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Item No: 7.3

Application: 212272

Applicant: Colchester Borough Council

Agent: Mrs Julia Cameron, Inkpen Downie Architecture

Proposal: Demolition of former bus depot buildings in preparation for the implementation of planning permissions granted under applications refs 182120 and 202780

Location: Land At, Queen Street, Colchester

Ward: Castle

Officer: Majid Harouni

Recommendation: Approval

1.0 Reason for Referral to the Planning Committee

- 1.1 The application is referred to the Planning Committee as the application has been submitted by Inkpen Downie architects on behalf of Colchester Borough Council.

2.0 Synopsis

- 2.1 The key issues for consideration are the impact of demolition on the character and appearance of this part of Colchester Town Centre Conservation Area, the impact of the demolition methodology on the integrity of the scheduled monument Town Wall, archaeology, stability of the adjoining buildings, amenities of the adjoining and surrounding occupiers and town centre users from noise, dust, vehicular movement associated with the demolition works, and time scale for the implementation of the developments approved under ref 182120 and 202789 to ensure that the site is not left vacant thus harm the scheduled monument, the character of the conservation area and vitality of the town centre.
- 2.2 The application is subsequently recommended for approval subject to conditions.

3.0 Site Description and its surrounding

- 3.1 The application site is situated on the east side of Queen Street and forms part of continuous street frontage that runs from the former bus station access to the north to Priority Street in the south. The main portion of the site is located to the north of the Town Wall.
- 3.2 The site was the location of the Theatre Royal (1812) which was destroyed by fire in 1918 and then replaced by the current building. The bus depot was last used in 2015 and has been vacant since that time.
- 3.3 The bus depot structure is utilitarian in appearance consist of a white façade frontage with Queen Street with a latticed steel structure behind. The bus depot building is not considered to be of any intrinsic architectural merit. However, embedded within the façade is a historic tiled street sign which identifies Queen Street as formerly being called Southgate Street. The sign is included on the Council's Local List. Internally, the bus depot provides a large unobstructed space together with ancillary accommodation.
- 3.4 To the north of the site is a group of listed buildings. Immediately adjacent to the bus depot are nos. 39-41 which have a C18 façade with five sash windows on the first floor. Next is no.37 Queen Street an imposing red brick mid-C18 building, built as the Soldiers' Home and Institution, later used as a police station, and now is used as a creative Arts centre. The street frontage to this building is three storeys and the main block is symmetrical station and now used as a creative arts centre. with central door, first floor pediment and roundel above. To the north is a single bay range containing an arched doorway. Beyond this are nos. 33 & 35 which comprise a modest two-storey building of timber-framed construction with a late C18 / early C19 facade. To the south of the application site is a group of nineteenth-century

buildings (nos. 46-49) of a stripped classical design. Queen Street is composed of continuous frontage development comprising two and three-storey buildings which mostly date from the mid and late 19th century. All the buildings, despite their differences of form and style, have group value as a row of town buildings lining a major street and illustrating the organic development of this part of the town. The application site is in the Colchester Conservation Area No.1 (Town Centre CA).

- 3.5 The town wall is most apparent from Priory Street. It is a Scheduled Monument and Grade I listed building and is the highest historic significance which forms part of the south boundary of the site and is concealed by the bus depot shed structure itself from the north.

4.0 The Proposal

- 4.1 The application seeks planning permission to demolish the former bus depot buildings excluding the town wall (scheduled monument) part of the building in advance of the preparation of the site for the implementation of the developments granted planning permissions under refs 182120 and 202780.

