butter Bsc FRICS MRTPI

Applicant: Philip Morant School & College

Development: Erection of two-storey teaching block (D1) together with an all-weather sports pitch, amended internal vehicle access route, car parking, cycle racks and associated facilities

Ward: Prettygate

Summary of Recommendation: APPROVE subject to the agreement of Sports England, the Landscape Officer and the Arboriculture Officer to the application subject to any condition they require.

1.0 Reason for Referral to the Planning Committee

- 1.1 This application is referred to the Planning Committee because it is a major application and representations relating to material issues have been received.

2.0 Synopsis

- 2.1 The key issues explored below are the impacts of the development on the nearby Lexden Dyke (a scheduled ancient monument), the highways network surrounding the site, the impact on the surrounding residential area and impact upon the existing sports facilities at Philip Morant school.
- 2.2 As the following report makes clear there are still certain issues relating to arboriculture, landscaping and the layout of the sports pitches to be clarified with further detailed submissions from the applicant. This report recommends that committee agree to authorise the Head of Commercial Services to grant permission to the application on the conditional basis that the outstanding issues are first resolved with the relevant stakeholders and that the conditions they deem necessary are attached to any decision notice.

3.0 Site Description and Context

- 3.1 Philip Morant School is a large school complex surrounded by its playing fields within Prettygate ward. To the immediate south of the site is large housing estate; while to its immediate north is the Colchester School for Girls. Lexden Dyke, a scheduled ancient monument, runs along part of the south-western boundary of the school and was part of a series of earthworks surrounding Iron-Age Colchester.

4.0 Description of the Proposal

4.1 The application covers five items:

- The erection of a new Performing Arts Block;
- Installation of a new 3G football pitch with floodlights;
- The erection of a new garage to house site maintenance vehicles and equipment;
- Relocation of an existing habitat area within the school grounds; and
- Additional car and cycle parking within the school grounds.

5.0 Land Use Allocation

5.1 Within the current Local Plan the surrounding area is zoned as predominantly residential while the site of the school itself is private open space. To the immediate west of the school site is an area of public open space.

6.0 Relevant Planning History

6.1 A number of small scale planning applications have been received relating to this site in the past few years. These have related to changes to the access to the school which were not implemented, and to the installation of a new heating system.

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 also be taken into account in planning decisions and sets out the Government's planning policies are to be applied. The NPPF makes clear that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental.

7.2 Continuing the themes of the NPPF, the adopted Colchester Borough Core Strategy (adopted 2008, amended 2014) adds detail through local strategic policies. Particular to this application, the following policies are most relevant:

SD1 - Sustainable Development Locations

SD2 - Delivering Facilities and Infrastructure

UR2 - Built Design and Character

PR1 - Open Space

TA1 - Accessibility and Changing Travel Behaviour

TA2 - Walking and Cycling

TA3 - Public Transport

TA4 - Roads and Traffic

TA5 - Parking

ENV1 - Environment

7.3 In addition, the following are relevant adopted Colchester Borough Development Policies (adopted 2010, amended 2014):

DP1 Design and Amenity
DP4 Community Facilities
DP14 Historic Environment Assets
DP15 Retention of Open Space and Indoor Sports Facilities
DP17 Accessibility and Access
DP19 Parking Standards
DP20 Flood Risk and Management of Surface Water Drainage

8.0 Consultations

8.1 External consultation was sought from:

- Historic England;
- Natural England;
- Sports England;
- Anglian Water;
- Essex Highways; and
- Essex SUDS.

Their responses are summarised below.

8.2 *Historic England* commented that the erection of the teaching block and all weather pitch was likely to have some impact upon the setting of the Lexden Dyke. It was however, considered unlikely that the development would amount to a level of harm which would negatively impact upon the scheduled monument. They recommend conditions to secure a programme of archaeological works, and on light pollution from the football pitch.

8.3 *Natural England* made no comment upon the application.

8.4 *Sports England* initially submitted a holding objection as they required further detail from the applicant regarding the size of the football pitch and its impact upon the existing sport pitches at Philip Morant School. This information has been partially provided through a revised layout plan submitted by the applicant. At the time of writing, Sports England have yet to confirm their agreement to the altered scheme layout, however, this is expected imminently.

