

## DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	AL	20/01/2022
Planning Development Manager authorisation:	AN	20/01/22
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**Application:** 21/01732/FUL **Town / Parish:** Alresford Parish Council

**Applicant:** Mr P Brown

**Address:** The Orchards Colchester Main Road Alresford

**Development:** Proposed erection of a detached dwelling and new vehicular access.

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

Alresford Parish Council  
09.11.2021

The council in full meeting with 7 councillors present agreed unanimously that the proposals are in conflict with the Alresford Neighbourhood Plan Policy ALRES 1 which states that new development shall be focused within the settlement boundary (as defined on the policies map). This site does not meet that criteria.

The proposals are in conflict with the emerging Tendring DC Local Plan Policy 7 - Self Build and Custom Built Homes. The TDC Local Plan (LP) states that this type of development will be considered if it is within 400 metres of the settlement boundary of a Rural Service Centre (RSC). Alresford is a designated RSC within the LP but the development site is neither within, or adjacent to, the settlement boundary.

It is also noted that a previous development application on this site was rejected by both Parish and District council.

For these reasons, Alresford Parish Council object to the application.

### **2. Consultation Responses**

ECC Highways Dept  
22.12.2021

The information that was submitted in association with the application has been fully considered by the Highway Authority. A previous site visit was undertaken in conjunction with this planning application. The information submitted with the application has been thoroughly assessed and conclusions have been drawn from a desktop study with the observations below based on submitted material, google earth image dated March 2021. The proposal is located within the existing 40-mph speed limit and the site provides adequate turning and parking for the proposed dwelling. Considering these factors:

From a highway and transportation perspective the impact of the proposal is acceptable to Highway Authority subject to the following mitigation and conditions:

1. Prior to occupation of the dwelling, the road junction / access at its centre line shall be provided with a visibility splay with minimum dimensions of 2.4 metres by 94 metres to the north as measured from and along the nearside edge of the carriageway and 2.4 metres

by 80 metres to the south, as measured from a 1 metre off-set from the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the vehicular access is first used by vehicular traffic and retained free of 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.

2. Prior to occupation of the dwelling 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 the 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.

3. Prior to occupation of the dwelling a vehicular turning facility, of a design to be approved in writing by the Local Planning Authority shall be constructed, surfaced, and maintained free from obstruction within the site at all times for that sole purpose.

Reason: To ensure that vehicles can enter and leave the highway in a forward gear 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 access within 6 metres of the highway boundary.

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

5. Prior to the occupation of the dwelling, the 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 less than 4.5 metres (equivalent to 5 drop kerbs), shall be retained at that width for 6 metres within the site 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. Any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety and in accordance with Policy DM1.

8. Each vehicular parking space shall have minimum dimensions of 2.9 metres x 5.5 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.

10. Prior to commencement of the dwelling, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided 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.

11. At no point shall gates be provided at the vehicular access. The access shall remain open and free for use thereafter.

Reason: To give vehicles using the access free and unhindered access to and from the highway in the interest of highway safety and 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: Steps should be taken to ensure that the Developer provides enough turning and off-loading facilities for delivery and site worker vehicles, within the limits of the site together with an adequate parking area for those employed in developing the site.

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 applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning

facilities and sweeping/cleaning of the highway. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence.

### **3. Planning History**

05/01503/OUT	2 storey, 3 bedroom dwelling house and attached garage.	Refused	19.10.2005
15/01870/FUL	Rear conservatory	Approved	03.02.2016

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

The following Local and National Planning Policies are relevant to this planning application:

National Planning Policy Framework July 2021 (the Framework)

National Planning Practice Guidance (the NPPG)

Adopted Tendring District Local Plan 2007 (part superseded)

QL11 Environmental Impacts and Compatibility of Uses (part superseded)

HG7 Residential Densities

HG9 Private Amenity Space

HG14 Side Isolation

EN1 Landscape Character

EN6 Biodiversity

EN11a Protection of International Sites: European Sites and Ramsar Sites

COM6 Provision of Recreational Open Space for New Residential Development

COM31a Sewerage and Sewage Disposal

TR1a Development Affecting Highways

TR7 Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017) (Section 1 adopted on 26th January 2021)

*Relevant Section 1 Policies (adopted)*

SP1 Presumption in Favour of Sustainable Development

SP2 Recreational disturbance Avoidance and Mitigation Strategy (RAMS)

