

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	AC	28 th June 2022
Planning Development Manager authorisation:	SCE	01.07.2022
Admin checks / despatch completed	DB	01.07.2022
Technician Final Checks/ Scanned / LC Notified / UU Emails:	ER	01/07/2022

Application: 21/00878/FUL **Town / Parish:** Frinton & Walton Town Council

Applicant: Mr Tim Racher - Silver End Homes Ltd

Address: Martello Caravan Camp Site Kirby Road Walton On The Naze

Development: Erection of 5 dwellings with associated access, parking and turning.

1. Town / Parish Council

Frinton & Walton Town
Council
21.02.2022

Approval

2. Consultation Responses

Essex County Council
Heritage
01.09.2021

Built Heritage Advice pertaining to an application for: Reserved Matters for appearance, landscaping and scale for 5 of the 6 bungalows referred to in the outline permission 17/02118/OUT.

Given the approval of 19/01116/FUL to the south of the site consisting of a large quantity of dwellings, in my opinion, the proposals would result in no greater impact to the setting of the tower.

Given the highly compromised setting of the Tower through development to the north, south and west, and the previous approval of the proposals at this site at outline stage, I am unopposed to these proposals subject to their sympathetic, high quality detailing, which can be secured by conditions.

Tree & Landscape Officer
16.06.2021

There are no trees or other vegetation situated on the land.

In terms of soft landscaping the site layout plan 670 P 1002 shows indicative planting with what appear to be trees in the rear garden and decorative planting to the fronts of the proposed dwellings. However the plan does not appear to show details of plant quantities, species or specification.

Details of as described above will need to be provided prior to the determination of the application

ECC Highways Dept
22.02.2022

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

UU Open Spaces
25.08.2021

Response from Public Realm Open Space & Play

There is currently a deficit of 14.12 hectares of equipped play in Frinton, Walton & Kirby.

No further comments from Open Space, off site contribution has already been requested to be used to improve Bathhouse Meadow.

Historic England
18.08.2021

The application site is located within a sensitive area, and in close proximity to a scheduled monument. The application site is located to the south of the scheduled monument of 'Martello tower K and associated battery south west of Walton Mere'.

The Martello tower is a prominent visual landmark of local and regional significance with historic, social, aesthetic and evidential values. The chain of Martello towers and associated structures represent a unique point in British military design and can be seen as a precursor to the defensive strategies of both the First and Second World Wars. As the main component of a long line of coastal defence, the remaining Martello towers are important symbols of the importance which has always been attached to the defences which protect the British coastline.

Our primary concern is the impact of the development upon the significance of the monument through development within its setting. We previously advised in our response of 17 January 2018, relating to the outline application, that Historic England should be a party to pre-application discussions on the detailed design of the dwellings. We are disappointed, therefore, that Historic England has not been party to any pre-application discussions on the detailed scheme.

To avoid harm to the historic environment, and to enhance or better reveal the significance of the scheduled monument, the design of the bungalows would need to be evidence-led, informed by, and appropriate to, the setting of the Martello Tower.

The design and treatment of the front (north) elevations of the housing, facing the Martello Tower, needs careful consideration at this sensitive location.

Historic England has concerns regarding this application on heritage grounds. As with the outline application at this location, Historic England advises that the proposed development would erode the setting of the Martello Tower and would be harmful to its significance.

The Planning Authority should take this representation into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

