

Planning Committee

Town Hall, Colchester
15 December 2011 at 6.00pm

This committee deals with

planning applications, planning enforcement, public rights of way and certain highway matters.

If you wish to come to the meeting please arrive in good time. Attendance between 5.30pm and 5.45pm will greatly assist in noting the names of persons intending to speak to enable the meeting to start promptly.

Information for Members of the Public

Access to information and meetings

You have the right to attend all meetings of the Council, its Committees and Cabinet. You also have the right to see the agenda, which is usually published 5 working days before the meeting, and minutes once they are published. Dates of the meetings are available at www.colchester.gov.uk or from Democratic Services.

Have Your Say!

The Council values contributions from members of the public. Under the Council's Have Your Say! policy you can ask questions or express a view to meetings, with the exception of Standards Committee meetings. If you wish to speak at a meeting or wish to find out more, please refer to Attending Meetings and "Have Your Say" at www.colchester.gov.uk

Private Sessions

Occasionally meetings will need to discuss issues in private. This can only happen on a limited range of issues, which are set by law. When a committee does so, you will be asked to leave the meeting.

Mobile phones, pagers, cameras, audio recorders

Please ensure that all mobile phones and pagers are turned off or switched to silent before the meeting begins and note that photography or audio recording is not permitted.

Access

There is wheelchair access to the Town Hall from St Runwald Street. There is an induction loop in all the meeting rooms. If you need help with reading or understanding this document please take it to Angel Court Council offices, High Street, Colchester or telephone (01206) 282222 or textphone 18001 followed by the full number that you wish to call and we will try to provide a reading service, translation or other formats you may need.

Facilities

Toilets with lift access, if required, are located on each floor of the Town Hall. A vending machine selling hot and cold drinks is located on the ground floor.

Evacuation Procedures

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www.colchester.gov.uk

Material Planning Considerations

The following are among the most common issues which the Planning Committee can take into consideration in reaching a decision:-

- planning policy such as adopted Local Development Framework documents, for example the Core Strategy, Development Plan Documents (DPDs) and the Site Allocations DPD, Government guidance, case law, previous decisions of the Council
- design, appearance and layout
- impact on visual or residential amenity including potential loss of daylight or sunlight or overshadowing, loss of privacy, noise disturbance, smell or nuisance
- impact on trees, listed buildings or a conservation area
- highway safety and traffic
- health and safety
- crime and fear of crime
- economic impact – job creation, employment market and prosperity

The following are among the most common issues that are **not** relevant planning issues and the Planning Committee cannot take these issues into account in reaching a decision:-

- land ownership issues including private property rights, boundary or access disputes
- effects on property values
- restrictive covenants
- loss of a private view
- identity of the applicant, their personality or previous history, or a developer's motives
- competition
- the possibility of a "better" site or "better" use
- anything covered by other legislation

Human Rights Implications

All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 there is a requirement to give reasons for the grant of planning permission. Reasons always have to be given where planning permission is refused. These reasons are always set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

Community Safety Implications

All applications are considered against a background of the implications of the Crime and Disorder Act 1998 and in particular Section 17. Where necessary, consultations have taken place with the Crime Prevention Officer and any comments received are referred to in the reports under the heading Consultations.

Equality and Diversity Implications

All applications are considered against a background of the Council's Equality Impact Assessment (EIA) Framework in order that we provide a flexible service that recognises people's diverse needs and provides for them in a reasonable and proportional way without discrimination. The legal context for this framework is for the most part set out in the Equality Act 2010.

COLCHESTER BOROUGH COUNCIL PLANNING COMMITTEE 15 December 2011 at 6:00pm

Members

Chairman : Councillor Ray Gamble.
Deputy Chairman : Councillor Theresa Higgins.
Councillors Christopher Arnold, Peter Chillingworth,
John Elliott, Stephen Ford, Peter Higgins, Sonia Lewis,
Jackie Maclean, Jon Manning, Philip Oxford and
Laura Sykes.

Substitute Members : All members of the Council who are not members of this Committee or the Local Development Framework Committee and who have undertaken the required planning skills workshop. The following members meet the criteria:-
Councillors Nick Barlow, Lyn Barton, Mary Blandon,
John Bouckley, Nigel Chapman, Barrie Cook, Nick Cope,
Annie Feltham, Bill Frame, Mike Hardy, Marcus Harrington,
Pauline Hazell, Michael Lilley, Sue Lissimore, Nigel Offen,
Ann Quarrie, Will Quince, Paul Smith, Terry Sutton,
Dennis Willetts and Julie Young.

Agenda - Part A

(open to the public including the media)

Members of the public may wish to note that Agenda items 1 to 6 are normally brief and agenda items may be considered in a different order if appropriate.

An Amendment Sheet is circulated at the meeting and is available on the council's website by 4.30pm on the day of the meeting (see Planning and Building, Planning Committee, Latest News). Members of the public should check that there are no amendments which affect the applications in which they are interested. Could members of the public please note that any further information which they wish the Committee to consider must be received by 5pm on the day before the meeting in order for it to be included on the Amendment Sheet. With the exception of a petition, no written or photographic material can be presented to the Committee during the meeting.

Pages

1. Welcome and Announcements

(a) The Chairman to welcome members of the public and Councillors and to remind all speakers of the requirement for microphones to be used at all times.

(b) At the Chairman's discretion, to announce information on:

- action in the event of an emergency;
- mobile phones switched off or to silent;

- location of toilets;
- introduction of members of the meeting.

2. Have Your Say!

The Chairman to invite members of the public to indicate if they wish to speak or present a petition on any of items included on the agenda. You should indicate your wish to speak at this point if your name has not been noted by Council staff.

3. Substitutions

Members may arrange for a substitute councillor to attend a meeting on their behalf, subject to prior notice being given. The attendance of substitute councillors must be recorded.

4. Urgent Items

To announce any items not on the agenda which the Chairman has agreed to consider because they are urgent and to give reasons for the urgency.

5. Declarations of Interest

The Chairman to invite Councillors to declare individually any personal interests they may have in the items on the agenda.

If the personal interest arises because of a Councillor's membership of or position of control or management on:

- any body to which the Councillor has been appointed or nominated by the Council; or
- another public body

then the interest need only be declared if the Councillor intends to speak on that item.

If a Councillor declares a personal interest they must also consider whether they have a prejudicial interest. If they have a prejudicial interest they must leave the room for that item.

If a Councillor wishes to make representations on an item on which they have a prejudicial interest they may do so if members of the public are allowed to make representations. In such circumstances a Councillor must leave the room immediately once they have finished speaking.

An interest is considered to be prejudicial if a member of the public with knowledge of the relevant facts would reasonably regard it as so significant that it is likely to prejudice the Councillor's judgement of the

public interest.

Councillors should consult paragraph 7 of the Meetings General Procedure Rules for further guidance.

6. Minutes

1 - 11

To confirm as a correct record the minutes of the meeting held on 17 November 2011.

7. Planning Applications

In considering the planning applications listed below, the Committee may chose to take an en bloc decision to agree the recommendations made in respect of all applications for which no member of the Committee or member of the public wishes to address the Committee.

1. 111927 Land to west of Boundary Road, University of Essex, Wivenhoe Park, Colchester, CO4 3SQ
(Wivenhoe Cross)

12 - 28

Reserved matters application for construction of 420 en-suite student bedrooms, arranged in cluster type flats, in three separate blocks of between four and seven storeys in height; 228 student bedrooms taking the form of two blocks of four storey terraced town houses; a two storey 'Pavilion' building, containing a small retail unit, launderette and student common room; and ancillary amenity space, cycle and refuse storage facilities, electricity sub-station and means of pedestrian, vehicular and servicing access. This follows outline application O/COL/05/2046.

2. 111981 Colchester Town Station, St Botolphs Circus, Colchester, CO2 7EF
(Castle)

29 - 37

Development of town station approach area, including removal of parking area, to form new pedestrian space. Works include new paving, lighting and bespoke artwork for seating, guarding/gates and feature rails (inset within the paving).

3. 091088 3-4 Greens Yard, Colchester, CO1 1QP
(Castle)

38 - 50

Listed building application for conversion of No.4 Greens Yard into 2no. separate dwellings (nos.3 and 4) and associated loft conversion.

4. 091089 3-4 Greens Yard, Colchester, CO1 1QP
(Castle)

Conversion of No.4 Greens Yard into 2no. separate dwellings
(nos.3 and 4).

8. Exclusion of the Public

In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

PLANNING COMMITTEE

17 NOVEMBER 2011

- Present :-* Councillor Ray Gamble* (Chairman)
Councillors Peter Chillingworth*, John Elliott*,
Stephen Ford, Peter Higgins*, Sonia Lewis*,
Jackie Maclean*, Philip Oxford and Laura Sykes*
- Substitute Members :-* Councillor Nigel Chapman
for Councillor Christopher Arnold*
Councillor Barrie Cook for Councillor Theresa Higgins*
Councillor Nigel Offen for Councillor Jon Manning*
- Also in Attendance :-* Councillor Kevin Bentley
Councillor Pauline Hazell
Councillor Martin Hunt
Councillor Colin Sykes

(* Committee members who attended the formal site visit.)

83. Minutes

The minutes of the meetings held on 20 October 2011 and 3 November 2011 were confirmed as a correct record.

Councillor Laura Sykes (in respect of her membership of Stanway Parish Council and her role as Chairman of the Stanway Parish Plan Steering Group) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Colin Sykes (in respect of his membership of Stanway Parish Council and of the Stanway Parish Plan Steering Group) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

84. 110026 Areas Sr1 and Sr2, Lakelands Phase 2, West of Robin Crescent, Colchester

The Committee considered an application for approval of reserved matters following outline approval under F/COL/01/0976. The Committee had before it a report in which all information was set out.

The Committee made a site visit in order to assess the impact of the proposal upon the locality and the suitability of the proposal for the site.

John More, Planning Officer, attended to assist the Committee in its deliberations.

Mr Wright addressed the Committee pursuant to the provisions of Planning Committee

Procedure Rule 8 in opposition to the application. He was disappointed to learn that the access for residents during construction of this phase would be via Robin Crescent, instead of via Osprey Close which was no longer feasible. He referred to an incident where a fire appliance had been unable to reach a house fire via Robin Crescent. He noted that the design of the buildings in this phase was different from the earlier phase. He asked that the conditions for landscaping schemes be in compliance the approved scheme, and he hoped the traffic control measures did not include rumble strips which caused disturbance to residents. There had been no indication that there would be three storey buildings on the junction with Heron Close.

Michael Smith addressed the Committee pursuant to the provisions of Planning Committee Procedure Rule 8 in support of the application. The scheme followed the outline approval and was in accordance with the Essex Design Guide, the masterplan and the design code and had been developed following discussions with planning officers. The design code specified distinct areas each with an individual design style. There had been a public consultation and discussions with members of the design team which lead to revisions in the design of dwellings and the reduction of new homes on Robin Crescent. He confirmed that all roads and drains would be built to adoptable standards.

Councillor C.Sykes attended and, with the consent of the Chairman, addressed the Committee. He voiced his concerns that a development of this size and complexity with 120 different documents and drawings on the website, should not be decided by an officer. He wanted the decision to be open and transparent. All residents had been kept informed but they had been under the impression that this phase would mirror the earlier phase, whereas the design, detail and density were all different from the earlier phase. The congestion in Robin Crescent was bad and would not improve. Access and egress to the western by-pass was now being shown via Osprey Close. He was aware that the construction of this phase would impact on existing properties.

The Planning Service Manager responded to Councillor C.Sykes' comment regarding the potential for the application having been determined by officers. He confirmed that the Scheme of Delegation stated that approval of reserved matters was delegated to officers however many objections were received to the application. This application was being considered by the Committee because the councillor call-in process had been activated.

Councillor Bentley attended in his role as the County Councillor for Stanway and, with the consent of the Chairman, addressed the Committee. He agreed with all of Councillor Sykes' comments. He did not want this phase to be as protracted as the earlier phase. Therefore, he requested that the roads, pavements, shrubs, etc. be completed in a timely fashion. He wanted proper provision for traffic on and off the site. He hoped that this phase would trigger the construction of the western by-pass and that would bring traffic relief to a congested part of Colchester. He asked that the fire service be requested to test the accessibility for fire tenders. He confirmed that Essex County Council would not provide new salt bins and he asked that developers consider providing extra salt bins.

In response the planning officer referred to the request by residents for the two

properties at the entrance to this phase to be built in red brick rather than clad in weatherboard. He confirmed that the access to the site and delivery arrangements would be conditioned. He explained that work on the by-pass would be covered by a bond and was scheduled to commence prior to work commencing on the first dwelling and would be completed within 2½ years of that date. He confirmed that it would not be possible to require the provision of additional salt bins because the Section 106 Agreement had been finalised at the outline stage. The exit from the development via Osprey Close would relieve congestion in Robin Crescent, but it would not be available until completion of the by-pass, in the meantime there would be 84 more houses using the Robin Crescent access.

