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Item No: 7.3

Application: 171933

Applicant: Mr Gary Cleghorn, Alexander Cleghorn Ltd

Agent: Stanley Bragg Architects Limited

Proposal: Demolition of existing office buildings and canteen, provision of new service road including junction to highway, erection of new two-storey office building and new one-storey staff canteen with associated car parking external works

Location: Alexander Cleghorn Limited, Alexander Cleghorn Ltd, Newbridge Road, Tiptree, Colchester, CO5 0JA

Ward: Tiptree

Officer: Eleanor Moss

Recommendation: Deferral and delegation to Officers, subject to sustainable drainage issues being resolved.

1.0 Reason for Referral to the Planning Committee

- 1.1 This application is referred to the Planning Committee because it is a major and has received material objections.

2.0 Synopsis

- 2.1 The key issues explored below are the development proposed and policy implications, impact upon neighbouring amenity, traffic, sustainable drainage and other matters raised in the representations.
- 2.2 It is explained that, part from the issue surrounding sustainable drainage (SuDS), all matters have been satisfied. The application is subsequently recommended for deferral and delegation to Officers to issue approval once the issue of SuDS is resolved.

3.0 Site Description and Context

- 3.1 The application site is a well-established commercial premises located outside the settlement boundary of Tiptree.
- 3.2 It measures approximately 6.5 hectares, containing a number of industrial and commercial buildings. The Occupier, Alexander Cleghorn Ltd, has been manufacturing furniture components since 1958. The business has been functioning at this site since the early 1970s.
- 3.3 The site is classified is allocated as an existing Local Employment Zone.

4.0 Description of the Proposal

- 4.1 This application seeks planning permission for the erection of a new office, canteen and a new access along with associated car parking. The proposal will see the demolition of the existing dwelling and office building on site.

5.0 Land Use Allocation

- 5.1 Employment.

6.0 Relevant Planning History

- 6.1 090324 – Erection of entrance and fascia signs. Approved on 11/05/2009
98/0256 – Erection of an industrial building, hardstanding and alterations to access. Approved on 30/04/1998
98/0930 – Erection of weatherproof canopy for loading and unloading facilities. Approved on 14/08/1998
97/0563 - Outline application for use of land for erection of industrial building, hardstandings and alterations to existing access. Approved on 24/07/1997
95/0844 - Resubmission for proposed office accommodation. Temporary Approval on 05/10/1995

95/0276 - Proposed office accommodation. Approved After Appeal on 08/10/1996

91/0113 - Construction of industrial type unit for expansion of chipboard components business. Refused on 03/06/1991

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

CE3 - Employment Zones

UR2 - Built Design and Character

TA4 - Roads and Traffic

TA5 - Parking

ENV1 - Environment

ENV2 - Rural Communities

ER1 - Energy, Resources, Waste, Water and Recycling

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

DP5 Appropriate Employment Uses and Protection of Employment Land and Existing Businesses

DP19 Parking Standards

DP20 Flood Risk and Management of Surface Water Drainage

7.4 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

Sustainable Construction

Sustainable Drainage Systems Design Guide

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 The Archaeological Officer does not raise any concerns about the application
- 8.3 The Contamination Officer notes the submitted contamination report and recommends conditions, all conditions will be imposed as part of any planning consent.
- 8.4 The Landscape Planner does not object and has suggested a condition.
- 8.5 The Tree Officer is satisfied with the arboricultural content of the proposal and recommends conditions. All conditions will be imposed as part of any planning permission.
- 8.6 The Environmental Protection Officer does not raise an objection to the scheme on the proviso that recommended conditions are applied. All recommended conditions will be imposed as part of any planning permission.
- 8.7 The Highway Authority does not raise an objection to the proposal and recommends that conditions are applied. All recommended conditions will be imposed as part of any planning permission.
- 8.8 The SuDs Authority raises concerns with the application, as it has not been fully demonstrated within the drainage strategy that sufficient storage is being provided for surface water up to a 1 in 100 plus climate change event. The Agent has confirmed that this will be provided.
- 8.9 Natural England does not raise any concerns to this application.

9.0 Parish Council Response

- 9.1 Tiptree Parish Council has stated the following:

Tiptree Parish Council has no objection to this application but would like to add an additional condition that no parking be allowed overnight in the driveway. This is in addition to the previous comment of no overnight parking on the public highway.

