

DR/31/19

committee DEVELOPMENT & REGULATION

date 25 October 2019

COUNTY COUNCIL DEVELOPMENT

Proposal: **The provision of a new accessible ramp to the main school entrance. The provision of a new cycle parking shelter.**

Location: **Kendall Primary School, Recreation Road, Colchester, CO1 2HH**

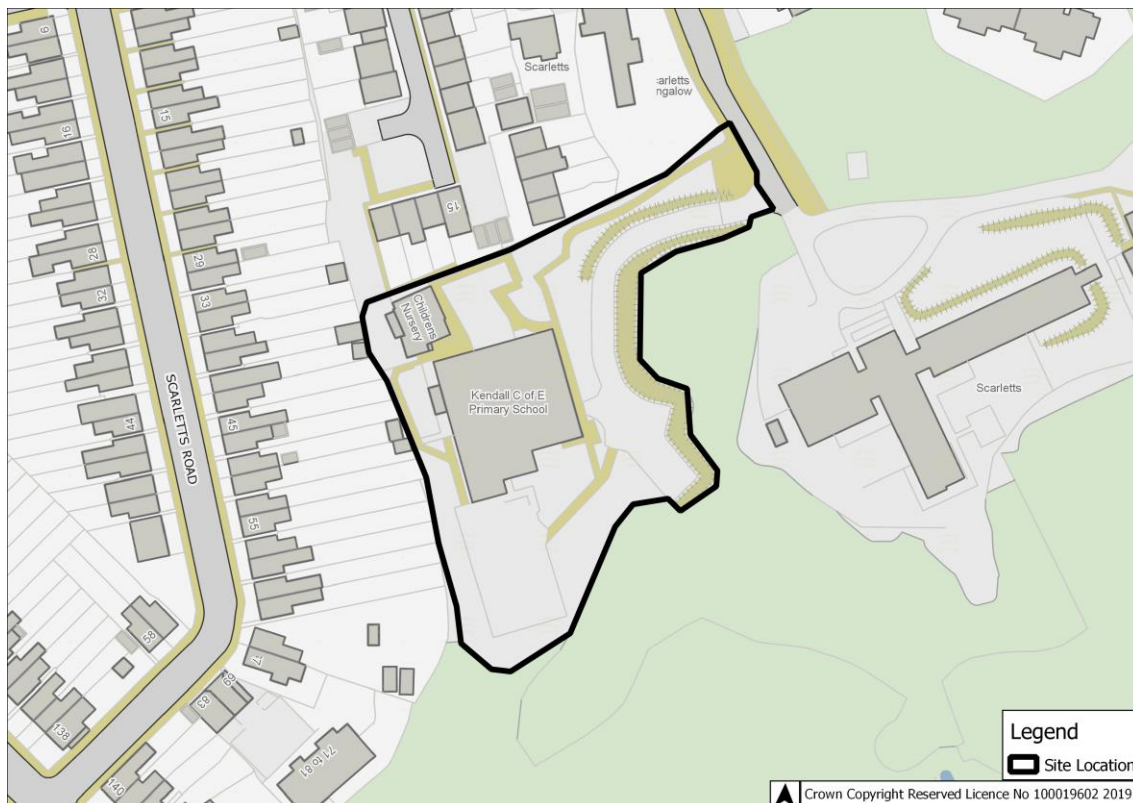
Ref: **CC/COL/68/19**

Applicant: **Essex County Council**

Report by Chief Planning Officer (County Planning and Major Development)

Enquiries to: Rachel Edney Tel: 03330 136815

The full application can be viewed at www.essex.gov.uk/viewplanning



1. BACKGROUND

There is a fairly short planning history for the school site. The most recent planning permission was granted in July 2018 for the partial replacement of external walls, windows and doors to match existing (CC/COL/19/18).

2. SITE

Kendall Primary School is located on Recreation Road to the south east of Colchester town centre.