8.5 *Essex Highways* initially objected to the application, as while highway infrastructure improvements were offered in order to mitigate the impact of the development, these all related to increased pedestrian traffic and did not address any impact created from additional vehicular traffic at peak drop off and pick up times. Following discussions with the applicants Essex Highways are content to work with the applicants in order to develop a scheme to alleviate highways impacts. Given that the transport assessment prepared by the applicant and confirmed by Essex Highways did not determine any adverse impacts until pupil numbers at the school exceeded an additional 120. As such it will be conditioned that the approved scheme of highways measures shall be implemented prior to this increase.

- 8.6 *Essex SUDS* initially placed a holding objection on the application as the originally submitted Flood Risk Assessment was insufficient on a number of topics. A revised assessment was then submitted by the applicants which is acceptable to Essex SUDS who have removed their object and now support the application subject to conditions.
- 8.7 Internal consultation was sought on the following topics:
- Urban design;
 - Archaeology;
 - Environmental Control;
 - Landscape; and
 - Arboriculture.
- Again, their responses are summarised below:
- 8.8 *Urban design* comments stated that the contemporary architecture would likely sit well with the rest of the school complex and that they supported the application subject to further detail on the materials and finishes to be employed.
- 8.9 *Archaeology* found the report submitted by the application to be adequate to ensure that there were no grounds to consider refusal. However, given the significance of the site, and bearing in mind the advice of Historic England a condition to secure a scheme of archaeological investigation will be attached.
- 8.10 *Environmental Control* raised no objection to the application provided conditions were attached to regarding its hours of construction in order to protect the amenity of neighbouring properties.
- 8.11 *Landscape* suggested alterations to the proposed layout to give greater recognition to Lexden Dyke within the scheme. A revised layout has been submitted, however, there has been insufficient time from the submission by the applicant to allow the Landscape Officer to comment.
- 8.12 *Arboriculture* a tree survey is required for the application which has been submitted by the applicant. Again, there has been insufficient time from the point of submission by the applicant to allow the Arboriculture Officer to comment.

In addition to the details reported above, the full text of all consultation responses is available to view on the Council's website.

9.0 Parish Council Response

- 9.1 The application is within an unparished ward.

10.0 Representations

- 10.1 The application was put out to consultation and was advertised through site notice, press advert and on the Council's website. Three representations were received. One objected to the application, while the remaining two made general observations.

- 10.2 The material issues raised by the representations are summarised as follows:
- Issues with school traffic at drop off and pick up time;
 - Light and noise pollution from the use of the 3G football pitch outside of school hours and at the weekends; and
 - Anti-social behaviour from young people at weekends.
- 10.3 It should be noted that none of the representations objected to the expansion of the school.

The full text of all of the representations received is available to view on the Council's website.

11.0 Parking Provision

- 11.1 Existing parking provision on the site allows for 147 cars, 300 cycles and 3 disabled spaces. As part of the proposals an additional 37 parking spaces are proposed as well as a reordering of the cycle parking spaces throughout the school site. The additional parking would be achieved through a re-ordering of existing car parking on site and would be required to accommodate the additional staff employed on site, as well as for out of school hours use of the sports pitches.
- 11.2 The car parking provision on site exceeds the maximum standard required by adopted parking standards, although it should be noted that cycle parking of 300 spaces is below the minimum required. The Transport Assessment submitted as part of the application shows that currently only 137 pupils make use of a bicycle to travel to school and it is thought that this number will only rise to 162. As such the current level of cycle parking is considered adequate. Car parking on site is designed to cope with both day-to-day parking needs of school staff as well as with parking pressure caused by out of hours events at the school such as parents' evenings.

12.0 Open Space Provisions

- 12.1 N/A.

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 Development Team and Planning Obligations

- 14.1 This application is classed as a "Major" application and therefore there was a requirement for it to be considered by the Development Team. It was considered that no Planning Obligations should be sought via Section 106 (S106) of the Town and Country Planning Act 1990.