OFFICER'S COMMENT – This is not an enforceable condition. In any event, it is held that parking matters have been satisfactorily dealt with.

9.2 Layer Marney Parish Council has stated the following:

At present many HGV's travel through Layer Marney inappropriately using Smythes Green Road/Clears Road/Newbridge Road as a rat run to Cleghorns and to the B1022. The Parish has raised complaints about this with CBC in the past. The existing planning consent for Cleghorns does not restrict HGV's heading to their site from using this route. This needs to be corrected by conditions of consent as it is fairly self-evident that there is potential for additional HGV traffic. HGV traffic should be conditioned to enter and leave the site via Newbridge Road only in the Tiptree direction - this part of the road is much better constructed and of good width and is speed restricted. The entrance should be so constructed to make it impossible for HGV's to enter the site from the Layer Marney direction. At present there is no weight restriction or speed limit on the road through Layer Marney and Smythes Green - the 30mph speed limit starts at the edge of Tiptree beyond the entrance to the Cleghorns site. In the Layer Marney direction the road is narrow and lacks the necessary foundation to take heavy vehicles and there is significant over-run of the verges. To traverse the right angle bend at Smythes Green requires HGV's to take the full width of the road on a blind bend. There are numerous minor accidents on this bend. There is also a very narrow bridge across a brook further along the road which does not have appropriate signage regarding priority.

10.0 Representations from Notified Parties

10.1 The application resulted in a number of notifications to interested third parties including neighbouring properties. 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:

- Impact upon privacy
- Highway concerns
- Concerns relating to noise
- Concerns relating to HGV access along rural roads
- Concerns relating to overnight parking

11.0 Parking Provision

11.1 The proposal complies with car parking standards.

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 Planning Obligations

- 14.1 As a “Major” application, there was a requirement for this proposal to be considered by the Development Team. It was considered that Planning Obligations should not be sought as the business is not expanding.

15.0 Report

Principle of Development:

- 15.1 The site is allocated as an existing Local Employment Zone. Core Strategy Policy CE3 supports opportunities to enhance and renew more dated buildings within Local Economic Areas and supports and promotes rural enterprise and local employment. Development Policy DP5 sets out the appropriate uses for allocated uses. The appropriate uses include business (B1) and general industrial (B2). The site currently operates as a B1 and B2 use and the proposal does not seek to alter these uses.
- 15.2 In view of the above it is considered that the principle of replacing the existing commercial buildings and amending the access and parking arrangements would be acceptable. However, there are other matters such as design and impact on neighbouring amenity amongst others, which will be discussed further in this report.

Design and Impact upon Surrounding Area:

- 15.3 The buildings on site are generally not visible from the surrounding rural area, due to dense tree screening. A glimpsed view of the new office building may be visible from Newbridge Road however it will be well screened by the existing boundary vegetation.
- 15.4 The proposed office building is considered to be functional and modern in appearance. It is not considered to be unattractive in appearance and would not appear wholly out of keeping with the context of the existing complex of buildings on site.
- 15.5 The proposed canteen is located within the centre of the site and the design follows the industrial style of its immediate context. Views of the proposed canteen will be extremely limited from the public realm. As such, the proposed canteen is considered to be in keeping with site.

Impact upon Neighbouring Amenity

- 15.6 It is noted that a number of concerns have been raised by the adjacent properties in relation to impact upon neighbouring amenity due to the proposed office building. The proposed office building is two storeys in height and replaces a single-storey office building. Given that the proposed office building is over 45 metres (approximately) from the nearest neighbouring properties and is densely screened by existing vegetation, it is considered that any impact upon neighbouring amenity would be marginal.

Landscaping and Trees:

- 15.7 The majority of the existing trees and landscaping is scheduled to remain and this has been achieved by positioning the proposed access road over an area of dead or dying trees, hence these trees are of very little value and their removal is not objected to.
- 15.8 The proposal would be conditioned to create additional native planting in order to secure additional visual screening and diversity to the existing vegetation. As the trees to be removed are of very little value and additional landscaping would enhance the existing landscape arrangement in place, the application can be held to be acceptable in terms of visual amenity.