5.0 Land use Allocation

- 5.1 The site forms part of the mixed-use central area allocation

6.0 Relevant Planning History

- | | | |
|--------|---|---------------------|
| 212117 | Details pursuant to the conditions 4, 6, 7, 8 and 13 of planning permission 202780 | Approved 15/09/2021 |
| 212704 | Details pursuant to condition 3(written Scheme of investigation) of planning permission 202780 | To be determined |
| 202780 | Demolition of former bus garage and erection of new office/studio space and cafe bar for the creative digital sector

Approved by the Planning Committee and granted 05/03/2021 | |
| 182120 | The demolition of existing buildings/structures and redevelopment to provide purpose-built student accommodation, hotel, commercial space (Use Classes A1, A3, A4, B1(c) and D2), artists' studios and associated vehicular access and public realm improvements.

Refused by the Planning Committee 7/03/2019

Allowed on appeal 13/12/2019 subject to conditions. | |

7.0 Policy and Statutory considerations

- 7.1 Regard has been given to section 74 of the Listed Building and Conservation Area Act.38(6) of the Planning and Compulsory Purchase Act 2004 requires applications be determined in accordance with the development plan unless material considerations indicate otherwise.

In accordance with section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the LBCA Act), special regard has been paid to the desirability of preserving those listed buildings potentially affected by the proposals, or their settings or any features of special architectural or historic interest which they may possess. Section 72(1) of the LBCA Act requires special attention has been paid to the desirability of preserving or enhancing the character or appearance of conservation areas. The 1979 Ancient Monument and Archaeological Areas Act provides statutory protection for the Town Wall as a scheduled monument. Monument Consent must be obtained for all works to the monument from Historic England.

The National Planning Policy Framework (NPPF2021) together with the accompanying Planning Practice Guidance (PPG) provide national planning policy and must be taken into account in planning decision making. 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. Most relevant to this application are the following policies:

SD1- Sustainable Development Locations

CE2- Mixed Use Centres

CE2a –Town Centre

UR1- Regeneration Areas

UR2- Built Design and Character

ENV1- Environment

- 7.3 The adopted Colchester Borough Development Plan Policies (adopted 2010, reviewed 2014), the following are the most relevant policies:

DP1- Design and Amenity

DP6- Colchester Town Centre Uses

DP10- Tourism, Leisure and Culture

DP14- Historic Environment Assets

- 7.4 Some "allocated sites" also have specific policies applicable to them. The adopted Site allocations (adopted 2010) policies set out below should also be taken into account in the decision-making process.

SACE1- Mixed Use Sites

SA-TC1- appropriate Uses within the Town Centre and North Station Regeneration Area.

7.5 Submission Colchester Borough Local Plan 2017-2033:

The Council is developing a new Local Plan that has been submitted to the Planning Inspectorate (October 2017). An Inspector has been appointed and the formal examination commenced in January 2018. The examination is ongoing. Section 1 of the plan was adopted in February 2021. The examiner's report suggested major modifications to a number of the policies in Section 2 of the plan.

Paragraph 48 of the Framework states that decision-makers may give weight to relevant policies in emerging plans according to:

- (1) the stage of preparation of the emerging plan,
- (2) the extent to which there are unresolved objections to relevant policies in the emerging plan, and
- (3) the degree of consistency of relevant policies to the policies in the Framework.

The Emerging Local Plan Section 2 of the Emerging Local Plan is at an advanced stage and is, therefore, considered to carry some weight in the consideration of the applications, but as it is yet to complete a full and final examination, it is not considered to outweigh the material considerations assessed above in accordance with up-to-date planning policies and the NPPF.

7.6 The following adopted guidance is relevant to this application:

- Essex Design Guide;
- Delivery Strategy Managing Archaeology in Development;
- Town Centre Public Realm Strategy;
- St Botolph's Masterplan;
- Air Quality Management Guidance Note, Areas & Order;

8.0 Consultations

8.1 The stakeholders who have been consulted have given consultation responses are set out below. More information may be set out on the Council website.

8.2 Highways

The highway Authority does not object to the proposals as submitted but recommends the following informative to be added to any permission.

Informative: 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 contact the Development Management Team by email or post.

8.3 Historic England

Based on the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological adviser as relevant.