The Highway Authority had adopted the roads within Phase 1 earlier this year and they had not raised any objections to this amended scheme; the points they had raised could be dealt with by condition. Noise and disturbance could be addressed by a traffic calming scheme secured by condition. He referred to the amendment on the two properties at the entrance which was supported by the urban designers. He referred to the timescales attached to this phase, which it was hoped would prevent a recurrence of the delays experienced on the earlier phase, and that this phase was being developed by a different developer from the earlier phase. The roads were required to be made up to coarse base level before the occupation of any dwellings. Management of the site in respect of access for construction vehicles and deliveries was conditioned. There was no Section 106 Agreement to accompany this reserved matters application; all Section 106 matters were agreed at the outline stage.

Members of the Committee made the following comments:-

- Plots 27 and 42 in Robin Crescent should be built in red brick not in weatherboarding;
- which properties were below the standard provision of private amenity space and by how much;
- there were eight plots in Osprey Close which were provided with rear parking, but the existing rear parking provision elsewhere was rarely used. There was a question about monitoring;
- there would be major problems in Osprey Close if it was to be the sole entrance and exit and also the bus route;
- mature screening was requested between the western by-pass and the development together with a noise reduction surface;
- a request for the plots be identified where permitted development rights had been removed;
- a query regarding the existing construction compound and when it would be removed as it has caused flooding to some gardens. There was a request for it to be monitored and a timeframe agreed for its removal;
- contact information and conditions, trigger points and the maintenance programme prior to adoption, should be available at all times; someone to be available at all times to receive comments from residents; developers to keep residents informed of progress;
- construction work to be restricted to 8am to 6pm Monday to Friday, ½ day on Saturday and no working on Sundays and Bank/Public Holidays;
- control measures should be in place to control dirt, dust and debris and noise to

- be kept at a reasonable level to minimise disruption for residents;
- car parking to be provided for workers within the construction compound;
- enforcement arrangements in place if any condition is breached;
- the path around the lake to be upgraded, from Section 106 funding or other funding;
- the estate was overcrowded, but parking restrictions were not favoured.

The planning officer confirmed the plot numbers to be built in red brick instead of weatherboarding, and that there were only four properties affected by a shortfall in garden sizes all of which were considered justified in the circumstances. He confirmed it would be possible to impose parking restrictions to ensure a clear access for emergency vehicles, and that the roundabout had been made larger in order to accommodate cars. Screening the by-pass could be controlled through the landscaping scheme for which there were some amendments under consideration. A copy of the decision notice with conditions and contact details of the development company and of the planning enforcement team could be made available for residents.

The Planning Service Manager suggested that informatives be added to cover the construction compound to read: "in the event this developer relocates their compound to the site of the original one, they will be required to carry out remedial works to the original compound" and another informative to cover the provision of additional salt bins. He suggested the Parish Council could ask for the cycle track to be resurfaced out of existing funds. There could be an interim plan to manage and maintain the scheme prior to adoption and if there was a breach of condition action could be taken. In respect of the rear parking courts, the installation of passive motion detection lights and a gate could be discussed with the developer. Debris would be controlled under the construction management agreement and issues of noise could be controlled by Environmental Health; he referred to a new enforcement strategy. There was a standard Informative which referred to the advisory note on construction and demolition which included hours of working. There was a request for a solution to the bottleneck in Robin Crescent, and it was suggested that the developer be requested to agree to an earlier completion of the northern section of the by-pass as far as and including the junction to Osprey Close. Whilst it would not be possible to include this as a requirement, it would be possible to explore the possibility with the developer. Members should be aware that there may be logistical issues which would make this impossible to achieve.

RESOLVED (UNANIMOUSLY) that –

- (a) Consideration of the application be deferred for the following matters:-
 - the submission and approval of the additional contamination/ground gas monitoring report to the satisfaction of Environmental Control and to allow the discharge of Condition 6 of the outline planning permission F/COL/01/0976;
 - the approval of the Landscape Scheme by the Landscape Officer;
 - the submission of an amended drawing to cover the remaining highway authority concerns.
- (b) Upon receipt of a satisfactory additional contamination/ground gas monitoring

report, a landscape scheme to the satisfaction of the local authority, and the submission of an amended drawing to cover the remaining highway authority concerns, the Head of Environmental and Protective Services be authorised to grant consent with conditions and informatives as set out in the report and additional conditions as set out below:-

- restriction of working hours to match those in the standard informative;
- Permitted Development Rights to be removed from the four plots identified during the planning officer's presentation;
- the developer to display in a prominent position the contact details for the site manager and relevant conditions in order that local residents can report possible breaches. The notice also to include details of the Council's electronic enforcement report;
- the two white boarded entrance buildings to be constructed using red brick as white boarding is unacceptable;

together with the following additional informatives:-

- the developer be asked to provide two salt bins within the estate. Councillor Bentley whilst making his representation offered that Essex County Council would fill the bins with salt at no charge;
- Essex County Council to be asked whether the by-pass construction programme can be structured to allow early vehicular access to residents from the Osprey Close/By-pass junction whilst construction carries on beyond;
- the rear parking court to the north to include security measures that include passive motion detection lights and possibly gates;
- in the event that the developer relocates the construction compound at any point during construction to the former compound used by O&H then the developer should carry out remedial works to that compound to overcome flooding issues.

85. 110953 Church Lane, East Mersea

This application was withdrawn from consideration at this meeting by the Head of Environmental and Protective Services to allow additional discussions with East Mersea Parish Council who consider that the Officer's report had failed to address critical issues. The matter to return to the Committee at a future meeting.

86. 111302 Colchester United Football Club Site, Layer Road, Colchester, CO2 7JJ

The Committee considered an application for the demolition of the former Colchester United Football Club buildings and the construction of fifty-eight dwellings together with garages, car ports and including a new road and landscaping. The Committee had before it a report in which all information was set out.

Mark Russell, Principal Planning Officer, attended to assist the Committee in its

deliberations. He reported that all but six of the gardens now meet the Council's standards; taking into account the parking spaces along the entrance avenue there is a deficiency of only half a space; a mixture of wood and metal fencing was required to define the central feature and memorial garden which would be provided with a statue, seating and a plaque using funds given to the council towards public art. The Highway Authority did not support the provision of a zebra crossing on the grounds of siting and cost.

Beryl Cox addressed the Committee pursuant to the provisions of Planning Committee Procedure Rule 8 in support of the application. She had intended to repeat her request in respect of the memorial garden for those fans who have had their ashes scattered on the pitch, but she noted that reference was made on the Amendment Sheet to a new Condition 31 to require the provision of a memorial garden and plaque. She thanked the Committee and the planning service for acceding to her request made at the last meeting.

Councillor Hazell attended and, with the consent of the Chairman, addressed the Committee. She thanked officers for the improvements to the design and layout. She was disappointed that the number of houses had not been reduced and she believed that the extra parking would spoil the vista to the central area. She asked for assurance that emergency vehicles would still be able to access the estate. She referred to the five new dwellings which would have an impact on existing properties. She was disappointed that the Highway Authority had refused the request for a crossing at this point, and remained concerned about elderly infirm residents of Rainsborowe Road crossing the road. She believed that some of the Section 106 funds were set aside for a simple crossing zebra or that Essex County Council would contribute.

Members of the Committee expressed a preference for the barrier around the central area to be steel or concrete, or a small tree and the planning officer acknowledged that wood was not the preferred material. He explained that fifteen dwellings were accessed off Layer Road and that the road width and turning area had been provided in accordance with the requirements of the Highways Authority.

RESOLVED (UNANIMOUSLY) that –

(a) Consideration of the application be deferred for completion of a Section 106 Agreement to provide for the following matters:-

- Affordable Housing;
- Travel Packs;
- A contribution towards Highways for improved cycle links;
- A contribution towards a residents' Cycle Training Programme;
- A Community Facilities contribution towards the refurbishment of Shrub End Community Hall;
- A contribution towards the provision of Primary education;
- A contribution towards leisure/Public Open Space;
- A contribution towards art – specifically a statue in the central part of the Public Open Space.

(b) Upon receipt of a satisfactory Section 106 Agreement, the Head of Environmental and Protective Services be authorised to grant consent with conditions and informatives as set out in the report and on the Amendment Sheet, subject to the landscaping condition to exclude the use of wooden posts but metal or concrete to be used instead.

87. 111842 14 Honywood Road, Colchester, CO3 3AS

The Committee considered an application for the erection of detached dwelling house with associated parking facilities. The application was a resubmission of 110165. The Committee had before it a report in which all information was set out, see also Amendment Sheet.

The Committee made a site visit in order to assess the impact of the proposal upon the locality and the suitability of the proposal for the site.

Mark Russell, Principal Planning Officer, attended to assist the Committee in its deliberations.

Richard Spooner addressed the Committee, on behalf of neighbours at the corner of Honywood Road and Ireton Road, pursuant to the provisions of Planning Committee Procedure Rule 8 in opposition to the application. His home was opposite the site. He objected to the development on the grounds of over development and quality of design and believed that the application should be refused on those grounds. He believed the proposal was contrary to Government advice that new development should reflect the character and important local distinctiveness, in that guidance on infill specifies that where there are large gardens that define the character of the area development would be resisted. The gardens of both the new dwelling and the host dwelling would be much smaller than those of surrounding gardens. This proposal would be outside the building line, a three bedroom dwelling would come within the building line.

Steve Norman addressed the Committee pursuant to the provisions of Planning Committee Procedure Rule 8 in support of the application. The principle of development on this site had been accepted. Whilst the proposal would bring a change to the appearance of the area it would not necessarily be to its detriment. The form and design of the proposal had been developed in discussion with officers. All requirements and suggestions by the Design and Heritage Unit had been incorporated into the scheme. The garden sizes of both the host and new properties were the same or bigger than others in the area and the plots were similar to others. Residents would have been aware that eventually this plot would be built on as it had an existing permission. As requested by residents the existing vegetation would be retained by condition.

Councillor Hunt attended and, with the consent of the Chairman, addressed the Committee. He referred to the nine examples where infill development had the potential to create adverse impacts and in his view this proposal failed on five of the nine: loss of amenity, overlooking and overshadowing, which is the case here, loss of sunlight and daylight. This property would be higher than any others. The green link

and trees would be lost as would the space between buildings. There would be some visual intrusion. Recent government advice stated that any new development should reflect the character of its site and any important local distinctiveness which in this case would be large gardens which defined the character of the area, therefore backland and infill should be resisted. He believed this application was in breach of the policy on infill.

The planning officer explained that the impact on the street was minimal. He did not accept that it would impact on a landing window. The only adverse impact was a side window in the host building. The records were incomplete in respect of an earlier permission in 1974, and whilst it was not a material consideration it was worthy of note within the narrative of the site. There were other infill properties as well as spaces between dwellings, but he questioned whether this space was valuable and should be preserved. He was of the opinion that it reflected other properties in the area and a condition was in place for features such as doors and windows. He confirmed that there would be the loss of one parking space on street.

Some members of the Committee were sympathetic to the objector because this proposal would mean a change to a well established area. Considerable effort had gone into the design to ensure it fitted into the area and it was difficult to see how it would affect the amenity of the neighbour. The proposal complied with policies and it would be difficult to refuse without further evidence that it could be shown to oppose policies. There were concerns that the council may lose an appeal following a refusal. There was a query regarding privacy from the upstairs window, but it was explained that as the garden was already overlooked there would be no loss of privacy.

RESOLVED (THREE voted AGAINST) that –

(a) Consideration of the application be deferred for completion of a Section 106 Agreement to provide for the following matters:-

- Standard time limit;
- Permitted Development Rights removed for both dwellings;
- No new windows at first floor level;
- Planting;
- Detailed drawings;
- Materials to be agreed;
- Hard surfacing to be agreed;
- Parking to be provided;
- Archaeological Watching Brief;
- Tree and Natural Feature Protection: Protected Areas;
- Tree and Natural Feature Protection: Entire Site;
- Wildlife/conservation;
- Construction in accordance with the terms of the Methodology Statement received;
- Breeam compliance;
- Development to comply with submitted drawings.

(b) Upon receipt of a satisfactory Section 106 Agreement, the Head of

Environmental and Protective Services be authorised to grant consent with conditions and informatives as set out in the report, see also Amendment Sheet.

Councillor Sonia Lewis (in respect of her acquaintance with one of the joint owners of a shop which she patronises, the applicant being the other joint owner) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Jackie Maclean (in respect of her acquaintance with the applicant) declared a personal interest in the following item which is also a prejudicial interest pursuant to the provisions of Meetings General Procedure Rule 7(10) and she left the meeting during its consideration and determination.

88. 111195 The Stream, Layer Road, Kingsford, Colchester, CO2 0HT

The Committee considered an application for the variation of Condition 2 of planning permission F/COL/04/0854 to enable the operation of the site for class B1 within the tolerance allowed by permitted development for B8. The Committee had before it a report in which all information was set out, see also Amendment Sheet.

RESOLVED (UNANIMOUSLY) that the application be approved with conditions and informatives as set out in the report and on the Amendment Sheet.

89. 110370 Colne View, 35 Elianore Road, Colchester, CO3 3RY

The Committee considered an application for a proposed single storey rear extension. The Committee had before it a report in which all information was set out.