The school site is located in a predominantly residential area with properties to the north in Philbrick Close and Recreation Road and west in Scarletts Road.

Vehicular and pedestrian access is via Recreation Road.

The existing school is a modular concrete panel building with a flat roof and was constructed in the late 1960's-mid 1970's. A pre-school building is located to the north west of the school site. This was granted planning permission by Colchester Borough Council in July 2010.

There is hard play area to the south of the main school building and a further hard play area to the north. There is no playing field on the school site although the school has access to the nearby Old Heath Recreation Ground.

There is established vegetation to a majority of the school boundary.

3. PROPOSAL

It is proposed to create a new ramped access route to allow users to travel safely from street level to the school's main entrance. Access is currently via stepped access or an internal road providing access for delivery vehicles and staff to the school car park.

It is further proposed to provide a new cycle store adjacent to the main entrance of the school to reduce the number of bikes ridden down the internal road which has health and safety implications.

4. POLICY CONSIDERATIONS

The following policies of the [Colchester Local Plan Adopted Focused Review of the Core Strategy \(2008\) and Development Policies \(2010\) reviewed in July 2014](#) provide the development plan framework for this application. The following policies are of relevance to this application:

[Colchester Local Plan Adopted Focused Review of the Core Strategy \(2008\) and Development Policies \(2010\) reviewed July 2014 \(AFR\)](#)

Policy DP1 – Design and Amenity

Policy DP17 – Accessibility and Access

Policy DP21 – Nature Conservation and Protected Lanes

The Revised National Planning Policy Framework (NPPF) was published on 19 February 2019 and sets out the Government's planning policies for England and how these should be applied. The NPPF highlights that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to state that achieving sustainable development means the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways: economic, social and environmental. The NPPF places a presumption in favour of sustainable development. However, paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

For decision-taking the NPPF states that this means; approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: the application of policies in this NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this NPPF taken as a whole.

Paragraphs 212 and 213 of the NPPF, in summary, detail that the policies in the Framework are material considerations which should be taken into account in dealing with applications and plans adopted in accordance with previous policy and guidance may need to be revised to reflect this and changes made. Policies should not however be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The level of consistency of the policies contained within the Colchester Local Plan Adopted Focused Review of the Core Strategy (2008) and Development Policies (2010) reviewed in July 2014 is considered further in the report.

Paragraph 48 of the NPPF states, in summary, that local planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan; the extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies in the emerging plan to the NPPF.

On 9 October 2017 Colchester Borough Council, together with Braintree District Council and Tendring District Council, submitted their Local Plans and accompanying documents to the Planning Inspectorate.

Due to strategic cross-boundary policies and allocations Braintree, Colchester, and Tendring's Local Plan share an identical Section 1 and as a result of this Section 1 was considered through a joint examination in public (EiP).

The Session 1 Plan examination began in October 2017 and hearing sessions were held in January and May 2018. After considering all the evidence and representations and the discussion at the hearing sessions the Inspector wrote to Braintree District Council, Colchester Borough Council and Tendring District Council on 8 June 2018 identifying aspects of the Section 1 Plan and its evidence base which were considered to require significant further work.

The 3 Councils have carried out further work on the evidence base and Sustainability Appraisal. Public consultation on this work ran from 19 August 2019 until 30 September 2019.

The requirement for the further work on Section 1 of the Plan has resulted in delays to the examination of Section 2 which deals with site allocations and policies. The emerging Local Plan is a material consideration in the determination of this application. However, the weight which can be given to the policies contained within Section 2 is limited in light of the delay to the EiP.