8.4 Archaeological Officer

I have no specific comment to make regarding the appropriateness of demolishing this structure, and its impact on the conservation area. The structure should, however, be appropriately recorded first to Historic England Level 2, as per condition 6 of the planning consent on planning ref. 202780. While I have seen a historic building recording report on the building, it does not appear to have been carried out to the required level.

Any demolition of this building needs to take into account the impact on the adjacent Roman Wall, which is a scheduled monument. The submitted Demolition Specification and Indicative Methodology document does not go into too much detail on this. Item 7 of the Proposed Methodology (para 3.5) introduces one potential method to protect the wall from scaffolding works. This document undertakes to submit a further, more detailed method statement regarding the protection of the wall prior to works taking place. This is acceptable, provided such a statement assesses any impact the proposed insulation boarding etc. will have on the wall, as per Edward Morton's comments.

Notwithstanding condition 3 of planning consent 202780, it is recommended that any below ground impact caused by this demolition should be covered by an archaeological watching brief condition.

8.5 Environmental Protection Officer

No comments received

8.6 Environmental Protection Contamination

Raise no objection subject to conditions

Note that previous reports, including with reference to 182120, have identified *above ground diesel and heating oil tanks in the Bus Depot area and possible petrol tanks in the Old Police Station area*. These are not specifically mentioned in the submitted demolition specification: care must be taken to ensure that all such structures (together with any additional, unexpected structures encountered during the demolition and site clearance works) are appropriately decommissioned and removed from the site, to prevent the creation of any new contamination pathways. The agreed Remediation Strategy for 182120 requires additional inspection, investigation and characterisation of contamination risks, post-demolition (see EP consultation comments, attached).

Also note that the GEMCO Phase 2 contamination risk assessment report, appended to the demolition specification, only assesses the potential contamination risks on a part of the area proposed for these demolition works (in connection with application 202780); additional contamination risks may therefore exist on the application 212272 site.

An Asbestos Survey, *Kadec Asbestos Management, Refurbishment and Demolition Survey for the Former Bus Depot, Queen Street, Ref CATL-9386, dated 8/4/21* is appended. Asbestos-containing material has been identified in existing structures and must be appropriately dismantled and disposed of, in accordance with all duties and obligations under the Control of Asbestos Regulations 2012, to prevent the creation of new contamination pathways.

Conisbee, Structural Visual Inspection and Remedial Repair Specification – Colchester Roman Town Wall, Ref 210234/S Prior, V1, dated 10/8/21

Does not provide any additional information about contamination risk assessment matters and relates to the Roman Wall repairs only.

The Contaminated Land Officer, therefore, has no objection to the demolition of the Former Bus Depot Buildings but reminds the applicant of the presence of above-ground diesel and heating oil tanks and the additional, post-demolition, contamination risk assessment required and conditioned under application reference 182120.

8.7 Historic Buildings and Areas Officer

Planning Permission 182120 was granted on appeal on 13 December 2019 for the partial demolition of the Bus Depot and redevelopment of the site to provide student accommodation, hotel, commercial space, and artist studios. Planning Permission 202780 was granted on 5 March 2021 for the demolition of the Bus Depot building that was not covered by application 182120 and its replacement by new office/studio space and cafe bar for the creative digital sector. The present application covers separately the demolition of the bus depot building prior to the implementation of the above permissions as the site is located within a Conservation Area.

The proposal for the removal of the building was reviewed and agreed in principle for the consideration and decision of applications 182120 and 202780.

In summary, the former Bus Depot is a utilitarian building with very limited intrinsic architectural merit. Its plain façade on Queen Street disrupts the continuity of the east frontage and does not sit comfortably among the adjacent listed and locally listed buildings. The structure behind the Queen Street elevation is essentially an industrial shed whose south range is built directly onto the Town Wall. The volume of the former garage detracts from the heritage significance of the Town Wall and has a particularly detrimental impact on its views and appreciation from Priory Street.