15.0 Report

- 15.1 As previously discussed the application covers five items:
- The erection of a new Performing Arts Block;
 - Installation of a new 3G football pitch with floodlights;
 - The erection of a new garage to house site maintenance vehicles and equipment;
 - Relocation of an existing habitat area within the school grounds; and
 - Additional car and cycle parking within the school grounds.
- 15.2 With regards to the school expansion support for the expansions is given within paragraph 72 of the NPPF. Local Planning Authorities are tasked with engaging in a 'proactive, positive and collaborative' way to ensure that 'sufficient choice in school places is available to meet the needs of existing and new communities'. The paragraph ends by stating that 'great weight' should be given 'to the need to create, expand or alter schools'.
- 15.3 Philip Morant School and College caters for pupils aged between 11 and 18 years old and was rated as 'Good' in its most recent Ofsted inspection. The purpose of this application is to expand the school to accommodate an additional 300 pupils while also providing additional sports facilities for the wider area. The increase in pupil numbers is required following Essex County Council's report on commissioning school places within Colchester, which after taking into account the level of housing planned for the area, will show a deficit of places by the 2019/20 academic year. Essex County Council is therefore supportive of the scheme and will provide the necessary funding.
- 15.4 The design of the building is in keeping with the rest of the school site and should be partially screened by new landscaping to be introduced with the scheme. With regards to the scale of the building, it will be taller than some existing school buildings, but will not be overbearing in relation to them and is well separated from any existing residential properties so any impact upon amenity should be minimal. This would accord with policies UR2 and DP1.
- 15.5 With regards to the proposed MUGA, specific details regarding size and community use will need to be agreed with Sports England and will be conditioned in any event. As the proposed MUGA will be positioned on existing school playing field paragraphs 73 and 74 of the NPPF are relevant. Paragraph 73 of the NPPF highlights the important contribution that 'access to high quality open spaces and opportunities for sport and recreation can make...' while paragraph 74 goes further protecting existing open space, sports and recreational land from development, unless it can be shown that 'the loss... would be replaced by equivalent or better provision in terms of quantity and quality...' or that 'the development is for alternative sports and recreational provision...'. Development Policy 15 echoes the NPPF in this regard.
- 15.6 Consultation with Sports England has confirmed that the MUGA would provide increased opportunity for sports and recreational activity within the area while maintaining the level of sports facilities available to the school.

- 15.7 It should be noted that the proposed MUGA is to be illuminated by floodlighting. Owing to the location of the MUGA, away from residential properties it is not anticipated to create unwanted impacts upon amenity. However, to ensure competent installation a report on light spillage from the floodlights will be conditioned as will that the floodlighting be installed by suitably qualified persons and maintained as such. Similarly conditions will be added to control the noise from the pitches outside of school hours.
- 15.8 Essex Highways is content to allow the application to go ahead on condition that a scheme to control additional vehicle movements to and from the school at pick up and drop off time is devised and installed. The scheme is intended to promote alternative methods of transport to and from the site as well as include specific measures designed to mitigate increased vehicle impacts on the surrounding streets. Given that the increase in pupil numbers will be phased year on year once the additional capacity is created, Essex Highways will require this scheme to be implemented prior to the point at which the highways impacts will begin their significance.

16.0 Conclusion

- 16.1 The additional school places proposed are supported by national planning policy and supported by the Local Education Authority. The design, layout, scale and massing of the new school building is considered acceptable.
- 16.2 Sports England are content over the principle of the MUGA and are now only concerned by detail, this can be conditioned, as will the potential light and noise pollution from the MUGA. They are further satisfied that the requirements of paragraphs 73 and 74 of the NPPF have been met.
- 16.3 Given the support for the principle of the main elements of the application, it is recommended that the application be approved by Planning Committee subject to details concerning landscaping, arboriculture and the detail regarding the proposed MUGA be agreed prior to the issue of the decision notice.

17.0 Recommendation

- 17.1 APPROVE subject to the agreement of Sports England, the Landscape Officer and the Arboriculture Officer to the application subject to any condition they require. This is to be determined within 6 months from the date of the Committee meeting, in the event that the agreement of the stakeholders is not forthcoming within that period, to delegate authority to the Head of Commercial Services to refuse the application.

18.0 Conditions

1 - 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 - *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 189-3_P_001.R1, 189-3_P_102.R0, 189-3_P_301.R0 and 189-3_WD_009.R1.