The Committee made a site visit in order to assess the impact of the proposal upon the locality and the suitability of the proposal for the site.

John More, Planning Officer, attended to assist the Committee in its deliberations.

Members of the Committee suggested that as it would be possible for someone to walk out onto the flat roof of the extension, and measures should be taken to prevent the flat roof from being used as a balcony, etc.

RESOLVED (THREE voted AGAINST) that the application be approved with conditions and informatives as set out in the report together with an additional condition requiring a flat roof not to be used as a balcony, terrace, sitting out area or such other amenity space.

90. Performance Monitoring // Actions to improve customer service

The Head of Environmental and Protective Services submitted a report detailing the progress being made in terms of improving the quality of customer service for the period from for the period 1 July to 30 September 2011.

Vincent Pearce, Planning Service Manager, attended to assist the Committee in its deliberations.

The Committee thanked the Planning Service Manager and his team on a good report.

RESOLVED (UNANIMOUSLY) that the report be noted.

91. Performance Monitoring // Applications Determination and Appeals Analysis

The Head of Environmental and Protective Services submitted a report giving details of planning application determination performance together with an appeals analysis update for the period 1 July to 30 September 2011 and also a year end analysis of NI 157 eight week and thirteen week performance, and appeal analysis for the period 1 July to 30 September 2011.

Vincent Pearce, Planning Service Manager, attended to assist the Committee in its deliberations.

The Committee thanked the Planning Service Manager and his team on a good report.

RESOLVED (UNANIMOUSLY) that the report be noted.

92. Performance Monitoring // Enforcement Action

The Head of Environmental and Protective Services submitted a report giving details of the performance record of the Enforcement Team for the period 1 April to 30 September 2011.

Vincent Pearce, Planning Service Manager, attended to assist the Committee in its deliberations.

The Committee thanked the Planning Service Manager and his team on a good report.

RESOLVED (UNANIMOUSLY) that the report be noted.

93. Tree Preservation Order 23/11 // Land off Shakespeare Road, Wordsworth Road, Chaucer Way, Byron Avenue, Marlowe Way, Shelley Road and Lexden Grove, Colchester

The Head of Environmental and Protective Services submitted a report on a proposed Tree Preservation Order 23/11 to which an objection had been received. The

Committee was requested to give consideration to agreeing the implementation of the Tree Preservation Order taking into account the objection received. The Committee had before it a report in which all information was set out, see also Amendment Sheet.

The Committee made a site visit in order to assess the impact of the proposal upon the locality and the suitability of the proposal for the site.

Liam McKarry, Arboricultural Planning Officer, attended to assist the Committee in its deliberations.

A member of the Committee thanked the officer and for the committee going to see the beauty of the ancient walk and then to the Mount. Once the TPO was finalised he would start a maintenance plan for those trees that were in Council ownership.

RESOLVED (UNANIMOUSLY) that the implementation of Tree Preservation Order 23/11 be agreed.

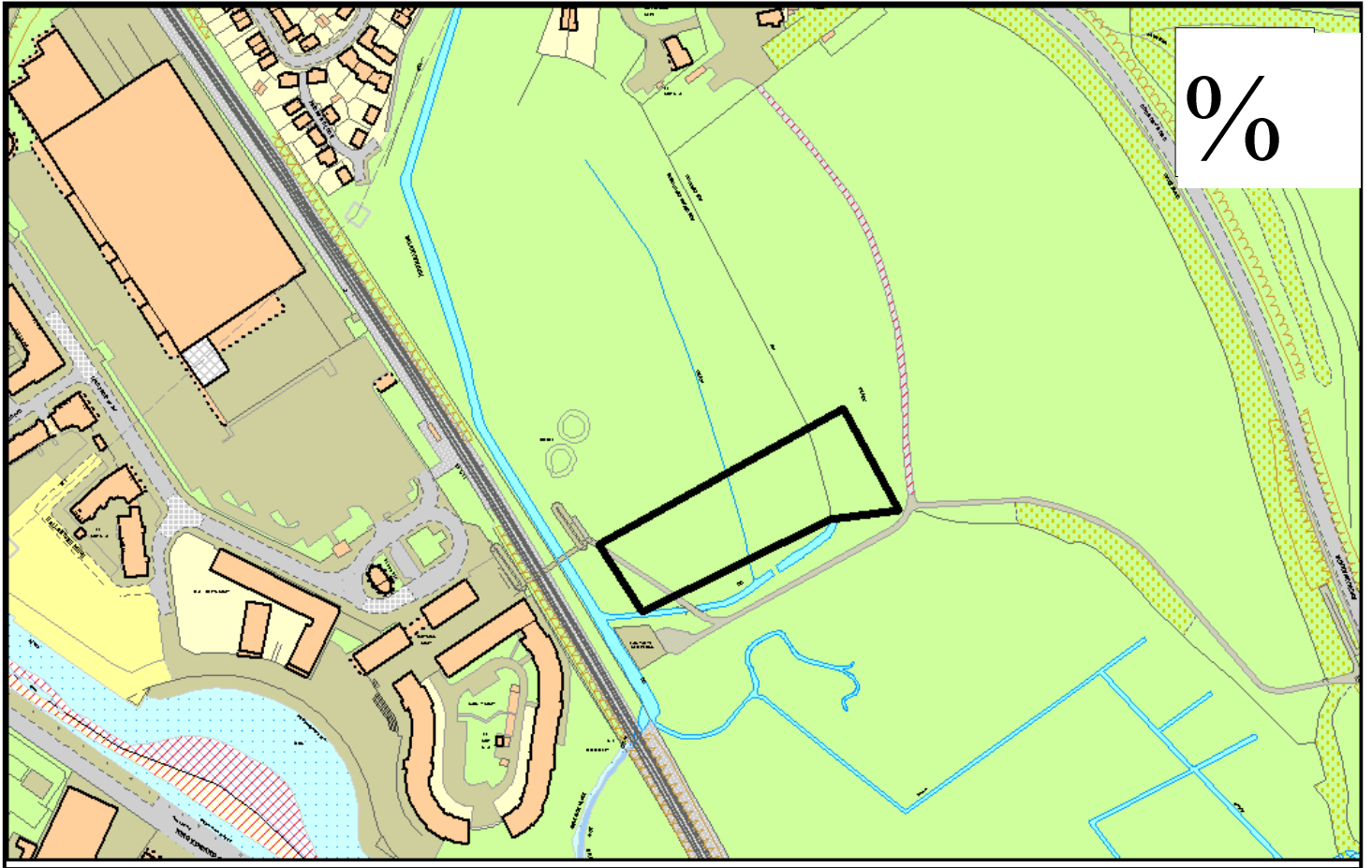
94. Tree Preservation Order 18/11 // St Chads, Chapel Lane, West Bergholt

The Head of Environmental and Protective Services submitted a report on a proposed Tree Preservation Order 18/11 to which an objection had been received. The Committee was requested to give consideration to agreeing the implementation of the Tree Preservation Order taking into account the objection received. The Committee had before it a report in which all information was set out, and on the Amendment Sheet.

Liam McKarry, Arboricultural Planning Officer, attended to assist the Committee in its deliberations.

Members of the Committee commented that even after the TPO had been confirmed, it would still be possible to remove a tree if it posed a danger or damage to property etc.

RESOLVED (UNANIMOUSLY) that the implementation of Tree Preservation Order 18/11 be agreed.



Application No: 111927

Location: Land to West of Boundary Road, University Of Essex, Wivenhoe Park, Colchester, CO4 3SQ

Scale (approx): Not to scale

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Committee Report

Agenda item

7

To the meeting of **Planning Committee**
on: **15 December 2011**
Report of: **Head of Environmental and Protective Services**
Title: **Planning Applications**

Relevant planning policy documents and all representations at the time this report was printed are recorded as BACKGROUND PAPERS within each item. An index to the codes is provided at the end of the Schedule.

7.1 Case Officer: Bradly Heffer Due Date: 02/01/2012

MAJOR

Site: University Of Essex, Wivenhoe Park, Colchester, CO4 3SQ

Application No: 111927

Date Received: 7 October 2011

Applicant: Mr Stephane Slama-Royer

Development: Reserved matters application for construction of 420 en-suite student bedrooms, arranged in cluster type flats, in three separate blocks of between four and seven storeys in height; 228 student bedrooms taking the form of two blocks of four storey terraced town houses; a two storey 'Pavilion' building, containing a small retail unit, launderette and student common room; and ancillary amenity space, cycle and refuse storage facilities, electricity sub-station and means of pedestrian, vehicular and servicing access. This follows outline application O/COL/05/2046.

Ward: Wivenhoe Cross

Summary of Recommendation: Conditional Approval

1.0 Introduction

- 1.1 This application is referred to the Planning Committee because the proposal has been called-in by Councillor Julie Young for consideration by the Planning Committee. The following statement has been received from Councillor Young:

'I wish to call this application as it falls foul of our planning policy in respect of parking provision. 420 student flats are being proposed with no parking provision at all which is ridiculous. Allowing this to go ahead will only create more problems for the surrounding community who will suffer even more problems with parking'.

2.0 Synopsis

- 2.1 The report will describe the proposed development and also advise of the relevant background to the submission of this application which is a reserved matters application, seeking approval for details following the approval of outline planning permission. The report will consider the issue of parking in the light of Councillor Young's comments. The conclusion and recommendation to Members is that planning permission should be granted for the development, subject to the imposition of suitable conditions that are listed at the end of the report.

3.0 Site Description and Context

- 3.1 The site for this proposal is a broadly rectangular area of land (with a given size of 1.05 hectares) that is located within an overall site known as the Knowledge Gateway, an extensive area of land that is immediately adjacent to the established University of Essex campus. The overall Knowledge Gateway is a substantial strategically-important site that is allocated for a mix of uses including residential (private and student accommodation), commercial, industrial and leisure uses.
- 3.2 The application site is level and currently bounded by Heras-type fencing. A notable feature on the site is a line of established trees (towards the eastern end) which runs on a north-west/south-east axis. The majority of land surrounding the application site currently appears as a construction site. This is because the permission granted under reserved matters approvals are being implemented whereby the new road junction serving the site from Clinghoe Hill is virtually complete and the main spine road network that will serve the overall Knowledge Gateway is under construction.
- 3.3 Some distance away to the north of the site is established residential development that is accessed off Elmstead Road. The western end of the site is adjacent to a railway line (with a newly constructed service road between the site and the railway) and the associated bridge crossing that was constructed as part of the University Quays development. The bridge would allow elevated views of the site when it is approached by foot from the west. To the north of the site is land that is allocated for private residential development as part of the Knowledge Gateway outline planning permissions, while to the south is marshland that is not allocated for development.

4.0 Description of the Proposal

- 4.1 Under this reserved matters application planning permission is sought for the provision of student-only accommodation on the site in the form of blocks of apartments and also townhouses. The submitted scheme also proposes the provision of a pavilion feature at the northern end of the site.
- 4.2 The apartment blocks would be located on the south-western and south-eastern boundaries of the site, whereas the townhouses would be located on the north-eastern and north-western boundaries.
- 4.3 Information submitted as part of the planning statement accompanying the report describes the proposed development as follows:
- 420 en-suite bedrooms, arranged in cluster-type flats, in three separate blocks of between four and seven storeys
 - 228 student bedrooms taking the form of two blocks of four storey terraced town houses
 - A two-storey 'Pavilion' building, containing a small retail unit (with a limited home delivery food offer), launderette and student common room
 - Ancillary amenity space, cycle and refuse storage facilities, electricity sub-station and means of pedestrian, vehicular and servicing access.
- 4.4 The range of materials proposed for use in the construction of the accommodation buildings would consist of a brick ground floor treatment with render above. The proposed design of the buildings also incorporates an architectural motif of coloured panels that are introduced to address the potential monotony of the rendered elevational treatment. The pavilion building would express a different architectural treatment that would utilised glazed walling and coloured panelling. Members should note the Design and Access statement submitted with the application advises that '...the project is targeting the award of 'Excellent' under BREEAM Multi-Residential 2008 assessment and will implement a number of solutions to improve sustainability. Photovoltaic panels are to be mounted on the elevated roof of the cluster flats and these in the main will be hidden by the parapet; only two flues rising from the energy-efficient combined heat and energy (CHP) plant will give an indication of the technologies being used...'

5.0 Land Use Allocation

- 5.1 The site for this proposal is located within the following allocated areas as allocated in the adopted Local Development Framework:
- East Colchester Growth Area (the Knowledge Gateway is located within this area)
 - Predominantly residential area
 - Environment Agency National Flood Zone
 - Colchester Local Wildlife site

6.0 Relevant Planning History

6.1 Under outline planning application O/COL/05/2045 outline planning permission was granted for the following:

‘A mixed use development to provide for an extension to Research Park (B1), residential development (C3), student residences (C2), hotel and public house/restaurant (C1/A4), leisure development (D2) and retail development (A1/A2/A3) together with associated infrastructure works and car parks, including new roundabout access and associated highway works upon the A.133 and Elmstead Road.’

