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Item No: 7.1

Application: 220324

Applicant: Mr. Shaun Barker

Proposal: Land Management is applying for planning permission to move some of the car parking at the Mersea Boating Lake to higher ground to the North presently used for agriculture

Location: East Mersea Youth Camp, Rewsalls Lane, East Mersea, Colchester, CO5 8SX

Ward: Mersea & Pyefleet

Officer: John Miles

Recommendation: Approval, subject to conditions.

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1.0 Reason for Referral to the Planning Committee

- 1.1 This application is referred to the Planning Committee because a director of the applicant company is an elected member of the Council.

2.0 Synopsis

- 2.1 The key issues for consideration are impacts on the character and appearance of the surrounding area (including landscape character), ecology, highways and parking, archaeology and flood risk.
- 2.2 It is considered that the scheme as revised, subject to the mitigation outlined, will not result in harm in terms of landscape character, ecology, or with regards to other material planning considerations.
- 2.3 The application is subsequently recommended for approval, subject to conditions.

3.0 Site Description and Context

- 3.1 The site contains a section of an existing arable field and is bound to the south by an existing hedgerow. The wider site under the applicant's ownership includes an existing boating lake and associated car parking area. The application site is set on higher ground than the existing parking area to the south.

4.0 Description of the Proposal

- 4.1 The application seeks to move a section of the existing car park onto the existing arable field, which is proposed to undergo a change of use. A single point of access to the new parking area is proposed from within the existing car park. The new access track and car park area are proposed to be finished in either Type 1 aggregate (commonly crushed rock) or road planings. The new car park is proposed to be enclosed by a new native hedgerow.

N.B. The final revised site layout is shown within the document indexed as 'Boating Lake Car Park Redesign'. A scaled standalone version of the drawing contained within this document is expected in advance of the Committee meeting and any updates will be reported on the amendment sheet.

- 4.2 The justification put forward for the proposals is that the existing area of the car park proposed to be replaced is particularly susceptible to flooding, while the proposed new car parking is set at higher ground and less susceptible to flooding.

5.0 Land Use Allocation

5.1 Agricultural land.

6.0 Relevant Planning History

6.1 This application follows application 212114 which concerned a similar proposal. This previous application was refused on the grounds of anticipated adverse landscape impact and potential harm to protected species (water voles).

6.2 The boating lake and existing car park area were approved under application 190949.

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 Local Plan 2017-2033 Section 1

The shared Section 1 of the Colchester Local Plan covers strategic matters with cross-boundary impacts in North Essex. This includes a strategic vision and policy for Colchester. The Section 1 Local Plan was adopted on 1 February 2021. The following policies are considered to be relevant in this case:

- SP1 Presumption in Favour of Sustainable Development
- SP7 Place Shaping Principles

7.3 Local Plan 2017-2033 Section 2

Section 2 of the Colchester Local Plan was adopted in July 2022. The following policies are of relevance to the determination of the current application:

- ENV1 Environment
- ENV2 Coastal Areas
- CC1 Climate Change
- OV2 Countryside
- DM1 Health and Wellbeing
- DM2 Community Facilities
- DM4 Sports Provision
- DM5 Tourism, leisure, Culture and Heritage
- DM6 Economic Development in Rural Areas and the Countryside
- DM15 Design and Amenity
- DM16 Historic Environment
- DM22 Parking
- DM23 Flood Risk and Water Management

- 7.4 The site is not in an area covered by a Neighbourhood Plan.
- 7.5 Regard should also be given to the following adopted Supplementary Planning Documents (SPD):
The Essex Design Guide
EPOA Vehicle Parking Standards
Managing Archaeology in Development.
East Mersea Village Design Statement

8.0 Consultations

- 8.1 The stakeholders who have been consulted and who have given consultation responses are as set out below. More information may be set out on our website.
- 8.2 **Archaeological Advisor:** The applicant's DAS assesses the potential archaeological impact of the scheme. However, this assessment is missing some key information, and there is no indication that it was carried out by an archaeological professional. The proposed development will be at the location of a red hill (Colchester Historic Environment Record no. 10110), likely dating to the Roman period, that has been identified from aerial photography. It is directly adjacent to an area of linear cropmarks (CHER no. 8726), also revealed in aerial photographs. The DAS states that these are not visible on the ground – they would never be. Cropmarks are only visible under very specific conditions, and can almost never be seen from the ground.