Publication Draft of the Colchester Borough Local Plan 2017-2033 July 2017 (PD)

Policy DM15 – Design and Amenity
Policy DM21 – Sustainable Access to Development
Policy ENV1 - Environment

5. CONSULTATIONS

COLCHESTER BOROUGH COUNCIL – Any comments received will be reported
PLACE SERVICES (Landscape) – Any comments received will be reported
PLACE SERVICES (Historic Environment) – Any comments received will be reported
PLACE SERVICES (Ecology) – Any comments received will be reported
PLACE SERVICES (Trees) – Any comments received will be reported
HIGHWAY AUTHORITY – No objection
LOCAL MEMBER – COLCHESTER - ABBEY – Any comments received will be reported

6. REPRESENTATIONS

19 properties were directly notified of the application. Two letters of representation have been received. These relate to planning issues covering the following matters:

<u>Observation</u>	<u>Comment</u>
Welcome any change which improves safety for children and parents but concerned design has a major flaw.	Noted
Both the existing steps and proposed ramp end at the same place, next to the entrance to year one/Puddleduck pre-school.	Noted. See appraisal

The area is already crowded and very difficult to negotiate at drop off and pick up times.	Noted
With both access points ending here it will create a huge bottle neck, especially with the addition of buggies, wheelchairs and bikes.	Noted. See appraisal
Don't feel it would be feasible to expect every single child and parent to enter and leave through the same narrow point.	Noted. See appraisal
If the school needed to be evacuated this could provide problematic.	The proposed ramp would not impede emergency exit routes as the school do not send children out of the front of the school in the event of a fire/emergency as there is no safe muster point at the front.
My second concern is the siting of the new bike shed, placing it away from the school on a dark, unlit lane, which is an open invitation to bike thieves.	Noted. See appraisal
Quite a few children come to school on a bike or scooter, which should be encouraged but I wouldn't feel safe leaving my bike on the access road.	Noted. See appraisal
Before any changes are considered the owner of the road should be asked to clear the pathway leading to the school. This is very overgrown and bordering on useable, forcing everyone to walk in the road.	This is outside the scope of this application but the comments have been passed to the applicant.
Hope the addition of a safer access is not a precursor to the owner of the site being allowed to open the road to all traffic again as it would be incredibly dangerous given the narrow lane particularly at the entrance to the school drive.	This is outside the scope of this application and out of the control of the applicant. However there is no intended increase in road use from the school's perspective
Parents have worked hard to make this road safer and would like to think that ECC will support us on this issue.	Noted. See above

A large proportion of pedestrians and all pushchairs and cyclists use the main access road to get to the bottom of the hill. All cyclists and a proportion of the pushchairs then go directly to the main playground or cycle storage next to the main playground and do not go near the access path.	Noted. See appraisal
Under new system all pedestrian traffic going to school and bicycles going to the lower cycle store will be going through the crossroads at level landing 14.890 which will result in a bottleneck.	Noted. See appraisal
This presents significant potential of risk of injury given that many people are in a rush in the mornings.	Noted
This will be exacerbated by cyclists having to manoeuvre down (reversed in the afternoon) while parents with pushchairs are moving up and down.	Noted. See appraisal
Majority of cyclists would be unwilling to leave their bikes at the additional proposed cycle store due to its location well away from the school and potential for theft, preferring to leave them in the current lower cycle store.	Noted. See appraisal
Added to this are at times long queues of parents waiting to get in the locked gates next to the landing to collect children from Puddleducks nursery and year 1 playground.	Noted. See appraisal
Only possible solution would be to still allow pedestrian traffic along the main school access road. To my knowledge there have been no accidents or injuries due to vehicles along this short stretch of road on the schools 43 year history.	Noted. See appraisal
Main gates are locked to vehicular traffic at busy times of the day eliminating risk to pedestrians.	Noted. See appraisal
Road leading from Recreation Road to the school access road used to be plagued by inconsiderate drivers but	Noted

since the introduction of parking enforcement by cameras there is now negligible use of the road other than by authorised traffic and the traffic is calmed somewhat by road restrictions and a sharp bend in the road.

With regards to the school access road it would appear that in many places traffic calming can be achieved by using a 'shared space' philosophy. The 'vehicle access route' is primarily used as a car park during the day.