Highways and Parking:

- 15.9 The proposal seeks to create an additional access road solely for delivery vehicles and factory staff, therefore reducing vehicle movements at the existing site access to office and visitor traffic only. A number of residents have raised concerns regarding larger vehicles using the existing site access, this application seeks to move the access for larger vehicles away from the residential properties.
- 15.10 The new service road would provide access to a 70-car parking area allocated to the factory staff. The existing car parking area served from the current access is to be reconfigured to provide 40 parking spaces for office staff and visitors. The car parking provision is considered to be appropriate.
- 15.11 The new site access is located to the east of the industrial buildings. By providing a new secondary point of access from Newbridge Road, this allows service vehicles to the production buildings to be routed around the existing buildings and away from nearby residential properties; to the rear part of the site. The Highway Authority does not object to the proposal and it is considered the proposal is acceptable in terms of highway impacts.

Flooding:

- 15.12 The concerns from Essex County Council as the SuDs authority, regarding sufficient water storage are noted and are being addressed by the Agent. These will be dealt with via your Officers and any concerns raised by SuDs will be resolved prior to a decision being issued.
- 15.13 Should this be satisfactorily resolved prior to the Committee meeting, the recommendation will be changed to one of approval. Failing this, the recommendation remains as described below.

16.0 Conclusion

- 16.1 To summarise, the development accompanied by a reasonable conditions set out in the recommendation is considered acceptable in that it represents a suitable land use which accords with the Councils Adopted development Plan and the National Planning Policy Framework (NPPF)

17.0 Recommendation to the Committee

- 17.1 The Officer recommendation to the Committee is for:

Deferral and Delegation to Officers to resolve SuDS matters. Subject to such matters being resolved, APPROVAL of planning permission subject to the following conditions:

NOTE – Further conditions may be added as suggested by the SuDS authority.

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 47604-PP-003 Revision A, 6397-1104-P2, 6397/1106 Revision P1, 6397-1204-P1, 6397-1205-P1, 6397-1302-P1, 6397-1303-P1, Arboricultural Impact Assessment Ref: 342 and 342-03.

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

3. Non Standard Condition – Visibility Splays

Prior to the proposed access being brought into use, vehicular visibility splays of 110m by 4.5m by 100m as measured along, from and along the nearside edge of the carriageway shall be provided on both sides of the centre line of the access as shown detailed on Richard Jacksons' drawing numbered 47604-PP-003 Rev A, and shall be maintained in perpetuity free from obstruction clear to ground.

Reason: To ensure adequate intervisibility between drivers of vehicles using the proposed access and those in the adjoining highway, in the interests of highway safety.

4. Non Standard Condition – Access

Prior to first occupation of the proposed development, the proposed vehicular access and new access road shall be provided and constructed in accord with Richard Jacksons' drawing numbered 47604-PP-003 Rev A and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge to the specifications of the Highway Authority.

Reason: To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety.

5. Non Standard Condition – Surface Water

Prior to occupation of the proposed development, details showing the proposed means of preventing the discharge of surface water from the development (new commercial access) onto the highway shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway, in the interests of highway safety.

6. Non Standard Condition – Car Parking Area

The development shall not be occupied until such time as the car parking area, indicated on the approved plans, including any spaces for the mobility impaired has been hard surfaced, sealed and marked out in parking bays. The car parking area shall be retained in this form at all times and shall not be used for any purpose other than the parking of vehicles related to the use of the development.

Reason: To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety.

7. Non Standard condition – Parking for Two Wheeled Vehicles and Bicycles

Prior to commencement of the proposed development, details of the provision for parking of powered two wheelers and bicycles, of a design that shall be approved in writing with the Local Planning Authority. The approved facility shall be secure, convenient, covered and provided prior to the first occupation of the proposed development hereby permitted and shall be maintained free from obstruction at all times for that sole purpose in perpetuity.

Reason: To promote the use of sustainable means of transport.

8. Z00 – Construction Method Statement

No development shall take place, including any ground works or works of demolition, until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and under body washing facilities

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur, in the interests of highway safety.

9. ZGX - Contaminated Land Part 1 of 4 (Site Characterisation)

No works shall take place until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval, in writing, of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination, including contamination by soil gas and asbestos;
- (ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

10. ZGY - Contaminated Land Part 2 of 4 (Submission of Remediation Scheme)

No works shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared and then submitted to and agreed, in writing, by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

11. ZGZ - Contaminated Land Part 3 of 4 (Implementation of Approved Remediation Scheme)

No works shall take place other than that required to carry out remediation, the approved remediation scheme must be carried out in accordance with the details approved. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification/validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

