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Item No: 7.1

Application: 231007

Applicant: Mrs Agnieszka Marcinkowska-Lagosz

Agent: Mr Piotr Lagosz

Proposal: Change the usage of no. 3 Keelers Way from residential to commercial. Connect numbers 1 and 3 at Keelers Way into one Dental Practice. Add 2 treatment rooms (5 in total) Resubmission of 222808

Location: 1 & 3 Keelers Way, Great Horkesley, Colchester, CO6 4EE

Ward: Rural North

Officer: Simon Grady

Recommendation: **Approval subject to legal agreement**

1.0 Reason for Referral to the Planning Committee

1.1 This application is referred to the Planning Committee because the officer's recommendation is to approve the application despite a strong objection from the Highway Authority on grounds of inadequate on-site parking and displaced patient parking on street.

2.0 Synopsis

2.1 This application seeks permission for the change of use of dwelling to a dental practice offering services to both NHS and private patients. The key issues for consideration are the impact on neighbouring amenity and the impact on highway safety from the increased traffic/on street parking generated by the change of use.

2.2 Having assessed the application against local and national legislation, policy and guidelines it is considered that, on balance, the public benefits associated with the proposed change of use outweigh the potential harm identified from inadequate parking provision and thereby complies with the relevant local plan policies and is acceptable in all other respects as outlined in the report below.

2.3 The application is therefore recommended for approval, subject to conditions.

3.0 Site Description and Context

3.1 The application site features no. 3 Keelers Way, a 3-bedroom, mid terrace (of 3) C3 dwellinghouse and the adjoining no. 1 Keelers Way, which has been operating as a dental practice since the 1980s. The site lies inside of the Great Horkesley village settlement boundary.

3.2 The application site lies close to the Horkesley Manor site, which is the subject of a live outline planning application for 100 no. dwellings, new access and A134 crossings, land for allotments, provision of a Scout and Girl Guiding Hut with associated car park, public open space and associated works, all Matter Reserved, except access (application reference 230625). If approved and implemented this scheme would generate further demand for local dental services. There is also an extant permission for further housing development at the Chesterwell development within walking distance of the current practice. A footway cycleway link is proposed as part of the Horkesley Manor site to the east of the A134 to the Chesterwell neighbourhood centre.

4.0 Description of the Proposal

- 4.1 This application seeks permission for the change of use of no. 3 Keelers Way from residential (C3) to a commercial dentist (Use class E (e)). The proposal also entails building works to both the existing dentist at no. 1 Keelers Way and the proposed dentist at no. 3 Keelers Way. The proposed works involve internal reconfiguration and would connect no. 1 and no. 3 Keelers Way into a single dental practice at ground-floor and at first-floor level. The resultant dentist accommodation would provide 5 treatment rooms (there are currently 3 at no. 1 Keelers Way) and various staff / office areas and customer waiting spaces. This represents an increased capacity of the existing dental practice of 66%.
- 4.2 The Proposed development includes a small ground-floor extension to the front of no. 1 Keelers Way to square off the front elevation and proposes a 3.8m deep x 6.6m wide (full width) single-storey extension to the rear of no.3. Also included in this proposal is the removal of 4 chimneys, (2 within no 1 and 2 within no. 3 Keelers Way).
- 4.3 The existing cladding on no. 1 and no. 3 is to be removed and all existing brickwork is to be rendered. The existing and new render is to be painted grey. All of the existing windows would be replaced with double or triple glazed windows in a design to match the existing domestic appearance of both no.s 1 and no. 3 Keelers Way. The windows would be dark grey.
- 4.4 The dental practice would be accessible by both NHS and private patients and it is proposed that the extended dental practice would be open to patients from 8am to 5.00pm, Monday to Friday with occasional opening on Saturday mornings also.
- 4.5 New signage is also proposed for the expanded dental practice but this is not included in this application but would be subject to a separate application for advertisement consent.
- 4.6 The scheme proposes to relocate all existing air conditioning units from the side elevation (most visible) to the back of no. 1 and no. 3. There are concerns that the noise generated by these units would have a harmful impact on the neighbouring amenity of no. 5 Keelers Way. A condition could be imposed to address these legitimate concerns.

5.0 Land Use Allocation

- 5.1 The site has no land use allocation.

6.0 Relevant Planning History

- 6.1 A previous application to convert the application site into a combined dental practice with 7 treatment rooms was withdrawn (222808) because it was likely to be refused on highway safety grounds. The applicant has now submitted a

Transport Statement with a traffic survey in support of this current application in response to the concerns raised about parking and potential impact on highway safety associated with this proposal.