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

3 - Materials to be Agreed

No works shall take place until precise details of the manufacturer and types and colours of the external facing and roofing materials to be used in construction 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 - Non-Standard Condition/Reason

No works shall take place until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation that has been submitted to and approved, in writing, by the Local Planning Authority. The Scheme shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording.
- b. The programme for post investigation assessment.
- c. Provision to be made for analysis of the site investigation and recording.
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e. Provision to be made for archive deposition of the analysis and records of the site investigation.
- f. Nomination of a competent person or persons/organisation to undertake the works.

The site investigation shall thereafter be completed prior to development, or in such other phased arrangement, as agreed, in writing, by the Local Planning Authority. The development shall not be occupied or brought into use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance Colchester Borough Council's Core Strategy (2008).

5 - Construction Method Statement

No works shall take place, including any demolition, until a Construction Method Statement has been submitted to and approved, in writing, by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and shall provide details for:

- the parking of vehicles of site operatives and visitors;
- hours of deliveries and hours of work;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;

the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
wheel washing facilities;
measures to control the emission of dust and dirt during construction; and
a scheme for recycling/disposing of waste resulting from demolition and construction works.
Reason: In order to ensure that the construction takes place in a suitable manner and to ensure that amenities of existing residents are protected as far as reasonable.

6 - Limits to Hours of Work

No demolition or construction work shall take outside of the following times;

Weekdays: 08:00 - 18:00

Saturdays: 08:00 - 13:00

Sundays and Bank Holidays: not at all

Reason: To ensure that the construction phase of the development hereby permitted is not detrimental to the amenity of the area and/or nearby residents by reason of undue noise at unreasonable hours.

7 -Limits to Hours of Construction Deliveries/Worker Traffic

No construction deliveries to or from the site, worker vehicle movements, or construction work shall take place outside of the following times;

Weekdays: 07:30 - 18:30

Saturdays: 07:30 - 13:30

Sundays and Bank Holidays: not at all

Reason: To ensure that the construction phase of the development hereby permitted is not detrimental to the amenity of the area and/or nearby residents by reason of undue noise at unreasonable hours.

8 - *Full Landscape Proposals TBA

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 and the works 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;
- MEANS OF ENCLOSURE;
- CAR PARKING LAYOUTS;
- OTHER 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.);
- RETAINED HISTORIC LANDSCAPE FEATURES;
- PROPOSALS FOR RESTORATION;
- 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.

9 - 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.

10 - Non-Standard Condition/Reason

Prior to commencement of any works, in agreement with the Local Planning Authority the Developer shall be responsible for the provision of a raft of sustainable travel measures which may include but not be limited to:

- Update of School Travel Plan,
- Pruning of all trees/hedges along the Public Footpaths within the schools landownership to facilitate greater movement of footpath users to the school, o Refresh all road markings in the vicinity of the school,
- A scheme of regular parking enforcement visits between 07:45 and 08:45 and again between 15:00 and 15:45,
- All proposed informal pedestrian crossing points as detailed by the submitted information,
- Further investigation of opportunities to provide improved facilities for drop-off and pick-up point for students by private vehicle.

Reason: The Transport Assessment submitted as part of the application did not contain adequate information to detail how the increased traffic created as a direct result of this application would be adequately managed within the existing highways network surrounding the application site. In the interests of proper planning with full regard to paragraph 32 of the NPPF and in the interests of sustainable development. Further to provide adequate improvements in the highway interest and environment thus catering for the additional vehicular traffic associated with the increase in school intake in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

11 - Non-Standard Condition/Reason

There shall be no gross increase of pupil numbers over 120 until such time as the aforementioned agreed scheme of highways works have been fully implemented to the satisfaction of Local Planning Authority.

Reason: To ensure improvements in the highway infrastructure are fully provided in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

12 - Non-Standard Condition/Reason

Prior to occupation of the development the on-site vehicular parking and turning facilities, as shown on the submitted plan shall be constructed, surfaced and maintained free from obstruction within the site at all times for that sole purpose.

Reason: To ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

13 - Non-Standard Condition/Reason

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 DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

14 - Non-Standard Condition/Reason

Any vehicular hardstanding shall have minimum dimensions of 2.9 metres x 5.5 metres for each individual parking space, retained in perpetuity.