3. Planning History

17/02118/OUT	Outline erection of residential development comprising four terrace houses (three storey) and 6 detached bungalows with associated parking, access and turning.	Approved	08.10.2018
20/00376/OUT	Proposed Development of a mixed-use complex comprising two/three	Approved	07.08.2020

	shop units including a Pharmacy (approved previously) with four self-contained flats over.		
21/00256/DISCON	Discharge of Conditions 6 (Surface Water Drainage), 7 (Minimising Off-Site Flooding), 10 (Archaeological WSI), 18 (Highway Drawings), 21 (Surface Water) and 29 (Foul Water Drainage) as outlined in Planning Permission ref: 19/01116/FUL (Proposed 53no. dwellings and associated landscaping, roads, parking and drainage works)	Approved	31.01.2022
21/00878/FUL	Erection of 5 dwellings with associated access, parking and turning.	Current	
21/00879/DISCON	Discharge of conditions 8 (Archaeological Investigation), 9 (Post-Excavation Assessment) and 10 (Foul Water Strategy) of approved application 17/02118/OUT.	Approved	07.09.2021
21/01125/DISCON	Discharge of conditions 11 (Detailed Surface Drainage Scheme) and 12 (Maintenance Plan) of approved application 17/02118/OUT.	Approved	08.02.2022
21/01409/FUL	Proposed 3 bedroom bungalow (plot 6 of approved outline planning consent 17/02118/OUT).	Approved	21.03.2022
22/00640/FUL	Proposed four town houses and one flat over carport.	Current	

4. **Relevant Policies / Government Guidance**

NPPF National Planning Policy Framework July 2021

National Planning Practice Guidance

Tendring District Local Plan 2013-2033 and Beyond North Essex Authorities' Shared Strategic Section 1 Plan (adopted January 2021)

Statutory guidance -Technical housing standards: nationally described space standard Published 27 March 2015

- 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

Tendring District Local Plan 2013-2033 and Beyond Section 2 (adopted January 2022)

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

PPL4 Biodiversity and Geodiversity

CP1 Sustainable Transport and Accessibility

Supplementary Planning Documents

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

Local Planning Guidance

Essex Design Guide

Essex County Council Car Parking Standards - Design and Good Practice

Status of the Local Plan

Planning law requires that decisions on 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 (the Framework). The 'development plan' for Tendring comprises, in part, Sections 1 and 2 of the Tendring District Council 2013-33 and Beyond Local Plan (adopted January 2021 and January 2022, respectively), together with any neighbourhood plans that have been brought into force.

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 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, Paragraph 11 d) of the Framework requires granting 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 (what is often termed the 'tilted balance').

The Local Plan fixes the Council's housing requirement at 550 dwellings per annum. On 19 October 2021 the Council's Strategic Housing Land Availability Assessment (SHLAA) updated the housing land supply position. The SHLAA demonstrates in excess of a six-and-a-half-year supply of deliverable housing land. On 14 January 2022 the Government published the Housing Delivery Test (HDT) 2021 measurement. Against a requirement for 1420 homes for 2018-2021, the total number of homes delivered was 2345. The Council's HDT 2021 measurement was therefore 165%. As a result, the 'tilted balance' at paragraph 11 d) of the Framework does not apply to applications for housing.

5. Officer Appraisal

Site Description

The site is within the grounds and setting of the Martello Tower, which is a grade II listed building and a Scheduled Ancient Monument. The land is cleared now but was previously covered in a mix of grass and hardstanding and used for the siting of caravans in connection with the former holiday caravan park known as Martello Caravan Park.

The application site fronts an existing private road that serves the new Beaumont House Extra Care Home, which is off Arthur Ransome Way, Walton-on-the-Naze and is within the development boundary of the town. The site is predominantly flat and has an area of approximately 0.098 hectares. To the front is the existing hard surfaced access road serving the Extra Care Home and this site. There is a close boarded fence to the east side boundary and 1.8m high palisade fence to rear boundary which is common with the site of the previously approved Tesco Super Store and former Martello Site Office, now Walton's new Coastguard Station.

Relevant History

In October 2018, under application 17/02118/OUT, outline permission was granted for the access and layout to be considered for a development comprising four terrace houses (three storey) and 6 detached bungalows with associated parking, access and turning.

Since October 2018 the ownership of the site has been split with Plot 5 becoming a standalone planning unit granted full planning permission under 21/01409/FUL.