6.2 Members should note that at specific condition attached to the grant of outline planning permission required that submission of reserved matters applications should be substantially in accordance with the masterplan for the site that was submitted with the outline application. As part of the overall approved masterplan for the Knowledge Gateway site the provision of student accommodation (which totalled 1300 bed spaces) should be constructed in two phases and the site for each phase was shown on the plan. One of the sites identified for student accommodation is the subject of this current application.

6.3 Subsequent to the approval of the outline application referenced above a full planning application (ref. F/COL/06/0320) was submitted for the erection of a 632 student bedroom development on the identified site. This application was subsequently approved by the Council following consideration by Committee at the meeting held on 27th July 2006. The permission granted expired on 16th August 2009.

6.4 The overall Knowledge Gateway site has also benefitted from reserved matters approvals (under application references 091662 – 091664 and 110952) for the infrastructure and structural landscaping works that are currently taking place on the site.

7.0 Principal Policies

7.1 The following national policies are relevant to this application:

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 9: Biodiversity and Geological Conservation
Planning Policy Statement 10: Planning for Sustainable Waste Management
Planning Policy Statement 12: Local Spatial Planning
Planning Policy Guidance 13: Transport
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 25: Development and Flood Risk

7.2 In addition to the above national policies, the following policies from the adopted Colchester Borough Core Strategy (December 2008) are relevant:

SD1 - Sustainable Development Locations
SD2 - Delivering Facilities and Infrastructure
UR1 - Regeneration Areas
UR2 - Built Design and Character
TA1 - Accessibility and Changing Travel Behaviour
TA2 - Walking and Cycling

TA3 - Public Transport
TA4 - Roads and Traffic
TA5 - Parking
ENV1 - Environment
ER1 - Energy, Resources, Waste, Water and Recycling

- 7.3 In addition, the following are relevant adopted Colchester Borough Development Policies (October 2010):
DP1 Design and Amenity
DP2 Health Assessments
DP15 Retention of Open Space and Indoor Sports Facilities
DP17 Accessibility and Access
DP19 Parking Standards
DP20 Flood Risk and Management of Surface Water Drainage
DP21 Nature Conservation and Protected Lanes
DP25 Renewable Energy

- 7.4 Lastly the following policy of the Local Development Framework Site Allocations document is relevant to the determination of this reserved matters application:

SA EC7 – University of Essex Expansion

- 7.5 Regard should also be given to the following Supplementary Planning Guidance/Documents:
Vehicle Parking Standards
Sustainable Construction
The Essex Design Guide
External Materials in New Developments

8.0 Consultations

- 8.1 The Highway Authority has confirmed that it has no objection to the proposal subject to the imposition of a condition and informatives.
- 8.2 The comments of the Urban Design Officer on the submission were initially as follows:

‘The application drawings appear as negotiated and in principle I am satisfied with the building design and layout.

The remaining issues are:

The refuse store adjacent to the electricity substation is only accessed from behind the large double gates. This refuse facility is intended for general access and requires a side door to enable students to deposit rubbish without opening the large gates.

Lighting

Given the solid steel canopies over the cycle parking there is a need for lighting in the cycle stores. I would suggest that this is on timed switches and operated from within the store. Other lighting around the campus is not described so more information should be provided.

Gate and fences.

These were not discussed in detail during the pre application process and the details shown in the submission are not satisfactory. The 2 metre high fences and gates are very utilitarian and aggressive in appearance. A more considered design is required that does not appear as a cheap palisade or fortifications of an overbearing nature.

Officer's comment: Members are advised that amendments to the identified elements of the scheme have been secured and the Urban Design Officer has confirmed his support.

- 8.3 Natural England identified in its original consultation response that further bat survey work would be required bearing in mind the presence of larger trees on the site (including two oaks). However, following further consideration the following additional comment has been received:

'I now understand that all the trees on site are planned to be retained in the development, notwithstanding the implication from the applicant's response that one diseased tree will potentially be removed. By nature of its condition, this tree is likely to have the most bat potential.

Whilst it is generally accurate that bat activity surveys need to be undertaken between April and September, in the case of trees (which bats may use for over-night roosting and in a more transitory way than with buildings), the best time to assess their roost potential can be over the winter, when the lack of foliage enables easier access and assessment. The applicant need not therefore have to wait until May to undertake an assessment of the trees bat roost potential.

Given the above, I suggest that the matter could be dealt with by conditions on any grant of consent. A condition along the lines that any felling of, or works to, trees on site should be preceded by an assessment of their potential for roosting bats, to be carried out by suitably qualified ecologist(s), would be appropriate. Should any bats or evidence of bats be found, tree works should not commence, and Natural England be contacted for advice, as a European Protected Species licence is likely to be required prior to works taking place.

I assume that protective measures would be insisted upon in any event for retained trees during construction.'

- 8.4 The Archaeological Officer has requested that the standard archaeological watching brief condition is imposed on the grant of a planning permission.
- 8.5 The proposal has been presented to the Council's Development Team for consideration, at the preliminary stage. As a result the Team noted the proposal but a mitigation package (to be secured through a S106 agreement) was not identified. This is because the outline approval was accompanied by a S106 agreement. The Team did identify however that further consideration would be needed with regard to waste collection from the site and the Council's requirements have been reflected in the submitted scheme.
- 8.6 The Environment Agency's final comments will be reported at Committee.

- 8.7 The Council's Head of Natural History has identified that the possibility of bat presence in the trees on the site should be the subject of further investigation. This accords with the comments received from Natural England.

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

9.0 Town Council Response

- 9.1 Wivenhoe Town Council has commented as follows:

Recommendations: In view that sewerage and drainage are already at near capacity; concerns are that this development will have a drain on already stretched resources.'

Officer comment: The application submission is a reserved matters proposal following on from outline planning permission. The outline submissions were accompanied by information relating to site infrastructure and drainage. Both Anglian Water and the Environment Agency have been consulted on this reserved matters application which includes a utilities statement which advises as follows:-

"The Knowledge Gateway Infrastructure Works carried out by Jackson Civil Engineering include the installation of main utility service runs to serve each individual development site.

The location and routing of these services are shown on combined services drawing no. 10-164-MDL=CSD.

In developing its proposals for the Meadows Student Residences site the applicant has taken this information into consideration.

The water, gas and electricity loadings that will be imposed on the utilities infrastructure by the new development have been calculated and checked against the available capacities.

The University has confirmed that these loadings are within the available limits and, as such, will not require an upgrade of the existing local infrastructure in order to meet assessed demand."

10.0 Representations

- 10.1 As a result of local notification no responses have been received from residents etc. However, a call-in request has been received from Councillor Julie Young. The reason for the call-in is given at the start of this report.

11.0 Parking Provision

- 11.1 Under the currently adopted parking standards of the Council the applicable standard would require the following parking provision for new student accommodation:

Car Parking: a maximum provision of 1 space per full time equivalent staff and one space per 5 students. It should be noted that a specific allocation of disabled parking space provision is not made – the number is to be considered on individual merit.

- *4 car parking spaces are proposed for staff, to be used in conjunction with the operation of the Facilities Management Office on the site. One of these spaces is proposed for disabled use.*

Cycle Parking: a minimum provision of 1 space per 5 staff and 1 space per 3 students.

- *The application proposes the provision of 216 spaces on the site which accords with the Council standard for student cycle provision. Information submitted with the application also advises that at least 50% of the spaces would be covered in accordance with the University's own requirements.*

PTW (Powered Two-wheeled vehicles): a minimum provision of 1 space, plus 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).

- *The scheme does not propose the provision of spaces for PTW vehicles.*

12.0 Open Space Provisions

12.1 The scheme is for student accommodation and the Council does not have a specific policy standard for the provision of open space in this form of development. Nevertheless it is noted that the submitted scheme does include an enclosed area of amenity space bounded by buildings that would be accessible to students only. Additionally there would be a publically-accessible area of open space that would incorporate the existing trees on the site.

13.0 Report

13.1 The report submitted for Members' consideration will be sub-divided into the following headings:

- *Scale, Height and Massing*
- *Design and Layout*
- *Impact on the Surrounding Area and Neighbouring Properties*
- *Highway Issues*
- *Parking Issues*

Scale, Height and Massing

13.2 As noted earlier in this report this planning application seeks approval for reserved matters following the grant of outline planning permission. In granting an outline approval the Council linked the permission to the masterplan for the Knowledge Gateway site that was submitted with the outline application. Members are advised that the masterplan did show the general arrangement of buildings on the current application site – and this reserved matters proposal follows the principles for building position and height established at that time. It is important to note that the Urban Design Framework for the site that accompanied the masterplan envisaged that the buildings would be at their highest where they faced towards the railway line (being of similar scale to those on the University Quays development) and would become lower across the site. The Framework does identify that the building heights would range up to six storeys, and it will be noted from the submission that part of the submitted proposal does achieve seven storeys. However, this element of the overall

development (located in the south-eastern corner) is not considered to be an excessively high or over-dominant element *in this context*. The requirement for the development heights to reduce across the site is still achieved in a visually sympathetic manner. In terms of building position the arrangement of buildings is such that an perimeter block is achieved whereby there is a clear spatial demarcation between public and private areas. Also it is noted that the building arrangement is such that the lower townhouses would be located nearer to the remaining area of the Knowledge Gateway site that is allocated for private residential development on the approved masterplan. In terms of general scale this is a considered approach in that the scale of this element of the development will be similar to that to be provided to the north in future.

Design and Layout

- 13.3 The design of the proposed development is clearly a contemporary architectural response. The apartment blocks are large structures and therefore careful consideration is necessary to ensure that the buildings do not appear overly bland and monolithic, without becoming an unseemly mixture of architectural styles and materials. It is your officers' view that the scheme before Members for determination achieves this important aim. The use of subtle treatment in the rendered elevations of the apartment blocks adds visual interest and depth, furthermore while the application of colour on the buildings is unusual; it is executed in a sympathetic manner that adds to the overall value of the development. Similarly although the *scale* of the townhouses is domestic, the overall appearance of these buildings is clearly contemporary and utilises the same approach to colour as a design device. Lastly the proposed pavilion building will have a key function, both within the development as a social hub and also as an element that forms part of a public square design as intended within the overall adopted masterplan. The arrangement of buildings on the private residential development to the north of the site would be such that the pavilion would have a direct visual relationship with the square. As such it is felt that the design of this building would add visual interest to this area. This building also incorporates the use of colour as an architectural element which creates interest in itself and also links this building with the others on the development helping to create an overall unity of design and appearance.

Impact on the surrounding area and neighbouring properties

- 13.4 As will be noted from previous sections of this report this development would constitute the first element on the Knowledge Gateway site. The remainder of the Knowledge Gateway site consists, in the main, of levelled areas of land bounded by recently a recently-constructed network of service roads, constructed as part of the initial phase of reserved matters approvals. Additionally the junction linking the service roads with Clingoe Hill has also been completed.
- 13.5 Additionally the site is relatively remote from the existing residential development in the area, the nearest development being further student accommodation on the opposite (south-western) side of the railway line and also the private residential development that is located to the north. In the case of the private residential development the nearest dwellings scale at approximately 200 metres distance. The existing student accommodation is considerably closer to the site (scaling at approximately 45 metres). However, it is felt that the provision of the proposed development in this location would not have a harmful impact on the amenity of the

occupiers of the building. The relative remoteness of the windows of existing and proposed development would mitigate possible loss of privacy and also the significant intervention of the railway, and its associated structural elements, would it is felt further reduce the overall impact of the proposal on the Quays development. Apart from the identified residential areas the main existing development in the vicinity of the application site is the B&Q DIY store which is away to the north-west, again across the railway line. While the development would be visible from this site it is felt that its impact would not be harmful.

Highway Matters

- 13.6 It has been noted that the site would be served by a newly constructed network of service roads and a new junction that links the Knowledge Gateway site with the wider road network. The design of this infrastructure was established at the outline application stage. To this end it is noted that the highway authority does not object to this reserved matters proposal. The only comment received by that Authority is that during the construction phase of the development wheel-cleaning facilities for construction traffic should be provided within the site and adjacent to the egress on to the highway.

Parking Issues

- 13.7 As Members will note, this application has been called-in by Councillor Young due to the fact that the development would not provide spaces for students to park cars on the site. This is seen as creating a problem for on-street parking demand within the surrounding area. This comment is fully acknowledged and appreciated. In fact the application submission is accompanied by a statement that deals with the issue of parking on the University of Essex campus, as it was anticipated that the issue of parking would be one of the key concerns in the consideration of this proposal. This document is entitled 'Transport and Parking Statement' and the full text is available to view on the Council's website. The following extracts have been taken from the document for Members' information:

2.2.2 The University of Essex's commitment towards the promotion of alternative transport modes to the private car is embodied with a Sustainable Transport Strategy (July 2006) whose main aims are to:

- Significantly decrease car parking demand on campus and reduce the impact of University generated traffic on the local environment, particularly in terms of congestion and carbon emission levels. This will be achieved by increasing the opportunities of staff, student and other campus users to travel by alternative means of transport and a long term commitment to changing travel patterns related to work, thereby reducing the need for single occupancy car journeys.
- Promote a sustainable, integrated approach to transport both on and off campus.