Noted. However this is outside the scope of this application

Could an alternative proposal be envisaged where the 'vehicle access route' is not used as a car park and some of the width of the road be given over to pedestrian access

This is outside the scope of this application

There are spaces for vehicles at the top of the hill in the disused Scarletts Care Home, which seem to be within the Kendall school property boundary – could these not be utilised?

This is outside the scope of this application.

While new bicycle storage is to be welcomed, that proposed is unnecessary given that the current secure lower cycle storage on site has been partially given over as a paper recycling storage area. If stored elsewhere the equivalent amount of space that the proposal is seeking would be freed up.

Noted. Comments have been passed to the applicant

The site of the proposed new (insecure) cycle storage is in an area that is hidden from view along a dead-end road with no residential properties and very little traffic.

Noted. See appraisal

Have concerns about light pollution but it seems there are no more plans for lighting; the existing streetlighting should be more than adequate

Noted. No new lighting is proposed as part of this application

The new works may potentially provide a safe route for pedestrians whilst walking in orderly single file, but not for parents holding hands with a

Noted.

child/children, pushing buggies with children hanging off them or child cyclists forced to walk alongside their bicycles – all in a rush!

The solution at Kendall is not simple and this proposed solution to a single problem could well introduce new issues, potentially just as serious as the one it is intended to solve. Noted. See appraisal

Given the expense and the disruption (minimum 6 weeks) this does not seem like value for money and perhaps other solutions could be investigated?

Noted. However no alternative solutions have been put forward and therefore the application must be determined on its own merits.

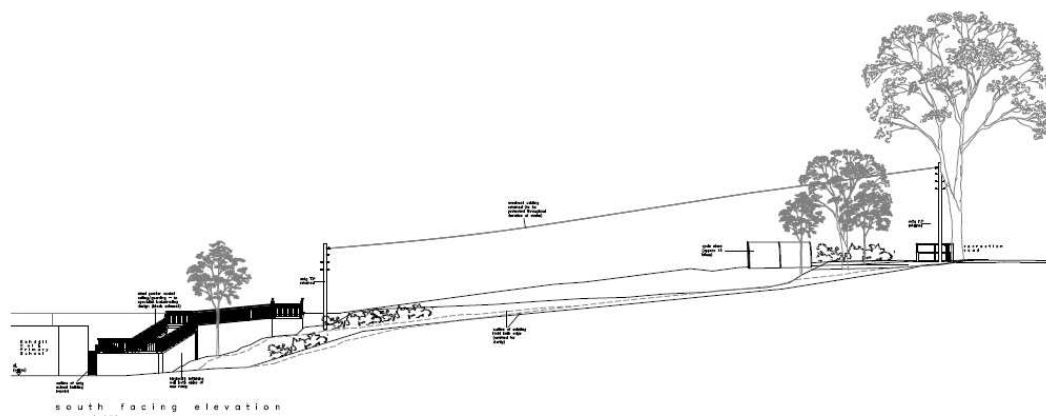
7. APPRAISAL

The key issues for consideration are:

- A. Need
- B. Policy considerations
- C. Design
- D. Impact on Natural Environment

A NEED

There is a change in ground level of approximately 7 metres in height from the public highway down to the school building entrance.



The current access to the school hinders full accessibility for parents/guardians/carers with pushchairs, wheelchair users and those with restricted mobility as they are unable to use the designated pathway due to the number of steps in places to accommodate the change in ground level.



Whilst a secondary route exists for vehicle access, it is an unsafe route for pedestrians as there is no safe refuge from oncoming cars and delivery vehicles which use the roadway.



The current poor provision of a safe route to the school buildings presents a significant health and safety issue for the school, resulting in a need to provide a safe and accessible route for visitors.

It is proposed to provide a secondary access route comprising of ramped access suitable for use by pushchairs and wheelchairs.

It is also proposed to provide a new cycle shelter adjacent to the school entrance

to reduce the number of bikes travelling down the existing 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.