SP3 Spatial Strategy for North Essex

SP4 Meeting Housing Needs

SP7 Place Shaping Principles

## *Relevant Section 2 Policies (emerging)*

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

HP5 Open Space, Sports and Recreation Facilities

LP1 Housing Supply

LP2 Housing Choice

LP3 Housing Density and Standards

LP4 Housing Layout

PPL3 The Rural Landscape

PPL4 Biodiversity and Geodiversity

PPL5 Water Conservation, Drainage and Sewerage

CP1 Sustainable Transport and Accessibility

### Supplementary Planning Guidance

Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy SPD 2020 (RAMS)

Essex County Council Parking Standards 2009 (Parking SPD)

Tendring Provision of Recreational Open Space for New Development SPD 2008

Alresford Neighbourhood Plan 2018-2033 June 2021

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

Planning law requires that decisions on planning applications must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004). This is set out in Paragraph 2 of the National Planning Policy Framework 2021 (the Framework).

The 'development plan' for Tendring comprises, in part, the 'saved' policies of the 2007 Local Plan. Paragraph 219 of the Framework allows local planning authorities to give due weight to policies adopted prior to its publication according to their degree of consistency with the policies in the Framework. On the 26 January 2021 Section 1 of the 2013-2033 Local Plan was adopted and now also forms part of the 'development plan' for Tendring, superseding some of the more strategic policies in the 2007 Local Plan. Notably, the housing and employment targets were found sound and have been fixed, including the housing requirement of 550 dwellings per annum.

Paragraph 48 of the Framework 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 the policies of the Framework. On 24 November 2021, the Council received the Planning Inspectors' final report on the legal compliance and soundness of Section 2 of the emerging Local Plan. The report has confirmed, that with the inclusion of a number of 'Main Modifications' (which have already been the subject of formal public consultation), the Plan is legally compliant and sound and can now proceed to adoption. The report was considered by the Planning Policy and Local Plan Committee on 11 January 2022, which

recommend adoption of the Section 2 Local Plan to Full Council on 25 January 2022. On adoption, the new Section 2 Local Plan will join the new Section 1 Local Plan to form the 'development plan' for Tendring and the old 2007 Local Plan will be superseded in full.

Now that the Inspectors' final report is received, the Section 2 Local Plan has virtually reached the final stage of preparation, all objections have been resolved and the Inspector has confirmed that the Plan is sound and therefore in conformity with the Framework. For these reasons, Officers now advise that the emerging Plan should now carry 'almost full weight' in decision making.

Until the new Local Plan is adopted in January 2022, the 2007 adopted Local Plan, legally, will still form part of the 'development plan' and there will still be a requirement to refer to the 2007 Local Plan in decision making. However, under certain circumstances the level of weight to be afforded to the policies in the 2007 Plan may be reduced to very limited weight given that a more up to date Plan has progressed to such an advanced stage of the plan making process.

In relation to housing supply:

The Framework requires Councils 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, to account for any fluctuations in the market or to improve the prospect of achieving the planned supply). If this is not possible, or if housing delivery over the previous three years has been substantially below (less than 75%) the housing requirement, the 'tilted balance' at paragraph 11 d) ii) of the Framework is engaged. This requires applications for housing development be granted permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Following the adoption of Section 1 of the 2013-33 Local Plan and the Council's 'Objectively Assessed housing Need' of 550 dwellings per annum there is no housing shortfall. The Council is able to report a comfortable surplus of housing land supply over the 5-year requirement. The 'tilted balance' at paragraph 11 d) ii) of the Framework does not therefore apply to applications for housing.

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

### Site Location and Context

The application relates to the existing property known as 'The Orchards' located on the western side of Colchester Main Road (B1027), to the north of the village of Alresford. The application site currently forms part of the side garden serving The Orchards and is approximately 0.07 hectares in size.

The site is currently enclosed along the road frontage by a 1.8m high fence with a dense, high conifer hedge behind. The conifer hedge continues around the site boundary. Beyond is a number of boundary trees and open fields to the west.

The area is predominantly rural in character with sporadic ribbon housing development and an existing commercial premises opposite.

### Description of Proposal

The application seeks full planning permission for the subdivision of The Orchards and the development of the side garden area for the erection of a 3 bedroom, detached dwelling.

The dwelling would be served by a new vehicular access onto Main Road, removing a section of the fence and conifer hedge, providing access a parking and turning area towards the northern end of the site.

The proposed dwelling accommodates three bedrooms at first-floor level along with a family bathroom, and offers open plan living/dining/kitchen space, a WC and utility room at ground floor.