6.2 This proposed change of use of 3 Keelers Way was also the subject of a Preliminary Enquiry (ref. 213222). The Council's response concluded that: "In summary, there are a number of benefits to extending this dental practice, particularly in the light of the additional housing planned for the area. Whilst the proposed works could be visually acceptable, subject to assessing the detail, the change of use needs to be carefully assessed to ensure no harmful impact on neighbour amenity would arise and that there would be no highway safety issues, including a lack of parking provision. Advertisement Consent is required for any proposed advertising."

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
- SP5 Employment
- SP6 Infrastructure & Connectivity
- 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:

- SG1 Colchester's Spatial Strategy
- SG2 Housing Delivery
- SG3 Economic Growth Provision
- SG7 Infrastructure Delivery and Impact Mitigation

SS7 Great Horkesley
OV1 Development in Other Villages
DM1 Health and Wellbeing
DM2 Community Facilities
DM15 Design and Amenity
DM20 Promoting Sustainable Transport and Changing Travel Behaviour
DM21 Sustainable Access to development
DM22 Parking

7.4 The housing site allocation for 80 dwellings at Horkesley Manor is included in Local Plan Policy SS7 (extant outline permission ref. 190302). A current outline application for 100 units is currently under consideration (230625). There is no increased dental provision included in this proposal or at the nearby Chesterwell development which is now well advanced in delivery.

7.5 The application site is not an “allocated site”.

7.6 The site is not located within a Neighbourhood Plan area.

7.7 Regard should also be given to the following adopted Supplementary Planning Documents (SPD):

- The Essex Design Guide
- EPOA Vehicle Parking Standards
- Affordable Housing
- Sustainable Construction
- Cycling Delivery Strategy

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. The following stakeholders were consulted:

- Essex Highway Authority
- Colchester Council’s Environmental Protection Team
- Colchester Cycling Campaign

Essex Highway Authority

8.2 The Highway Authority recommends refusal of the application on the basis that this proposed change of use would lead to users of the dental practice to park within the highway. This would lead to additional parking stress in the area, which would cause highway congestion, danger and obstruction. The Highway Authority suggests that the adopted Parking Standards are not being met for off-street parking or for the proposed 4x mobility impaired spaces fronting both sites. They also raise concerns about manoeuvrability in and out of the 4 spaces provided on site.

- 8.3 The Highway Authority's concerns are discussed in the assessment below along with the findings from the Transport Statement.

Environmental Protection

- 8.4 Should planning permission be granted Environmental Protection suggest conditions to limit the hours of work in respect of the building works, ensure the noise emitted from the site's plant, equipment and machinery does not exceed 0dB(A) above the background levels and to restrict the dental practices hours of operation following the proposed change of use.

Colchester Cycling Campaign

- 8.5 The Colchester Cycling Campaign asked for the provision of secure and covered cycle parking for staff and that patient cycle parking should be provided in line with LTN 1/20 and the Essex Parking Guide, with special note taken about positioning. It is suggested that this can be controlled by condition.

9.0 Parish Council Response

- 9.1 The Parish Council has suggested that on street parking restrictions should be added close to the highway close to the Keelers Way junction and that post and rail fencing on both sides of the junction to prevent parking on the grass should be installed (both funded and organised by the applicant). The Parish Council also raise concerns about the permanence of the arrangement for visitors to the dental practice to use the adjacent public house car park. They are concerned about the pressure of parking displaced on street on highway safety if this arrangement were to cease.

10.0 Representations from Notified Parties

- 10.1 This application resulted in one letter of objection and one letter of support from local representations. The letter of objection raises concerns about Keelers Way becoming single carriage-way due to the users of the dentist parking on Keelers Way, difficulties using their private drive,
- 10.2 The letter of support confirms that the current/previous occupier of 3 Keelers Way supports the proposed change of use.

10.3 The previous withdrawn application also attracted two objection responses.

11.0 Parking Provision

11.1 The proposal includes the provision of four forecourt parking spaces on the application site, two in front of no. 1 and two in front of no. 3 Keelers Way. These spaces are to be reserved for visitors to the Dental Practice who have mobility issues. There is no other allocated parking provision for staff or patients other than an informal arrangement for visitors to the dentist to park their cars in the public house car park that is situated immediately behind the application site. It is understood that this arrangement has been in place for some time, but it is not legally binding.

11.2 There is no minimum parking provision for dentists contained in the Council's adopted Parking Standards.

12.0 Accessibility

12.1 The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. The proposed ground floor plan drawing submitted with the application shows that the ground floor, which includes dentist treatment rooms, is largely accessible by wheelchair users.

