

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	DA	15/02/2021
Planning Development Manager authorisation:	TC	15/02/2021
Admin checks / despatch completed	CC	15.02.2021
Technician Final Checks/ Scanned / LC Notified / UU Emails:	DB	15.02,2021

Application: 20/01181/FUL **Town / Parish:** Ramsey & Parkeston Parish Council

Applicant: E Ofori

Address: Methodist Church Hall Garland Road Parkeston

Development: Proposed retention of church and conversion of church hall to accommodate two, two bedroom apartments. (re-submission of 20/00267/FUL)

1. Town / Parish Council

Mrs Lin Keating
30.09.2020

The view of the Ramsey & Parkeston Parish Council is to remain neutral, however would ask for it noted that the development as proposed for 2 flats is not exceeded.

2. Consultation Responses

UU Open Spaces
19.10.2020

Response from Public Realm
Open Space & Play

Application Details

Application No: 20/01181/FUL

Site Address: Methodist Church Hall Garland Road Parkeston
Harwich Essex

Description of Development: Proposed retention of church and conversion of church hall to accommodate two, two bedroom apartments. (re- submission of 20/00297/FUL)

Current Position

There is currently a deficit of -2.70 hectares of equipped play in Ramsey and Parkeston and -0.93 hectares of formal open space.

There are two play areas one in Ramsey and one in Parkeston, the nearest one to the development site is at Garland Road, Parkeston.

Recommendation

Due to the current deficit a contribution towards play and formal open space is justified and relevant to the planning application the

contribution will be used to make on going improvements to the nearest play area located at the end of Garland Road Parkeston.

ECC Highways Dept
01.02.2021

Application No. 20/01181/FUL

Site Location

Methodist Church Hall Garland Road Parkeston CO12 4PB

Proposal

Proposed retention of church and conversion of church hall to accommodate two, two-bedroom apartments. (re-submission of 20/00267/FUL)

1. Prior to occupation of the development a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of each vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.

Reason: To provide adequate inter-visibility between the users of the access and pedestrians in the adjoining public highway in the interest of highway safety in accordance with policy DM1.

2. No unbound material shall be used in the surface treatment of the vehicular accesses throughout.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.

3. Prior to occupation of the development the new vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be more than 3.6 metres (4 low kerbs) and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge.

Reason: to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.

4. 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.

5. As indicated on drawing no. 1711-P02b each vehicular parking space shall have minimum dimensions of 3.0 metres x 6.0 metres.

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

6. As indicated on drawing no. 1711-P02b 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.

7. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator free of charge.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10.

8. Areas within the curtilage of the site for the purpose of the reception and storage of building materials shall be identified clear of the highway.

Reason: To ensure that appropriate loading / unloading facilities are available to ensure that the highway is not obstructed during the construction period in the interest of highway safety in accordance with policy DM1.

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: 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 or by post to:

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

2: In main urban areas with frequent and extensive public transport, cycling and walking links, the EPOA Parking Standards recommend that a reduced parking standard provision may be applied to residential developments. A reduced parking standard provision level can be applied to this proposal as it is located very close to regular public transport services and public car parking facilities.

3: 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.

ECC Highways Dept
26.10.2020

The Highway Authority notes that the re-submission reduces the proposal from four to two, two-bedroom apartments with some off-street parking. As previously stated, Parkeston is no longer a vibrant working town with high levels of local employment, shops and leisure facilities as previously enjoyed and that most residents will by necessity, travel for access to the above mentioned facilities and that the reliance upon private motor cars to do so is unavoidable. Garland Road is a natural spine road giving vehicular access to all nearby streets and facilities which is frequently subjected to significant volumes of on-street parking.

From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:

1. The two external parking spaces to the side of the church hall are constrained by the side of the building and as such should have a minimum dimension of 3.4 metres x 5.5 metres. It would appear the actual width is 2.0 metres and as such the spaces would encroach onto the access strip that runs adjacent to the church hall and no.8 Garland Road, potentially encroaching on land outside the control of the applicant. As they are tandem spaces it is unclear how they would work if one space is allocated to each individual apartment.
2. The two internal parking spaces at the front of the building should have a minimum internal measurement of 7m x 3m. The opening for each internal parking space appears to be less than 2.4 metres wide.