By virtue of its redundant state and deteriorating condition, its poor relationship with the adjacent buildings, as well as its adverse impact on the fabric and appearance of the Town Wall, the former Bus Depot has a detrimental impact on the character and quality of the Conservation Area, the setting of the nearby designated and non-designated heritage assets and the Town Wall in particular. Having in mind its low merit and its overall

harmful impact on built heritage, there are no objections to the removal of the former Bus Depot.

With regards to the details of the demolition, it should be noted that the historic tiled street sign which is embedded on the Queen Street elevation and identifies Queen Street as formerly being called Southgate Street is included in Colchester's Local List. Condition 8 of Planning Permission 202780 was attached to the decision to ensure the safe removal, storage and reinstatement of the sign. It is regarded pertinent to repeat this provision in the present decision, should the application be approved.

Condition 12 of permission 182120 and Condition 6 of permission 202780 require that a programme of building recording and analysis shall have been undertaken and a detailed record of this Bus Depot shall have been made prior to the commencement of its demolition. The present application does not include sufficient material to satisfy this requirement and as such a new condition should stipulate the duty to compile a record of the building to the required standard.

The demolition of the building has the potential to impact the overground and underground section of the Town Wall, as well as the adjacent listed and locally listed buildings. The application includes the document "Structural Visual Inspection and Remedial Repair Specification - Colchester Roman Town Wall". The objective of this report is to identify the significant defects and past interventions to the Town Wall and provide recommendations and specifications for the remedial repairs and conservation of the section which falls within the application site. Any works that relate to the fabric of the Town Wall require Scheduled Monument Consent and Listed Building Consent and the relevant content of the report will be reviewed during their consideration. The part which is relevant to the present application includes the recommendations for the "Protection of the Town Wall During Demolition / Development Works" Section 7.5, p.25). The recommended measures are incorporated in the submitted 'Demolition Specification and Indicative Methodology' (Section 3.5, Par.7, p.17-18) which was peer-reviewed by The Morton Partnership. Given the highly technical nature of the proposals, I have no reason to disagree with the comments, recommendations and conclusions of the review, as summarized in the letter dated 15 November 2021 (including the recommendation for further assessment of the protective measures for the Town Wall, Point 7 of the letter) and I do not have further comments to add on the matter.

9.0 Parish Council Response

- 9.1 The area is not part of any parish.

10.0 Representations from Notified Parties

- 10.1 The application resulted in a number of notifications to interested third parties including neighbouring properties. No representations have been received.

11.0 Parking Provision

- 11.1 Not applicable as the proposal only relates to the demolition of the Queen Street bus depot.

12.0 Open Space Provision

- 12.1 The proposed demolition does not demand provision for open space but preparing the bus depot land for the implementation of the developments already granted.

13.0 Air Quality

- 13.1 The site is within an Air Quality Management Area and will potentially result in a positive impact by creating a temporary opening on the eastern side of Queen Street frontage thus allowing for greater free flow and dilution of air at the local level until the already approved developments are constructed.

14.0 Planning Obligations

- 14.1 Having regard to the 'non-major' nature of the application, there was no requirement for the Development Management Team to seek Planning Obligation via Section 106 of the Town and Country Planning 1990.

15.0 Appraisal

- 15.1 The main issues to consider in this case are:
- The Principle of Demolition
 - Impact on the Surrounding Conservation Area.
 - Impact on the Neighbouring/Adjoining premises and town wall.
 - Impact on the Archaeology
 - Mitigation of Contamination

Principle of Demolition

- 15.2 The application site is situated within the areas of the historic walled town and within the Colchester No.1 Conservation Area. The statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the area is the overriding consideration in the determination of this application for demolition. It is established practice that in the case of buildings that are judged to make a negative or neutral contribution to the character of conservation area or heritage assets that the principle of demolition should be made contingent on a satisfactory scheme for the redevelopment of the site.
- 15.3 In this instance, members will be aware that planning permission has been granted under ref 202780 (see planning history above) for the redevelopment of the bus depot site. The proposed demolition of the Queen Street bus depot formed part of the description of the application and members approved the planning application with full understanding that the bus depot will have to be demolished to facilitate the re-development of the Queen Street bus depot site. As such there, it can be argued that members have already approved in principle the demolition of the bus depot.