### Assessment

The main considerations in this instance are:

- Planning History;
- Principle of Development;
- Alresford Neighbourhood Plan;
- Design and Appearance;
- Trees and Landscaping;
- Residential Amenities;
- Highway Considerations and Parking Provision;
- Financial Contribution - Recreational Disturbance;
- Financial Contribution - Open Space and Play Space; and,
- Representations.

### Planning History

Outline planning permission was refused in 2005 under reference 05/01503/OUT for a development described as “2 storey, 3 bedroom dwelling house and attached garage”. Whilst the planning history forms a relevant material consideration, given the time passed and the material change in national and local plan policies, this decision is of very limited weight.

### Principle of Development

The development plan comprises the North Essex Authorities Shared Strategic Section 1 Plan (SSS1), adopted on 26 January 2021 and the saved policies of the Tendring District Local Plan 2007 (SLP). Section 2 of the Tendring District Local Plan 2013-2033 and Beyond (ELP) has been subject to examination and the main modifications have been subject of formal public consultation. The Council expects to adopt the ELP on 25<sup>th</sup> January 2022 and having regard to the advanced stage of preparation, these policies can be afforded almost full weight.

Policy SP3 of SSS1 sets out the spatial strategy for North Essex and directs growth towards existing settlements with development accommodated within or adjoining settlements according to their scale. Emerging policy SPL1 of the ELP identifies Alresford as a Rural Service Centre. The supporting text to this policy identifies that some of these villages will accommodate a modest increase in housing stock, where appropriate, within the plan period. It goes on to state that, developments will be of a scale proportionate, achievable and sustainable for each of the settlements concerned having regard to the existing size and character of each settlement and that these developments will make a meaningful contribution toward addressing local housing needs, supporting the village economy and assisting with the overall housing growth proposed for the District.

Emerging Policy SPL2 of the ELP states that outside of settlement development boundaries, the Council will consider any planning application in relation to the pattern and scales of growth promoted through the settlement hierarchy. Although these policies do not specifically prevent the development of land outside of settlement boundaries, in order to comply with the overarching aims of the Framework these policies require housing to be located in areas that are accessible and sustainable.

The site lies outside of the defined settlement boundary for Alresford in both the adopted and emerging plans. In fact, the site is located in excess of 1.4km from the centre of Alresford and the amenities offered there. The proposed development would extend beyond the area planned to provide growth for this settlement and cannot be considered an appropriate site for the dwelling proposed. Although there is a footpath from the site to the centre of the village, this is narrow, sporadic and unlit. Walking into the centre of the village would not be safe or convenient. It is likely

that the future occupants of the proposed dwelling would be reliant on their car for day to day needs. Furthermore, the introduction of a dwelling in this location would contribute to the erosion of the semi-rural character of the area. Approving residential development on this site would set a harmful precedent for further development within side garden areas of other existing dwellings in the locality, further harming the character of the area.

In view of the housing land supply position, the Council does not need to look beyond identified settlements to meet its housing requirement. The development is not for a rural exception scheme or to house essential rural workers, and no overriding need has been identified. The proposal therefore gives rise to harm through failing to comply with a statutory plan-led approach to the location of future housing and failing to meet the social and environmental strands of sustainable development.

In view of this, the proposal's conflict with policy gives rise to a significant degree of harm. The spatial strategy of Policy SP3 and place shaping principles of Policy SP7 reflect the Framework's sustainable development objectives and the proposal's conflict with both is given full weight.

### Alresford Neighbourhood Plan

Alresford Neighbourhood Plan has now been adopted (June 2021) and represents the Neighbourhood Plan for the Alresford parish for the period 2018 to 2033. The Plan contains a vision for the future of Alresford and sets out clear planning policies to realise this vision. This therefore forms part of the development plan for Tendring.

One such policy is POLICY ALRES1, which outlines the spatial strategy for the parish. This policy states that new development in Alresford parish shall be focused within the settlement development boundary of Alresford village as defined within the proposals map. This policy reiterates that the proposal is contrary to local policy.

### Design and Appearance

Adopted Section 1 Policy SP7 of the 2013-33 Local Plan seeks high standards of urban and architectural design which responds positively to local character and context. Emerging Policies SPL3 and LP4 of Section 2 of the 2013-33 Local Plan also require, amongst other things, that developments deliver new dwellings that are designed to high standards and which, together with a well-considered site layout, create a unique sense of place - avoiding the use of ubiquitous standard house types. Paragraph 127 of the Framework requires that developments are visually attractive as a result of good architecture, are sympathetic to local character, and establish or maintain a strong sense of place. The NPPF recognises the importance of good design in Chapter 12, in particular Paragraph 130.

