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Item No: 7.1

Application: 192733

Applicant: Amphora Homes For

Agent: Mr Lee Spalding

Proposal: Demolition of existing garages and the construction of new affordable housing to provide 6 No. 2 bedroom flats

Location: Garage site, Scarfe Way, Colchester

Ward: Greenstead

Officer: Nadine Calder

Recommendation: Approval

1.0 Reason for Referral to the Planning Committee

- 1.1 This application is referred to the Planning Committee because the applicant is Colchester Amphora Homes Limited on behalf of Colchester Borough Council with Colchester Borough Homes as the agent.

2.0 Synopsis

- 2.1 The key issues for consideration are the principle of the proposal, the design, scale and form, its impact on neighbouring amenity in terms of outlook, light and privacy and provision of parking. These matters have been considered alongside planning policy requirements and other material matters, leading to the application being subsequently recommended for approval.

3.0 Site Description and Context

- 3.1 The application site lies within the defined settlement limits for Colchester. It once accommodated a flat-roofed block of four garages which were offered for rent (managed by Colchester Borough Homes), however, these have since been demolished. The site now appears to be used as unallocated open parking spaces. The adjoining development flanking the site comprises similar three storey blocks of flats.

4.0 Description of the Proposal

- 4.1 The proposal includes construction of 2no. three-storey blocks of flats that are attached and served by a central communal entrance. Both blocks would provide 3no. 2-bed flats each, resulting in a total of 6no. 2-bedroom flats with associated landscaping, parking and private amenity provision. The proposal is to be 100% affordable and would be owned by Colchester Borough Council and managed by Colchester Borough Homes.

5.0 Land Use Allocation

- 5.1 The site lies within the defined settlement limits for Colchester but has no other allocation.

6.0 Relevant Planning History

- 6.1 There is no planning history that is particularly relevant to this proposal. The proposal was however the subject of preliminary discussions over the summer of 2019 which helped informing the final scheme.

7.0 Principal Policies

- 7.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) must be taken into account in planning decisions and is a material consideration, setting out national planning policy. Colchester's Development

Plan is in accordance with these national policies and is made up of several documents as follows below.

- 7.2 The adopted Colchester Borough Core Strategy (adopted 2008, reviewed 2014) contains local strategic policies. Particular to this application, the following policies are most relevant:

SD1 - Sustainable Development Locations

H1 - Housing Delivery

H2 - Housing Density

H3 - Housing Diversity

H4 - Affordable Housing

UR2 - Built Design and Character

- 7.3 The adopted Colchester Borough Development Policies (adopted 2010, reviewed 2014) sets out policies that apply to new development. Specific to this application are policies:

DP1 Design and Amenity

DP12 Dwelling Standards

DP16 Private Amenity Space and Open Space Provision for New Residential Development

DP17 Accessibility and Access

DP19 Parking Standards

- 7.4 The site does not lie in a Neighbourhood Plan area.

- 7.5 Submission Colchester Borough Local Plan 2017-2033:
The Council is developing a new Local Plan that has been submitted to the Planning Inspectorate (October 2017). An Inspector has been appointed and the formal examination commenced in January 2018. The examination is ongoing.

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

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

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

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

The Essex Design Guide
External Materials in New Developments
EPOA Vehicle Parking Standards
Backland and Infill
Affordable Housing
Open Space, Sport and Recreation
Sustainable Construction

8.0 Consultations

- 8.1 The stakeholders who have been consulted and who have given consultation responses are as set out below. More information may be set out on our website.
- 8.2 The Arboricultural Officer is satisfied with the proposed development and the AIA provided. The proposal does require the felling of two B category trees and as such details of replacement planting will be required. This can be secured via condition.
- 8.3 The Contaminated Land Officer does not object to the proposal subject to a condition.
- 8.4 Environmental Protection raise no objection to the proposal subject to a condition requesting a Construction Method Statement prior to commencement of the works.
- 8.5 The Highway Authority does not object to the proposal subject to conditions.

