

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	NH	10/08/2022
Planning Development Manager authorisation:	GN	10/08/22
Admin checks / despatch completed	CC	10.08.2022
Technician Final Checks/ Scanned / LC Notified / UU Emails:	ER	10/08/2022

Application: 22/00748/FUL **Town / Parish:** Clacton Non Parished

Applicant: Orwell Build (Clacton) Ltd

Address: Mayfield Chambers 93 Station Road Clacton On Sea

Development: Proposed change of use of the ground floor from Class B1(a) office use to residential creating 4 no flats (comprising of 2 studio flats and 2 x 1 bedroom flats).

1. Town / Parish Council

Clacton is non parished

2. Consultation Responses

ECC Highways Dept
21.06.2022

The information that was submitted in association with the application has been fully considered by the Highway Authority. No 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 April 2019. It is noted that this application is similar to two previous applications for this site that was originally granted planning permission in 2014. No new or altered means of access is proposed for the parking area that is accessed off Alexandra Road. The site is in a town centre location where there is good transport links; the Highway Authority would not deem the current Parking Standards necessary in this instance for the type of flats proposed. The town centre location means that many services are within walking distance of the proposed flats, 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. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

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

2. The proposed parking layout shall in principle be in accordance with drawing no. P411 Rev. A, and 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.

3. Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the footway or where no provision of footway is present, the carriageway.

Reason: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed and to allow parking off street and clear from obstructing the adjacent footway/cycleway/carriageway in the interest of highway safety in accordance with policy DM1.

4. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to first occupation and retained at all times.

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

5. Prior to occupation of the proposed dwellings, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, 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.

6. 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: 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.

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

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

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.

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

Essex County Council
Heritage
20.06.2022

The application is for proposed change of use of the ground floor from Class B1(a) office use to residential creating 4 no flats (comprising of 2 studio flats and 2 x 1 bedroom flats.

Based on the building's age and aesthetic, Mayfield Chamber can be considered a non-designated heritage asset for its architectural value, landmark status on its corner plot and its group value with nearby three-storey late nineteenth century buildings at the crossing of Carnarvon Road and Station Road. The external elevations of the building retain many original features of architectural and historical interest and positively contribute to the character of the area and the setting of Clacton Town Hall (a listed building), located in closed proximity.

The proposal would not affect the external appearance of the non-designated heritage asset. There is therefore no objection to this application.

3. Planning History

01/01988/FUL	Alteration of existing concrete entrance ramp to comply with Disabled Discrimination Act.	Approved	07.01.2002
92/00716/FUL	Change of ground floor to A3 useage (provision and consumption of food and drink)	Refused	03.09.1992
92/01317/FUL	Change of use from office to D1 use accommodation for counselling and therapy	Approved	02.02.1993
13/00996/FUL	Extensions and alterations to the existing building to provide 4 x 2 bedroom flats.	Refused	28.10.2013
13/01458/FUL	Extensions and alterations to the existing building to provide 4 x 2 bedroom flats.	Approved	10.02.2014
21/01534/LUPRO P	Proposed change of use of the ground floor from Class B1(a) office use to residential creating 3 studio flats and 1 x 1 bedroom flat.	Withdrawn	09.11.2021

21/01562/FUL	Proposed new 4 storey side extension on Station Road to create 4 x 2 bedroom flats.	Approved	04.04.2022
21/01566/FUL	Proposed side extension facing Alexandra Road to create a 3 x bedroom house.	Withdrawn	09.11.2021
21/01573/FUL	Proposed extension on the second floor, the conversion of 3 bedroom flat on first floor to 2 x 1 bedroom flats and changes to rear balconies	Approved	04.04.2022
22/00785/DISCON	Discharge of conditions 7 (Materials), 8 (Method Statement) and 9 (Windows and Doors) of planning permission 21/01562/FUL.	Current	
22/00786/VOC	Variation of condition 2 (Approved Plans) of application 21/01573/FUL - New layout for the ground floor creating 2 x 1 Bedroom and 2 studio apartments; New layout for the first floor creating 2 x 1 bedroom and 1 x 2 bedroom apartments; New layout for the second floor creating 2 x1 bedroom and 1 x 2 bedroom apartments; New layout for the third floor creating 1 x 2 bedroom and 1 x 1 bedroom apartments; Change of dormer window in new mansard roof extension.	Returned Prior to Validation	
22/00787/DISCON	Discharge of conditions 7 (Materials), 8 (Method Statement) and 9 (Windows and Doors) of planning permission 21/01573/FUL.	Current	
22/00788/VOC	Variation of condition 2 (Approved Plans) of application 21/01573/FUL - New layouts for the ground, first, second and third floor to increase apartment size; Change to apartment layout to make better use of the space; The relocation of the dormer window to be more coherent with the existing structure.	Returned Prior to Validation	
22/01109/FUL	Alterations to create 6 additional flats.	Invalid	
22/01110/FUL	Proposed change to apartment layouts to increase apartment sizes and for better use of space. Relocation of dormer window to be coherent with existing structure.	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)

