

ADDENDUM FOR THE MEETING OF DEVELOPMENT AND REGULATION
COMMITTEE 25 OCTOBER 2019

Item 4.1 (DR/29/19) James Waste Management, Purdeys Industrial Estate

PAGE 26 – CONSULTATIONS

Highway Authority – No objection. No overall increase in vehicle movements is proposed, the application does not create any new access points and uses existing facilities. Furthermore, it is noted that wheel cleaning facilities are proposed to be secured by condition.

PAGE 41 – RECOMMENDED

Condition 5, change date of email referred from 22/10/2019 to 22/10/2018

PAGES 41-47 – RECOMMENDED

Add new conditions (as below) and re-number existing conditions through to 26.

10. No development associated with the extension hereby permitted to the Materials Recovery Facility shall take place until details of the proposed design, operation and management of the roller shutter doors on the elevation facing out towards the outside waste transfer area, as shown on the drawing titled 'Operations Plan', drawing no. 1795/D003 (Revision v.f), dated 15 May 2019, have been submitted to the Waste Planning Authority for review and approval in writing. The development shall subsequently be implemented in accordance with the details approved.

Reason: To ensure controlled waste operations, containment of waste materials, to avoid disturbance and nuisance to local amenity and to comply with policy 10 of the Essex and Southend-on-Sea Waste Local Plan (2017); policy CP1 of the Rochford District Council Core Strategy (2011); and policy DM1 of the Rochford District Council Development Management Plan (2014).

13. Within two months of the date of this permission a scheme to net the soil and hardcore stockpile area, as shown on the drawing titled 'Operations Plan', drawing no. 1795/D003 (Revision v.f), dated 15 May 2019, shall be submitted to the Waste Planning Authority for review and approval in writing. The scheme subsequently approved shall be installed and thereafter maintained in perpetuity.

Reason: To ensure controlled waste operations, containment of waste materials, to avoid disturbance and nuisance to local amenity and to comply with policy 10 of the Essex and Southend-on-Sea Waste Local Plan (2017); policy CP1 of the Rochford District Council Core Strategy (2011); policy DM1 of the Rochford District Council Development Management Plan (2014); and policy LS3 of the London Southend Airport & Environs Joint Area Action Plan (2014).

PAGE 47 – RECOMMENDED

Add second informative:

2. If a crane or piling rig is required to construct the proposed development, or at any point post construction, this will need to be safeguarded separately and dependant on location may need to be restricted in height and may also require full coordination with the Airport Authority. Prior to construction of the development, or the use of a crane, contact should therefore be made with the Airport Authority. Crane applications should be directed to:
sam.petrie@southendairport.com / 01702 538521.

Item 5.1 (DR/31/19) Kendall Primary School, Recreation Road, Colchester

Page 107 – CONSULTATIONS

PLACE SERVICES (Landscape) – No objection

PLACES SERVICES (Historic Environment) – No objection

PLACE SERVICES (Ecology) – No objection subject to conditions securing biodiversity mitigation and enhancement measures

PLACE SERVICES (Arboriculture) – No objection subject to the submission of a replacement planting scheme

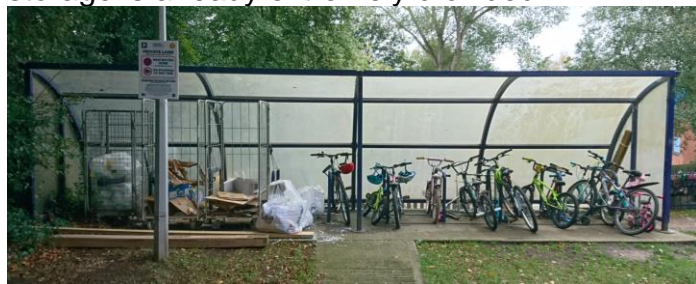
Page 108 – REPRESENTATIONS

6th comment 3rd line “sale” should read “safe”

New Representation received since the publication of the committee report:

Observation

I was unaware that the existing bike shelter would be removed. This will reduce the number of bicycles spaces available for pupils at Kendall and Puddleducks. This can be ascertained by looking at the plan. I cannot see how this will encourage bicycle use as the current bicycle storage is already extremely crowded.