2.2.3 The document outlines how the expansion of the University has not kept pace with its parking requirement and that, as a consequence, a scheme has been introduced to manage the demand for car travel and parking. The elements of this policy briefly include:

- Registration Scheme which prohibits resident students from bringing cars on to campus;

- Pay and Display Visitors Car Park;
 - Wheel clamping regime;
 - Improved cycle facilities including cycle parking, shower facilities and cycle paths;
 - Improved pedestrian walkways;
 - Closure of Boundary Road to through traffic;
 - Improved bus services through the campus and provision of better bus shelters;
 - Ongoing commitment to the provision of a University rail station;
 - Creation of a taxi drop-off point;
 - Introduction of business mileage for cyclists.
- 2.2.4 The above measures ensure that the University is able to pro-actively address issues related to parking and demonstrate that there already is a successful track record of promotion and enforcement.
- 3.2.1 Within the main campus there is excellent provision for pedestrians with footways linking all the key facilities. There is street lighting within the campus providing a safe environment for students. Colchester Town centre is a 35 minute walk on footways and adjacent roads with good levels of street lighting.
- 3.2.2 Figure 2 shows isochrones indicating the destinations that can be reached within 30 minutes. It shows that:
- Tesco Superstore is within 15 minute walk;
 - University's academic buildings is within 15 minute walk;
 - Hythe Station is within 15 minute walk; and
 - Colchester Town Centre is just over 30 minute walk.
- 3.3 CYCLE FACILITIES
- 3.3.1 The main campus is within 15 minute cycling distance of Colchester and Wivenhoe and is well served by cycle routes and infrastructure due to Colchester's status as a cycling town.
- 3.3.2 Figure 3 shows the destinations that can be reached from the proposed development within 30 minutes. All of Colchester and the surrounding villages of Elmstead Market, Alresford and Wivenhoe can be reached. The main train station can be reached in 20 minutes and the town centre in 15 minutes enabling access to jobs and shopping.
- 3.3.3 There are nine separate cycle paths on campus as shown on Figure 4 located around the periphery of the academy buildings. There are currently cycle routes on Boundary Road and Valley Road providing links from Colchester and Wivenhoe to cycle parks at both ends of the campus. There are three further routes onto campus planned, including one from the riverside trail between Wivenhoe and Colchester providing a leisure route for students. Figure 5 shows the cycle routes within Colchester.
- 3.4 PUBLIC TRANSPORT
- 3.4.1 As a centre for higher education, the University of Essex is well served by public transport, especially buses. Colchester has an extensive network of services which provide access to all parts of the town. Those services which serve the University campus are show in Table 3.1 below. Service 61/61A also serves University Quays which is linked to the proposed development via a bridge over the railway. Students are able to purchase a Unicard for the academic year for £129 to enable travel on First Buses within the Colchester Zone Area 1.

- 3.4.2 It is understood the public transport services that currently use Elmstead Road would either divert using the new link through the University of Essex Knowledge Gateway site or would benefit from a bus gate at the point where Elmstead Road is severed to make way for the new A133 roundabout which will provide the main vehicular point of access to the extended University Campus in the future.
- 3.4.3 The students union also provide a safety bus enabling students to be dropped off as near as possible to their halls of residence or home.
- 3.5 COACH SERVICES
- 3.5.1 The University benefits from a coach stop located on its campus from which there is a daily service to Liverpool which calls at numerous cities such as Nottingham, Leicester and Manchester and 3 services in each direction to London. In addition there are 9 coaches per day to Ipswich, Stansted and Heathrow Airport from Colchester Town Centre which can be reached by local bus from the campus.
- 3.5.2 The coach service enables many destinations to be reached by coach from the campus either directly or via one change enabling students to visit home easily and reducing the need for a car.
- 3.6 TRAIN SERVICES
- 3.6.1 There are 4 stations, Hythe (Essex), Colchester Town, Colchester and Wivenhoe within a 5 km radius of the Campus. Hythe a 15 minute walk or 5 minute cycle ride away, has an hourly service to Colchester and stations to Walton-on-the-Naze. There are direct trains to London in the AM and direct trains from London in the PM peak enabling connections to national and international destinations to be made.
- 3.6.2 Colchester Station is 4.5km from the proposed development and can be reached by service 61 which runs every 20 minutes from University Quays, just over the railway bridge from the development. It is a 20 minute cycle ride from the development along National Cycle Route 51.
- 4.3 CAR PARKING
- 4.3.1 Student car ownership levels are generally low in the context of those living in the general populations. In some urban cases, where restrictions to car parking are in place, there can be issues associated with unauthorised parking in adjacent streets and where traffic management measures are deemed to be required.
- 4.3.2 In Colchester, as stated previously, there will not be any parking provision for those living on campus. Students generally are discouraged from bringing a vehicle with them in line with the parking strategy but there is a blanket restriction for on-campus accommodation.
- 4.3.3 The location of the development will mean that there is a limited opportunity nearby for any unauthorised parking to take place. There are already parking restrictions on Elmstead Road where most residential parking occurs within the curtilage of properties.
- 4.4 SUSTAINABLE TRANSPORT MEASURES
- Campus Parking Strategy
- 4.4.1 The University already have a robust car parking strategy in place which restricts parking to those living off campus or with a genuine need for a car such as disability or course requirement. When applying for a permit or registering for a discount, ownership of the car must be demonstrated, by stopping a person living on campus getting someone living off campus to register their car on their behalf.

- 4.4.2 The parking charges on campus are high for those without a parking permit or discount card. Parking for 9 hours, covering the time that parking charges apply, is £7.50 which equates to £37.50 per week making the cost of keeping a car on campus prohibitive.
- 4.4.3 It is recognized that there are some residential streets within 10 minutes walk where there are no parking restrictions and there may be concern that students might park in surrounding streets and then walk to their accommodation. In line with current parking management the University will continue to strive to remove or reduce this problem with appropriate intervention measures (including clamping). These can be supplemented through the tenancy agreements which students will be obliged to meet.

- 13.8 It is noted from the information in the report that the University does have processes in place to control parking within the Campus. Additionally the report identifies the variety of transport modes that are available to students living on campus. It is also noted in the report that ‘...By increasing the number of rooms available on campus for students, it is envisioned that fewer students will need to live off-campus and therefore there will be fewer students commuting on to campus by car, relieving some of (the) current demand issues...’
- 13.9 Members should also bear in mind that this application is a reserved matters application that follows on from the approval of an outline planning application. The outline planning permission included an approved masterplan and associated Urban Design Framework that set out layout and design principles. The approved masterplan did not include parking provision for the student accommodation element of the overall Knowledge Gateway development. On the other hand parking provision would be required for the other approved uses on the site. This reserved matters application is submitted in accordance with the outline planning permission previously granted by the Council.
- 13.10 In consideration of this parking issue as well as the fact that the Council has previously endorsed the development of the Knowledge Gateway site as shown on the masterplan it is noted that the subsequently approved full application for this site (granted under reference F/COL/06/0320) also did not include student parking provision on the site – albeit that the amount of parking for staff was larger than that currently proposed with 22 spaces shown. In terms of physical location of the application site it is also considered that its position in relation to the main University campus and the provision of a footway and cycleway network would also help to mitigate the need for a car for students to access the campus. Your officer noted that students residing at the University Quays development were using the footbridge link across the railway and walking to the campus along the footways newly provided within the Knowledge Gateway site. The fact that application site is closer to the Campus would mean that it is more likely, in your officer’s view that this existing network of footways and cycleways would be used. The fact that the network does benefit from lighting, and the ongoing development of the Knowledge Gateway over time would provide additional passive surveillance, would make it a safe choice for pedestrians and cyclists. Members will be aware of problems with parking that have arisen in the past, associated with on-street parking by Essex University students, particularly within the neighbouring Ward of St. Andrews. However, it is considered that the locational factors relevant to this application site help to underpin the non-provision of student parking in this instance.

14.0 Conclusion

- 14.1 In conclusion it is considered that this reserved matters planning application accords with the terms of the outline planning permission for the Knowledge Gateway site, in relation to the masterplan, urban design framework and a condition that requires the reserved matters approval to be in accordance with the outline planning permission.
- 14.2 The submitted scheme is considered to achieve an appropriate standard of architecture for this site, reflecting the context of its surroundings and also anticipating the nature of the development that will follow on around the application site.
- 14.3 The concerns of the Councillor with regard to the lack of parking provision for students is fully acknowledged and appreciated. It is fair to say that, the issue of parking has been carefully considered in the submission and it has been demonstrated that there are a number of factors and controls in place, as described in the identified report accompanying the submission that help to mitigate the demand for parking created by this form of accommodation.
- 14.4 It is also felt that the location of the site in relation to the main campus is an important consideration. While sites remote from the campus have certainly given rise to parking problems in the past it is felt that the proximity of this site would mean that it is a convenient walking or cycling distance away from the University itself.

15.0 Background Papers

- 15.1 PPS; Core Strategy; CBDP; Local Development Framework Site; SPG; HA; DHU; NE; AT; Development Team; NR; Natural History; PTC: NLR

16.0 Recommendation – Conditional Approval

Conditions

1 - A1.8 Reserved Matters

The reserved matters planning permission hereby granted is given in accordance with the terms of the outline planning permission Ref O/COL/05/2046 relating to this site and the extant conditions attached thereto remain in force.

Reason: In order to comply with Section 91 (1) and (2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2 – Non-Standard Condition

The development hereby permitted shall be carried out in accordance with the following drawings (including subsequent amended drawings) and supporting information submitted with the application unless otherwise agreed in writing with the Council.

Reason: To avoid doubt as to the scope of the permission hereby granted.

3 – Non-Standard Condition

The premises shall be used for student accommodation purposes only as defined in the Use Class Order and for no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) Order 2005, or in any provision equivalent to that class in any statutory instrument revoking or re-enacting that Order, with or without modification.

Reason: To avoid doubt as to the scope of the permission hereby granted and as the Council would wish to consider alternative proposed uses of the building in relation to the potential for on-site parking demand.

4 – Non-Standard Condition

The refuse storage facilities indicated on the approved plans returned herewith, shall be provided and made available to serve the proposed development hereby approved before the development/use is occupied or becomes operational. Such facilities shall thereafter be retained to the satisfaction of the Local Planning Authority.

Reason: To ensure that adequate facilities are provided for refuse storage and collection.

5 - Non-Standard Condition

The external materials and finishes to be used shall be as stated in the Design and Access Statement accompanying the application and as indicated on the approved plans, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure a visually satisfactory form of development.

6 - C2.1 Watching Brief

Prior to the commencement of development, details of a watching brief to be carried out by a suitably qualified archaeologist during construction works shall be submitted to and agreed, in writing, by the Local Planning Authority. The development shall thereafter be carried out strictly in accordance with these agreed details. In the event that any important archaeological features or remains are discovered which are beyond the scope of the watching brief and require a fuller rescue excavation the construction work shall cease immediately and shall not recommence until a revised programme of archaeological work including a scheme of investigation has been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To ensure that any remains of archaeological importance are properly recorded.

7 -Non-Standard Condition

Prior to commencement of the development details of a wheel cleaning facility within the site and adjacent to the egress onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The wheel cleaning facility shall be provided prior to commencement of the development and maintained during the period of construction.