The application site cannot be described as isolated in nature, with existing residential development directly adjacent. The proposal would essentially appear as part of the existing linear pattern of residential development in the locality and would not result in any wider landscape harm due to the boundary vegetation screening the development.

The scale, proportion, layout and detailed design of the dwelling are considered acceptable having regard to the varied appearance and sporadic siting of dwellings in the locality. That notwithstanding, the harm to the character of the area and conflict with the spatial and place shaping principles set out in adopted Section 1 Policy SP3 and Policy SP7 are of significant weight and form justifiable reasons for refusal.

### Trees and Landscaping

The application site currently forms part of the residential curtilage of the host property.

In the garden there are several fruit trees that cannot be seen from a public place and consequently do not contribute to the appearance of the public realm. The site boundary with the adjacent highway is demarcated by a 2m tall fence and a conifer hedge that can be seen above



the fence. The hedge is about 2.5m tall and assists with screening but its amenity value is low and it does not merit retention.

The western boundary, adjacent to agricultural land is planted with an established hedge comprising indigenous species with one or two small trees, most notably an Oak and a Horse Chestnut.

The hedge and trees do not feature prominently in the public realm and consequently, the trees, do not merit protection by means of a tree preservation order. Nevertheless it would be desirable for the hedge and the trees to be retained for their screening value

In the event of a planning application for the development being granted, soft landscaping of the site boundaries would be secured by condition in the interests of the quality of the development and the wider visual impact.

### Residential Amenities

Adopted Policy SP7 of the 2013-33 Local Plan requires that the amenity of existing and future residents is protected. Paragraph 127 f) of the Framework requires that planning decisions should create places with a high standard of amenity for existing and future users. Saved Policy HG9 of the adopted Local Plan sets out the minimum standards for private amenity space. Saved Policy HG14 requires a minimum of 1 metre side isolation between dwellings.

The development allows for an internal layout and separation distances that would not detract from the amenities of any nearby dwellings or the future occupiers of the proposed dwelling. The dwelling is sited ample distance away from the donor dwelling and other neighbouring dwellings with established trees and vegetation between. The development will not result in any material loss of sunlight, daylight or outlook or any material loss of privacy or overlooking. The development accords with the minimum side isolation standards and will be served by a private garden area in excess of the minimum standards set out within Saved Policy HG9, whilst retaining ample private garden space for the donor dwelling.

The site can satisfactorily accommodate the proposed dwelling without giving rise to detrimental impacts on residential amenities.

### Access, Highway Safety and Parking

Paragraph 110 of the National Planning Policy Framework 2021 seeks to ensure that safe and suitable access to a development site can be achieved for all users. The adopted Tendring District Local Plan (2007) Saved Policy TR1a states that development affecting highways should seek to reduce and prevent hazards and inconvenience to traffic. Emerging Policies SPL3 and CP1 of the emerging Tendring District Local Plan 2013-2033 and Beyond seek to ensure that access to a development site is practicable; that the highway network will be able to safely accommodate the traffic generated; and that the design and layout of the development provides safe and convenient access.

Furthermore, the Essex Parking Standards 2009 require 2 parking spaces per 2+ bedroom dwellings 2.9 metres x 5.5 metres in dimension. Where garages are being relied upon, these should have an internal dimension of 7 metres x 3 metres to comply with current standards.

The proposed block plan shows how the dwelling will be served by 3 parking spaces and an appropriately sized turning area in accordance with the above standards.

The proposal would take access directly from Colchester Main Road. The Traffic Report which accompanies the application addresses the safety and traffic aspects of the development. The access has good visibility onto the road due to its location on what is a long straight road. An additional detailed access plan has been provided to demonstrate that the required visibility splays can be achieved.

The Highway Authority raise no objection to the development subject to conditions. In the event of a planning application for the development being granted, the necessary conditions would be imposed.

#### Planning Obligations - Recreational Disturbance Mitigation

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.

This residential development lies within the Zone of Influence. The site is not within or directly adjacent to one of the European designated sites, but is sited approximately 2200 metres from the Essex Estuaries SAC and the Colne Estuary Ramsar and SPA sites. New housing development within the Zol would be likely to increase the number of recreational visitors to the Colne Estuary and Essex Estuaries, 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.