- 15.4 The proposed demolition works and associated site clearance works will prepare the ground for the delivery of the approved schemes and thus help to enhance the character and appearance of the conservation area. It is therefore considered the principle of demolition to be acceptable.

Impact on the Surrounding Conservation Area

- 15.5 The uncharacteristic scale, design and appearance of the ex-bus depot building represent an incongruous built form that is harmful to the historical setting, character and appearance of the wider Conservation area and the adjoining listed buildings. In addition, the garage building and its street elevation detract from the streetscape and by partially concealing the town wall scheduled monument along its eastern flank elevation diminishes from the wall's historic context and significance. It is considered that the bus depot building has no intrinsic value and its removal would not detract from the Queen Street frontage and town centre streetscapes equality or historic character of the area. Therefore, the demolition and removal of this out of character structure will not be materially detrimental to the conservation area.

Impact on the Neighbouring/Adjoining Premises and Town Wall

- 15.6 The bus depot building is a mid-terrace building and is attached to the adjoining listed buildings and the scheduled monument town wall. It is therefore paramount that the demolition works are carried out with total precision and sensitivity to the protection and preservation of the structural stability and integrity of these heritage assets during the demolition process. To demonstrate that the proposed demolition works can be undertaken without causing harm, the applicant has submitted a Demolition Specification and Indicative Methodology report. This document has been appraised by an expert external consultant and has been found substantially sound subject to some amendment/additional information. The applicant has revised the Demolition Specification and Indicative Methodology and incorporated the consultant's suggestion in full.
- 15.7 The consultant also picked up references in the Demolition Specification and Indicative Methodology to the demolition works where the depot building is attached to the adjoining buildings, the requirements for party wall awards, potential cellars to the adjoining buildings, etc. and advises:

"Whilst it is clear the building to be removed is a later building which should be largely not reliant on the Bus Depot structure, this cannot be guaranteed, and of course structural alterations or changes of condition of the structure may have changed. We also note that the specification advises at least some elements of the structure to be removed bear onto party walls Bus Depot – Front Section."

- 15.8 To minimise any unforeseen structural issues and reliance on the demolition contractor and their advisors to take mitigation measures in an ad-hoc way; it is recommended to provide greater certainty that the adjoining building will not be adversely affected by the demolition works, Structural Surveys should be undertaken and submitted to the LPA for approval prior to the commencement of the demolition works. The surveys will provide a better understanding of the existing structures and inform the need for any

temporary or permanent measures that might be deemed necessary to safeguard the adjoining buildings. To this end, it is recommended that a condition be imposed seeking submission of additional structural surveys to the LPA for approval prior to the commencement of any demolition works.

- 15.9 Also having regard to the heritage importance of the town wall and its fusing with the bus depot eastern flank, it is recommended that a bespoke detailed method statement is necessary for the demolition works and separating the town wall from the bus depot and the town wall protection during the demolition works.
- 15.10 In response to this issue, the applicant has revised the demolition method statement and provided additional information which is acceptable.
- 15.11 In view of the above that supplementary information to the Demolition Specification has been provided, it is important to note that the details submitted pursuant to condition 7 (Demolition Method Statement) of planning permission ref 202780 which were submitted under ref 212117 and approved under delegated powers on 15/09/2021 are now out of date. The applicant therefore should be reminded of this and accordingly an informative is recommended.
- 15.12 Furthermore, to control the environmental and highways impact of the development, normally, it would have been necessary to impose a Construction Environmental Management Plan (CEMP) condition to ensure that the demolition works are carried without causing harm to the amenities of the surrounding occupiers and the highways safety. As condition no 5 of the permission for the development of the site 202780 has imposed such a condition which states:

“No development (including any groundworks or works of demolition) shall take place until a Construction Management Plan (CMP) has been submitted to, and approved in writing, by the Local Planning Authority....”

