

## DELEGATED DECISION OFFICER REPORT

<b>AUTHORISATION</b>	<b>INITIALS</b>	<b>DATE</b>
File completed and officer recommendation:	NW	21/10/2020
Planning Development Manager authorisation:	SCE	23.10.2020
Admin checks / despatch completed	DB	23/10/2020
Technician Final Checks/ Scanned / LC Notified / UU Emails:	CD	23/10/2020

**Application:** 20/01054/DETAIL **Town / Parish:** Great Bentley Parish Council

**Applicant:** Mr Stephen Williams - Hills Residential Construction Ltd

**Address:** Land at Admirals Farm Heckfords Road Great Bentley

**Development:** Reserved matters application for a doctor's surgery for application 16/01999/OUT allowed at appeal APP/P1560/W/17/3174843.

### **1. Town / Parish Council**

No comment received.

### **2. Consultation Responses**

ECC Highways Dept  
19.10.2020

1. 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 and Policy DM1.

2. Prior to the occupation of the development the internal layout shall be provided in principal with drawing number:

- Hbg/sk/101/01-A Revised Block plan.

Reason: To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM1.

3. Prior to occupation of the development, the road junction / access at its centre line shall be provided with a minimum clear to ground visibility splay with dimensions of 2.4 metres by 39 metres to the north-west and 2.4 metres by 33 metres to the south-east, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction / access is first used by vehicular traffic and retained free of any obstruction at all times.

Reason: To provide adequate inter-visibility between vehicles using the road junction / access and those in the existing public highway in the interest of highway safety in accordance with policy DM1.

4. Prior to the first occupation of the development, the proposed vehicular access at its bell-mouth junction with the access road into the development shall be provided with:

- Minimum 6.0m. radius kerbs returned to an access road carriageway width of 5.5m. and flanking footway 2m. in width returned around one of the radius kerbs provided with associated drop kerbs/ tactile paving for pedestrian crossing points on the access road.
- The new road junction shall be constructed at least to binder course prior to the commencement of any other development including the delivery of materials.
- A 2.0m. wide footway to be provided within the confines of the car park across the entire site frontage of the surgery building.

Reason: To ensure that all vehicular traffic using the junction may do so in a controlled manner and to provide adequate segregated pedestrian access, in the interests of highway safety and in accordance with Policy DM 1 and 6.

5. No unbound materials shall be used in the surface treatment of the proposed vehicular access/ car park area throughout.

Reason: To ensure that loose materials are not brought out onto the highway, in the interests of highway safety and in accordance with Policy DM 1.

6. There shall be no discharge of surface water onto the Highway.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1.

7. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8.

8. Each vehicular parking space shall have minimum dimensions of 2.5 metres x 5.0 metres.

Reason: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8

9. The Cycle / Powered Two-wheeler parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle / powered two-wheeler parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

**Informative:**

1: On the completion of the Development, all roads, footways/paths, cycle ways, covers, gratings, fences, barriers, grass verges, trees, and any other street furniture within the Site and in the area it covers and any neighbouring areas affected by it, must be left in a fully functional repaired/renovated state to a standard accepted by the appropriate statutory authority.

2: All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org) or by post to:

SMO1 – Development Management Team  
Ardleigh Depot,  
Harwich Road,  
Ardleigh,  
Colchester,  
CO7 7LT

3: The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

Tree & There are no tree or other significant vegetation on the application site.  
 Landscape Officer  
 01.10.2020 In terms of soft landscaping the Block Plan shows indicative planting and the Design and Access Statement makes reference to a soft landscaping scheme that has been submitted in support of the application. This document does not appear to have been received.

Prior to the determination of the application the applicant will need to provide details of soft landscaping that should aim to soften, screen and enhance the appearance of the development.

20.10.2020 I can confirm the soft landscaping is acceptable and sufficient to soften, screen and enhance the appearance of the development.

Building Control and Fire service access may be an issue.  
 Access Officer  
 23.09.2020  
 NHS East Essex CCG

**Third Party** – One letter has been received, neutral comment.

- Concerns about increased levels of traffic movement and parking capacity.
- The volume of traffic movement will increase and add to congestion in the village.
- All parking will need to be accommodated on site as unlike the current surgery.