Reason: To protect highway efficiency of movement and safety in accordance with policy DM1 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

8 - Non-Standard Condition

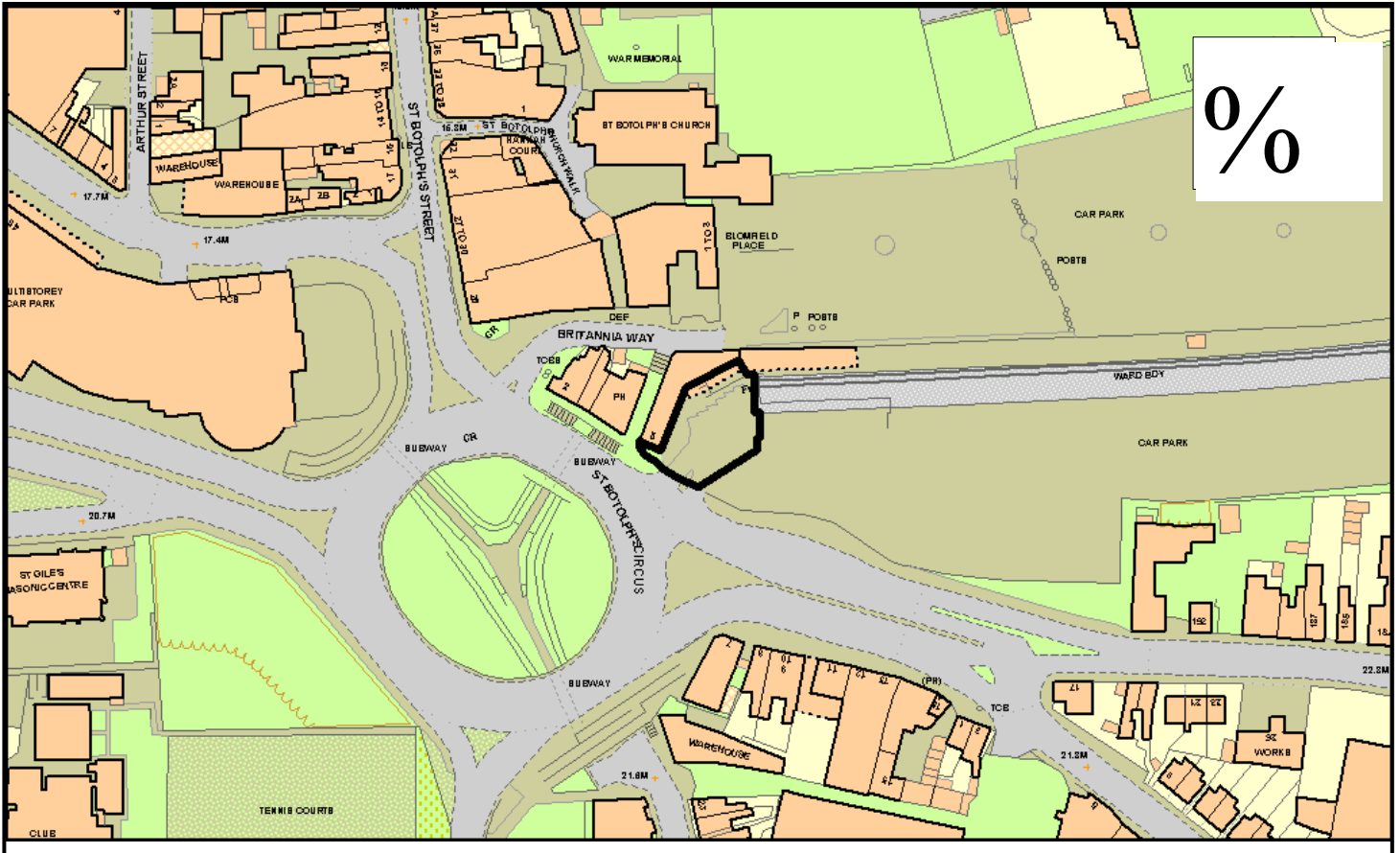
Prior to the felling of, or works to any tree or trees on the application site, an assessment of their potential for roosting bats shall be carried out by a suitably qualified ecologist. The results of the assessment shall be provided to the Local Planning Authority. Should any bats, or evidence of bats, be found tree works shall not commence and Natural England shall be contacted for advice.

Reason: The Council considers that the trees on the site may provide roosts for bats and a proper assessment is necessary in order that this potential is known and the in the event that bat roosts and/or bat activity is evident a European Protected Species License is likely to be required prior to tree works or felling taking place.

Informatives

(1) The developer is referred to the attached advisory note *Advisory Notes for the Control of Pollution during Construction & Demolition Works* for the avoidance of pollution during the demolition and construction works. Should the applicant require any further guidance they should contact Environmental Control prior to the commencement of the works.

(2) All works affecting the highway should be carried out by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority and application for the necessary works should be made by initially telephoning 01206 838600.



Application No: 111981

Location: Colchester Town Station, St. Botolphs Circus, Colchester, CO2 7EF

Scale (approx): 1:1250

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7.2 Case Officer: Mr John More

MINOR

Site: Colchester Town Station, St. Botolphs Circus, Colchester, CO2 7EF

Application No: 111981

Date Received: 31 October 2011

Agent: Mr Andrew Yelland

Applicant: Mr Neil Hopkins

Development: Development of town station approach area, including removal of parking area, to form new pedestrian space. Works include new paving, lighting and bespoke artwork for seating, guarding/gates and feature rails (inset within the paving).

Ward: Castle

Summary of Recommendation: Conditional Approval

1.0 Introduction

1.1 This application is referred to the Planning Committee because Colchester Borough Council's Strategic Policy and Regeneration Team is the applicant.

2.0 Synopsis

2.1 The report describes the site and the details of the proposed development. The application is for public realm improvements to the town station forecourt including the provision of public art. The report details the representations received in respect of the proposed development. These include concerns expressed by the local access group and the Urban Designer and the response to these concerns. The report concludes that the proposals would result in a vast improvement to the character and appearance of the site along with the setting of the adjacent listed building and the conservation area. The proposals would enhance accessibility and would further the Council's regeneration objectives in the St Botolph's area of the town centre. Approval is therefore recommended subject to controlling conditions.

3.0 Site Description and Context

3.1 The site comprises the forecourt area to the front of Colchester Town Railway Station accessed from St Botolph's Roundabout. The area is currently all hard landscaped and contains pedestrian access to the Railway Station in front of the station house, 6 car parking spaces, with chains and drop bollards to prevent public use, and the remains of the access road which formerly served the St Botolph's Car Park (soon to be the new Magistrates Court).

3.2 The railway station is an attractive red brick building which is included on the list of buildings designated as being of special architectural and historic interest at grade II.

4.0 Description of the Proposal

- 4.1 The proposal is to provide a single open plan, public space, providing level access to the town station and the new Magistrates Courthouse. The proposal is essentially a hard landscaping scheme between the edge of the new Magistrates Court forecourt and Colchester Town Railway Station, which would be repaved in Eco Granite paving (from Hanson's) laid in a radial pattern as shown on the submitted drawing. This proposal will continue the pattern generated for the Magistrates Courthouse forecourt. The existing vehicle bellmouth junction to the site which formerly served the St Botolphs Car Park would be removed along with the private parking to the front of the station house, turning the space into a more pedestrian friendly space. The scheme also includes elements of function public art in the form of two granite benches and decorative safety barrier. In addition to this it is proposed to inset metal rails flush within the paving with images etched along the top of these rails, similar to the images used in the proposed safety barrier, along with a new lighting scheme.

5.0 Land Use Allocation

- 5.1 The site is within a Regeneration Area within the St Botolph's Quarter of Colchester and is just outside the Colchester Town Centre Conservation Area.

6.0 Relevant Planning History

- 6.1 There is no planning history for the site that is particularly relevant to this application, however it is worth noting the planning permission for the new Magistrates Court building that is in the process of being completed (090752). The S106 agreement attached to this permission contained contributions towards the new public square, public realm improvements, public art and CCTV.

7.0 Principal Policies

- 7.1 The following national policies are relevant to this application:
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 5: Planning for the Historic Environment
- 7.2 In addition to the above national policies, the following policies from the adopted Colchester Borough Core Strategy (December 2008) are relevant:
CE2a - Town Centre
UR1 - Regeneration Areas
UR2 - Built Design and Character
PR2 - People-friendly Streets
TA1 - Accessibility and Changing Travel Behaviour
TA2 - Walking and Cycling
TA3 - Public Transport
- 7.3 In addition, the following are relevant adopted Colchester Borough Development Policies (October 2010):
DP1 Design and Amenity
DP14 Historic Environment Assets
DP17 Accessibility and Access
DP19 Parking Standards

7.4 Regard should also be given to the following Supplementary Planning Guidance/Documents:
Vehicle Parking Standards

7.5 The St Botolph's Quarter Master Plan and the St Botolph's Car Park Development Brief are also relevant.

8.0 Consultations

8.1 Urban Design

The Council's Urban Designer has made comments regarding the finer detailing of elements of the scheme. Concern is expressed that the public art element has been watered down with interactive lighting on the seating and decorative etched glass on the rails omitted from the latest art content. The proposed etched glass on the guard rail should be retained as it provides a changing motion effect when one walks past, while the laser cut steel does not have the same effect. All metal finishes should be matched and in a dark grey colour, to provide a consistent palette of colours for all street furniture on the square and to ensure a visual contrast to comply with the needs of the partially sighted. A RAL7016 anthracite grey is the specified finish for the light columns and that should be matched closely. Further details are required of the etching images on the curved metal rail, as part of the urban artwork, to ensure there is art content and not merely a metal rail. It is not clear which luminaries are to be used – given the context of the modest scale listed town station building and the small scale of the square, a slender light would be required, to complement this environment. The suggested Camaro light is utilitarian and more suited to roads and paths and will not be acceptable on the square. The Manhattan option has a slim design, provides sufficient luminance and will be suitable. The replacement luminaries from DW Windsor 'Manhattan' should be mounted on 4m columns, to compliment the domestic scale of the station building and to be in proportion to the relatively small square. A slim 4m tapered column is the preferred option. A sample of the granite to be used for the benches should be provided. A dark charcoal grey is the recommended colour, to provide visual contrast with the paving and comply with the needs of the partially sighted, and to coordinate with the street furniture.

8.2 Environmental Control

Environmental Control recommends standard conditions covering light pollution and unexpected contamination, and informatives covering the control of pollution during construction and demolition works and unexpected contamination.

8.3 Highway Authority comment:

"The Highway Authority would not wish to raise an objection to the above application subject to the following requirements:

1. Prior to commencement of the development the detail of any works which will abut existing or proposed highway shall be agreed with the Highway Authority.

Reason: To protect highway efficiency of movement and safety in accordance with policy DM1 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

2. *Lighting column reference LC3 shall be located to ensure it is clear of the emergency/service access off St. Botolph's Roundabout.*

Reason: To protect highway efficiency of movement and safety in accordance with policy DM1 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

3. *No part, including the lantern, of any lighting column shall overhang existing or proposed highway.*

Reason: To protect highway efficiency of movement and safety in accordance with policy DM1 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

4. *Prior to commencement of the development details of a wheel cleaning facility within the site and adjacent to the egress onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The wheel cleaning facility shall be provided prior to commencement of the development and maintained during the period of construction.*

Reason: To protect highway efficiency of movement and safety in accordance with policy DM1 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

Notes:

- *The above is required to ensure the proposal complies with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.*
- *In making this recommendation the Highway Authority has assumed the proposal site would not be laid out and constructed to adoptable standards and that the applicant does not intend to offer it to the Highway Authority for adoption.*
- *The above requirements should be imposed by way of negative planning conditions or planning obligation agreements as appropriate.*
- *Prior to any works taking place in the highway the developer should enter into an agreement with the Highway Authority under the Highways Act 1980 to regulate the construction of the highway works.*
- *All highway related details should be agreed with the Highway Authority."*

8.4 English Heritage

English Heritage does not wish to offer any comments on this occasion. They recommend the application should be determined in accordance with national and local policy guidance, and on the basis of our own specialist conservation advice.

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

9.0 Representations

9.1 Cllr T Higgins stated:-

"The local access group should be consulted on the proposal. Much is made about having level access which is good for wheelchair users but how suitable is the design for people with poor vision."

Officer comment: The local access group was consulted and their comments are set out below.

- 9.2 Fair Access 2 Colchester (FA2C) express concern that from a vision impaired point of view there is no visual or tactile marking to indicate that there is an access road to and from the station. They believe this will also service the new Magistrates Court and are concerned that traffic could be quite heavy here. Other concerns are the proximity of local disabled parking for the station and the design of the seating which appears to be made of granite and with very low backs which would be cold and offer no back support for the elderly or those suffering from chronic pain. There is also concern that the colour of the seating may not be enough contrast for those who are sight impaired and therefore be considered as obstacles.

Officer comment: As part of the new Magistrates Court development, a new level footpath is to be created across the site frontage where the existing bell mouth junction is situated. While the bellmouth junction and all roadways are to be removed from the site, limited vehicular access will still be necessary to the station, for essential maintenance & emergency service vehicles. This is to be achieved with a short section of splayed kerb, indicating where maintenance & emergency vehicles should gain access into the square by bumping up the kerb. The intention is that pedestrians have priority across the space.

10.0 Parking Provision

- 10.1 See report section below.

11.0 Open Space Provisions

- 11.1 N/A

12.0 Report

Policy

- 12.1 Core Strategy Policy CE2a indicates the Council will seek to deliver more attractive public spaces and streetscapes in the town centre. Policy UR1 sets out the council's regeneration and renaissance aims, listing five main areas, including St Botolph's, to focus improvements enhancing public realm and improve accessibility. Policy UR2 requires high quality and inclusive design which enhance built character and public realm to make better places for residents and visitors. Policy PR2 indicates that the town centre and urban gateways will be priority areas for streetscape improvements and traffic management to support the development of a prestigious regional centre. Policy TA3 states that Gateways to Colchester will be enhanced to provide attractive entry points, a sense of place and excellent onward connections. The Urban Gateways at Colchester including Colchester Town Railway station at St Botolph's will be improved to facilitate regeneration in the surrounding areas.
- 12.2 Development Policy DP1 requires all development to be designed to a high standard and avoid unacceptable impacts on amenity. Development proposals must demonstrate that they respect and enhance the character of the site, its context and surroundings and wherever possible remove existing unsightly features as part of the overall development proposal. Further, they must provide a design and layout that takes into account the potential users of the site, including giving priority to pedestrian, cycling and public transport access, and the provision of satisfactory access provision for disabled people and those with restricted mobility. Policy DP14 indicates that

development affecting the historic environment should seek to preserve or enhance the heritage asset and any features of specific historic, archaeological, architectural or artistic interest. Policy DP17 states all developments should seek to enhance accessibility for sustainable modes of transport, by giving priority to pedestrian, cycling and public transport access to ensure they are safe, convenient and attractive, and linked to existing networks.