- 15.13 It is not necessary to repeat the same condition. However, as condition 5 has not covered the operating hours and lorry movements, a condition dealing with these issues is recommended. In addition, it is recommended that an informative be added to remind the application that the demolition works should not commence until such time that the details of condition no5 of the planning permission ref 202780 have been submitted and discharged in writing by the LPA.

Impact on the Archaeology

- 15.14 The application site is situated within an area known for its high archaeological potential. The Council's Archaeological advisor has reaffirmed the consultant's advice regarding the importance of the demolition method statement concerning the eastern flank of the bus depot with the Town/Roman Wall.
- 15.15 The archaeological advisor has also stated that any below ground impact caused by the demolition works should be covered by an archaeological watching brief condition.

- 15.16 Members will recall that condition 3 of planning permission granted under ref 202780 for the development of the bus depot also imposed a watching brief condition and as the planning history above shows details pursuant to condition no.3 of 202780 has already been submitted under ref 212704 for approval of the LPA. This discharge condition application is yet to be determined.
- 15.17 In this case, removal of the bus depot concrete floor would also demand evaluation of the site archaeological potential involving trial-trench assessment in advance of the implementation of the developments already approved.
- 15.18 To ensure that any archaeological find is properly recorded and protected the watching brief condition is recommended.

Mitigation of Contamination

- 15.19 It is considered that the fabric of the bus depot structure and its previous use may contain asbestos material and be contaminated by petroleum. To ensure that these are safely and properly extracted during the demolition process, removed, and safely disposed of appropriate conditions are recommended.

Highway Matters

- 15.20 It is considered that the site is of sufficient size to accommodate operative vehicles during the demolition process, and the traffic associated with this is not considered to cause demonstrable harm to highway safety and to be acceptable subject to satisfactory compliance with the informative recommended by the Highway Authority and the above-mentioned CEMP condition.

16.0 Conclusion

- 16.1 In conclusion, it is considered the proposed demolition would serve to free the Town Centre Conservation Area from an incongruous and out of character building and disentangle the Roman Wall scheduled monument and adjoining listed heritage assets so to better reveal their significance and make a greater contribution to the heritage values of the Town Centre Conservation Area in compliance with relevant local plan policies and NPPF. The proposal is therefore recommended for approval.

17.0 Recommendation to the Committee

- 17.1 The Officer recommendation to the Committee is for Approval of planning permission subject to the following conditions:

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- Non-Standard Condition - Approved drawings and documents

The demolition works shall be undertaken in accordance with the following approved documents:

- Site plan drawing A-2028-DEM-01
- Heritage Structural visual inspection and remedial repair specification-Colchester Roman Town Wall prepared by Consibee and dated 10/08/2021.
- Demolition specification and indicative methodology dated 1 July 2021 and following additional information received on 19/11/2021.
- A-2028-rec-02 Existing Building Record - GF Plan Outlining areas to be demolished
- A-2028-rec-03 Existing Building Record of wider Bus shed - outlining areas to be demolished
- A-2028-rec-04 Existing Building Record outlining street sign to be retained
- A-2028-rec-05 Mortar Sample Areas for pointing and stone repair
- A-2028-rec-06 Existing Building Record of South West Facing elevations outlining areas to be demolished
- A-2028-rec-07 Existing Building Record of Queen Street Elevation outlining areas to be demolished
- A-2statement028-rec-10 Scheduled Monument Record Outlining Demolition and Protection Strategy around Roman Wall
- CON-TOBD - Wall restraint post detail (P1)
- Lime Mortar Analysis Folder containing 5 samples (from the Lime Centre)

Reason: For the avoidance of doubt and to ensure that the proposed development is carried out strictly in accordance with the approved details and specification/methodology.