### **3. Planning History**

15/00682/OUT	Proposed erection of 75 dwellings, garages, roads and associated works.	Refused	08.01.2016
16/00133/OUT	Proposed erection of 50 dwellings, garages, roads and associated works.	Approved	28.09.2016
16/01912/DETAIL	Proposed erection of 50 dwellings, garages and associated works.	Approved	12.05.2017
16/01999/OUT	A doctors surgery and twenty five dwellings, associated infrastructure and landscaping.	Refused	04.04.2017
18/01543/TELLI C	Proposal to install electronic communications apparatus/development ancillary to radio equipment housing.	Determination	28.09.2018

18/01796/DISCO N	Discharge of Conditions 7 (tree protection measures), 9 (phasing plan), 10 (landscape & public open space management plan), 14 (ecological mitigation & management plan), 15 (construction method statement), and 17 (local recruitment strategy) of 16/00133/OUT.	Approved	09.01.2019
19/00307/DISCO N	Discharge of Condition 11 (Surface Water Drainage) of 16/00133/OUT.	Approved	12.03.2019
19/01021/OUT	Variation of condition 12 of approved application 16/00133/OUT to amend clause (ii).	Approved	17.10.2019
19/01204/DETAIL	Seeking approval for material changes further to application 16/01912/DETAIL (Plots 1 to 41).	Approved	14.11.2019
20/00489/DETAIL	Reserved matters application for 25 dwellings, open space, associated parking and infrastructure for application 16/01999/OUT allowed at appeal APP/P1560/W/17/3174843.	Approved	01.09.2020
20/00748/FUL	Re-design of the eastern parcel of the original application site to provide 18 new build dwelling houses comprising of 2, 3 and 4 beds.	Current	
20/00864/DETAIL	Amendments to Layout relating to plots 7, 8, 12, 31, 32, 35, 37, 38 and 39; Boundary conditions and realignments, Site entrance wall added; and Appearance and Scale relating to Plot 8 (approved under 16/01912/DETAIL).	Approved	07.10.2020

#### **4. Relevant Policies / Government Guidance**

*NPPF National Planning Policy Framework February 2019*

*National Planning Practice Guidance*

*Tendring District Local Plan 2007*

QL1 Spatial Strategy  
QL2 Promoting Transport Choice  
QL3 Minimising and Managing Flood Risk  
QL7 Rural Regeneration  
QL9 Design of New Development  
QL10 Designing New Development to Meet Functional Needs  
QL11 Environmental Impacts and Compatibility of Uses  
COM1 Access for All  
COM4 New Community Facilities (Including Built Sports and Recreation Facilities)  
COM21 Light Pollution  
COM23 General Pollution  
COM24 Health Care Provision  
EN1 Landscape Character  
EN17 Conservation Areas  
EN23 Development Within the Proximity of a Listed Building  
TR1A Development Affecting Highways  
TR3A Provision for Walking  
TR7 Vehicle Parking at New Development

*Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)*

SP1 Presumption in Favour of Sustainable Development  
SPL1 Managing Growth  
SPL3 Sustainable Design  
HP1 Improving Health and Wellbeing  
HP2 Community Facilities  
PPL1 Development and Flood Risk  
PPL3 The Rural Landscape  
PPL4 Biodiversity and Geodiversity  
PPL8 Conservation Areas  
PPL9 Listed Buildings  
CP1 Sustainable Transport and Accessibility  
CP3 Improving the Telecommunications Network

*Local Planning Guidance*

*Essex Design Guide*

*Essex County Council Car Parking Standards - Design and Good Practice*

#### **Status of the Local Plan**

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 213 of the NPPF (2019) allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 48 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the

emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018, with further hearing sessions in January 2020. The Inspector issued his findings in respect of the legal compliance and soundness of the Section 1 Plan in May 2020. He confirmed that the plan was legally compliant and that the housing and employment targets for each of the North Essex Authorities, including Tendring, were sound. However, he has recommended that for the plan to proceed to adoption, modifications will be required – including the removal of two of the three Garden Communities ‘Garden Communities’ proposed along the A120 (to the West of Braintree and on the Colchester/Braintree Border) that were designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033.

The three North Essex Authorities are currently considering the Inspector’s advice and the implications of such modifications with a view to agreeing a way forward for the Local Plan. With the Local Plan requiring modifications which, in due course, will be the subject of consultation on their own right, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications – increasing with each stage of the plan-making process.

The examination of Section 2 of the Local Plan (which contains more specific policies and proposals for Tendring) will progress once modifications to the Section 1 have been consulted upon and agreed by the Inspector. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 48 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

## **5. Officer Appraisal (including Site Description and Proposal)**

The application site comprises of single parcel of land that represents an overall extension to the approved Admirals Farm development that adjoins Great Bentley village to the south.