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.

B POLICY CONSIDERATIONS

Paragraph 92(a) of the NPPF states inter alia *“that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environment.”*

Paragraph 1279(a) of the NPPF states inter alia that *“planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being.”*

AFR Policy DP17 (Accessibility and Access) states inter alia that *“proposals for development shall incorporate satisfactory and appropriate provision for pedestrians, including disabled persons and those with impaired mobility and cyclists, including routes, secure cycle parking and changing facilities where appropriate. Access to all development should be created in a manner which maintains the right and safe passage of all highway users.”*

PD Policy DM21 (Sustainable Access to Development) states inter alia that *“proposals for development should give priority to the movement of people walking and cycling; create safe, secure, convenient and attractive layouts which minimise conflicts between traffic, cyclists and pedestrians and ensure accessibility for those with impaired mobility.”*

The proposed ramp would provide access for wheelchair users and those with impaired mobility and would also provide improved access for parents/guardians/carers with pushchairs. The ramp has been designed in accordance with Volume 2 of Approved Document M (Access to and use of buildings) of Building Regulations. The proposed ramp would also help reduce potential conflict between pedestrians and vehicles using the existing internal roadway.

The proposed new cycle shelter close to the pedestrian access would provide additional cycle parking facilities. It would also reduce potential conflict between cyclists and cars using the internal roadway.

The construction of the proposed ramp would also help improve security for the school as it would allow the main vehicular gates to be closed during the day thereby restricting access to the school grounds by unauthorised visitors.

It is considered that the proposed access ramp and provision of an additional cycle

shelter would be in accordance with the provisions of the NPPF and Policy DP17 and Policy DM21.

C DESIGN

AFR Policy DP1 (Design and Amenity) states inter alia that *“All development must be designed to a high standard, avoid unacceptable impacts on amenity and demonstrate social, economic and environmental sustainability.”* It goes on to say that *“development proposals must demonstrate that they will provide a design and layout that takes into account the potential users of the site including giving priority to pedestrian and cycling access and the provision of satisfactory access provision for disabled people and those with restricted mobility.”*

PD Policy DM15 (Design and Amenity) states inter alia that *“development must be designed to a high standard, positively respond to its context, achieve good standards of amenity and demonstrate social, economic and environmental sustainability.”*

The proposed new ramp would be required to act as a retaining structure for the existing landscaping. It would be constructed from red brickwork to match existing elements of the main school.

It would be 1.8m in width to allow users to pass each other and approximately 53m in length. Landing levels would be provided along the length of the ramp

On the ramp side the brickwork would be approximately 150mm above the ramp level, whilst the retaining element of the ramp would vary in height to reflect the changing landscape position around it. A black steel powder coated railing would be installed to the perimeter of the ramp to a height of 1.1m above the ramp with landing levels in accordance with Building Regulation requirements. The ramp would have a gradient of 1 in 10.

The new ramp would be finished with tarmac, utilising a black tarmac finish to the ramped areas and a red tarmac to the level landing areas to provide a visual contrast between surfaces for visually impaired users.



P.6 Visual illustrating the proposed ramp when viewed from the West.

The Highway Authority has no objection to the proposals. However it has suggested that:

- A handrail is provided at a height easily reachable by all users of the proposed ramp, especially smaller children
- There is sufficient traction on the surface of the ramp to assist users in inclement weather
- The ramp has sufficient lateral fall to assist with water run off
- The location of the proposed cycle storage facility may not benefit from sufficient surveillance to deter theft or loss, being adjacent to the access.

The applicant has responded by stating that the proposed ramp would be provided with a lower level handrail, non-slip surfaces and rainwater run-off. Further information would be provided to Colchester Borough Council at Building Regulation stage should planning permission be granted.

Two representations have been received stating that both the existing stepped access and proposed ramp access would end in the same location next to the entrance of the year one/Puddleduck preschool. It is considered that this area is already very crowded and the addition of buggies, bikes and wheelchairs would create a huge bottleneck.