13.0 Open Space Provisions

13.1 N/A

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
- Visual Impact
- Impact on Neighbouring Amenity
- Highway Safety and Parking Provisions (including Cycling)
- Sustainable Transport
- Climate Change Mitigation
- Other Matters

Principle of Development

16.2 The lack of NHS dental services is well documented and increasing the provision of dental services at this site is considered to be acceptable in principle. Dental surgeries are frequently located in residential areas and are normally considered to be compatible with residential amenity. Many of these surgeries occupied former residential properties. It would have a positive impact on the wellbeing of the local community and could potentially reduce the amount of unsustainable travel by Gt Horkelesley and Chesterwell residents travelling into Colchester, for example, to access such services. The loss of a single dwelling caused by this change of use (no. 3 Keelers Way) is not seen as a materially negative consideration, particularly given the amount of additional house building that is expected in Great Horkelesley, which is situated very near to the application site. The principle of this change of use is therefore considered to be acceptable, subject to the detailed consideration of the planning balance.

16.3 The proposed works to link no. 1 and no. 3 internally at ground floor and first floor levels are reversible in the future and so no objections in principle are raised in this respect either. The premises could potentially revert to residential use if no longer required (subject to planning permission).

Visual Impact

16.4 Policy DM13: Domestic Development from Section 2 of the emerging Local

Plan is relevant to this proposal and states: -

“...proposals for the conversion and sub-division of existing residential premises and, conversions of non-residential buildings where planning permission is required, will only be supported if they meet the following criteria:

- (i) The proposal does not result in detrimental effects to the appearance of the building by reason of unsympathetic additions or alterations, either in isolation or due to cumulative impact;
- (ii) Opportunities are taken for improving the character and quality of an area and the way it functions;

- (iii) Appropriate provision is made for parking, private amenity space, cycle storage and refuse storage facilities, in a visually acceptable manner;
- (iv) The internal layout minimises possible noise disturbance and/or overlooking to the immediate neighbours; and
- (v) Overall, the proposal will not result in an unsatisfactory living environment for prospective occupiers.”

16.5 The proposed refurbishment of the walls, windows and doors of no. 1 and no. 3 Keelers Way would retain the domestic appearance of the existing dental practice and dwelling.

16. The proposed rear extension would not be visible from the public domain and the proposed front extension is modest in scale and visually acceptable in the street scene. Neither developments would detract from the appearance of the original building and consequently would not harm the established residential character of the surrounding area either.

16. It is proposed to move the existing, highly visible air-conditioning units from the side elevation of no. 1 Keelers Way to the rear elevation of no. 3 where they would not be as visible from the public domain. This is considered to be a significant visual improvement of the street scene but there are some concerns about potential noise pollution from them harming neighbouring amenity. This could be mitigated through the use of an appropriate planning condition to control noise.

Impact on Neighbouring Amenity

16. A residential property, No. 5 Keelers Way, is attached to the application site and so particular consideration must be given to the amenity of the neighbouring property. Other than the traffic / parking issue, which is addressed below, there are no other neighbours whose amenity could be negatively impacted by this proposed development. Dental surgeries are often located in residential areas and are considered generally compatible with residential amenity. The use of planning conditions to control the hours of opening can also ensure that the amenity of the neighbourhood is protected.

Noise

16. The dental practice generally only operates between 8am and 5pm on a Monday to Friday with occasional use on a Saturday morning. It is considered unlikely that the noise generated by the dental practice would harm neighbouring amenity to an unacceptable level. There are no treatment rooms located at first floor level immediately adjacent to the party wall shared with the neighbouring dwelling at no. 5. Dental practices are often located in residential settings as this is the best location for them in terms of ease of access.

16. Should permission be approved for this proposed development, further information/conditions is required to ascertain if the proposed relocation of Air Conditioning units onto the rear elevation of the application site would have an unacceptable level of impact on neighbouring amenity. This is a matter that could be adequately controlled by planning condition.

Built Development

16. The depth of the proposed single-storey, rear extension is similar to the existing conservatory on the rear of no. 5 Keelers Way. This minimises the impact that the extension would have on neighbouring amenity in terms of avoiding an overbearing impact on the outlook of neighbours. The Council policy sets out that an unrestricted 45 degree angle of outlook from the midpoint of the nearest neighbouring windows should be preserved and it is considered that this proposal satisfies this requirement.
16. Similarly, there are no concerns regarding loss of light. The combined plan and elevation tests are not breached and the proposal therefore satisfies the Councils standards for assessing this issue as set out in the Essex Design Guide.
16. Additionally, the proposed extensions are single storey and there are no new windows proposed at first floor. This means that there are no concerns that neighbouring amenity would be harmed in terms of overlooking, including their protected sitting out areas as identified in the above SPD.