- 12.3 The Council's Masterplan Planning Guidance relating to St Botolph's Quarter states that the regeneration of St Botolph's Quarter is one of the four major regeneration projects planned as a key objective of the Council's Strategic Plan and 'Colchester 2020, the Community Strategy'. It describes how a new focus for the town is to be formed by the railway station in the form of a the new Magistrates Court and Station Square "The square integrates the improved Town Station with the new Magistrates Court building and provides a starting point for the 'Heritage Route' leading towards the new Cultural Quarter." (paragraph 4.4)

Design and layout

- 12.4 The proposal is essentially a hard landscaping scheme between the edge of the new Magistrates Court forecourt and Colchester Town Railway Station buildings. The area would be paved in Eco Granite paving laid in a radial pattern as shown on the submitted drawing creating a level access across the site. This proposal would continue the paving pattern generated for the Magistrates Courthouse forecourt which follows the concept design developed by the Council. Importantly, the existing vehicle bellmouth junction to the site which formerly served the St Botolphs Car Park and cut the pedestrian route along Magdalen Street would be removed, along with the private car parking to the front of the station house with its drop bollards and chains. The scheme includes elements of functional public art in the form of two granite benches and decorative safety barrier. In addition to this it is proposed to inset metal rails flush within the paving with images etched along the top of these rails, similar to the images used in the proposed safety barrier, along with a new lighting scheme.
- 12.5 The replacement lighting has been developed to achieve rail industry standards for the station type. The requirements are to achieve an average of 20 lux throughout with a minimum of 8 lux. To achieve this standard, 4 light columns are proposed. These are to be from DW Windsor, type Manhattan, height 5 metres. The Urban Designer's comments regarding the column height are noted, and if possible 4m columns should be used, however, the scheme must achieve the rail industry standard or the installation cannot go ahead. As overall the proposed lighting is an improvement on the existing; it is considered this is a matter which can be dealt with by condition. The other issues raised, such as further details of the etching images on the curved metal rail and the finish colours of the street furniture can also be controlled by condition. The removal of the interactive lighting on the seating and decorative etched glass on the safety barriers is a result of the landowner's requirements for durability and, in part, the cost of these elements. Overall the improvements proposed are considered to outweigh the loss of these elements and without the landowners consent the scheme would not go ahead.

- 12.6 The concerns expressed by FA2C regarding the design are acknowledged. The applicants have stated in response that there is one designated obstruction free route leading to the station ticket office and the gates providing access to the platforms. This route is bounded by the station building on one side providing a physical sign post, and functional art in the form of granite benches on the other. Regarding the granite seating, this is functional art intended as 'touch down points'. For those who may find this form of seating unsuitable the existing seating within the station facility will remain. Regarding the colour of the granite benches and the contrast with the surroundings it is intended that the granite would be a dark grey and the paving proposed is a light grey. The applicant states that the design follows recommendations for colour contrast and clear lightness differences, a dark colour being contrasted on a light background. To quantify this in some way the contrast ratio is approximately 8:1.
- 12.7 Overall the design and layout of the space is considered to be a major improvement on the current situation removing existing unsightly features and obstacles and creating an attractive and welcoming arrival point in the town centre. It would improve the pedestrian experience giving priority to pedestrians and create level access to the town centre railway station. As such the proposal is considered to accord with adopted policies set out above.

Setting of Heritage Assets

- 12.8 The proposal has a direct impact on the settings of two designated heritage assets, the Colchester Town Centre Conservation Area and the grade II listed Station House at Colchester Town station.
- 12.9 The area around the railway station was described in both the 2003 and the 2007 Conservation Area appraisals as having a detrimental impact on the adjacent Conservation Area. The car park was described in the 2007 Conservation Area Appraisal as "a large bleak areas of tarmac, which would benefit from development or landscaping". The setting of the Station House is currently poor and heavily worn. Outside the front door of the house is a group of parking bays and patched tarmac in the former entrance to the station car park.
- 12.10 It is considered the proposal would have a positive impact on the character and the appearance of the Conservation Area and would vastly improve the setting for the listed building, removing the visual clutter from around it and allow for it to be better appreciated. As such the proposals accord with the policies set out above.

Parking

- 12.11 There are currently 6 car parking spaces to the front of the station building for staff. These are to be removed as part of the proposals with parking for station staff being provided in Britannia Car Park to the rear of the site. At present there is no accessible parking provided at the Town Station. The nearest accessible parking is at Britannia Car Park behind the station and this parking will remain.
- 12.12 The relocation of the staff car parking from the front of the station building to Britannia Car Park is considered acceptable in view of the dramatic improvements to the appearance and functioning of the site along with the setting of the listed building and Conservation Area identified above.

Vehicular access

12.13 As part of the new Magistrates Court development, a new level footpath is to be created across the site frontage where the existing bellmouth junction is situated. While the bellmouth junction and all roadways are to be removed from the site, limited vehicular access will still be necessary to the station, for essential maintenance & emergency service vehicles. This is to be achieved with a short section of splayed kerb, indicating where maintenance and emergency vehicles should gain access into the square.

14.0 Conclusion

14.1 In summary, it is considered the proposals would result in a vast improvement to the character and appearance of the site along with the setting of the adjacent listed building and the Conservation Area. The proposal would enhance accessibility and would further the Council's regeneration objectives in the St Botolph's area of the town centre. Approval is therefore recommended subject to controlling conditions.

15.0 Background Papers

15.1 PPS; Core Strategy; CBDP; SPG; DHU; HA; HH; EH; CBC; NLR

15.0 Recommendation – Approve subject to the following conditions

Conditions and informatives to cover the following:

- Approved drawings
- Materials
- Metal rail etching
- Lamp column height
- Light pollution
- Highway matters
- Unexpected contamination
- Control of pollution



Application No: 091088 & 091089
Location: 3-4 Greens Yard, Colchester, CO1 1QP
Scale (approx): 1:1250

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7.3 Case Officer: Sue Jackson

MINOR

Site: 3-4 Greens Yard, Colchester, CO1 1QP

Application No: 091088

Date Received: 14 October 2009

Agent: Stour Valley Design

Applicant: Arthur Clarke

Development: Listed building application for conversion of No.4 Greens Yard into 2 no separate dwellings (no.3 & 4) and associated loft conversion.

Ward: Castle

Summary of Recommendation: Conditional Approval subject to signing of Unilateral Undertaking

7.4 Case Officer: Sue Jackson

MINOR

Site: 3-4 Greens Yard, Colchester, CO1 1QP

Application No: 091089

Date Received: 26 April 2010

Agent: Stour Valley Design

Applicant: Arthur Clarke

Development: Conversion of No.4 Greens Yard into 2no seperate dwellings (no.3 & 4)

Ward: Castle

Summary of Recommendation: Conditional Approval subject to signing of Unilateral Undertaking

1.0 Introduction

- 1.1 These applications for planning permission and listed building consent are referred to the Planning Committee because objections have been received and the applications were submitted prior to the revised scheme of delegation was approved. There has been a delay reporting the applications to the Planning committee due to a change in case officer and whilst the previous case officer had agreed amendments it transpired that not all the issues raised in the representations had been addressed. The files had been closed and the applicant/agent considered decisions had already been made although it transpired no decision notices had been issued.

2.0 Synopsis

- 2.1 Planning permission is sought to change the use of 3-4 Green Yard from a single dwelling to two dwellings. The listed building application involves internal and external works to the building plus the rebuilding of a single storey lean to along the rear boundary of the small rear yard.
- 2.2 Members will note from the representations that some work had been carried out prior to the submission of the applications.

3.0 Site Description and Context

- 3.1 3/4 Greens Yard is a grade 2 listed building within a small row of dwellings off North Hill. The listing description is as follows .

“No. 1 forms rear wing of No. 37 North Hill (qv).
Early C19. Red brick, 2 storeys, one window, sashes with glazing bars.
Plain doorways with flat hoods. Slate roofs.

Nos 1 to 5 (consec) Green’s Yard form a group with Nos 37 to 42 (consec) North Hill.”

- 3.2 The building has two front doors and from the front has the appearance of two dwellings.

4.0 Description of the Proposal

- 4.1 The proposal is to convert the building into 2 dwellings. The existing dwelling has 3 bedrooms and the two dwellings will each have 2 bedrooms. This will be achieved on the ground floor by a small section of new party wall and new stud walls to form a stair case to each dwelling leading to a single bedroom and en-suite on the first floor and then further work to the roof area to form a second bedroom. The bedroom in the roof was originally lit by dormer windows in the front and rear elevations these have now been excluded and two roof lights in the rear elevation are indicated.
- 4.2 The proposal included works to a garage opposite the dwelling but this has also been withdrawn.

- 4.3 The property has a small rear courtyard which contains a small lean to structure along the rear boundary. Work has been carried out to this structure replacing the original roof with felt and rebuilding the walls. An amended plan shows a pitched slate lean to roof and the rear wall which is a mix of plain blockwork and brick will be rendered. The rear yard will be subdivided by 2 metre high brick walls.
- 4.4 The Design and Access Statement provides full details of the proposed works and is available to view in full on the Council's website.
- 4.5 A Heritage Statement submitted with the Listed Building application recognises the importance of this group and the exceptionally well-preserved façade in particular. It states that the date of much of the works are unknown and the extent of the unauthorized work is therefore unclear.

5.0 Land Use Allocation

- 5.1 The building is listed grade 2 and is within the town centre conservation area.

6.0 Relevant Planning History

- 6.1 76/0233 - Installation of bathroom and other modernization.

7.0 Principal Policies

- 7.1 The following national policies are relevant to this application:
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 5: Planning for the Historic Environment
- 7.2 In addition to the above national policies, the following policies from the adopted Colchester Borough Core Strategy (December 2008) are relevant:
SD1 - Sustainable Development Locations
UR2 - Built Design and Character
TA5 - Parking
- 7.3 In addition, the following are relevant adopted Colchester Borough Development Policies (October 2010):
DP1 Design and Amenity
DP3 Planning Obligations and the Community Infrastructure Levy
DP13 Dwelling Alterations, Extensions and Replacement Dwellings
DP14 Historic Environment Assets
DP15 Retention of Open Space and Indoor Sports Facilities
DP16 Private Amenity Space and Open Space Provision for New Residential Development
DP19 Parking Standards

- 7.4 Regard should also be given to the following Supplementary Planning Guidance/Documents:
Community Facilities
Vehicle Parking Standards
Sustainable Construction
Open Space, Sport and Recreation
Extending your House
The Essex Design Guide
External Materials in New Developments

8.0 Consultations

- 8.1 English Heritage do not wish to offer any comment and recommend the application is determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice
- 8.2 Archaeology Officer - no recommendation

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

9.0 Representations

- 9.1 Three objections have been received raising the following issues

- I am the neighbouring property of the proposed garage demolition and rebuild, however it also shows that it includes demolishing the shed (which belongs to me) to the rear of the garage to lengthen it. Can you ensure that planning does not include the demolition of my shed and that if permission is granted that the dimensions are exactly the same or smaller as the existing garage, as the land to the left side including the remains of the wall and the shed to the rear belong to me. I have no objections to the accommodation extending into the roof voids, however, the roof lines to the front of the cottages, 1-5 Greens Yard, also being in a conservation area should be protected from any development.
Officer Comment: The application no longer includes the enlargement of the garage.

- 3-4 Greens Yard was converted by the previous owner into one modest sized house with interior facilities. It is not big enough to make back into 2 units with modern bathroom and sanitation facilities unless it is extended at the rear or the roof is ruined with dormer windows

Specific reasons for objection:

1. Inadequate turning space. Greens Yard is a narrow single carriageway with very narrow or no footway, ending in a dead end.
2. Traffic generation. Greens Yard is a single carriageway that serves 3 car parks. One is the 6th form college car park. It is very difficult to exit from Greens Yard at such times as it forces incoming traffic to reverse on to North Hill. Reversing is very difficult because the entrance under a building is narrow and the building blocks visibility. The other two car parks serve businesses and generate two-way traffic with only one exit route i.e. on to North Hill. There is no exit route through the 6th form

college car park which is padlocked at night and weekends. There are frequent disputes between drivers as to who should give way, etc. which cause noise and disturbance to neighbours.