Comment

Noted. See appraisal

Access to Puddleducks is through the gate at the bottom of the ramp. As mentioned before, under the proposal all pedestrian traffic to the school has to pass through this point. This would cause congestion because at the moment a large proportion of pedestrian traffic is via the access road and does not pass through this point. If the access road is left open to pedestrians, as it currently is, this will not cause additional congestion. However, if the access road gate is closed to pedestrians, it will.

Noted. See appraisal

If the access road is closed to pedestrians congestion will be greater than already exists since both current exits are stepped path and access road i.e. there are already two exits to choose from, both being used concurrently. The ramp will provide a detour around the stepped path but is not an entirely separate route. Thus if the road is closed off to pedestrians the outcome will be more congestion.

Noted. See appraisal

The report states that "It is considered that the need for the secondary access comprising of an accessible ramp from the main entrance to the school buildings has been demonstrated as it would improve access for all users of the school site".

Noted. See appraisal

This is only true if the current access via road is not prevented.

Noted

The report states "The applicant has responded by stating that having the steps and ramp terminating in close proximity does not change the current entry/exit point or the number of people using the access. It is considered that access would be improved by providing two routes"

Noted. See appraisal

Only true if current pedestrian access via road is not prevented, otherwise ALL traffic will be going down the new ramp/current stairs, in which case the number of people using the access will be increased (increased numbers due to 1) all pushchairs, 2) cyclists who are heading toward current bicycle storage and 3) pedestrians accessing rear of school via road"

Noted. See appraisal

The report states “Pupils would be encouraged to leave bikes in the new secure cycle shelter adjacent to the pedestrian entrance rather than take them down the access ramp into the school site”

Noted. See appraisal

Proposed new cycle shelter would not have the capacity for the whole school. Some bicycles would still need to go to lower current storage area

Noted. See appraisal. Additional information has been received from the agent confirming that the new cycle shelter would replace that currently located at the bottom of the internal roadway. Noted.

The report states “The proposed cycle shelter would be located within the school site, close to the existing pedestrian entrance of the school, which is only open at school pick up and drop off times. This area is also covered by CCTV which allows surveillance of the area by school reception/office staff”

This is incorrect 1) pedestrian access is currently open all day 2) the area is NOT covered by CCTV. A small portion of the vehicle entrance road at the top of the hill is covered by cameras owned by a private car parking company, the school does not have access to these images. It is not necessary to travel through this point in order to reach the new proposed cycle storage so current cameras do not provide sufficient surveillance.

Noted. See appraisal

Is the plan to put new CCTV in place to support a new intercom system to the pedestrian gate? This is not made clear.

Page 10 of report states “It is also proposed to provide a new cycle shelter adjacent to the school entrance to reduce the number of bikes travelling down the internal roadway and the potential conflict with vehicles also using the roadway. This proposed cycle shelter would be in addition to the existing shelter provided at the bottom of the internal roadway”

Noted. See appraisal. Additional information has been received from the agent confirming that the new cycle shelter would replace that currently located at the bottom of the internal roadway.

Email from agent states “There will be no lower bike shelter it is being re-positioned at the top of the slope as detailed on the plans. The only place children will be able to leave their bikes is at the top of the slope in the newly relocated bike shelter.”

Email from agent also says "Bikes can and should be locked with bicycle locks as in any cycle store"

Noted. See appraisal. The new bike shelter would have 15 Sheffield hoops meaning that 30 bikes/scooters could be securely stored in it.

The proposed bicycle storage is not suitable for locking bikes, there are far too many bikes and scooters left in the cycle storage currently to be able to lock them adequately.

The current cycle storage is approx. 8 metres long, approx. 3/8 of this is taken up by paper storage thus leaving 5 meters for bikes."

Looking at the "proposed cycle store" document the scale shows the total width of the new proposed cycle store to be 4.5 meters. This is a reduction in cycle storage, hardly a 'doubling of space' as stated in the email from the agent: "By relocating the cycle store, it will improve overall provision as the recycling will remain on the concrete pad where the bike store was and the amount of space available to store bikes will be doubled."