During the determination of the current application the time limit for submitting the reserved matters applications passed accordingly the four terrace houses can no longer be the subject of a subsequent reserved matters application. In order to address this procedural problem the application was converted from a reserved matters to a full application.

In August 2020 outline permission (20/00376/OUT) was granted for the access to be considered to serve a mixed-use complex comprising two/three shop units including a Pharmacy (approved previously) with four self-contained flats over. The positioning of this development is in a similar location to the proposed four terrace houses, subject of the 17/02118/OUT above. All other matters were reserved. This application remains extant until August 2023.

In May 2022 application 22/00640/FUL was submitted seeking full planning permission for four town houses and one flat over carport. The positioning of this development is similar to 20/00376/OUT and is an alternative form of development inasmuch as omitting the retail units at ground floor. The deadline for this application to be determined is currently 1st August 2022.

Description

The application proposes five detached single-storey bungalow set out in linear form; plots 6-9 are equidistant from each other (circa 2.9m) providing two tandem parking spaces off the right flank. Plot 10 is separated from Plot 9 by way of a turning head providing flank to flank separation distances in the region of 10.7m. The dwellings are all identical in regards to floorspace, external parameters, layout and appearance with only minor differences in terms of private amenity space available to the individual plots. Each dwelling has an air-source heat pump the external elevation and detached three-bay wheelie-bin enclosure.

The floorspace amounts to just over 81sqm facilitating two bedrooms, kitchen, living, bathroom, storage etc. Eaves are in the region of 2.5m and the dual-pitched ridge is around 6.5m.

Assessment

The main planning considerations are:

- Principle of Development;
- Layout, Scale and Appearance;

- Residential Amenities;
- Highway Considerations;
- Water Conservation, Drainage and Sewerage
- The Historic Environment
- Financial Contributions – RAMS
- Financial Contributions – POS
- Representations

Principle of Development

Within Settlement Boundary

The site is located within the Development Boundary of Walton on the Naze, therefore there is no principle objection to the proposal, subject to the detailed considerations discussed below.

Layout, Scale and Appearance

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. Section 2 Policy SPL3 of the 2013-33 Local Plan also requires, amongst other things, that the development respects or enhances local landscape character, views, skylines, landmarks, existing street patterns, open spaces and other locally important features. Section 2 Policy LP4 requires that the design and layout of new residential and mixed-use developments in the Tendring District will be expected to deliver new dwellings that are designed to high standards of architecture, which respect local character and which together with a well-considered site layout, create a unique sense of place. Paragraph 130 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 siting of the development reflects the logical linear form of the existing road and address the Martello Tower. The scale, siting and appearance closely reflects the development approved under 21/01409/FUL. For these reasons the development respects existing street patterns and is sympathetic to local character.

Neighbouring Amenities

The NPPF, at paragraph 130 states that development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. Section 1 Policy SP7 of the Tendring District Local Plan 2013-2033 requires that all new development protects the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, overbearing and overlooking. Section 2 Policy LP4 requires that new residential developments will be expected to provide for private amenity space of a size and configuration that meets the needs and expectations of residents and which is commensurate to the size of dwelling and the character of the area.

Space Standards:-

In March 2015, the government launched a new approach to housing standards and published a new set of streamlined national technical standards. This included publication of Technical housing standards – nationally described space standard.

	No. of Bedrooms	No. of Bed Spaces	Storeys	Min Requirement	Actual Floorspace	Compliance
Units 6-10	2	4	1	70	70sqm	yes

In accordance with the policy requiring the area to not be overlooked by adjacent or opposite living rooms or outdoor sitting areas, the proposed dwellings would have more than sufficient private amenity space available.

Overall the proposal is considered to secure a good standard of amenity for future occupants of the proposed dwellings.

Highway Considerations

Paragraph 111 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety. Paragraph 112 states that applications for development should (a) give priority first to pedestrian and cycle movements and (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter. Paragraph 130 of the NPPF seeks to ensure that safe and suitable access to a development site can be achieved for all users. These objectives are supported adopted Policy SP7 of the Tendring District Local Plan 2013-2033.