9.0 Parish Council Response

- 9.1 This area is non-parished.

10.0 Representations from Notified Parties

- 10.1 The application resulted in a number of notifications to interested third parties including neighbouring properties. The full text of all of the representations received is available to view on the Council's website. However, a summary of the material considerations is given below.
- 10.2 One letter of representation was received supporting the principle of utilising underused land for the provision of affordable housing. The author however criticised the design ambition of the scheme and listed a number of ways how the scheme could be more energy efficient, such as installation of solar panels, providing only showers within the flats, installing electric vehicle charging points, harvesting rainwater for WC's.
- 10.3 *Officer Note: While the above comments are noted and appreciated, the development will have to be assessed on its merits based on the information*

submitted. However, where relevant, the above comments will be addressed in the main body of the report.

11.0 Parking Provision

11.1 The adopted Vehicle Parking Standards SPD, to which Development Policy DP19 refers, provides the parking standards for residential development. The adopted standard for dwellings of two or more bedrooms is a minimum of two car parking spaces per dwelling; and a minimum of one secure covered cycle space per dwelling (unless a secure area can be provided within the curtilage of the dwelling). Visitor car parking is also required: 0.25 spaces per dwelling (rounded up to the nearest whole number).

11.2 The proposal provides a total of eight parking spaces for the development. The acceptability of this will be assessed in the main body of the report (paragraphs 17.12 – 17.15).

12.0 Accessibility

12.1 With regards to the Equalities Act and compliance with policies DP12 and DP17 that detail requirements in terms of accessibility standards the proposal includes level access to the primary entrance with the dwellings following the general principles of Lifetime Homes. As the development will be owned and managed by Colchester Borough Homes there is the scope and budget to manage the units in accordance with the needs of the occupants.

13.0 Open Space Provisions

13.1 The proposed dwellings have adequate amenity space overall.

14.0 Environmental and Sustainability Implications

14.1 The Council has declared a Climate Emergency and has committed to being carbon neutral by 2030. This development is within a highly accessible location.

14.2 The purpose of the planning system is to contribute to the achievement of sustainable development as defined in the National Planning Policy Framework. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic, social and environmental objectives.

14.3 The consideration of this application has taken into account the Climate Emergency and the sustainable development objectives set out in the NPPF. It is considered that on balance the application represents sustainable development.

15.0 Air Quality

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

16.0 Planning Obligations

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

17.0 Report

Principle of Development

- 17.1 The application site lies within the built-up area for Colchester and in a predominantly residential area where development such as that proposed is considered to be acceptable in policy terms subject to the development satisfying all other aspects of the Development Plan. These are assessed in detail in the following paragraphs.

Affordable Housing Need

- 17.2 Providing more affordable homes is a key corporate strategic priority of the Council, because of the unmet demand that exists. To this extent, the Council has set up a Housing Company, Colchester Amphora Homes Limited (CAHL), to develop mixed-tenure housing schemes with 30% affordable homes alongside private sale property. CAHL have also been appointed to deliver 100% affordable housing on a number of sites, including the development of garage sites.
- 17.3 This application is one of several submitted concurrently by CAHL for affordable housing on under-used Council owned, Colchester Borough Homes (CBH) managed garage sites. These applications are the result of ongoing work by the Council to find innovative ways of enabling more affordable housing to be built, in line with stated Council priority objectives.

Design, Layout and Impact on Surrounding Area

- 17.4 At the heart of the National Planning Policy Framework (NPPF), there is a presumption in favour of sustainable development. Good design is a key aspect of sustainable development and the NPPF indicates that new development should respond to local character and should reflect the identity of its surroundings. This is reflected in Development Policy DP1 and Core Strategy Policy UR2. These policies state that all proposals should be well designed, having regard to local building traditions, and should be based on a proper assessment of the character of the application site and the surrounding built and natural environment.