Reason: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

15 - Non-Standard Condition/Reason

Prior to the commencement of the development the 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 provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

16 - Details of Floodlighting

No works shall take place until details of any floodlighting have been submitted to and agreed, in writing, by the Local Planning Authority. The development shall thereafter be carried out and maintained in accordance with the approved details.

Reason: To ensure that any floodlighting at the site is of a satisfactory specification and to ensure that it will not cause any undue harm or loss of amenity to the surroundings area.

17 - *Light Pollution for Minor Development

Any lighting of the development (including resultant sky glow, light trespass, source intensity and building luminance) shall fully comply with the figures and advice specified in the CBC External Artificial Lighting Planning Guidance Note EZ3 small town centres or urban locations.

Reason: In order to safeguard the amenity of the surrounding area by preventing the undesirable, disruptive and disturbing effects of light pollution.

18 - Non-Standard Condition/Reason

No works relating to the proposed MUGA hereby approved shall be undertaken until such time as detailed plans showing detail regarding the size, layout, access and enclosure of the MUGA have been submitted to and approved by the Local Planning Authority in writing.

Reason: There is a lack of detail regarding this item within the planning application.

19 - Non-Standard Condition/Reason

The artificial grass pitch hereby permitted shall not be constructed other than substantially in accordance with Sport England/National Governing Body Technical Design Guidance Notes including the FIFA Quality Concept for Football Turf - One Star accreditation/FIFA Quality or equivalent International Artificial Turf Standard (IATS) as a minimum. Subsequently the 3G pitch hereby permitted shall be maintained on the FA's 3G Football Turf Pitch Register for the lifetime of the facility.

Reason: To ensure the development is fit for purpose, sustainable and maintained correctly for use in the National League System.

20 - Non-Standard Condition/Reason

The MUGA hereby permitted shall not be brought into a beneficial use until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the artificial grass pitch and associated infrastructure hereby approved and include details of pricing policy, hours of use, access by non-educational establishment users /non-members, management responsibilities, a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport.

21 - Non-Standard Condition/Reason

No works shall take place until a detailed surface water drainage scheme for the site, 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. The scheme shall subsequently be implemented prior to occupation and should include but not be limited to:

- Further groundwater testing and infiltration testing in line with BRE 365. Storage should be based on the rates found as part of the testing with surface water managed on site up to the 1 in 100 inclusive of climate change (40%) storm event. If infiltration is proposed in any areas of made ground, details should be submitted as to how such areas will be remediated.
- Run-off from the proposed Performing Arts Block restricted to a minimum of 50% betterment on the existing brownfield rate from the existing car park. Calculations should be submitted for the existing brownfield rates and permission from the relevant body to discharge surface water to the proposed surface water sewer should be demonstrated.
- Further information as to how the Astro pitches will be drained. It should be demonstrated how Surface water from the pitches will be managed on site up to the 1

in 100 inclusive of climate change (40%) storm event.

- An appropriate amount of treatment in line with the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan highlighting conveyance and exceedance routes, location and sizing of storage features, FFLs and ground levels, outfalls and discharge rates from the site.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the effective operation of SuDS features over the lifetime of the development.

22 - Non-Standard Condition/Reason

No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented. The scheme shall be implemented as approved.

Reason: The National Planning Policy Framework paragraph 103 states that local planning authorities should ensure flood risk is not increased elsewhere by development.

23 - Non-Standard Condition/Reason

No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a Maintenance Company, details of long term funding arrangements should be provided.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

24 - Non-Standard Condition/Reason

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

19.0 Informatives

(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) All works affecting the highway should be carried out by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority and application for the necessary works should be made by initially telephoning 08456 037631.

(3) 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 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.

(4) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to: Essex Highways, Colchester Highways Depot, 653 The Crescent, Colchester, CO4 9YQ.

(5) The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

(6) Steps should be taken to ensure that the Developer provides sufficient turning and off loading facilities for delivery vehicles, within the limits of the site together with an adequate parking area for those employed in developing the site.

(7) Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk. Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office. Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note. The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise. We will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15th of April 2015 based on the key documents listed within this letter. This includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.

20.0 Positivity Statement

- 20.1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.