The red hill will have originally been a mound, gradually reduced due to erosion and modern ploughing, and the 300mm strip proposed for the car park could certainly impact on it.

There are no grounds to consider refusal of permission in order to achieve preservation in situ of any important heritage assets. However, in accordance with the National Planning Policy Framework (Paragraph 205), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

Archaeology condition recommended.

- 8.3 **Environment Agency:** No objections.
- 8.4 **Highway Authority:** No objections.
- 8.5 **Natural England:** No objection – Subject to appropriate mitigation being secured.
- 8.6 **Landscape Advisor:** If the arguments put forward by the applicant against the use of reinforced grass surfacing are accepted by Planning Officers, no objections (to the proposals as revised) subject to the imposition of a condition to secure an appropriate scheme of landscaping.

9.0 Parish Council Response

- 9.1 East Mersea Parish Council have raised no objection but have stated that “they feel strongly that the wildlife in the vicinity must be protected and that the new car park should not be too high as to be seen from surrounding areas.”

10.0 Representations from Notified Parties

- 10.1 The application resulted in a number of notifications to interested third parties including neighbouring properties, however no comments have been received.

11.0 Parking Provision

- 11.1 The application seeks to replace an existing part of the car park with a new car parking area, set at higher ground. This is discussed in more detail in the main body of the report. Indicative layout drawings suggest the new car parking area will be able to accommodate around 40 cars.

12.0 Accessibility

- 12.1 The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. The proposed development does not raise any concerns in this regard.

13.0 Open Space Provisions

- 13.1 Not applicable.

14.0 Air Quality

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

15.0 Planning Obligations

- 15.1 This application is not classed as a “Major” application and therefore there was no requirement for it to be considered by the Development Team and it is considered that no Planning Obligations should be sought via Section 106 (s.106) of the Town and Country Planning Act 1990.

16.0 Report

- 16.1 The main issues in this case are:
- The Principle of Development
 - Impact on the Surrounding Area
 - Ecological Impacts
 - Highways, Access and Parking
 - Archaeology
 - Flood Risk

- Other Matters

Principle

- 16.2 The site is located outside any defined settlement boundary, within the countryside and the designated Coastal Protection Belt. Development proposals in such locations must be considered on their own merits and assessed against relevant policy criteria, including that outlined under Policy ENV2: Coastal Areas.
- 16.3 This includes that development within the Coastal Protection Belt must require a coastal location, will be safe from flooding over its planned lifetime, will not be significantly detrimental to landscape and seascape character, provides opportunities and scope for adaptation to climate change, and will not hinder the future creation and maintenance of a continuous signed and managed England Coast Path. These issues and other relevant material planning considerations are considered below.