- 17.5 The proposal consists of 2no. three-storey blocks of flats that are attached and served by a central communal entrance. Both blocks would provide 3no. 2-bed flats each. This, in principle, is reflective of the character of Scarfe Way to the north east and Woodcock Close to the south west of the site, which consists of three-storey link-attached blocks of flats, essentially forming a terraced form of development. The buildings as proposed would be positioned roughly centrally within the site, leaving reasonable space for a communal garden area to the rear while the front of the site would be used for parking (a total of 8no. parking spaces are provided). Secure refuse storage facilities would be provided opposite the entrance to the site.
- 17.6 There is a well-established building line from development along Woodcock Close the south-west with development slightly set back from the Close, allowing for parking and pedestrian access into the buildings as well as a grassed area between the building and the parking area. To the north east of the site, there is another very strong building line created by development along the southern side of Scarfe Way. These blocks of flats benefit from the same arrangements as existing development along Woodcock Close, with parking facilities to the front (north) of the dwellings and an attractive grassed area providing visual relief from the built up area.
- 17.7 The proposed development would be staggered between the established building line along Woodcock Close to the south west and Scarfe Way to the north east, thus acting as a link between the two established built forms. There is a relatively strong design uniformity of built development within the area with buildings along both Scarfe Way and Woodcock Close being brick built three storey blocks of flats with very shallow pitched roofs and gables to the sides. Whilst the development is proposed to be of brick build, a more modern design approach has been adopted, which is reflected in the choice of materials, including a mixture of yellow multi-brick and render, dark grey aluminium powder coated windows and doors and a concrete tiled roof.
- 17.8 While the proposed design and materials would result in the development departing from the existing architecture of built development surrounding the site, it should be noted that the design of the neighbouring buildings is slightly dated. The NPPF (paragraph 131) makes it clear that great weight should be given to proposals that help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings. Whilst the design of the proposed development in itself is not outstanding, as referred to in the NPPF, it is considered that a more contemporary approach to the proposed development would create some visual interest in an area that is otherwise very repetitive in design and appearance. The visual amenity of the surrounding site would therefore be improved and this would clearly outweigh the slight harm that would be caused by the proposal not repeating existing established design principles and materials used on the adjoining sites. As a result, it is considered that the proposal is acceptable in terms of its overall design, appearance and impact on the surrounding area.

Impact on Neighbour Amenities

- 17.9 The proposed development would be located amongst existing residential development. Consideration needs to be given as to how the proposal would affect the occupants of nearby residential properties in terms of loss of light, privacy and overbearing impacts.
- 17.10 The proposed development would be positioned adjacent to, and slightly forward of, the neighbouring building to the south west (Nos. 1, 3 and 5 Woodcock Close). This would ensure that the proposal would not cause any unacceptable impacts in terms of loss of light or overbearing impacts on neighbouring occupiers. It is noted that, being located behind the rear wall of Nos. 2, 6 and 10 Scarfe Way, the development would introduce a relatively tall brick wall in close proximity to the rear garden of these flats, however, the rear elevation of these neighbouring properties as well as the gardens are south facing with the proposed development being located to the south west of these. Furthermore, the land gently slopes from north to south, resulting in the proposed development being located on slightly lower grounds than its neighbours to the north east. This would therefore minimise any harm the proposed development may cause in terms of loss of light and appearing overbearing on the outlook of neighbours. In terms of overlooking, all the windows in the flank wall would serve bathrooms and would therefore be conditioned to be obscure glazed and top hung to avoid any impact on the privacy of neighbouring occupiers.
- 17.11 On the basis of the above, it is concluded that the proposed development does not cause any material harm on the amenities of neighbouring occupiers.