3. Inadequate road access.
 4. The proposal fails to satisfy the borough's requirement of 2 parking spaces per dwelling. There is no resident's parking as the Council refuses to issue permits.
 5. Adverse effect on group of listed buildings and conservation area. The overall appearance of the terrace would be spoilt. The proposals especially the dormer windows would be contrary to that policy and to the local policy of conserving the few remaining unspoilt continuous peg tiled roofs in this conservation area. The Applicant should remove the flues he has already inserted in the front elevation and through the roof at the rear and also the new TV aerials and security alarms as they detract from the overall appearance of the group.
 6. The Applicant should be required to take out the new doors and small side windows that he installed in the rear ground floor elevation in mid August 2009 and reinstate box sash windows like the originals which he took out and also reinstate the central door to the west side of the existing drainpipe to restore the symmetry of the rear elevation. This would include strip the interior back down to the brickwork, re-open the doorway between the sitting room and lounge that he seems to have closed up (see existing ground floor plan showing currently no doorway between fireplace and front of building, but there was one at the time he bought it in April/May 2009), remove the late Victorian fireplaces and modern hard plaster etc. that he has recently installed and re-plaster with suitable plaster. At the same time the unsuitable concrete render that has been used on extended areas of the exterior should be removed and re-done with lime mix.
 7. The proposed new 2m high soft red facing brick and lime render walls in the back yard would overshadow the neighbouring property where the ground level is approx. 1m lower. From the neighbour's side therefore, the walls would be 3m high which is unacceptable.
 8. The proposal for the back yard cannot be implemented as proposed because it includes land that does not belong to the property.
 9. The materials and paints used should be appropriate to a Georgian building and not modern materials. The opportunity should be taken to get rid of the breeze blocks used in the back yard which are inappropriate to the building and to the conservation area.
 10. The mature tree adjacent to the garage should not be harmed.
- Why is the proposal not listed as a Listed Building alteration and why is it not described as retrospective

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

10.0 Parking Provision

- 10.1 The site includes an area of land opposite the dwelling on which there is a garage and a parking space. The garage has internal dimensions of approx 4.5m x 2.5m which is less than the 7.0m x 3m required by the adopted parking standards however it is possible to park a car in this garage. The parking space is approx 2.5m x 7m which satisfied the adopted parking standards standard which indicates a parking space may have dimensions of 2.5m x 5 m in exceptional circumstances.
- 10.2 The adopted car parking standards require that two spaces should be provided for each dwelling plus a shared visitor space.
- 10.3 There is no scope to provide any additional parking due to the physical constraints of this town centre site. However, it must also be judged against its location. The site is in the centre of town, close to local amenities and has very good public transport links. In locations as sustainable as this, it is considered that a refusal on parking grounds would not be upheld at appeal.
- 10.4 Greens Yard has parking restrictions on both sides for its total length.

11.0 Open Space Provisions

- 11.1 A unilateral undertaking has been submitted with the application to secure a contribution for public open space, sports and recreation facilities.

12.0 Report

- 12.1 The Local Planning Authority was first made aware that work was being carried out to this property in 2009 the complaint indicated windows and doors in the rear elevation had been changed, internal work had taken place and rendering on the front elevation had been replaced with cement render. The owner was contacted and told to stop work. These applications were submitted in August 2009 but as the required unilateral undertaking was not included they were not validated until April 2010.
- 12.2 During the course of the application work has been carried out to the small outbuilding in the rear yard these works are described as a temporary interim measure.
- 12.3 The main issues are the impact of the works on the listed building/conservation area, effect on residential amenity and highway issues

Impact on the listed building/conservation area.

12.4 The design and access statement provides the following explanation.

The existing property was extensively renovated in the 1970's when a major internal and external refurbishment took place. There is a modern hard cement rendered finish plinth to the front elevation at low level which we believe was carried out at that time. The rear elevation comprises of a soft red brick finish at first floor level and a modern rendered and non period door and windows at ground floor level. We have concluded that this part of the building may have been altered as part of the earlier refurbishment. The client has since replaced the existing door and windows to the ground floor with painted soft wood double glazed units.

There is a TV aerial to the chimney at the front of the property that was installed by the previous owner and is still in use. There is a soil and vent pipe flue to the rear elevation which was in place when my client bought the property and this will be removed and any replacement if required under the building regulations will be painted black. The applicant installed a satellite dish on the rear elevation and this is less intrusive than on the front elevation where it would have a greater impact on the street scene.

As a temporary measure the outbuilding has been covered by a flat felt roof this will be replaced by a slate lean-to. This outbuilding is described as a 1970's built block construction.

12.5 The design and access statement suggests the refurbishment in the 1970's included repair work to the roof structure and also included putting in solid concrete floors, modern hard plaster on internal walls, removing fireplaces and hearths, both the staircases were removed and stairwells were filled in and a modern stair case installed at the rear of the floor-space. The proposed works include a full restoration to restore the property back to two dwellings.

12.6 The works that have been carried out and those that are proposed are considered acceptable. The most significant work will be to the roof structure to provide access to the roof for the new accommodation. The dormer windows to the front and rear have been removed these works would have had an unacceptable impact on the external appearance the two roof lights on the rear elevation are considered acceptable.

12.7 The removal of the cement render will need to be carried out carefully to ensure the brickwork is not further damaged. It is possible the damage caused by its removal could be so detrimental it would be preferable to retain the hard cement render.

12.8 It is considered the works will not have an adverse impact on the character or appearance of the conservation area.

Residential Amenity

12.9 The works do not involve extensions to the building and although new 2 metre high walls are proposed in the rear courtyard due to the projection of the adjacent property beyond the rear of the application building it is considered these works will not have a adverse impact.

Highway Issues

12.10 As previously explained in the parking section above the adopted parking standards are not met. However in this town centre location this is considered acceptable

13.0 Conclusion

13.1 The proposed works are considered acceptable.

14.0 Background Papers

14.1 PPS; Core Strategy; CBDP; SPG; EH; AT; NLR

Recommendation for 091088 – Conditional Approval subject to a Unilateral Undertaking for a contribution to Open Space and Community Facilities.

Conditions

1 - A1.6 LBs & Con Area Consents-time lim for comm of development

The works to which this consent relates shall be begun before the expiration of three years from the date of this consent.

Reason: In order to comply with the requirements of Section 18(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

2 - A2.2 Development to Accord With Revised Plans

The development hereby permitted shall be implemented in all respects strictly in accordance with the revised drawing nos. 52-2009- 01RB, 02 RA, 04RB, 03RB and the Design and Access Statement received on the 30th October 2011.

Reason: To ensure the development will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority.

3 - C1.8 Plaster and Render

A full specification of the proposed external render/internal plaster including details of backing, number and mix of each coat and proposed surface finish shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of rendering/plastering work. The development shall be implemented in accordance with agreed details.

Reason: To ensure that the approved works are carried out without detriment to the architectural character and historic detail of the [listed] building.

4 - C1.10 Retention of Plaster Detail

All existing internal [and external] plaster finishes and detailing shall be retained and where necessary repaired and where any plaster is repaired, or new replacement plaster is applied, it shall exactly match the existing, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the approved works are carried out without detriment to the architectural character and historic detail of the [listed] building.

5 - C3.4 Samples of Traditional Materials

Samples of all materials to be used in the external construction and finishes of all parts of the proposed development, shall be selected from the local range of traditional vernacular building and finishing materials and shall be submitted to and agreed in writing by the Local Planning Authority before the development commences. The development shall be implemented in accordance with agreed details.

Reason: To ensure the use of appropriate materials having regard to the Listed Building/s [on/adjoining] this site.

6 - C3.12 Rainwater Goods to be Coloured Black

All new rainwater goods shall be coloured black, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the use of appropriate materials having regard to the Listed Building/s [on/adjoining] this site.

7 -C3.16 Walls to be Smooth Rendered

The walls of the building hereby approved, where they are to be rendered, shall have a smooth finish unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the use of appropriate materials having regard to the Listed Building/s [on/adjoining] this site.

8 - C3.22 Velux Windows in Conservation Area

The rooflights shall be selected from the Conservation range, the precise details/make to be agreed in writing with the Local Planning Authority prior to the commencement of development. The development shall be completed in accordance with the approved details and retained thereafter.

Reason: To ensure that the development does not harm the character or appearance of the Listed Building/s [on this and/or adjacent sites].

9 - C4.3 All Existing Windows to be Retained and Repaired

All existing windows shall be retained and repaired where necessary unless otherwise agreed in writing by the Local Planning Authority. Any replacement windows shall match exactly the details and moulding profile of these windows. Any surviving crown or cylinder glass shall be carefully salvaged and reused. Any existing windows which are replaced by agreement with the Local Planning Authority shall be retained on site for inspection by representatives of the Local Planning Authority prior to the new windows being installed.

Reason: To protect the character of the [Listed] building and the contribution it makes to the appearance and character of the [Conservation] area [street scene].

10 - Non-Standard Condition

The works to the rear outbuilding shown on the approved drawings and described in the Design and Access Statement shall be implemented in full within 6 months from the date of this decision.

Reason: To ensure that the unauthorised work is removed and development is implemented that does not does not harm the character or appearance of the Listed Building on this site.

Informatives

(1) The developer is referred to the attached advisory note *Advisory Notes for the Control of Pollution during Construction & Demolition Works* for the avoidance of pollution during the demolition and construction works. Should the applicant require any further guidance they should contact Environmental Control prior to the commencement of the works.

(2) All works affecting the highway should be carried out by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority and application for the necessary works should be made by initially telephoning 01206 838600.

Recommendation for 091089 – Conditional Approval subject to a Unilateral Undertaking for a contribution to Open Space and Community Facilities.

Conditions

1 - A1.5 Time Limit Consent-time lim for comm of development

The works to which this consent relates shall be begun before the expiration of three years from the date of this consent.

Reason: In order to comply with the requirements of Section 18(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

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The development hereby permitted shall be implemented in all respects strictly in accordance with the revised drawing nos. 52-2009- 01RB, 02 RA, 04RB, 03RB and the Design and Access Statement received on the 30th October 2011.

Reason: To ensure the development will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority.

3 - C1.8 Plaster and Render

A full specification of the proposed external render/internal plaster including details of backing, number and mix of each coat and proposed surface finish shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of rendering/plastering work. The development shall be implemented in accordance with agreed details.

Reason: To ensure that the approved works are carried out without detriment to the architectural character and historic detail of the [listed] building.

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Reason: To ensure the use of appropriate materials having regard to the Listed Building/s [on/adjoining] this site.

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Reason: To protect the character of the [Listed] building and the contribution it makes to the appearance and character of the [Conservation] area [street scene].

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Reason: To ensure that the unauthorised work is removed and development is implemented that does not does not harm the character or appearance of the Listed Building on this site.

Informatives

(1) The developer is referred to the attached advisory note *Advisory Notes for the Control of Pollution during Construction & Demolition Works* for the avoidance of pollution during the demolition and construction works. Should the applicant require any further guidance they should contact Environmental Control prior to the commencement of the works.

(2) All works affecting the highway should be carried out by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority and application for the necessary works should be made by initially telephoning 01206 838600.



Colchester Borough Council Development Control

Advisory Note on Parking Standards

The following information is intended as guidance for applicants/developers.

A parking space should measure 2.9 metres by 5.5 metres. A smaller size of 2.5 metres by 5 metres is acceptable in special circumstances.

A garage should have an internal space of 7 metres by 3 metres. Smaller garages do not count towards the parking allocation.

The residential parking standard for two bedroom flats and houses is two spaces per unit. The residential parking standard for one bedroom units is one space per unit. One visitor space must be provided for every four units.

Residential parking standards can be relaxed in areas suitable for higher density development.



Colchester Borough Council Environmental Control

Advisory Notes for the Control of Pollution during Construction & Demolition Works

The following information is intended as guidance for applicants/developers and construction firms. In order to minimise potential nuisance to nearby existing residents caused by construction and demolition works, Environmental Control recommends that the following guidelines are followed. Adherence to this advisory note will significantly reduce the likelihood of public complaint and potential enforcement action by Environmental Control.

Best Practice for Construction Sites

Although the following notes are set out in the style of planning conditions, they are designed to represent the best practice techniques for the site. Therefore, failure to follow them may result in enforcement action under nuisance legislation (Environmental Protection Act 1990), or the imposition of controls on working hours (Control of Pollution Act 1974)

Noise Control

1. No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Monday to Saturday (finishing at 13:00 on Saturday) with no working of any kind permitted on Sundays or any Public/Bank Holiday days.
2. The selection and use of machinery to operate on site, and working practices to be adopted will, as a minimum requirement, be compliant with the standards laid out in British Standard 5228:1984.
3. Mobile plant to be resident on site during extended works shall be fitted with non-audible reversing alarms (subject to HSE agreement).
4. Prior to the commencement of any piling works which may be necessary, a full method statement shall be agreed in writing with the Planning Authority (in consultation with Environmental Control). This will contain a rationale for the piling method chosen and details of the techniques to be employed which minimise noise and vibration to nearby residents.

Emission Control

1. All waste arising from the ground clearance and construction processes to be recycled or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.
2. No fires to be lit on site at any time.
3. On large scale construction sites, a wheel-wash facility shall be provided for the duration of the works to ensure levels of soil on roadways near the site are minimised.
4. All bulk carrying vehicles accessing the site shall be suitably sheeted to prevent nuisance from dust in transit.

Best Practice for Demolition Sites

Prior to the commencement of any demolition works, the applicant (or their contractors) shall submit a full method statement to, and receive written approval from, the Planning & Protection Department. In addition to the guidance on working hours, plant specification, and emission controls given above, the following additional notes should be considered when drafting this document: -

Noise Control

If there is a requirement to work outside of the recommended hours the applicant or contractor must submit a request in writing for approval by Planning & Protection prior to the commencement of works.

The use of barriers to mitigate the impact of noisy operations will be used where possible. This may include the retention of part(s) of the original buildings during the demolition process to act in this capacity.

Emission Control

All waste arising from the demolition process to be recycled or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.