Impact on the Surrounding Area

- 16.4 When considering the visual impact of the proposed development, with the site within the defined Coastal Protection Belt, as already outlined Policy ENV2 must be given particular consideration, as well as Policy ENV1. These policies seek, amongst other things, to ensure development will not be significantly detrimental to the landscape and seascape character of the coast and protect important landscapes. Policy OV2 states proposals for sustainable rural businesses will be supported if they are of an appropriate scale, meet a local employment need, minimise negative environmental impacts, and harmonise with the local character and surrounding countryside where they are being proposed.
- 16.5 Policy SP7 requires development to respond positively to local character and protect and enhance assets of natural value. Paragraph 130 of the National Planning Policy Framework [NPPF] requires planning decisions to ensure development is sympathetic to local character, including landscape setting. Where development needs or is compatible with a rural location, it should be appropriate in terms of its scale, siting and design and protect, conserve or enhance landscape character.
- 16.6 With regard to landscape impacts specifically, it is important to note the reasons for refusal of previous application 212114 included landscape grounds. Since this previous application the proposals have however been revised and additional information submitted. The plans now include new sections of hedgerow and planting, with a view to help visually integrate the development into the surrounding landscape. The proposed new hedgerow also follows and partially reinstates the line of an historic hedgerow, evidenced on historic OS maps. The proposed mitigation measures are outlined in the submitted Landscape and Visual Impact Assessment [LVIA].
- 16.7 It should be noted that the hedge proposed to be breached to access the new car park is protected under the Hedgerows Regulations 1997 and has

been assessed as being classified as 'Important' under those Regulations. As a result, there is a presumption against the removal of any part of the existing live hedge.

- 16.8 It is observed however that there are existing gaps within the hedgerow and sections of dead elm, providing opportunities for the access to be orientated in a manner such that impacts to existing live hedges are limited. The application also provides the opportunity to secure the 'gapping-up' of the existing hedgerow.
- 16.9 While further landscape mitigation has been requested by the Council's Landscape Advisor in the form of reinforced grass surfacing for both the access track and parking bays, the applicant has advised of technical concerns with the use of such, specifically that ground conditions coupled with the anticipated weight the surface would be subject to will lead to the formation of high and low spots, causing practical issues. Such a surface treatment has therefore not been included as part of the proposed mitigation measures.
- 16.10 Exact details on mitigatory planting and other landscape works can be controlled through the imposition of a suitably worded condition and it is considered that subject to appropriate details being secured, the proposed hedgerow planting will provide effective screening of the proposed development.
- 16.11 Taken as a whole, with the mitigation proposed, it is considered the proposal is acceptable from a landscape perspective and will, on balance, avoid material harm to existing landscape and seascape character and the character and appearance of the area more widely.

Ecological Impacts

- 16.12 Policy ENV1 seeks to conserve or enhance biodiversity of the Borough. Paragraph 174 of the NPPF states development should contribute to and enhance the natural and local environment and minimise impacts on biodiversity, with appropriate ecological surveys required when there is reason to suspect the presence of protected species.
- 16.13 The Natural Environment and Rural Communities Act 2006 [NERC] places a duty on public bodies and statutory undertakers to exercise due regard to the conservation of biodiversity in the carrying out of their functions.
- 16.14 The Council also has statutory obligations under the Habitats Directive and Birds Directive to protect important habitats and species designated as habitats sites. Specifically, under the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats regulations'), as the Competent Authority for the purposes of this legislation for a proposal that is likely to have a significant effect on a designated site an appropriate assessment of the implications of a project on any such sites must be undertaken.