The host site is located to the immediate east of Heckfords Road, measuring approximately 0.43 hectares. At present the land is undeveloped grass land positioned immediately north of the new access road constructed as part of the Admirals Farm development. This neighbouring development to the east of the host site is currently under construction.

The site is currently open countryside with limited landscape features. There are no protected trees on site. Great Bentley Conservation Area is located some 100 metres to the south. While approximately 550 metres to the north there are two Grade Two Listed farm buildings, approximately 400 metres to the west there is a single Grade Two Listed farm building.

### **Proposal**

The application is for a GP surgery and associated infrastructure and parking. The GP surgery contains 10 rooms for consultations with either a GP or a nurse. The building also includes a dispensary, interview rooms, utility space, staff facilities and training rooms. The building includes a lift to the first floor and the usual male and female, staff and public W.C services.

## Appraisal

The principle of development has already been established through the grant of outline planning permission by the Planning Inspectorate on 2nd November 2017. This decision approved both up to 25 new dwellings to the east of the host site and this new doctors surgery. The public benefits of the doctor's surgery were key in bringing about the outline approval at appeal. The appeal decision included 22 detailed planning conditions including a number of pre commencement conditions. These need to be discharged for both the residential element and the new community facility.

The pre commencement conditions include improvements to the Heckford Road from the site entrance, a Construction Method statement, external building materials, planting and planting retention, surface water drainage, ecological mitigation and lighting details.

As all matters were reserved at outline stage the reserved matters under consideration as part of this detailed application are:

- Access
- Layout
- Landscaping
- Scale
- Appearance

## Access

The proposals are to take access from the new junction which has already been installed on Heckfords Road and from there, the access will follow the road approved within the residential development to the east. The junction with Heckford Road and access into the site has been constructed to an adoptable standards for Essex County Council. This arrangement closely follows the details shown on the original indicative plan submitted at outline stage.

ECC-Highways have reviewed the plans and have no objections subject to conditions securing the submitted layout arrangements, visibility splays, the correct bell mouth widths and car/cycle parking being laid out prior to occupation and retained as approved. Some of the conditions suggested are also in the Outline permission and therefore are not considered necessary in this decision notice.

Within the site itself, the design of access to the new building takes account of the needs of disabled people to ensure that they are not excluded or put at risk when visiting the site. The guidance within Part M of the Building Regulations is followed throughout and level thresholds at primary access points are provided.

In terms of parking provision there are 38 parking spaces provided including a drop off point. There are two areas at either flank end of the building dedicated for staff. Overall, subject to planning condition, the size and quantum of parking bays provided accords with the Council's parking standards.

## Scale

The proposed surgery measures some 38 metres in length and 12 metres in depth. Given the requirements of a modern NHS surgery (they tend not to support surgery's under 750 sq metres). These dimensions are not unexpected. Furthermore, the original outline approval included a layout of similar size to that proposed.



The design is single storey with rooms in the roof space, approximately 500 square metres on each floor. The original design and access statement with outline application said of the doctors surgery:

'The parcel of land adjoining Heckfords Road will accommodate a GP Surgery and community health centre. This facility will be approximately 1000m<sup>2</sup> which after consideration with the local surgery is what is required for their expansion plans for the future.'

Also, a Key Rural Service Centre, Great Bentley provides services for the wider community however, 'the existing doctor's surgery which has approximately 9,000 registered patients is now at the point where it needs to expand to cater for the growing population and a significant number of patients who come from outside the village'.

At the outline stage although a single storey building was suggested, to achieve the 1000 square metres, two floors were always expected, hence the rooms in the roof space.

Therefore, a building of significant size was expected, and this has been delivered. Structurally, if the building is 12 metres wide and there are rooms planned in the roof space, the ridge needs to be high to obtain the correct level of head height. In this case the ridge is some 10 metres and the eaves are set at 4.6 metres.

The host design has a similar appearance to 'House Type 2' which forms part of the 50 unit residential site to the east. One could say the building appears similar to a converted agricultural building that you would see in a nearby farmstead.

Furthermore, having a ridge of 10 metres is not unfamiliar for two storey dwelling houses in the immediate area. There have been no objections to the scale of the development.

Interestingly, policy COM24 that deals with Health Care Provision makes no specific reference to visual impact of the buildings, although one could argue this issue is covered by other policies such as Policy QL7 and Policy QL9. What is clear is that for a proposal of this magnitude to be considered acceptable, a suitable landscaping scheme with tree planting will be required. As the section below demonstrates, this has been delivered.