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

Water Conservation, Drainage and Sewerage

Paragraph 170 of the Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new development from contributing to unacceptable levels of water pollution. Furthermore, Paragraph 180 of the Framework states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on the natural environment.

Adopted Policy PPL5 of Section 2 of the Adopted Local Plan states that all new development must make adequate provision for drainage and sewerage. Private sewage treatment facilities will not be permitted if there is an accessible public foul sewer. Where private sewage treatment facilities are the only practical option for sewage disposal, they will only be permitted where there would be no harm to the environment, having regard to preventing pollution of groundwater and any watercourses and odour.

The application form accompanying the application has stated that the development would be connected to the existing public foul sewer. This is in accordance with the above policy requirements and is therefore considered to be acceptable.

The Historic Environment

The application site is located within a sensitive area, and in close proximity to a scheduled monument. The application site is located to the south of the scheduled monument of 'Martello tower K and associated battery south west of Walton Mere', List Entry Number 1016787. The scheduling also includes a forward battery, built during the 1790s, and located approximately 80 m to the East.

The tower and battery were originally enclosed in a (circa) 16,000sqm rectangular compound, identified by cornerstones. This boundary is still discernible and represents the immediate historic setting of the Martello tower (and curtilage of the listed building).

Tower 'K' is one of 18 surviving Martello towers along the east coast, and one of six remaining in Essex. There is only one other tower in Essex where its contemporary forward battery is also still extant. Tower 'K' is well preserved, though in poor condition. The combination of the earlier battery and Martello tower is illustrative of the response to the very serious threat of invasion which Britain faced in the early 19th century.

The scheduled monument is an important strategic military heritage asset. Tower 'K' is the most northerly in the line of the Essex Martello towers and was built to command the landing places and safe harbours to the rear of Walton-on-the-Naze, and to oversee and protect the town. The carefully chosen location resulted in the tower overseeing and dominating the surrounding low-lying landscape, with long-distance views extending over the inland waters into Suffolk and out over sea.

The Martello tower is a prominent visual landmark of local and regional significance with historic, social, aesthetic and evidential values. The chain of Martello towers and associated structures represent a unique point in British military design and can be seen as a precursor to the defensive strategies of both the First and Second World Wars. As the main component of a long line of coastal defence, the remaining Martello towers are important symbols of the importance which has always been attached to the defences which protect the British coastline.

The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development in the planning system (paragraphs 7, 8, 10 and 11) which also identifies protection of the historic environment as an important element of achieving sustainable development. Further policy principles relating to the historic environment are set out in Chapter 16 of the NPPF. Paragraph 194 states that 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Paragraph 195 requires the LPA to identify and assess the particular 'significance' of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset). This policy also says that the significance of the heritage assets 'should be taken into account 'when considering the impact of a proposal on a heritage asset. Paragraph 199 requires the planning authorities to place 'great weight' on the conservation of designated heritage assets, and states that the more important the asset the greater the weight should be, 'this is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.

Historic England has concerns regarding this application on heritage grounds. As with the outline application at this location, Historic England advises that the proposed development would erode the setting of the Martello Tower and would be harmful to its significance.

The Conservation Officer comments that, given the approvals on adjacent land to the east and south east of the site, particularly the large quantity of housing under 19/0116/FUL. The proposed massing and form of the dwelling would result in no greater impact to the setting of the Martello Tower.

Beaumont House is a three-storey care home, approved in 2014 and construction finished in mid-2017. The footprint is L-shaped and wraps around the west side of the Martello Tower. The entrance to the care home is in the region of 17m forward of the south elevation of the Tower; the proposed dwelling is around 45m south of the Tower. Further, external finishes were specified in the application for the care home as 'Exposed facing brickwork with course detailing to define floor levels'. No conditions were attached to application 14/01303/FUL requiring any further details to be submitted. The new dwellings which face south-east, in conjunction with the ultra-modern facades of both supermarkets have resulted in an extensive palette of materials in the locale. For these reasons, it is considered that little objection can be raised in regards to the siting, principle of development or the design of this dwelling.