The overall parking provision is considered to be inadequate and would therefore likely lead to further demand for on-street parking in an area currently suffering some degree of kerbside stress in terms of residential parking provision. Therefore, this proposal is contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Essex County Council
Archaeology
19.10.2020

The Historic Environment Advisor has identified the above application from the weekly list as having historic environment implications. The application is for the conversion of a historic communal building which is identified on the HER as a non-designated heritage asset.

Parkeston was purpose built by industry, the Great Eastern Railway, to provide adequate and local accommodation for its employees. From 1879-83 GER spent over £500,000 constructing a new Quay, as well as warehouses, railway goods yards, a hotel and a station for GER passengers travelling overseas. During these works the employees township of Parkeston was founded to the south of the quay. Housing up to 600 people Parkeston also provided a primary and secondary school, Anglican and Methodist churches, a village hall, Co-operative store, fire station, a hotel and a sports ground. GER also supplied electrical power to the entire estate sourced from its own power station within the quay.

The First church in Parkeston was the Wesleyan Methodist Church situated in Garland Road and built in 1887 at a cost of £900.00 and designed to hold 200 people. The Methodist Church and church hall

lie in a prominent position at the end of a row of housing that forms part of the original street plan of Parkeston which was grouped within clearly defined hierarchical/social zones. This is reflected in the architectural embellishment of the Church and Hall buildings, some of which have been lost. The Church is now redundant and partly boarded up, there is no mention of the interior of the Church and how the proposed changes may affect this. The proposal includes raising of the roofs of the buildings as well as extensions and alterations. This has potential to impact on the fabric of the historic buildings and the interior changes proposed will completely remove the original hall plan. The interior of the Church hall has some architectural merit with its large open meeting hall and there is a high probability that original fittings and fixtures survive. The communal function of this 19th century building will be lost through conversion to a domestic dwelling and a historic building record would ensure a permanent record of the building prior to its conversion. This should include the Church and Church Hall to preserve, by record, the building prior to alterations to the fabric of the Church.

Due to the changes to the exterior of the buildings it is recommended that the Historic Buildings Officer is consulted as they will affect a non-designated heritage asset.

In the circumstance this application is permitted I recommend the following conditions in line with the National Planning Policy Framework:

1. No demolition or development of any kind shall take place until the applicant has secured the implementation of a programme of historic building recording in accordance with a written scheme of investigation which has been submitted by the applicant, and approved by the planning authority.
2. The applicant will submit to the local planning authority an approved historic building report (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority).

A professional historic building specialist should undertake any fieldwork. A brief detailing the requirements can be produced from this office. The District Council should inform the applicant of the recommendation and its financial implications.

Essex County Council
Heritage

No comment received

3. Planning History

20/00267/FUL	Proposed retention of church and conversion of church hall to accommodate four, two bedroom apartments.	Refused	15.04.2020
20/01181/FUL	Proposed retention of church and conversion of church hall to accommodate two, two bedroom apartments. (re-submission of 20/00267/FUL)	Current	

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

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

QL12 Planning Obligations

HG1 Housing Provision

HG3 Residential Development within Defined Settlements

HG9 Private Amenity Space

HG10 Conversion to Flats and Bedsits

COM3 Protection of Existing Local Services and Facilities

EN6 Biodiversity

EN11A Protection of International Sites: European Sites and RAMSAR Sites

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

QL12 Planning Obligations

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

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

HP2 Community Facilities

LP1 Housing Supply

LP3 Housing Density and Standards

CP2 Improving the Transport Network

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. In this latter regard, as of 26th January 2021, 'Section 1' of the emerging Local Plan for Tendring (Tendring District Local Plan 2013-2033 and Beyond Publication Draft) has been adopted and forms part of the 'development plan' for Tendring.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) has been examined by an Independent Planning Inspector who issued his final report and recommended 'main modifications' on 10th December 2020. The Inspector's report confirms that, subject to making his recommended main modifications (including the removal from the plan of two of the three 'Garden Communities' proposed along the A120 i.e. those to the West of Braintree and on the Colchester/Braintree Border), the plan is legally compliant and sound and can proceed to adoption. Notably, the housing and employment targets in the plan have been confirmed as sound, including the housing requirement of 550 dwellings per annum in Tendring.