Comings and goings

16. According to the Planning Statement submitted with the application, the number of staff working at the extended dental practice would increase from 8 to 10 per day to 10 to 14 per day and the number of patients / members of the public visiting the extended dental practice would increase from 8 to 14 per hour to 10 to 15 per hour.
16. The comings and goings to the application site would therefore increase, which may have some impact on neighbouring amenity during the working day. However, it is considered that given the proposed hours of operation are daytime only and the visitors are unlikely to generate excessive noise whilst entering and leaving the site, it is considered that any harm caused by this increase in activity may be outweighed by the public benefits accrued by having increased dentist provision in close proximity to a large catchment area of new and existing homes. The use of a travel plan and membership of the Colchester Travel Plan Club could help to minimise trip generation by private car and thereby manage associated vehicular movements and parking.

Highway Safety and Parking Provision

16. Concerns had previously been raised about parking provision and highway safety at Preliminary Enquiry and full application stage. Keelers Way is a bus route and there are currently no parking restrictions on either side of the road or in neighbouring roads. The application site is close to the junction with the A134 Nayland Road, which links Colchester to Sudbury. No parking is desirable on this primary route.
16. This revised scheme has reduced the proposed number of treatment rooms available at the extended dental practice from 7 to 5 in response to the previous concerns raised. However, the Highway Authority are still concerned that the additional traffic generated will displace parking onto the streets around the application site, potentially causing congestion and consequent risks to highway safety.
16. This latest application being considered in this report was accompanied by a Transport Statement authored by an independent transport and traffic consultancy. The Statement is available to read in full on the website. Their study included a survey of staff and patients' travel habits as well as a parking count in the area around the application site.
16. The Transport Statement takes into account the likely increase in trips generated by the proposed development, the availability of on-street parking in the vicinity of the area and concludes that there is "...no parking, traffic or other transport reason why the development should not be permitted" (para 5.5). This is on the basis that "...there is substantial vacant space on-street very close to the site throughout the daytime. The analysis has further demonstrated that if all the additional parking resulting from the development took place on-street, whether or not the Half Butt Inn car park continued to be available for dental practice staff and patients, on-street parking pressure would continue to be low with ample vacant kerbside parking space." (para 5.2)
16. The Transport Statement also included an interrogation of the national Crashmap road accidents database, which identified "...there has been no personal injury accidents at all anywhere near the site access in the last 5 years" (Para 4.18).
16. Despite the findings of the Transport Statement, the Highway Authority is objecting to this application on the grounds of risks to highway safety created by increased journeys to the site by private cars. In particular, that there would be a significant potential increase in on street parking. There are only 4 parking spaces proposed across the forecourt of the proposed/existing premises.
16. The permissive use of the car park associated with the public house located behind the application site is a positive factor to mitigate the concerns about lack of on-site parking and the consequent risks to highway safety. However, only limited weight can be afforded to this arrangement because it could cease

at any point, through a change in ownership or management of the public house, for example. There is no contractual arrangement between the applicants and the pub.

Sustainable Transport

16. Section 2 Local Plan policy DM21: Sustainable Access to Development is relevant to this proposal. It states that all new developments should seek to enhance accessibility for sustainable modes of transport. Expansion of the dentist could lead to more residents in Great Horkesley and Chesterwell being able to access dental services in the village rather than travelling elsewhere, such as Colchester. These trips are likely to be dominated by the private car, an inherently unsustainable mode of transport, for a significant proportion of these journeys.
16. The policy also states that "development will only be allowed where there is physical and environmental capacity to accommodate the type and amount of traffic generated in a safe manner". Whilst the transport statement concludes that there is parking capacity in the roads around the application site, the Highway Authority are objecting to this parking solution due to the potential risk that this would lead to traffic congestion and could thereby prejudice road safety. The submitted Transport Statement demonstrates that there is sufficient space on street at present to accommodate the anticipated levels of patient parking should access to the pub car park cease.
16. The applicant should be asked to encourage its visitors (staff and customers) to travel to the site by the most sustainable mode of travel possible. A travel plan and membership of the travel plan club could encourage behaviour change by staff and patients to encourage active and sustainable travel.
16. There are a number of bus stops very close to the application site that could be used by all staff and visitors to the dental practice. However, the route that the buses take is generally to Colchester and back along the A134 so it does not reach all parts of the village. This means that the bus option cannot be relied on as a suitable mode of transport for all residents of Gt Horkesley to travel to the dentist from their home.
16. To encourage as many people as possible to cycle to the dentist, good quality bike parking should be provided on site that is secure and keeps bikes dry. This has been requested by the Colchester Cycling Campaign in their consultation response to this application too and this provision could be secured by way of a planning condition.
17. If committee is minded to approve the application, a unilateral undertaking could be requested under s.106 of the Act to require membership in perpetuity of the Colchester Travel Plan Club. There is a fee for this service. The

production of a Travel Plan could be also required by condition to seek to prompt behaviour change.