- 16.15 The proposal's potential to have an impact upon the interest features of Habitat sites [Colne Estuary SPA and Ramsar site, Blackwater Estuary SPA and Ramsar site, Dengie SPA and Ramsar site, Stour and Orwell Estuaries SPA and Ramsar site (south shore) and Essex Estuaries SAC] is considered twofold.
- 16.16 Firstly, were the proposal to facilitate increased visitor numbers (through an increase in car parking availability) this could have wider adverse ecological impacts through increased recreational pressures on the aforementioned SPA/Ramsar sites.
- 16.17 Secondly, it is considered that, without mitigation, there are potential adverse impacts arising from the physical works themselves. Though the new car park is 200m from the SPA/Ramsar site boundary, the now regularly flooded low ground just east of the boating lake, and the arable fields on the slope immediately to the south are known to be Functionally Linked Land [FLL] for SPA/Ramsar site waterbirds. The proposed works therefore affect land which is important ecologically in supporting the populations for which the sites have been designated or classified. There is also the potential for disturbance to be caused from the carrying out of physical works proposed.
- 16.18 For the reasons above, without mitigation, the proposal is considered likely to have a significant effect on the interests features of the aforementioned Habitat sites and an Appropriate Assessment [AA] is required under the habitat regulations.
- 16.19 The onus is on the Applicant to provide sufficient evidence to allow the Appropriate Assessment to be made, which is the stage at which avoidance and/or mitigation measures can be considered.
- 16.20 In this case an Ecological Statement has been provided, in addition to Winter Bird survey data. Mitigation has also been proposed in the form of compensatory grassland, identified on the revised plans as 'Mitigation Zones'. It has also been agreed that works will only take place outside the winter period (November-March inclusive) and the parking is only to be used by customers and/or staff of the boating lake. The creation of the identified Mitigation Zones will also require the closing off of areas of the existing car park, ensuring the proposal represents a relocation of the existing parking, and not an increase in the number of spaces. These zones will act as compensatory Functionally Linked Land (FLL) habitat, to replace the area proposed to be lost by the development.
- 16.21 In consultation with Natural England, it is considered that the information submitted, and mitigation proposed will ensure the proposal will not have an adverse effect on the integrity of identified habitat sites, either directly or indirectly. The Habitats Regulation Assessments undertaken are held on the planning file. The conditions recommended will ensure the mitigation outlined is carried out, and where appropriate retained in an appropriate form.

- 16.22 In addition to the above, consideration must also be given to potential on-site ecological impacts. An ecological survey has been provided to assist in the consideration of such. This document identifies the potential for adverse impacts to birds through the proposed hedgerow works, and potential impacts to water voles (a protected species), which are present on the wider site. It is considered adverse impacts to birds can be avoided through a condition restricting hedgerow works to outside bird nesting season, while the submission of a Water Vole Mitigation Strategy can be secured by condition. Such a condition also provides opportunities to secure appropriate enhancement works to ensure a net gain for the species.
- 16.23 For the reasons outlined above, subject to conditions, the proposal is considered acceptable from an ecological perspective.

Highways, Access and Parking

- 16.24 Policies DM15, DM20, DM21, and DM22 together seeks to make the best use of the existing highway network, manages demand for road traffic and parking, and provides particular emphasis on enhancing accessibility for sustainable modes of transport. The NPPF provides guidance on transportation matters, including that applications should only be refused on highway grounds if the impact (on safety or network capacity) is *severe*.
- 16.25 In terms of the internal site layout, the proposed new parking area is anticipated to operate in a similar manner to the existing informal parking areas on the existing site, which is understood to have operated without issue since the boating lake opened. Given the site's characteristics vehicle speeds would be expected to be low and there are no immediate concerns in terms of potential conflict between vehicles and pedestrians on the site.
- 16.26 As outlined in this case the proposal represents a relocation of existing parking, rather than a net increase. Access will be via the site's existing vehicular access and with no change in the nature or intensity of vehicle movements to and from the site expected, there are no concerns from a wider highway safety or capacity perspective.

Archaeology

- 16.27 Policy DM16 states that development affecting the historic environment should seek to conserve and enhance the significance of the heritage asset and any features of specific historic, archaeological, architectural or artistic interest.
- 16.28 The proposed development will be at the location of a red hill (Colchester Historic Environment Record no. 10110), likely dating to the Roman period, that has been identified from aerial photography. It is directly adjacent to an area of linear cropmarks (CHER no. 8726), also revealed in aerial photographs. It is considered there is the potential for the car park to impact this archaeological feature.

- 16.29 The Council's Archaeological Advisor has advised there are no grounds to consider refusal of permission in order to achieve preservation in situ of any important heritage assets. However, in accordance with the National Planning Policy Framework (Paragraph 205), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage assets affected.
- 16.30 Subject to such a condition, the proposal is considered acceptable from an archaeological perspective.