The Council has now formally adopt Section 1 of the Local Plan, in its modified state, at the meeting of Full Council on 26th January 2021, at which point it became part of the development plan and carries full weight in the determination of planning applications – superseding, in part, some of the more strategic policies in the 2007 adopted plan.

The examination of Section 2 of the Local Plan (which contains more specific policies and proposals for Tendring) will proceed in early 2021 and two Inspectors have been appointed by the Secretary of State to undertake the examination, with the Council preparing and updating its documents ready for the examination. In time, the Section 2 Local Plan (once examined and adopted in its own right) will join the Section 1 Plan as part of the development plan, superseding in full the 2007 adopted plan.

Where emerging policies are particularly relevant to a planning application and can be given 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 relation to housing supply:

The NPPF requires Councils to boost significantly the supply of housing to meet objectively assessed future housing needs in full. In any one year, Councils must be able to identify five years' worth of deliverable housing land against their projected housing requirements (plus an appropriate buffer to ensure choice and competition in the market for land, account for any fluctuations in the market or to improve the prospect of achieving the planned supply). If this is not possible, or housing delivery over the previous three years has been substantially below (less than 75%) the housing requirement, paragraph 11 d) of the NPPF requires applications for housing development needing to be assessed on their merits, whether sites are allocated for development in the Local Plan or not.

With the adoption of the modified Section 1 of the emerging Local Plan, the Councils 'objectively assessed housing need' of 550 dwellings per annum has been found 'sound' and there is no housing shortfall. The Council is able to report a significant surplus of housing land supply over the 5 year requirement, in the order of 6.5 years.

5. Officer Appraisal (including Site Description and Proposal)

Site and Surroundings

The application site is that of Parkeston Methodist Church and its attached church hall. However, the proposal relates only to the church hall. The conjoined buildings are on a corner of Garland Road with Tyler Street. Both buildings appear to have been vacant for some time. The locality is primarily residential though shops and other commercial uses are dotted about this dense residential area. The building forming the church and its hall is understood to date from 1887 and is of some architectural interest.

Proposed Development

Planning permission is sought for the retention of the church hall ground and first floor and conversion of the rest of the building to accommodate two, 2no. bedroom apartments to include two integral garages, cycle stores and refuse and recycling facilities. Amenity space for the two dwellings would be in the form of two covered courtyards.

Entrance doors to two of the maisonettes would be recessed behind two car ports and these entrances would effectively be out of public sight; the noticeable external changes to the external fabric of the church hall building would be through the introduction of roof lights.

This application follows the refusal of planning permission for the retention of church and conversion of church hall to accommodate four, two bedroom apartment's reference 20/00267/FUL.

The reasons for refusal relate to the following:

Failure to provide on-site parking; failure to provide private amenity space and other more detailed features to the design; detrimental to the residential amenity of future occupiers; absence of contributions relating to open space and towards the Special Protection Areas.

Principle of the proposed development

The principle of the residential development is considered acceptable in that effective use would be made of land, assist in delivering a sufficient supply of homes and the site is within a residential area and inside a settlement development boundary. The proposal in principle meets the guidance outlined in the NPPF and is acceptable with regard to saved policy QL1 and policy of the local plan.

Design and Appearance

Section 12 of the NPPF seeks to secure well-designed places. The adopted Tendring District Local Plan (2007) "Saved" Policies QL9, QL10 and QL11 seek to ensure that all new development makes a positive contribution to the quality of the local environment and character, by ensuring that proposals are well designed, relate satisfactorily to their setting and are of a suitable scale, mass and form. These sentiments are carried forward in Policy SPL3 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).

The existing building is of some architectural merit although it has no heritage asset designation. Nevertheless, the proposal involves minimum changes to the external elevations which involve an additional window to the ground floor rear elevation serving the proposed kitchen and two additional windows at first floor level serving a bedroom and bathroom. The proposal also involves the insertion of two roof lights on slopes of the rear section of the roof.

To the front elevation of the building partial demolition will facilitate two new under-crofts to facilitate two new car parking spaces.