12. ZG0 - Contaminated Land Part 4 of 4 (Reporting of Unexpected Contamination)

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 9, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 10, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 11.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the

development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

13. ZG3 - *Validation Certificate*

Prior to the first OCCUPATION of the development, the developer shall submit to the Local Planning Authority a signed certificate to confirm that the remediation works have been completed in accordance with the documents and plans detailed in Condition 10.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14. Non standard condition - Noise

Prior to the first use or occupation of the development as hereby permitted, a competent person shall have ensured that the rating level of noise emitted from the site's plant, equipment, vehicles and machinery shall not exceed 0dB(A) above the background levels determined at all facades of noise-sensitive premises. The assessment shall have been made in accordance with the current version of British Standard 4142 (Methods for Rating and Assessing Industrial and Commercial sound) and confirmation of the findings of the assessment shall have been submitted to, and agreed in writing by, the Local Planning Authority and shall be adhered to thereafter.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance, as there is insufficient information within the submitted application.

15. Non Standard Condition – Hours of Construction

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

Weekdays: 08:00 to 18:00

Saturdays: 08:00 to 13:00

Sundays and Bank Holidays: None

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.

16. Non Standard Condition - Tree and Natural Feature Protection: Protected Areas

No works shall take place until all trees, shrubs and other natural features not scheduled for removal on the approved plans have been safeguarded behind protective fencing as shown in the Arboricultural Impact Assessment by Oisín Kelly dated 5th July 2017 (Ref: 342). All agreed protective fencing shall thereafter be maintained during the course of all works on site and no access, works or placement of materials or soil shall take place within the protected area(s) without prior written consent from the Local Planning Authority.

Reason: To safeguard existing trees, shrubs and other natural features within and adjoining the site in the interest of amenity.

17. ZFS - Tree and Hedgerow Protection: General

All existing trees and hedgerows shall be retained throughout the development construction phases, unless shown to be removed on the approved drawing and all trees and hedgerows on and immediately adjoining the site shall be protected from damage as a result of works on site in accordance with the Local Planning Authorities guidance notes and the relevant British Standard. All existing trees and hedgerows shall then be monitored and recorded for at least five years following contractual practical completion of the development. In the event that any trees and/or hedgerows die, are removed, destroyed, fail to thrive or are otherwise defective during such a period, they shall be replaced during the first planting season thereafter to specifications agreed, in writing, with the Local Planning Authority. Any tree works agreed to shall be carried out in accordance with BS 3998.

Reason: To safeguard the continuity of amenity afforded by existing trees and hedgerows.

18. ZFU - Tree Canopy Hand Excavation

During all construction work carried out underneath the canopies of any trees on the site, including the provision of services, any excavation shall only be undertaken by hand. All tree roots exceeding 5 cm in diameter shall be retained and any pipes and cables shall be inserted under the roots.

Reason: To protect trees on the site in the interest of visual amenity.

19. Non Standard Condition – Trees

No works or development shall take place until a scheme of supervision for the arboricultural protection measures required by condition 16 has been approved in writing by the local planning authority. This scheme will be appropriate to the scale and duration of the works and will include details of:

- a. Induction and personnel awareness of arboricultural matters
- b. Identification of individual responsibilities and key personnel
- c. Statement of delegated powers
- d. Timing and methods of site visiting and record keeping, including updates
- e. Procedures for dealing with variations and incidents.
- f. The scheme of supervision shall be carried out as agreed.

g. The scheme of supervision will be administered by a qualified arboriculturist instructed by the applicant and approved by the local planning authority.

Reason: To protect trees on the site in the interest of visual amenity.

20. ZFE – Landscape management plan

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.);
- 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.

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 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) – Non Standard Informative

The Highway Authority advises and recommends that a 17m long x 4.0m wide passing place for the largest vehicle attracted to or generated by the sites activities is provided along the straight section of new road opposite the warehouse / factory unit.

All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall 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:

SMO1 – Essex Highways
Colchester Highways Depot,
653 The Crescent,
Colchester.
CO4 9YQ.

(5) Non Standard Informative

It should be noted that any technical interpretation of these detailed requirements by the applicant or their agent should be sought externally from/through the relevant professional (i.e. Arboricultural consultant – details of local practices available through Arboricultural Officer on 01206 282469 (am only).

In the interest of efficiency any clarification of technical requirement should initially be discussed between the relevant professionals (to whom copies of all relevant landscape consultations must be forwarded for reference), i.e. the Applicant's Arboricultural Consultant and the Council's Arboricultural Officer.

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>