Flood risk

- 16.31 Policy DM23 states the Local Planning Authority will seek to direct development away from land at risk of flooding in accordance with the National Planning Policy Framework and the Planning Practice Guidance. Development will only be supported where it can be demonstrated that the proposal meets flood management requirements in the NPPF, the PPG and Policy DM23.
- 16.32 It is noted that parts of the wider site are within Flood Zone 3. Acceptability of the wider use of the site from a flood risk perspective has however already been established through application 190949 and the application site is set at higher ground than the remainder of the wider site. Car parking is also considered to be a 'less vulnerable' use in flood risk terms.
- 16.33 In this respect it is important to note that part of the justification put forward within the application is that the proposed new parking area will be less susceptible to flooding and the scheme has been formulated mindful of the need to mitigate and adapt to climate change.
- 16.34 Taking the above factors in to consideration, it is not considered the proposal will materially increase flood risk on the site, or is likely to materially increase flood risk elsewhere, and there are no objections to the proposal in this regard.

Other Matters

- 16.35 While the proposal will result in the loss of existing arable land, the area to be lost is small and it is not considered the proposal will result in any material harm in this regard.
- 16.36 The proposal will also be supportive of the existing use of the wider site which provides employment opportunities and sport and leisure provisions, and this is given weight.
- 16.37 The proposal does not give rise to any concerns from a neighbouring amenity perspective with regards to noise or disturbance, particularly when the distance between the site and neighbouring properties is taken into account.

- 16.38 The works proposed are also not anticipated to hinder the creation and maintenance of a continuous signed and managed England Coastal Path (as required by Policy ENV2), while other matters around the potential formation of new footpaths and/or PROWs fall outside the scope of this application, nor do such proposals form part of the revised scheme. Furthermore, the proposal is not considered to present any conflict with the East Mersea VDS.
- 16.39 Finally, in terms of other usual planning considerations (e.g. contaminated land etc.) the proposed development does not raise any concerns.

17.0 Planning Balance and Conclusion

- 17.1 Taken as a whole the revised scheme, with the imposition of suitable conditions, is found to be in general conformity with relevant Council Policy, including Policy ENV2. The proposal is also considered to satisfactorily overcome the reasons for refusal of the previous application. Taking into account the factors outlined both above and in the main body of the report, in the absence of identifiable harm, it is officers' opinion that the planning balance tips towards an approval in this instance.

18.0 Recommendation to the Committee

- 18.1 The Officer recommendation to the Committee is for:

APPROVAL of planning permission subject to the following 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 *[TO BE ADDED WHEN KNOWN]*.

Reason: For the avoidance of doubt and to ensure that the proposed development is carried out as approved.

N.B. The final revised site layout is shown within the document indexed as 'Boating Lake Car Park Redesign'. A scaled standalone version of the drawing contained within this document is expected in advance of the Committee meeting and any updates will be reported on the amendment sheet.

3. Archaeology

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 which has been previously submitted to and approved, in writing, by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording.
- b. Provision to be made for analysis of the site investigation and recording.
- c. Provision to be made for reporting, publication and dissemination of the analysis and records of the site investigation.
- d. Provision to be made for archive deposition of the analysis and records of the site investigation.
- e. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- f. The scheme of investigation shall be completed as agreed and approved in writing by the Local Planning Authority.

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 with Section 2 (2021) Policy DM16 and the Colchester Borough Adopted Guidance titled Managing Archaeology in Development (2015).

4. Water Vole Mitigation

No works shall take place until precise details of a Water Vole Mitigation Strategy to minimise the impact upon water voles from the works proposed has been submitted to, and approved in writing, by the Local Planning Authority. Any such mitigation plan shall look to first avoid the need for displacement and/or trapping of water voles, where this is not possible suitable mitigatory provisions shall be identified. The submitted mitigation plan shall be in accordance with relevant recommendations contained within the submitted Ecological Survey and Site Appraisal document (Produced by Derek Gow, Dated November 2021), and shall include appropriate enhancement works to ensure a Net Gain for the species is achieved across the site on completion of the work. The approved details shall be carried out in full and complied with during the lifetime of construction work.