The current cycle storage facility is inadequate, the removal of the current store and replacing with a smaller one is contrary to efforts to promote sustainable transport and individual health. Or in policy-speak it contradicts AFR Policy DP17 (Accessibility and Access) ("...development shall incorporate satisfactory and appropriate provision for...cyclists, including routes, secure cycle parking...")

Noted. See appraisal

The situation at Kendall is not a simple one and I would urge committee members to participate in a site visit if they have any doubts about the effectiveness of the proposed development.

There is one key crucial observation which I believe is not evident from the documents provided. That is that early years and years 2 to 5 pupils (i.e. over 70%) do not enter the school via the main entrance, they enter their respective classrooms from the playground to the rear of the school, via a gate next to the current bicycle storage situated at the bottom of the access road. They do not need to use the current stepped pathway and many do not. This is key to appreciating why preventing access via the

Noted. There would be no change to the access points to classrooms for pupils as a result of this application. The only difference is that they would approach the school buildings either via the existing stepped access or the new ramped access rather than using the internal roadway.

access road will increase congestion.

Photo of current cycle storage at Kendal School Noted
showing inadequate storage facility. Please bear
in mind this was taken today, a grey and
miserable damp day and in the summer more
cycles/scooters are ridden



Page 112 – NEED

New 2nd paragraph

The provision of the new access ramp means that parents with buggies will not be forced to share the access road with vehicles including delivery vans, lorries and the refuse collectors and negotiate around parked cars and children flying down the road on scooters and bikes.

The current situation is that people are using the service road to access the site and there have been a number of incidents with lorries having near misses with pedestrians. The proposed access will take this risk away.

The school gates are currently open all day as the school has no way of controlling the gates into the service roadway and the gates need to be left open to allow wheelchairs/buggies/bikes to access the site. Once the new accessible ramp is in place the school can lock the roadway gates and control the pedestrian gate via a new intercom system. The school has confirmed that they do have CCTV which covers the area. This is linked to the school office and is independent of the traffic cameras which are outside the school grounds.

The school has had incidents in the past with people coming onto the site during the day as there is currently no way of securing the site and maintaining accessibility. These proposals will address this issue by creating a secure site.

Current paragraph 4 2nd sentence replace with “The proposed new cycle shelter would replace the existing cycle shelter located at the bottom of the internal roadway.

Current 6th paragraph should read “The proposed new cycle shelter close to the pedestrian access would provide new cycle parking facilities and replace the current

shelter located close to the bottom of the internal roadway. It would also reduce the potential conflict between cyclists and vehicles using the internal roadway.

Page 113 – POLICY CONSIDERATIONS

2nd paragraph “1279(a)” should read “129(e)”

Page 115 – DESIGN

New 4th paragraph to read” The Puddleducks school day is staggered at different times to Kendall Primary School. Some sessions end at 3.00pm and some at 3.30pm, so parents can exit the site at different times to the school day which ends at 3.15pm Around half Puddleduck’s pupils leave at midday as they only stay for the morning session. Kendall and Puddleducks also have staggered school start times so in total no more than 1 class of children should be exiting the gate adjacent to the end of the stepped and ramped access at any one time.

Current 6th paragraph should read “Pupils would leave bikes/scooters in the new secure cycle shelter adjacent to the pedestrian entrance rather than take the down the access ramp into the school site.

Page 117 – IMPACT ON THE NATURAL ENVIRONMENT

7th paragraph 4th line “next” should read “nest”

8th paragraph 1st line “AIA” should read “Ecological Survey”

10th paragraph 1st line “AIA” should read “Ecological Survey”

Page 118 – IMPACT ON THE NATURAL ENVIRONMENT

New paragraph to read:

Place Services (Arboriculture) has no objection to the proposed scheme. It is considered a clear need has been demonstrated in the Design & Access Statement for the provision of a new accessible ramp to the main school entrance and a new cycle parking shelter. It is clear from the drawings and a desk-top study that access is an issue and that the site is constrained and is well-treed making positioning of the access ramp and cycle shelter difficult without collateral damage.