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 a new dwelling on a site that lies within the Zone of Influence (Zoi) being approximately 825 metres from Hamford Water SPA, SAC and Ramsar. However, new housing development within the Zoi would be likely to increase the number of recreational visitors to Stour And Orwell 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 unilateral undertaking has been prepared to secure this legal obligation. This will ensure that the development would not adversely affect the integrity of European Designated Sites in accordance with Section 1 Policy SP2 and Section 2 Policy PPL4 of the Tendring District Local Plan 2013-2033 and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

Public Open Space

Paragraph 56 of the National Planning Policy Framework (2021) states Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Paragraph 57 of the NPPF states planning obligations must only be sought where they are necessary to make the development acceptable in planning terms, directly relate to the development and fairly and reasonably relate in scale and kind to the development.

Section 2 Policy HP5 states that The Council will work with partners and sports providers across the district to maintain, expand and improve the quality and accessibility of public open space, sports and recreational facilities of different types and will aim to achieve and exceed standards set out in the Council's 2017 Open Spaces Strategy or any future update. Financial contributions will also be sought through s106 legal agreements (or an appropriate alternative mechanism) towards ongoing maintenance.

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In line with the requirements of Section 2 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. The outcome of the consultation is that no contribution is being requested from Open Spaces on this occasion.

Representations

Three letters objecting to the application have been received in response to the publicity of this application; the contents are summarised as:-

These very conventional designs are more applicable to the nineteenth century than the twenty-first century we live in!	Noted
The whole Martello Caravan Camp site development has a toy-town appearance and these bungalows are in keeping with that.	Noted
Shielding the Martello Tower from both the bungalow development and the carpark would be preferred.	Noted; the Built Heritage Officer does not object to the proposal.
Within the tight confines of the bungalows' designated site there is little potential for landscaping and only hard paving is noted on the drawings for the northern side. It is hoped there is some tree-planting on the north side of the car park to separate it from the Martello Tower.	Condition 10 requires the submission of a scheme of hard/soft landscaping for the site.
No drawing gives the height of the Martello Tower. The applicant's drawings indicate the ridge height of the bungalows at approximately	Noted

6metres above ground level. (The dimensions are impossible to read online.)	
The bungalows are shown on a sloping site and it is assumed the ground is built-up above the flood level in accordance with the requirements for the general area developed.	The site is not in the Flood Zone.
There is thus no clear relationship of bungalow heights to the Martello Tower. This is a critical to ensure the Tower is not completely engulfed by new development.	Noted; the Built Heritage Officer does not object to the proposal.
There is no indication if these bungalows are intended for assisted/disabled person living. If so larger door openings would increase ease of wheelchair use.	The application is determined on the basis of the plans submitted; the application form confirms Market Housing.
The elevation drawing refers to air source heat pumps. Considerable care needs to be taken with appropriate insulation - especially ground floor and loft - to ensure this is effective in the bungalows. If the homes are intended for elderly or infirm people where higher internal temperatures are commonly required extremely efficient insulation is even more important. Compared with gas boiler heating installations there is not the flexibility to easily adjust indoor temperatures.	Noted
Solar electric (PV) modules on the south-facing roofs would be a simple and obvious complementary installation to the electricity-operated air source heat pump installation. These would also allow the installation of electric car/bike/mobility scooter charging points.	The application is determined on the basis of the plans submitted
Rainwater storage is not identified on any drawings. Though there is considerable run-off area of hard paving.	The application is determined on the basis of the plans submitted
Tendring District Council (TDC) should be leading designers and developers to be more aware of the embodied energy and building energy use in their planning applications. In accordance with government response to Climate Change, low-energy use buildings, the phasing out of gas boilers and the emphasis on electric and hybrid vehicles, TDC should be taking a more pro-active stance. Applicants' proposals need to clearly identify the measures that reduce dependence on carbon-emitting installations and encourage construction that uses materials that require less energy in their manufacture.	Noted.
The Topographic survey shows ground level above 5.97m, which is 1 in 1000 year storm flood level. This is artificial as it is identified as a spoil heap. The original/residual ground levels would be below 5.97m, and therefore within flood zone 3.	The Environment Agency flood maps do not indicate that the site is in any Flood Zone.
The Flood risk assessment submitted as part of	Application 20/00376/OUT is for an adjacent