3- Non- Standard condition – Construction Environmental Management

No demolition, remediation or lorry movement shall take place outside of the following times:

Weekdays: 08.00 – 18:00

Saturdays: 08:00 – 13.30

Sundays and Public Holidays: Not at all

Reason: To ensure that the development does not prejudice highway safety and amenities of the local occupiers and town centre users and in compliance with policies DM1 of the Highway Authority's Development Management Policies 2011.

4- Non-Standard condition – 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 that has been 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 Adopted

Development Policy DP14 (2010, Revised 2014) and the Colchester Borough Adopted Guidance titled Managing Archaeology in Development (2015).

5-Non-standard condition – Building Recording

Prior to the commencement of any demolition works, a programme of building recording and analysis to Historic England Level 2 shall have been undertaken and a detailed record of the building shall have been made by a person or body approved by the Local Planning Authority and in accordance with a written scheme which first shall have been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To secure provision for recording and analysis of matters of historical importance associated with the site, which may be lost in the course of works.

6-Non-Standard Condition - Structural survey

No demolition works shall commence until a detailed structural survey report of the adjoining attached listed buildings and associated cellars if any, shall have been carried out to establish the degree of reliance, if any, of these buildings on the structure of the Bus Depot building for standing erect. The structural survey report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail any measures required to mitigate the impact of the demolition on neighbouring structures together with a timetable for implementation.

Reason: To enable the Local Planning Authority to be satisfied that the demolition of the Bus Depot will not be prejudicial to the structural integrity of these listed buildings and in the interest of safety.

7-Non-Standard Condition - Contamination

In the event that historic building and land contamination is found at any time when carrying out the demolition works, it must be reported in writing immediately to the Local Planning Authority and all development shall cease immediately. The development shall not recommence until such times as an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority, and where remediation is necessary, a remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall only re-commence thereafter following completion of measures identified in the approved remediation scheme, and the submission to and approval in writing of a verification report. This must be conducted in accordance with all relevant, current, best practice guidance, including the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers'.

Reason: The site lies on or in the vicinity of former uses, where there is the possibility of contamination.

8-Non- Standard Condition - Replacement Development

The demolition works hereby authorised shall not be carried out before a contract for the carrying of the works for which planning permission has been granted under ref 202780 has been made. The demolition works shall not take place more than 12 months before the commencement of those works.

Reason: To ensure a proper standard of development and to maintain the appearance of the area in the interests of conserving the character and appearance of the conservation area and the setting of designated heritage assets.

9- Non Standard - Masonry Sample Panel

Prior to reinstating any masonry as part of any works of making good of the revealed structures following demolition, a sample panel of the proposed mortar shall be set out on site including details of the proposed location of the works, mortar specification and details of the masonry to be used. The panel shall thereafter be approved in writing by the lpa and the work executed strictly in accordance with the approved details.

Reason: To ensure that the making good is executed in accordance with good building conservation practice using materials appropriate to context having regard to the sensitivity of the site adjoining the Scheduled Monument of the Town Wall and neighbouring listed buildings within the Colchester Conservation Area No.1.

19.0 Informatives

1. The applicant of the presence of above-ground diesel and heating oil tanks and the additional, post-demolition, contamination risk assessment required and conditioned under application reference 182120.
2. 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 contact the Development Management Team by email or post.
3. The applicant is reminded that no demolition works shall commence until details pursuant to conditions 3 and 5 of planning permission granted under ref 202780 have been submitted to and approved in

writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

4. The applicant is reminded that the demolition method statement submitted under ref 212117 pursuant to condition no7(demolition method statement)of 202780 has now been superseded with the demolition specification details submitted as part of this application. Therefore, a revised discharge condition about condition no7 of 202780 should be submitted to and approved in writing by the LPA.
5. Informative on Demolition Notices
PLEASE NOTE that it is a requirement of the Building Act 1984 that you must serve a demolition notice upon the Council prior to carrying out any demolition of buildings. Further advice may be obtained from the Building Control Team on 01206 282436.