Parking and Highway Safety

- 17.12 The adopted standard for new residential development with two or more bedrooms is a minimum of two car parking spaces per unit and a minimum of one secure covered cycle space (unless a secure area can be provided within the curtilage of the unit). Visitor car parking is also required at 0.25 spaces per unit (rounded up to the nearest whole number). The proposal would therefore require a total of 14 no. parking spaces to be fully policy compliant. The Proposed Layout Plan indicates that only eight parking spaces would be provided. Consequently, there is an under provision of six parking spaces.
- 17.13 The application site lies within the defined settlement limits for Colchester and in a sustainable area where existing residents and future occupiers of the proposed development can access sustainable transport modes within a short walk from the site. A bus stop is located directly outside the entrance of Scarfe Way which provides frequent services to the town centre, North Station and Essex University. The adopted Vehicle Parking Standards and allied adopted development policy allow for reductions of the vehicle standards to be made if the development is within an urban area that has good links to sustainable transport. This is considered to be the case in this instance and the site lies within an area known to be characterised by low levels of car ownership.

- 17.14 In addition to the above, the Design and Access Statement makes reference to a recent survey that was conducted by CBH in the vicinity in order to establish current parking arrangements and vehicle ownership. According to their figures, this study established that:
- Only 14 out of 55 respondents currently rent garages;
 - Only 27 out of 55 respondents currently use parking areas; and
 - The vehicle ownership is 34 amongst the 55 respondents.
- 17.15 The proposal has not resulted in any objections in terms of the lack of policy compliant parking provision. Given the sustainable location of the site, the indication that car ownership within the immediate surroundings of the site are below the required standards and the lack of public objections to the proposed parking arrangements, it is considered that, in this instance, the under provision of parking facilities does not warrant a reason for refusal as it would be adequate to satisfy the needs of the development. Policy DP19 confirms that “a lower standard may be acceptable where it can be clearly demonstrated that there is a high level of access to services.” In this respect the proposal may be considered in conformity with the relevant adopted policy.

Private Amenity Space

- 17.16 Development Policy DP16 requires that all new residential development shall provide private amenity space to a high standard, with secure usable space that is also appropriate to the surrounding context. Garden size standards for flat developments require a minimum of 25m² per flat provided communally (resulting in a total of 150m² being required). The Proposed Layout Plan indicates that this requirement will be met as it shows a total of 197m² of private amenity space plus additional outdoor space for each flat by means of a private balcony. It is also acknowledged that the garden area is reflective of other gardens within the locality and therefore appropriate in its context. The submitted layout plan clearly shows that the development provides not only policy compliant private garden space but that the proposed spaces and arrangement are reflective of the gardens associated with other properties in the surrounding area. The proposed arrangement is therefore appropriate in its context.
- 17.17 Policy DP16 also states that “all new residential development will pay a commuted sum towards open space provision and maintenance. No exception is made in relation to developments of affordable housing. Indeed, Supplementary Planning Document “Provision of Open Space, Sport and Recreational Facilities” specifies that “The standards, outlined above, are to be applied to all additional new residential Units. (...) New development includes most specialised types of housing including agricultural dwellings, affordable housing and also staff accommodation since all will create additional demands for open space.”

- 17.18 No Unilateral Undertaking or Monitoring Fee has been submitted with regard to addressing this policy. Consequently, the proposal presents a minor conflict with adopted policy. However, in similar previous cases at Council owned garage sites given permission in the past, the Council waived the commuted sum in order to make the provision of 100% affordable housing schemes viable. This is based on the pressing need for the delivery of affordable housing being a greater priority. It does not set a precedent for private market housing as this does not provide 100% affordable housing.
- 17.19 In addition, CBC is the provider and maintainer of public open spaces and is also the landowner. In this capacity, it has the power to provide and maintain the land for public benefit for the foreseeable future anyway. As maintenance of public open space is undertaken from the Council's overall budget, there would be no net gain to the community by requiring payment of open space contributions as it would simply take money from one part of the budget and move it to another.
- 17.20 In conclusion, the scheme provides acceptable private amenity space and open space provisions.