Overall the Arboricultural Impact Assessment addresses most of our concerns with regard to tree protection, although it is unfortunate that the scheme proposes the removal of two Category B trees, both of which have 40+ years potential lifespan and have the potential to become important trees within in the landscape.

Given the number of trees that may be affected by the construction of the ramp and cycle shelter with regard to excavation and the potential for root damage, the site must be properly supervised by an Arboricultural Clerk of Works (ACoW) during construction.

No information has been provided of any replacement planting. In the interests of amenity it is very strongly recommended that a replacement planting scheme is provided to mitigate the removal of any trees.

Place Services (Ecology) has no objection subject to conditions securing biodiversity mitigation and enhancement measures.

The Ecological Survey Report has been reviewed and the County's Ecologist is satisfied that there is sufficient ecological information available for determination.

Place Services (Landscape) has no objection but has recommended a good level of planting around the structure of the proposed ramp is maintained to soften the built-up environment. It is also recommended that alternative locations within the school site be explored for the replanting of the trees that have been removed to accommodate the new accessible ramp and cycle store.

Page 118 – CONCLUSION

2nd paragraph should read “the provision of the proposed ramp would also help improve security for the school as the existing pedestrian and vehicular gates would be closed during the school day. This would improve safeguarding for staff and pupils at the school.

3rd paragraph should read “The provision of a new cycle shelter close to the pedestrian entrance of the school would stop bikes and scooters being taken into the main school site and reduce the potential for conflict between cyclists and vehicles using the internal roadway.

Page 119 – RECOMMENDED

New Condition 5

Within 1 month of the date of this permission a landscape scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include details of areas to be planted with species, sizes, numbers, spacing, protection and programme of implementation. The scheme shall be implemented within the first available planting season (October to March inclusive) following completion of the development hereby permitted in accordance with the approved details and maintained thereafter in accordance with Condition 6 of this permission.

Reason: To comply with section 197 of the Town and Country Planning Act 1990 (as amended), to improve the appearance of the site in the interest of visual amenity and to comply with Policy DP21 (Nature Conservation and Protected Lanes) of the Colchester Local Plan Adopted Focused Review of the Core Strategy (2008) and Development Policies (2010) reviewed July 2014 and Policy ENV1 (Environment) of the Publication Draft of the Colchester Borough Local Plan 2017-2033 July 2017.

New Condition 6

Any tree or shrub forming part of a landscaping scheme approved in connection with the development (under Condition 5 of this permission) that dies, is damaged, diseased or removed within the duration of 5 years during and after the completion of the development shall be replaced during the next available planting season (October to March inclusive) with a tree or shrub to be agreed in advance in writing by the County Planning Authority.

Reason: *In the interest of the amenity of the local area, to ensure development is adequately screened and to comply with Policy DP21 (Nature Conservation and Protected Lanes) of the Colchester Local Plan Adopted Focused Review of the Core Strategy (2008) and Development Policies (2010) reviewed July 2014 and Policy ENV1 (Environment) of the Publication Draft of the Colchester Borough Local Plan 2017-2033 July 2017.*

New Condition 7

Prior to the construction of the slab level of the access ramp hereby permitted a Biodiversity Enhancement Strategy shall be submitted to and approved in writing by the County Planning Authority. The Strategy should include:

- Purpose and conservation objectives for the proposed enhancement measures;
- Detailed design to achieve stated objectives
- Locations of proposed enhancement measures shown on appropriate maps and plans
- Persons responsible for implementing the enhancement measures
- Details of initial aftercare and long-term maintenance (where relevant)

The development hereby permitted shall be implemented in accordance with the approved plan.

Reason: *To make appropriate provision for conserving and enhancing the natural environment within the approved development, in the interests of biodiversity and in accordance with Policy DP21 (Nature Conservation and Protected Lanes) of the Colchester Local Plan Adopted Focused Review of the Core Strategy (2008) and Development Policies (2010) reviewed July 2014 and Policy ENV1 (Environment) of the Publication Draft of the Colchester Borough Local Plan 2017-2033 July 2017.*