Concerns have also been raised about bikes being taken up and down the access ramp causing further congestion.

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. Further the level access at the bottom of the ramp would allow the area to be opened up more where currently it is a grassy bank and does not allow people to pass easily.

Pupils would be encouraged to leave bikes/scooters in the new secure cycle shelter adjacent to the pedestrian entrance rather than take them down the access ramp into the school site.

Two representations have been received stating that the location of the proposed additional cycle shelter on a dark unlit lane would not be safe and would discourage users from leaving cycles there.

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.



P.4 Plan illustrating location of proposed new ramp and cycle store. (NTS)

The proposed ramp would allow current security at the school to be improved. The existing vehicular gates currently remain open during the school day to allow visitors who cannot use the stepped access access to the school. These gates cannot be operated remotely. The proposed ramp would enable the vehicular gates to be closed to the public and allow the school to control access to the site via an intercom on the main pedestrian gate.

The pedestrian gate would be open during drop off and pick up times but the applicant considers that the large number of pupils and parents in the area would provide natural surveillance for the new cycle shelter.

It is considered that the proposed ramp has been designed to a high standard, positively responding to its context within the school site. It is further considered that the proposed ramp would give priority to pedestrians and provide satisfactory access provision for disabled people and those with restricted mobility and would therefore be in accordance with Policy DP1 and Policy DM15.

IMPACT ON THE NATURAL ENVIRONMENT

It would be necessary to remove a total of 6 trees to allow the construction of the proposed ramp. The removal of a small section of a group of trees would be required to allow the provision of the proposed cycle shelter.

AFR Policy DP1 (Design and Amenity) states inter alia that *“development proposals must demonstrate that they will respect or enhance the landscape and other assets that contribute positively to the site and the surrounding area.”*

AFR Policy DP21 (Nature Conservation and Protected Lanes) states inter alia that *“development proposals where the principal objective is to conserve or enhance biodiversity and geodiversity interests will be supported in principle. Development will only be supported where it is supported with acceptable ecological surveys*

where appropriate.”

PD Policy ENV1 (Environment) states inter alia that “*development will only be supported where it is supported with appropriate ecological surveys where necessary.*”

An Arboricultural Impact Assessment (AIA) was submitted as part of the application.

The AIA concluded that none of the trees to be removed are subject to TPOs. Two of the trees (a lime and an oak) are category B trees but they are not large specimens and far from their mature status. Overall the impact of the proposed tree removals is low.

The ramp would involve excavations within the Root Protection Area (RPA) of 2 further trees which would inevitably result in some root loss but would not cause instability in the tree. Some short-term increase in water stress and reduced shoot extension may occur, but the trees are likely to recover within 2 years or so. After construction is complete, mulching grass or other soft landscape areas within the RPAs of these trees with 75-100mm of wood chip would mitigate the impacts of root loss by conserving soil moisture.

The trees to be retained could be protected by suitable tree protective fencing and ground protection.

An ecological survey was also submitted as part of the application. It states that none of the trees proposed for removal are ecologically significant in age/form and their loss could easily be compensated for post development.

All vegetation to be removed/affected was inspected for potential bat roost features but none were found. No active bird nests were found and it is recommended that any vegetation removal is carried out between September and February inclusive unless a next check has been carried out by an ecologist immediately prior to works.

The AIA further recommends that any trenches are covered overnight to prevent nocturnal mammals becoming trapped. Any spoil should also be covered overnight and stored only for short periods.

The off-site woodland should be treated as a construction exclusion zone and be protected with HERAS fencing, unless otherwise advised by the project Arboriculturalist. All retained trees should be protected to prevent damage.

The AIA recommends that at least three replacement native wildlife friendly trees are planted within the school grounds in mitigation. Species such as hawthorn, guelder rose, hornbeam, field maple and hazel are recommended for their wildlife value.