Trees and Landscaping Matters

- 17.21 Development Plan Policy DP1 requires development proposals to demonstrate that they respect and enhance the character of the site, context and surroundings including its landscape setting.
- 17.22 An Arboricultural Impact Assessment (AIA) was carried out in support of the application. The report finds that there are some trees of modest amenity value on and immediately adjacent to the site, most of which are 'B' and 'C' category standard trees. The dominant individual tree species on this site is Hornbeam and Maple.
- 17.23 The proposed development requires the removal of two category 'B' trees, however, this will be mitigated by replacement planting, the details of which will be secured via condition. As such, the proposal is considered to be acceptable in terms of its impact on trees and its general landscape setting.

Other Matters

- 17.24 Secure refuse and recycling storage facilities will be provided opposite the entrance of the application site. This will therefore not have any adverse impact on the visual amenity of the surrounding area.
- 17.25 The application site is located within Flood Zone 1 and consequently, the site is unlikely to be susceptible to flooding and the development would not contribute to surface water flooding.
- 17.26 The site has been used for garaging for some years and therefore a Ground Contamination Report was submitted with this application. The Contaminated Land Officer is satisfied with this report and concludes that

no further action is required, save a watching brief for any unexpected contamination, including checks for asbestos containing materials. There are therefore no objections to the proposal on the basis of contamination.

- 17.27 A payment of £122.30 per dwelling will be made in contribution towards the measures in Recreational disturbance Avoidance and Mitigation Strategy (RAMS) for the Essex Coast to avoid and mitigate adverse effects from increased recreational disturbance to ensure that Habitat Sites are not adversely affected, and the proposal complies with the Habitat Regulations.

18.0 Conclusion

- 18.1 To summarise, whilst the proposal accords with most of the relevant policies in the Development Plan, it does not fully comply with policies DP1 and UR2 in so far as the design of the proposed development is slightly at variance with the detailed architectural treatment of development within the immediate surroundings of the site. The proposal is considered to justify a slight relaxation of parking provision in conformity with DP19 due to local circumstances of low car ownership and site accessibility. Having balanced the weight to be given to these matters, and having had regard to all other material planning considerations, your Officers are of the opinion that the benefits of the proposal, which include a 100% affordable scheme and the introduction of more modern features and materials, which would visually enhance the amenity of the site, would outweigh the slight harm the scheme could cause as a result of its contemporary design while the sustainable location of the site warrants an under provision of parking facilities. It is therefore concluded that the proposed development is acceptable in this instance.

19.0 Recommendation to the Committee

- 19.1 The Officer recommendation to the Committee is for:

APPROVAL of planning permission subject to the following condition:

1. ZAA - Time Limit for Full Permissions

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. ZAM - *Development to Accord With Approved Plans*

The development hereby permitted shall be carried out in accordance with the details shown on the submitted Drawing Numbers CBH/384548 0011, 0015, 0027, 0028, 0029, 0030, COR/384548 0031, 0032 and the Arboricultural Impact Assessment (ref. EAS-014).

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

3. ZBB - Materials As Stated in Application

The external facing and roofing materials to be used shall be those specified on the submitted application form and drawings, unless otherwise agreed, in writing, by the Local Planning Authority.

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

4. Z00 - *Full Landscape Proposals TBA*

No works shall take place above ground floor slab level until a scheme of hard and soft landscape works for the site has been submitted to and agreed, in writing, by the Local Planning Authority. This scheme shall include any proposed changes in ground levels, proposed planting, details of any hard surface finishes and external works, which shall comply with the recommendations set out in the relevant British Standards current at the time of submission. The approved landscape scheme shall be carried out in full prior to the end of the first planting and seeding season following the first occupation of the development or in such other phased arrangement as shall have previously been agreed, in writing, by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die, are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In order to ensure that there is a sufficient landscaping scheme for the relatively small scale of this development where there are publicly visible areas to be laid out but there is insufficient detail within the submitted application.