On balance, officers consider the scale and form of development in relation to its semi-rural location as acceptable. The internal arrangements especially for patients in two waiting areas (ground and first floor) through the enhanced eaves and ridge heights, provides a positive sense of openness and space. This is considered important and justifiable in accepting the larger scale of the building in this instance, especially given its use. Officers consider subject to planning condition regarding materials and landscaping (both covered by the outline approval). The wider benefits to the local community in terms of social and economic gains, outweighs the possible environmental visual harm especially while the Landscaping matures given the significant scale of the building.

### Appearance

The proposed doctor's surgery will be of a traditional appearance. The external appearance of the building has been developed with a simple palette of materials. A red brick has been chosen with detractive brickwork detailing, exposed rafter details, soldier courses above the windows together with Stone Cills. The gable ends are designed using a Dutch Gable effect. This works well alongside the simple palette of materials. The dormer windows, although many in number, line up below the ground floor windows. Furthermore, they are modest in height with a flat roof, not therefore particularly imposing in the roof slope. No objection is raised.

The front door is well designed clear to see and accessible from the car park. This feature extends off the southern elevation slightly providing suitable definition. The small flat roof is considered accepted in this instance, minimising bulk and mass.

Overall, the appearance is considered to compliment the residential development nearby and shall serve the needs of the local people admirably. The details of the final materials to be used in construction were included via Condition 21 of the original outline approval at Planning Appeal.

### Layout and Impact on Residential Amenity

The layout largely follows the details proposed at outline stage. The key principles agreed at outline stage, including the linear east to west orientation of the development, the highway layout and the siting of the open space is in general conformity. However, the original outline layout included an L shape design thus reducing the length of the building. The proposed plan is a rectangle, however you could argue this helps lessen the impact from the perspective of the residential dwellings to the east. On balance, Officers raise no objections to the proposed footprint. The open space equates to approximately 50% of the overall site area, with a suitable Landscaping plan this shall help soften the appearance of the new building.

The requirements of the Essex Design Guide are met in respect of the distance retained to the new dwellings to the east. Plot 13 - 15, face west towards the proposed doctors surgery but are located over 30m from the flank elevation of the surgery (which is yet to be constructed). The spacing between the surgery and the residential properties shall ensure that the resident's amenity will be retained, and the development would not appear over dominant on the residential neighbours.

In terms of car parking, ECC Highways have not objected to the levels provided. Secure and covered cycle storage is suggested to be provided via planning condition, Officers agree with this request. As such, subject to planning condition, the proposed car and cycle parking accords with the Essex County Council Parking Standards SPD.

The site layout has been designed to allow sufficient room for refuse and recycling vehicles to safely and adequately collect waste. Overall, ECC Highways has confirmed that the scheme is acceptable from a highways layout perspective. Officers have no objections to the Layout as proposed.

### Landscape

Local Plan Policy EN1 and draft Local Plan Policy PPL3 seeks to protect and limit the potential landscape impacts of new development. While paragraph 175 d) of the NPPF seeks to ensure a 'measurable net gains for biodiversity'.

A comprehensive soft landscaping scheme has been provided which shows the planting of trees and hedge rows to the west of the site next door to Heckfords Road. Also, some limited tree planting within the car park area and to the east. Officers have successfully requested additional tree planting to the east of the host building, this is shown in the revised landscaping plans. The Trees and Landscape Officer has confirmed acceptance of the landscape plans submitted.

Officers agree with the sentiment that Landscaping will help soften and screen the development. Overall the landscaping scheme provided will assist in enhancing the appearance of the development from public views within the site and the neighbouring highway network to the east.

Tree protection measures were secured at outline stage via condition. Precise protection measures including a planting timetable will therefore have to be provided prior to the commencement of development.

### SUDs/Drainage

The detailed design of the SUDs layout is a condition requirement of the outline permission therefore these features do not need to be covered in this report. The applicant shall be reminded of their responsibilities via a planning informative in the event of a positive decision.

### Legal Obligations

In this case, the obligations secured at outline stage comprise the following:-

Health - payment of the contribution is required prior to commencement of the development.

Affordable Housing - 7 units to be secured as affordable housing to be agreed via the submission of an affordable housing plan.

Open Space - including its maintenance and trigger points for its laying out.

These contributions and requirements are not affected by this proposal.

### Other Considerations

External lighting has been controlled by the Outline Planning Conditions as has archaeology and refuse storage. Therefore, these aspects are not required to be considered under this application.