- 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
- HP5 Open Space, Sports & Recreation Facilities
- LP3 Housing Density and Standards
- LP4 Housing Layout
- PPL4 Biodiversity and Geodiversity
- PPL9 Listed Buildings
- CP1 Sustainable Transport and Accessibility

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 (including Site Description and Proposal)

Application Site

The application site relates to Mayfield Chambers, 93 Station Road, Clacton on sea which is located on the corner of Station Road and Alexander Road. The application site is located adjacent to Clacton Town Hall which is a Grade II Listed Building. The application site is located within the settlement development boundary of Clacton on Sea.

Proposal

This application seeks planning permission for:

- Proposed change of use of the ground floor from Class B1(a) office use to residential creating 4 no flats (comprising of 2 studio flats and 2 x 1 bedroom flats.

History

Under planning application 13/01458/FUL, permission was granted for the extensions and alterations to the existing building to provide 4 x 2 bedrooms flats. This is a resubmission of application 13/01458/FUL.

Under planning application 21/01562/FUL, permission was granted for a new 4 storey side extension on Station Road to create 4 x 2 bedroom flats.

Under planning application 21/01573/FUL, permission was granted for an extension on the second floor, the conversion of 3 bedroom flat on first floor to 2 x 1 bedroom flats and changes to rear balconies.

Assessment

The main considerations for this application are:

- Principle of Development
- Scale, Layout and Appearance;
- Trees and Landscaping;
- Residential Amenities;
- Heritage Impact
- Highway Considerations and Parking Provision;
- Financial Contribution - Recreational Disturbance;
- Financial Contribution - Open Space and Play Space; and,
- Representations

1. Principle of development

The application site lies within the Settlement Boundary for Clacton on Sea as outlined in the Tendring District Local Plan 2013-2033 Local Plan. The ground floor use is offices however these are currently vacant. The proposed works will therefore bring the ground floor of the building back into a residential use which is in keeping with the rest of the building. The principle of the change of use to residential development is therefore accepted subject to the detailed consideration below.

2. Scale, Layout and Appearance

Adopted Policy SP7 of the 2013-33 Local Plan seeks high standards of urban and architectural design which responds positively to local character and context. 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. 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. Furthermore, Policy PPL3 of Section 2 of the Tendring District Local Plan 2013-2033 and Beyond seek to ensure that development is appropriate in its locality and does not harm the appearance of the landscape.

The existing building is a four storey Victorian building with decorative three storey bay window and dormer windows.

The proposal is to create 4 flats, comprising of 2 x studio flats and 2 x 1 bedroom flats. The only external change to the building is the removal of a single storey rear mono pitched extension to the rear of the building which is not considered to cause any visual harm.

In terms of private amenity space, under planning application 13/01458/FUL, there was originally communal private amenity space however this was removed to address the previous parking concerns. The proposed change of use does not provide any private amenity space, however given the sustainable town centre location, it is considered that this is acceptable.

It is therefore considered that the design of the proposal is acceptable and would result in no material harm to visual amenity or the character of the surrounding area.

3. Trees and Landscaping

Paragraph 131 of the NPPF sets out the importance of trees and the contribution they make to the character and quality of urban environments. It states that planning policies and decisions should ensure that opportunities are taken to incorporate trees in developments and that existing trees are retained wherever possible. Policy LP4 relates to housing layout and states; to ensure a positive contribution towards the District's 'sense of place', the design and layout of new residential developments will be expected to incorporate and maximise the use of green infrastructure, verges, trees and other vegetation.

There are no trees or other significant vegetation on the application site. There appears to be limited opportunities for new planting associated with the development proposal.

4. Residential Amenities

Section 1 Policy SP7 of the 2013-33 Local Plan requires that the amenity of existing and future residents is protected. Section 2 Policy SPL 3 Part C seeks to ensure that development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties. Paragraph 127 f) of the Framework requires that planning decisions should create places with a high standard of amenity for existing and future users.