Reason: To ensure that the biodiversity of the site is maintained and enhanced in accordance with the NERC Act 2006 and policy ENV1 of the Adopted Colchester Local Plan.

5. Work Timings

No works shall be undertaken during the months of November – March (inclusive).

Reason: To ensure that the most sensitive time for wintering birds is avoided in order to minimise the risk of disturbance to SPA birds from construction noise disturbance effects.

6. Hedgerow Work Timings

No hedgerow works required in connection with the development hereby approved shall take place between 1st March and 31st August in any given year.

Reason: To ensure direct harm to nesting birds is avoided.

7. Compensatory Landscape/Mitigation Zones

No works shall take place until precise details of the proposed mitigation zone(s) and a corresponding habitat management plan have been submitted to and agreed, in writing, by the Local Planning Authority. Details shall include the exact areas of such (shown on an appropriately scaled drawing), proposed means of enclosure, surface finishes and any proposed planting, including details of the spread and species of any proposed native species-rich trees, shrubs and/or hedgerows. The area of the existing car park proposed to form a new mitigation zone shall be closed off from use as vehicle parking prior to the first occupation of the development hereby approved, and in the form agreed. The mitigation zone(s) shall thereafter be constructed as approved and retained and maintained in the form agreed for the lifetime of the development.

Reason: In the interests of ecology, to mitigate any adverse impacts to such, and as the application has been considered on the basis it represents a repositioning of existing car-parking and not an increase in the number of parking spaces.

8. Landscaping Scheme Details

No works shall take place until a scheme of hard and soft landscape works has been submitted to and agreed, in writing, by the Local Planning Authority. The submitted landscape details shall be in full compliance with the Councils Landscape Guidance Note LIS/B and include any significant changes in ground levels and also accurately identify positions and spread of all existing trees, shrubs and hedgerows on and adjacent to the site; proposed planting; details of any hard surface finishes and external works. The implementation of all the landscape works shall comply with the recommendations set out in the relevant British Standards current at the time of submission. The approved landscape scheme shall be carried out in full prior to the end of the first planting and seeding season following the first occupation of the development or in such other phased arrangement as shall have previously been agreed, in writing, by the Local Planning Authority. Any hard or soft landscape works which, within a period of 5 years of being implemented fail, are removed or seriously damaged or seriously diseased shall be replaced, like for like, in the next planting season with others of similar specification/size/species/mix, unless the Local Planning Authority agrees, in writing, to a variation of the previously approved details.

Reason: In order to ensure that there is a sufficient landscaping scheme for the relatively small scale of this development where there are areas to be laid out but there is insufficient detail within the submitted application and to ensure that appropriate landscape mitigation works are carried out, as this is the basis on which the application has been considered.

9. Use Restriction

The parking hereby approved shall only be used/made available to customers and/or staff of the existing boating lake.

Reason: As this is the basis on which the application has been considered and any alternative use would require further consideration at such a time as it may be proposed, including in terms of potential increased recreational pressures on wildlife sites.

10. No Lighting

There shall be no external lighting on the site, including any floodlighting or bollard lighting.

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

19.1 Informatives

The following informatives are also recommended:

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 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.

Landscaping

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/B (this available on this CBC landscape webpage: <https://www.colchester.gov.uk/info/cbc-article/?catid=which-application-form&id=KA-01169> under Landscape Consultancy by clicking the 'read our guidance' link)

Archaeology:

PLEASE NOTE The submitted scheme of archaeological investigation should be in accordance with an agreed brief. This can be procured beforehand by the developer from Colchester Borough Council. Please see the Council's website for further information: www.colchester.gov.uk

Waste Permit:

Please note a waste permit or exemption from the Environment Agency may be required for the works proposed.