the approved application 20/00376 clearly shows site levels prior to artificial raising by spoil heap which clarifies its position in flood zone 3.	site, further – the flood risk assessment states that “The EA Flood Map shows that the site is wholly located within Flood Zone 1 and is considered to be at low risk of fluvial and coastal flooding.
I now note that because a flood risk assessment has not been provided (and the case is different from the 20/00376 application) that Essex County Council has also not been consulted as Lead Local Flood Authority.	The application is not a major application where it would be required to consult the Local Lead Flood Authority.
Though a small development the County Council should have also been consulted because there is a flood risk.	The Environment Agency flood maps do not indicate that the site is in any Flood Zone.

The Parish Council do not object to the development.

6. Recommendation

Approval - Full

7. Conditions

- 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:- 670 P 002 P3, 670 P 003 P6, 670 P 004 P5, 670 P 008 P2 and 670 P 1004 P1; received 7th June 2021 and 670 P 1002 P8; received 22 Feb 2022 and SCHEDULE OF MATERIALS REV A (received 23rd June 2022).

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

- 3 No further development shall take place until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the remainder of the construction period. The Plan shall provide for:
 - i. vehicle routing,
 - ii. the parking of vehicles of site operatives and visitors,
 - iii. loading and unloading of plant and materials,
 - iv. storage of plant and materials used in constructing the development,
 - v. wheel and underbody washing facilities.
 - vi. Before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense when caused by the developer/development.

Reason - To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety.

- 4 Prior to the occupation of any of the proposed development the internal road footway layout and parking shall be provided in principle and accord with revised drawing number 670 P 1002 Rev. P8.

Reason - To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety.

- 5 The development shall not be occupied until such time as a car parking and turning area has been provided in accord with amended drawing no. 670 P 1002 Rev. P8. These facilities shall be retained in this form at all times and shall not be used for any purpose other than the parking and turning of vehicles related to the use of the development thereafter.

Reason - To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety.

- 6 Each tandem vehicular parking space shall have minimum dimensions of 2.9 metres x 11 metres to accommodate two vehicles.

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

- 7 Prior to occupation of the development each 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 3 metres, 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.

- 8 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.

- 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.

- 10 No further above ground works shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of hard and soft landscaping works for the site, which shall include any proposed changes in ground levels.

Reason - This is a publicly visible building where an appropriate landscaping scheme is a visually essential requirement.

8. Informatives

Application Approved Following Revisions:-

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 those 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.

Legal Agreement Informative - Recreational Impact Mitigation

This application is the subject of a legal agreement and this decision should only be read in conjunction with this agreement. The agreement addresses the following issues: mitigation against any recreational impact from residential developments in accordance with Regulation 63 of the Conservation of Habitat and Species Regulations 2017. Please note that any subsequent variation / removal of condition applications (s73 applications) will require a new legal agreement to secure this obligation unless the development has commenced (subject to all necessary condition discharges) and the contribution has already been paid.

Highways:-

General note: areas where there is no footway being provided adjacent to the carriageway and the intention is for these areas to be adopted a half a metre 'no build zone' will need to be provided and hard surfaced.

No permanent part of a development (doors and windows) shall overhang the highway.

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

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.

Are there any letters to be sent to applicant / agent with the decision?		NO
Are there any third parties to be informed of the decision?		NO