The surrounding area is heavily urbanised with significant levels of residential and commercial buildings. Alterations and the change of use to the building would bring it back into productive as it has been vacant for a considerable period of time.

The re-use of the building would contribute to the character of the area and a condition requiring appropriate landscaping would further contribute to the local environment and its character in accordance with the aforementioned policies.

Standard of accommodation

The nationally described space standards 2015 have not been adopted by the local planning authority. However, Policy LP3 of the emerging local plan identifies the importance of these standards at sub section b.

The proposal effectively include 2 single bedrooms per flat. The nationally described floor space schedule does not include a category for 2 single bedrooms, however, the schedule does require overall floor space that exceeds 79 sq.m. The proposed floor area would be 81 sq.m. Moreover, the internal layout comprises of open plan kitchen dining areas, with two bedrooms and a bathroom on the first floor of the property. It is considered that both flats would include acceptable levels of natural light and aspect and would include a functional layout and as such this aspect of the proposal is considered acceptable and in compliance with the requirements of emerging policy LP3.

This would comply with section 12 paragraph 127 sub section f) of the NPPF which requires a high standard of accommodation for existing and future users.

Amenity space

With regard to private amenity space, the proposed provision would be 17 and 19 sq. m in the form of covered courtyards. The areas fall short of the Council standards of a minimum of 50 sq. m for 2 bedroom dwellings as set out in saved Policy HG9.

The applicant states that the shortfall in amenity space would be compensated by local amenity provision that include the Parkeston Park and play area. In addition, that the area includes a convenience store, Public House and a local bus service within 0.5 kilometres from the application site.

Given the context of the area, it is not considered that the with-holding of planning permission on the basis of the shortfall amenity space in-itself would be justifiable given the Government's commitment outlined in the NPPF to significantly boost the supply of housing and the length of time that the premises has been vacant.

Impact on neighbouring occupiers

Paragraph 127 sub-section f) of the NPPF requires that development provides a high standard of amenity for existing and future users. Saved policy QL11 also aims to safeguard the amenities of neighbouring occupiers. The importance of amenity is echoed by Policy SPL3 of the emerging plan highlights the importance of safeguarding the amenities of neighbouring occupiers.

The nearest affected residential premises are nos. 8 Garland Road and nos. 1-7 Adelaide Street to the west of the application site which is separated by an access between these dwellings and the application site. It is not considered that these dwellings would be adversely affected by the proposed development.

Number 6 Tyler Street is a two storey dwelling to the northern boundary of the application site. The main side wall of this building is blank while the rear outrigger includes a single window facing the application premises at ground floor level. However, there is a separation distance of some 3m and a boundary wall separates the neighbouring property and therefore direct views will be obscured and loss of privacy would not result. Neighbouring privacy could be further enhanced by the application of a condition requiring appropriate boundary treatment.

On a wider basis, the use of the whole building as church was likely to have attracted a large number of people the reduced scale of the church facility would not have a reduced impact on the area as a whole.

It is considered that the proposal as a whole would comply with the requirements of the NPPF and saved policy QL11 and policy SPL3 of the emerging local plan.

Effect on the community facility

With regard to community facilities, the subject of Policy COM3, it is noted that the church hall seems to have been vacant for an extended period of time. However the church hall will be retained and as such a substantial part of the community facility will be safeguarded. Thus, there will be no policy conflict in this respect.

Parking Provision

Off street parking for two cars will be provided beneath car ports adjacent to the entrance to the proposed dwellings. Given the modest size of the proposed dwellings and the close proximity of local amenities the provision is considered acceptable.

No provision is provided for the retained church hall but when the church was operational no off-street parking provision was available. This considered acceptable as the church would represent a localised community facility.

The proposed parking provision would not conflict with saved policy QL11 of the local plan and no objections are raised from the highway officer subject to conditions.

It is noted that Policy HG10, Conversion to Flats and Bedsits, requires, at criterion (v), that residential amenity and the character or appearance of the street frontage are not adversely affected by parking.

Provision of open space

There a currently a deficit of open space provision in the area and therefore a contribution towards play and formal open space is required as part of this application. The required contribution will be used to make on going improvements to the nearest play area located at the end of Garland Road Parkeston.