A completed unilateral undertaking has been provided to secure this legal obligation and to ensure that the development would not adversely affect the integrity of European Designated Sites in accordance with policies EN6 and EN11a of the Saved Tendring District Local Plan 2007, adopted Section 1 Policy SP2 and emerging Section 2 Policy PPL4 of the emerging Tendring District Local Plan 2013-2033 and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

#### Planning Obligations - Open Space and Play Contribution

Policy COM6 of the adopted Tendring District Local Plan 2007 states "For residential development below 1.5 hectares in size, developers shall contribute financially to meet the open space requirements of the development in proportion to the number and size of dwellings built". These sentiments are carried forward within emerging Policy HP5. In line with the requirements of saved Policy COM6 and emerging Policy HP5, the Council's Open Space Team have been consulted on the application to determine if the proposal would generate the requirement for a financial contribution toward public open or play space.

There is currently a deficit of 1.91 hectares of equipped play and formal open space in Alresford. Any additional development in Alresford will increase demand on already stretched play and recreation facilities. Therefore, a contribution is both justified and relevant to this application. Improvements would be made to the recreation area at St Andrews Close.

A completed unilateral undertaking has been provided to secure this legal obligation.

#### Representations

Alresford Parish Council object to the application. The objections raised can be summarised and addressed as follows (officer response in italics):

- The proposals are in conflict with the Alresford Neighbourhood Plan Policy ALRES 1.

***The location of the site outside of the adopted settlement development boundary forms a reason for refusal.***

- The proposals are in conflict with the emerging Tendring DC Local Plan Policy 7 - Self Build and Custom Built Homes.

***The application is not for a Self Build and Custom Built home. Nonetheless, emerging Section 2 Policy LP7 states that this type of development will be considered if it is within 400 metres of the settlement boundary of a Rural Service Centre (RSC). Alresford is a designated RSC within the LP but the development site is neither within, or adjacent to, the settlement boundary. Should an application be made for a self-build dwelling, it would fail to meet the aims of Policy LP7.***

- A previous development application on this site was rejected by both Parish and District council.

***The planning history is addressed in the main report above.***

1 letter of representation has been received from a local resident. The objections raised can be summarised and addressed as follows (officer response in italics):

- This application is not compliant with the criteria of Alresford Neighbourhood Plan.
- A new access on this section of the B1027 would be inappropriate.

***The principle of the development and highway safety have been addressed in the main report above.***

### Conclusion and Overall Planning Balance

The application site lies outside of any settlement development boundary as defined within both the adopted Tendring District Local Plan (2007) and the emerging Tendring District Local Plan 2013-2033 and Beyond (inc. Main Modifications). In fact, the site is located in excess of 1.4km from the centre of Alresford and the amenities offered there. Walking into the centre of the village would not be safe or convenient to meet the day-to-day needs of future occupants.

The benefits of the scheme are limited to 1 additional market dwelling at a time when the council has a very healthy 5 year housing land supply (currently 6.66 years) – very limited weight is therefore attached to this benefit. Other benefits include job creation during the construction phase and additional spend of the future occupants of the dwelling on the local economy. Again very limited weight is attached to these benefits.

The adverse impacts of the proposal both on the character of the locality and on the Council's ability to manage growth through the plan-led approach, are not outweighed by these benefits or other material considerations. The development is unnecessary and there are no public benefits that might warrant the proposal being considered in an exceptional light.

The application is therefore recommended for refusal.

## **6. Recommendation**

Refusal - Full

## **7. Reasons for Refusal**

- 1 Adopted Policy SP3 of Section 1 of the 2013-2033 Local Plan sets out the spatial strategy for North Essex and directs growth towards existing settlements. The site lies outside of the defined settlement boundary for Alresford in both the adopted and emerging plans. In fact, the site is located in excess of 1.4km from the centre of Alresford and the amenities offered there. Walking into the centre of the village would not be safe or convenient to meet the day-to-day needs of future occupants. The proposed development would extend beyond the area planned to provide growth for this settlement and cannot be considered an appropriate site for housing. Furthermore, the introduction of a dwelling in this location would contribute to the erosion of the semi-rural character of the area and set a harmful precedent for further similar development, further harming the character of the area.

In view of the housing land supply position, the Council does not need to look beyond identified settlements to meet its housing requirement. The proposal therefore gives rise to harm through failing to comply with a statutory plan-led approach to the location of future housing and failing to meet the social and environmental strands of sustainable development.

In view of this, the proposal's conflict with policy gives rise to a significant degree of harm. The spatial strategy of Policy SP3 and place shaping principles of Policy SP7 reflect the Framework's sustainable development objectives and the proposal's conflict with both is given full weight.

## 8. **Informatives**

### Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Agent. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

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