5. Z00 – Construction Management Plan

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

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

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

6. ZPA – Construction Method Statement

No works shall take place, including any demolition, until a Construction Method Statement has been submitted to and approved, in writing, by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and shall provide details for:

the parking of vehicles of site operatives and visitors;
hours of deliveries and hours of work;
loading and unloading of plant and materials;

storage of plant and materials used in constructing the development;
the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
wheel washing facilities;
measures to control the emission of dust and dirt during construction; and
a scheme for recycling/disposing of waste resulting from construction works.
Reason: In order to ensure that the construction takes place in a suitable manner and to ensure that amenities of existing residents are protected as far as reasonable.

7. Z00 - Reporting of Unexpected Contamination

In the event that historic land contamination is found at any time when carrying out works in relation to the development, it must be reported in writing immediately to the Local Planning Authority and all development shall cease immediately. Development shall not re-commence until such times as an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority, and where remediation is necessary, a remediation scheme has been submitted to and approved in writing by the Local Planning Authority. Development shall only re-commence thereafter following completion of measures identified in the approved remediation scheme, and the submission to and approval in writing of a verification report. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers'.

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

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land is free from contamination. The applicant is responsible for the safe development and safe occupancy of the site.

8. Z00 – Car Parking and Turning Areas

The development shall not be occupied until such time as the car parking and turning area has been provided in accord with the details shown in Drawing Number COR/384548/0031. The car parking area shall be retained in this form at all times and shall not be used for any other purpose other than the parking of vehicles related to the use of the development thereafter.

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

9. Z00 – Cycle Storage TBA

Prior to the occupation of the proposed development, storage for bicycles sufficient for all occupants of that development shall have been provided within the site in accordance with details that shall have previously been submitted to and agreed, in writing, by the Local Planning Authority. The agreed cycle storage provisions shall thereafter be maintained and made available for this use at all times.

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

10. ZPD - Limits to Hours of Work

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

Weekdays: 08:00 – 18:00

Saturdays: 08:00 – 13:00

Sundays and Bank Holidays: No working

Reason: To ensure that the construction phase of the development hereby permitted is not detrimental to the amenity of the area and/or nearby residents by reason of undue noise at unreasonable hours.

11. ZDG - *Removal of PD - Obscure Glazing But Opening*

Notwithstanding the provisions of Article 3, Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the first floor windows in the side elevations shall be glazed in obscure glass to a minimum of level 4 obscurity and top-hung before the development hereby permitted is first occupied and shall thereafter be permanently retained in this approved form.

Reason: To avoid the overlooking of neighbouring properties in the interests of the amenities of the occupants of those properties.

20.0 Informatives

20.1 The following informatives are also recommended:

ZT0 – Advisory Note on Construction & Demolition

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

ZTA - Informative on Conditions Stating Prior to Commencement/Occupation

PLEASE NOTE that this permission contains a condition precedent that requires details to be agreed and/or activity to be undertaken either **before you commence the development or before you occupy the development**. This is of critical importance. If you do not comply with the condition precedent you may invalidate this permission and be investigated by our enforcement team. Please pay particular attention to these requirements. To discharge the conditions and lawfully comply with your conditions you should make an application online via www.colchester.gov.uk/planning or by using the application form entitled 'Application for approval of details reserved by a condition following full permission or listed building consent' (currently form 12 on the planning application forms section of our website). A fee is also payable, with the relevant fees set out on our website.

ZTM - Informative on Works affecting Highway Land

PLEASE NOTE: No works affecting the highway should be carried out without prior arrangement with, and to the requirements and satisfaction of, the Highways Authority. The applicant is advised to contact Essex County Council on 08456037631, or via email at development.management@essexhighways.org or by post to Essex Highways, Colchester Highways Depot, 653 The Crescent, Colchester, CO4 9YQ with regard to the necessary application and requirements.

INS - EV Charging points

Residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per unit (for a dwelling with dedicated off road parking) and/or 1 charging point per 10 spaces (where off road parking is unallocated)