

**ADDENDUM FOR THE MEETING OF DEVELOPMENT AND REGULATION  
COMMITTEE 21<sup>st</sup> April 2017**

**Item 5.1 (DR/16/17) Waste Transfer Station, West Road, Harlow, CM20 2AL**

Page 38

AMENITY IMPACT – Odour

2<sup>nd</sup> paragraph, 2<sup>nd</sup> sentence: Delete duplicate 'to odour'.

AMENITY IMPACT – Visual

3<sup>rd</sup> paragraph: Delete duplicate full stop.

**Item 6.1 (DR/17/17) Joyce Frankland Academy, Newport, CB11 3TR**

Page 46

5. CONSULTATIONS

New response received 19/04/2017

STANSTED AIRPORT – The proposed development has been examined from an aerodrome safeguarding aspect and does not conflict with any safeguarding criteria. Accordingly, the Aerodrome Safeguarding Authority for Stansted Airport has no safeguarding objections to the proposal.

**Item 6.2 (DR/17/1/7) Beaulieu Park Schools CAMPUS, Land to the northeast of the junction of White Hart Lane (A130) and Essex Regiment Way, Chelmsford**

Page 67

5. CONSULTATIONS

CHELMSFORD CITY COUNCIL –

Insert the following additional text

“Additional representation received 20/04/2017 - In summary they reiterate request for a number of planning conditions to be included relating to Maintenance and

management of public spaces, details of ancillary infrastructure, details for western boulevard surface. (Note: These are not considered to be necessary)

They state fenestration could be recessed or projected. (Note- Condition 10 is updated to include this.)

It is requested that the decision is subject to the s.106 agreement on the outline permission by Chelmsford City Council being updated to ensure community use of sports facilities. (Note – This is covered in section I of the report. The details submitted with the planning application, which are required to be complied with by condition 2, include community use of the facilities.)

#### Page 78

Condition No. 4

Delete the text *“and shall be designed in conjunction with the landowner of the eastern part of Beaulieu Square”*

#### Page 77

#### Condition 2

#### Drainage Drawings

Insert the following drawings numbers:

BPS-MLM-ZZ-XX-DR-D-0101/P05	Initial Drainage Strategy
BPS-MLM-ZZ-XX-DR-D-0102/P02	Enlarged Drainage Strategy Sheet 1
BPS-MLM-ZZ-XX-DR-D-0103/P02	Enlarged Drainage Strategy Sheet 2

#### Condition 2

#### Documents

Insert “Letter from Essex County Council Infrastructure Delivery Project Sponsor dated 20 March 2017, Ref. Community Use Agreement”

#### Condition 3

Fourth line - replace “one month” with “six months”

#### Page 70

#### C-SUSTAINABLE TRANSPORT AND HIGHWAYS IMPACT

Insert additional text below:

### **Vehicle Parking Standards**

The Essex Parking Standards (2009) set maximum vehicle parking standards as follows:

Primary & Secondary School – Maximum standard = 1 car space per 15 pupils. 1620 pupils proposed (1200 secondary & 420 primary) = max. 108 car parking spaces.

A total of 135 spaces (incl. 10 disabled access) are proposed.

This exceeds the maximum parking standard by 27 spaces and represents an excess of 25% above standards.

However, having regard to community use of the proposed sports facility; the additional spaces are considered acceptable to alleviate any potential pressure for car parking during changeover between school and community use periods.

Nursery – Maximum standard = 1 car space per full time staff equivalent.

The proposed nursery is designed for 52 child places. A total of 8 staff are proposed. 10 car parking spaces are proposed adjacent to the proposed Nursery building.

This represent 2 spaces above the maximum standard, however having regard to the location of the nursery parking remote from the main block of staff parking, it is considered acceptable and would also facilitate visitor parking directly to the nursery.

### **Sports Centre/Playing Pitches**

The sports facilities are proposed for joint school and community use. As the uses will usually take place at different times of the day, the car parking spaces are designed to be shared.

3 coach parking spaces and turning head are proposed adjacent to the sports centre and playing fields.

### **Cycle Parking Standards**

The Essex Parking Standards (2009) set minimum cycle parking standards as follows:

Primary & Secondary School - Minimum 1 cycle space per 5 staff plus 1 space per 3 pupils

420 Primary School Pupils = Minimum 140 spaces required.

Having regard to the fact that only Year 5 and 6 undertake cycle proficiency, it is proposed to provide 40 cycle spaces and 100 scooter spaces. This is considered to be an acceptable approach.

1200 Secondary School Pupils = Minimum 400 spaces required.

A total of 300 cycle spaces are proposed. The applicant proposes to justify this on the basis of emerging parking standards which require a reduced provision of 1

space per 10 pupils, which would require a minimum of 120 spaces, and they state they would be in excess of the emerging standard.

### Staff

Primary & Secondary School – Minimum 1 cycle space per 5 staff

A total of 157 staff (36 primary and 121 secondary) are proposed = Minimum 31 staff cycle spaces required.

The proposed development includes a total of 24 spaces (6 primary & 18 secondary)

This falls short of the minimum standard.

Nursery - 1 cycle space per 4 staff plus 1 space per 10 child places

8 Nursery staff & 52 child places = minimum 7 cycle spaces required.

No nursery cycle parking is proposed.

In conclusion, the proposed development falls short of the minimum parking standards and a condition has been included to achieve the minimum cycle parking standards in accordance with the Essex Parking Standards (2009) and policy DC 7 of the Local Plan.

### Page 77

#### Condition 3

Replace existing condition with the following:

“Prior to first occupation of the proposed buildings, a minimum of 400 pupil and 24 staff covered bicycle stands for the secondary school and a minimum of 100 pupil scooter parking stands and 40 pupil and 7 staff bicycle stands for the primary school and a minimum of 7 staff bicycle stands for the nursery, shall be erected on site at the locations indicated on the Site Layout Plan. Within 6 months of commencement of development on site, detailed design drawings for the covered bicycle stands and covered scooter stand shall be submitted for the prior written approval of the County Planning Authority and the development shall be carried out in accordance with the approved details.”

### Page 78

#### Condition 5

First line – replace “within one month” with “within six months”

### Page 79

#### Condition 8

First line – replace “one month” with “six months”

Second line – replace “black wall” with “blank wall”

Condition 10

After “recessed” add the words “or projecting”

## Page 80

Insert additional planning conditions

### **11. Sample (brick specific)**

Before starting any brick work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the County Planning Authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development and in accordance with policy CP21 and DC45 of the Local Plan.

### **12. Signage**

Prior to erection of any signage on the proposed buildings, detailed drawings and specification of the proposed text, logos and material finishes shall be submitted for the prior written approval of the County Planning Authority.

Reason: In the interest of visual amenity and in accordance with policy CP21 and DC45 of the Local Plan.

Ends