The applicant has confirmed that the relevant contribution will be made in accordance with the requirements.

Recreational disturbance Avoidance and Mitigation Strategy (RAMS)

Under the Habitats Regulations, a development which is likely to have a significant effect or an adverse effect (alone or in combination) on a European designated site must provide mitigation or otherwise must satisfy the tests of demonstrating 'no alternatives' and 'reasons of overriding public interest'. There is no precedent for a residential development meeting those tests, which means that all residential development must provide mitigation. The contribution is secured by unilateral undertaking.

The application scheme proposes two new dwellings on a site that lies within the Zone of Influence (Zol) being approximately 1km from the Stour and Orwell Estuaries Ramsar site. New housing development within the Zol would be likely to increase the number of recreational visitors to the Stour Estuary and, in combination with other developments it is likely that the proposal would have significant effects on the designated site. Mitigation measures must therefore be secured prior to occupation.

The applicant has agreed to make the appropriate proportionate financial contribution in accordance with the emerging Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) requirements.

The proposal is therefore considered to meet the requirements of Policies EN6 and EN11a of the Saved Tendring District Local Plan 2007, Policy PPL4 of the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

Other matters

In response to comments received regarding requesting that no additional flats are to be created. Any future planning application will be assessed and treated in accordance with the development plan and any other relevant material considerations.

6. Recommendation

Approval - Full

7. Conditions / Reasons for Refusal

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

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

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing Numbers P01, P02b, P03b, P04, Planning Statement 01/09/2020, Additional Planning Statement 10/12/2021 and Church Image.

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

3. Prior to occupation of the development a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of each vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.

Reason - To provide adequate inter-visibility between the users of the access and pedestrians in the adjoining public highway in the interest of highway safety in accordance with policy DM1.

4. No unbound material shall be used in the surface treatment of the vehicular accesses throughout.

Reason - To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.

5. Prior to occupation of the development the new vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at

its junction with the highway shall not be more than 3.6 metres (4 low kerbs) and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge.

Reason - to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.

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. As indicated on drawing no. 1711-P02b each vehicular parking space shall have minimum dimensions of 3.0 metres x 6.0 metres.

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

8. As indicated on drawing no. 1711-P02b 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.

9. Areas within the curtilage of the site for the purpose of the reception and storage of building materials shall be identified clear of the highway.

Reason - To ensure that appropriate loading / unloading facilities are available to ensure that the highway is not obstructed during the construction period in the interest of highway safety in accordance with policy DM1.

10. Details of landscaping and boundary treatment shall be submitted to and approved in writing by the local planning authority prior to first occupation and use of the development hereby permitted.

Reason - In the interest of visual amenity and to safeguard the privacy of neighbouring occupiers.

11. No demolition or development of any kind shall take place until the applicant has secured the implementation of a programme of historic building recording in accordance with a written scheme of investigation which has been submitted by the applicant, and approved by the planning authority.

Reason - To allow proper investigation and recording of the site which is potentially of archaeological and historic significance.

12. The applicant will submit to the local planning authority an approved historic building report (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority).

Reason - To allow proper investigation and recording of the site which is potentially of archaeological and historic significance

13. Full details of a scheme for sound insulation between the church hall ground and first floor and the adjoining wall of the proposed residential premises adjacent shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the residential use hereby permitted.

Reason - In the interest of protecting residential amenity against undue noise and nuisance arising from the non-residential use.

14. The use hereby permitted of the Church Hall shall not be open to the public except between the hours of 0700 hours and 2230 hours, Monday to Sundays with all occupants vacating the premises by 2300 unless otherwise agreed in writing by the local planning authority.

Reason - In order to protect the amenities of occupiers of nearby residential property.

15. Full details of noise limiting measures/equipment shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the Church Hall hereby permitted.

Reason - In order to protect the amenities of occupiers of nearby residential property.

8. Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

1: 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 or by post to:

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Ardleigh Depot,
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2: In main urban areas with frequent and extensive public transport, cycling and walking links, the EPOA Parking Standards recommend that a reduced parking standard provision may be applied to residential developments. A reduced parking standard provision level can be applied to this proposal as it is located very close to regular public transport services and public car parking facilities.

3: 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.

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