When a proposal affects a Listed Building, Officers are required by Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay 'special attention' to the 'desirability of preserving' the setting of Listed Buildings and Conservation Areas. This sentiment is also reflected in NPPF chapter 16 and local policies, EN23 and emerging policy PPL9.

The proposed development is not deemed to cause any substantive harm to any nearby heritage asset, either directly or in terms of affecting its setting. The nature of the proposal and the separation distance between the two are the main determinants in reaching this opinion. The visual impact of the surgery in the short term is likely to detract slightly from the setting of the Conservation Area. However, any impacts would be 'less than substantial' in terms of paragraph 196 of the NPPF. The proposal would also provide a significant economic and social boost to the rural economy and village life. These benefits would outweigh the minor level of harm visual harm caused.

## **6. Recommendation**

Approval

## 7. Conditions

1. The development hereby permitted shall be carried out in accordance with the following approved plans;

20.5084.02 a            Revised soft landscape proposals

20.5084.01.B           Landscape strategy

Hbg/sk/101/04/a        Proposed front and side elevation

Hbg/sk/101/00-a       Site location plan

Hbg/sk/101/01-a       Revised Block plan

Hbg/sk/101/03           Proposed first floor plan

Hbg/sk/101/02           Proposed ground floor plan

Hbg/sk/101/05           Proposed rear and side elevations

Reason - For the avoidance of doubt and in the interests of proper planning.

2. The building hereby approved shall be used as a medical centre and for no other purpose including any other purpose in Class E(e) of Schedule 2 Part A of the Town and Country Planning (Use Classes) Order 2015 (or in any provision equivalent to that Class in any Statutory instrument and re-enacting that Order with or without modification).

Reason - The site represents an important community facility in a semi-rural area where the type of use would need to be carefully assessed in the interests of preserving and managing the community asset.

3. Prior to the occupation of the development the internal layout shall be provided in principal with drawing number:

- Hbg/sk/101/01-A            Revised Block plan.

Reason: To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM1.

4. Prior to occupation of the development, the road junction / access at its centre line shall be provided with a minimum clear to ground visibility splay with dimensions of 2.4 metres by 39 metres to the north-west and 2.4 metres by 33 metres to the south-east, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction / access is first used by vehicular traffic and retained free of any obstruction at all times.

Reason: To provide adequate inter-visibility between vehicles using the road junction / access and those in the existing public highway in the interest of highway safety in accordance with policy DM1.

5. Prior to the first occupation of the development, the proposed vehicular access at its bell-mouth junction with the access road into the development shall be provided with:

- Minimum 6.0m. radius kerbs returned to an access road carriageway width of 5.5m. and flanking footway 2m. in width returned around one of the radius kerbs provided with associated drop kerbs/ tactile paving for pedestrian crossing points on the access road.
- The new road junction shall be constructed at least to binder course prior to the commencement of any other development including the delivery of materials.
- A 2.0m. wide footway to be provided within the confines of the car park across the entire site frontage of the surgery building.

Reason: To ensure that all vehicular traffic using the junction may do so in a controlled manner and to provide adequate segregated pedestrian access, in the interests of highway safety and in accordance with Policy DM 1 and 6.

6. No unbound materials shall be used in the surface treatment of the proposed vehicular access/ car park area throughout.

Reason: To ensure that loose materials are not brought out onto the highway, in the interests of highway safety and in accordance with Policy DM 1.

7. There shall be no discharge of surface water onto the Highway.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1.

8. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8.

9. Prior to the first occupation of the development, the details of the Cycle / Powered Two-wheeler parking shall be provided to the local Planning Authority, in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle / powered two-wheeler parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

## 8. Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address these concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. On the completion of the Development, all roads, footways/paths, cycle ways, covers, gratings, fences, barriers, grass verges, trees, and any other street furniture within the Site and in the area it covers and any neighbouring areas affected by it, must be left in a fully functional repaired/renovated state to a standard accepted by the appropriate statutory authority.

3. All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org) or by post to:

SMO1 – Development Management Team  
Ardleigh Depot,  
Harwich Road,  
Ardleigh,  
Colchester,  
CO7 7LT

4. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

5. The applicant is reminded of the outline planning conditions attached to application 16/01999/OUT via appeal decision APP/P1560/W/17/3174843. These include a series of pre commencement conditions that need to be discharged prior to starting development on site.

<b>Are there any letters to be sent to applicant / agent with the decision? If so please specify:</b>	YES	NO
<b>Are there any third parties to be informed of the decision? If so, please specify:</b>	YES	NO