Climate Change Mitigation

16. This proposal also includes the addition of photo-voltaic panels on the roof of the application site, the removal of a domestic conservatory and the replacement of doors and windows. These measures will help to reduce the carbon footprint of the application site.

Other Matters

16. The proposed new signage will need a further application for Advertisement Consent. This can be added as an Informative should planning permission be granted.
16. The expanded dental practice could result in the employment of 2 new full-time equivalent members of staff (1 full-time and 2 part-time), which, while not significant, potentially provides employment opportunities for local people.

17.0 Planning Balance and Conclusion

- 17.1 This proposed development will increase traffic in the area through associated comings and goings to the application site, which will have an impact on the amenity of local residents and on road users in Keelers Way and adjacent residential roads. However, it is considered that the public benefit of an increase in the provision of NHS dentist services locally to the surrounding residential area weighs as a significant factor in the planning balance that this development would deliver. It is for committee to decide if this outweighs the level of harm it would cause to amenity and road safety and whether this justifies a refusal on highway grounds. In the opinion of officers, the submitted Transport Statement provides evidence that even in the worst case scenario, adequate on street parking exists to serve the proposed use. This could also be moderated further by a travel plan and membership of the Colchester Travel Plan Club.

18.0 Recommendation to the Committee

- 18.1 The Officer recommendation to the Committee is for:

APPROVAL of planning permission subject to the signing of a legal agreement under Section 106 of the Town and Country Planning Act 1990, within 6 months from the date of the Committee meeting. The agreement would secure membership of the Colchester Travel Plan Club in perpetuity. In the event that the legal agreement is not signed within 6 months, to delegate authority to the Head of Service to refuse the application, or otherwise to be authorised to complete the agreement. Delegated authority to make non-material amendments to planning

conditions as necessary. The Permission will also be 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. ZAM - Development to Accord With Approved Plans

3. ZBB - Materials as Stated in Application

The external facing and roofing materials to be used shall be those specified on the submitted application form and drawings.

Reason: To ensure that materials are of an acceptable quality appropriate to the area

4. ZPD - Limits to Hours of Work

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

Weekdays: 08:00-18:00

Saturdays: 08:00-13:00

Sundays and Bank Holidays: No working

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.

5. ZGG - Site Boundary Noise Levels

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 and machinery shall not exceed 0dB(A) above the background levels determined at all facades of [or boundaries near to] noisesensitive premises. The assessment shall have been made in accordance with the current version of British Standard 4142 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.

6. ZGA - Restriction of Hours of Operation

The use hereby permitted shall not OPERATE/BE OPEN TO CUSTOMERS outside of the following times:

Weekdays: Monday- Friday 08:00-17:00

Saturdays: 09:00-13:00

Sundays and Public Holidays: None

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the area and/or nearby residents by reason of undue noise including from people entering or leaving the site, as there is insufficient information within the submitted application, and for the avoidance of doubt as to the scope of this permission.

7. Z00 – Travel Plan

Prior to the occupation of the development and first treatment of patients, a Travel Plan shall be submitted to the local planning authority and agreed in writing. The travel plan shall include measures to promote sustainable and active travel by staff and patients to and from the site and to sustain behaviour change to this end. The plan shall thereafter be implemented in accordance with a programme timetable and reviewed every three years to ensure that it remains effective and responsive to changes in circumstances.

Reason: To ensure that the impact of the development on the highways in the vicinity of the site is mitigated and that trips by private car are minimized in accordance with policies DM20 and DM21 of the Adopted Colchester Local Plan 2017-2033.

8. Z00 – Cycle Parking

Prior to the initial beneficial use of the development, a scheme for the provision of cycle parking shall be submitted to and approved in writing by the lpa. The approved scheme shall be implemented prior to the use of the premises by patients and thereafter so retained and kept available at all times for the parking of cycles by both patients and staff.

Reason: To ensure that the impact of the development on the highways in the vicinity of the site is mitigated and that trips by private car are minimized in accordance with policies DM20 and DM21 of the Adopted Colchester Local Plan 2017-2033.

19.1 Informatives

19.1 The following informatives are also recommended:

INS - Non-Standard Highways 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 be advised to contact the Development Management Team by email at development.management@essexhighways.org.

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.

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.