It is further recommended that one generalist bird box and one house sparrow terrace are installed either on a northern or eastern building wall or boundary tree. Where practical, amenity grassland area could be improved by over seeding with a

wildflower mix to attract pollinators.

It is considered that providing the recommendations of the AIA and ecological survey are implemented the proposal would be in accordance with Policy DM1, DP21 and Policy ENV1.

8. CONCLUSION

It is considered that planning permission should be granted for the proposed ramp as it would provide access to the school buildings for wheelchair users, those with restricted mobility and parents/guardians/carers with pushchairs. It would also reduce the potential for conflict between pedestrians, cyclists and vehicles using the internal roadway.

The provision of the proposed ramp would also help improve security for the school as the existing vehicular gates would be closed during the school day restricting access to the site.

The provision of an additional cycle storage facility close to the pedestrian entrance of the school would also help reduce the amount of bikes being taken into the school site and reduce the potential for conflict between cyclists and vehicles using the internal roadway.

It is not considered that the proposals would have a significant detrimental impact on the landscape, visual or residential amenity of the surrounding area and would be in accordance with the provisions of the NPPF and Policy DP1 (Design and Amenity), Policy DP17 (Accessibility and Access) and 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 DM15 (Design and Amenity), Policy DM21 (Sustainable Access to Development) and Policy ENV1 (Environment) of the Publication Draft of the Colchester Borough Local Plan 2017-2033 July 2017.

9. RECOMMENDED

That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be begun before the expiry of 3 years from the date of this permission.

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).*

2. The development hereby permitted shall be carried out in accordance with the details of the application reference CC/COL/68/19 dated 10 September 2019 and validated on 13 September 2019 together:

- Design and Access Statement
- Ecological Survey prepared by Hybrid Ecology Ltd – 30 August 2019

- Arboricultural Impact Assessment prepared by Arborterra Ltd (Project Ref 560) dated 12 September 2019

and Drawing Numbers:

- 1583/12 Rev A Proposed Elevations 09/19
- 1583/13 Proposed Cycle Shelter September 2019
- 1583/11 Rev C Proposed Layout 09/19
- 1583/10 Rev B Existing Layout 09/19

And in accordance with any non-material amendments as may be subsequently approved in writing by the County Planning Authority except as varied by the following conditions:

Reason: *For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment and in accordance with Policy DP1 (Design and Amenity), Policy DP17 (Accessibility and Access) and 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 DM15 (Design and Amenity), Policy DM21 (Sustainable Access to Development) and Policy ENV1 (Environment) of the Publication Draft of the Colchester Borough Local Plan 2017-2033 July 2017.*

3. The development hereby permitted shall be carried out in accordance with the details in the Arboricultural Impact Assessment prepared by Arborterra Ltd (Project Ref: 560) dated 12 September 2019.

Reason: *In the interest of visual amenity and to ensure protection for the existing natural environment 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.*

4. All ecological mitigation & enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecological Survey prepared by Hybrid Ecology Ltd dated 30 August 2019 and agreed in principle with the County Planning Authority prior to determination.

Reason: *To conserve and enhance Protected and Priority species and allow the County Planning Authority to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and s17 Crime & Disorder Act 1998 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*

BACKGROUND PAPERS

Consultation replies
Representations

THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2017 (AS AMENDED)

The proposed development would not be located adjacent to a European site.

Therefore, it is considered that an Appropriate Assessment under Regulation 63 of The Conservation of Habitats and Species Regulations 2017 (as amended) is not required.

EQUALITIES IMPACT ASSESSMENT

This report only concerns the determination of an application for planning permission. It does however take into account any equality implications. The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the body of the report.

STATEMENT OF HOW THE LOCAL AUTHORITY HAS WORKED WITH THE APPLICANT IN A POSITIVE AND PROACTIVE MANNER: In determining this planning application, the County Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure)(England) Order 2015.

LOCAL MEMBER NOTIFICATION

COLCHESTER – Abbey