There is a neighbouring dwelling to the west, number 1 Alexandra road and to the north, number 97 Station Road, however as there are no external changes it is considered that the proposed change of use will not cause any significant impact upon neighbouring amenities.

The proposed bike store will be visible to the neighbouring dwelling to the north number 97 Station Road, however due to the single storey nature of the proposal, it is not considered to cause any impact upon neighbouring amenities.

5. Heritage Impact

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act imposes a statutory duty on the Local Planning Authority to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest.

Paragraph 202 of the Framework adds that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 194 of the National Planning Policy Framework ("the Framework") requires applicants to describe the significance of any heritage assets affected. This requirement is reflected by Policy

PPL9 of the Tendring District Council Local Plan 2013-2033. The policy also confirms that the development should be of a scale, design and use that respects the listed building and its setting.

The application site is located adjacent to Clacton Town Hall which is a Grade II Listed building. Place Services Historic Environment Officers have been consulted on this application and have stated the application is for proposed change of use of the ground floor from Class B1(a) office use to residential creating 4 no flats (comprising of 2 studio flats and 2 x 1 bedroom flats).

Based on the building's age and aesthetic, Mayfield Chamber can be considered a non-designated heritage asset for its architectural value, landmark status on its corner plot and its group value with nearby three-storey late nineteenth century buildings at the crossing of Carnarvon Road and Station Road. The external elevations of the building retain many original features of architectural and historical interest and positively contribute to the character of the area and the setting of Clacton Town Hall (a listed building), located in closed proximity.

The proposal would not affect the external appearance of the non-designated heritage asset. There is therefore no objection to this application.

It is therefore considered that the proposed works will not cause any harm to the setting of the listed building.

6. Highway Considerations and Parking Provision

Paragraph 108 of the National Planning Policy Framework 2019 seeks to ensure that safe and suitable access to a development site can be achieved for all users. Policy SPL3 Part B of Section 2 of the Tendring District Local Plan 2013-2033 and Beyond seeks to ensure that access to a new development site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate and provision is made for adequate vehicle and cycle parking.

Furthermore, Policy PPL10 of the Local Plan states that proposals for new development should consider the potential for renewable energy generation, appropriate to the site and its location, and should include renewable energy installations, or be designed to facilitate the retro-fitting of renewable energy installations.

The EPOA Parking Standards 2009 require that for dwellings with 1 bedroom, a minimum of 1 parking space is required. Parking spaces should measure 5.5 metres by 2.9 metres and garages, if being relied on to provide a parking space, should measure 7 metres by 3 metres internally.

Essex Highway Authority have been consulted on this application and have stated that this application is similar to two previous applications for this site that was originally granted planning permission in 2014. No new or altered means of access is proposed for the parking area that is accessed off Alexandra Road. The site is in a town centre location where there is good transport links; the Highway Authority would not deem the current Parking Standards necessary in this instance for the type of flats proposed. The town centre location means that many services are within walking distance of the proposed flats. The highway authority therefore have no objections subject to conditions relating to vehicular parking area, parking layout, gates, cycle parking, residential travel pack and storage of materials. The storage of building materials will be imposed as an informative only and the residential travel information packs does not relate to this application as it is a minor application.

Essex Parking standards require one parking space for a one bedroom unit with 0.25 visitor parking spaces. The parking layout plan relates to an earlier application. Cycle parking has been provided as part of this application. Due to the sustainable location of the application which is in close proximity to Clacton on Sea train station, as well, as bus stops and a taxi rank and car parks within the vicinity, it is considered that the parking arrangements are acceptable.

7. Financial Contributions- Recreation Disturbances

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 6km away from Colne Estuary RAMSAR and SPA and Essex Estuaries SAC. In accordance with Natural England's advice there is no requirement to consult them due to the specified mitigation. New housing development within the ZoI would be likely to increase the number of recreational visitors to the Colne 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.

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 Policy PPL4 of the Tendring District Local Plan 2013-2033 and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

8. Financial Contributions - Open Space and Play Space Contributions

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 41.08 hectares of play and Open Space in the Clacton/Holland area. No contribution is being requested from open spaces on this occasion. Should the development be increased in size a contribution maybe required.

9. Representations

Clacton is non parished.

One letter of objection has been received raising the following concerns:

- Concerns over parking arrangements

The concern mentioned above has been addressed within the report.

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:

- Drawing No - P211 REV B - Proposed Front Elevation
- Drawing No - P212 REV B - Proposed Side Elevation
- Drawing No - P213 REV B - Proposed Rear Elevation
- Drawing No - P214 - Proposed Side Elevation
- Drawing No - A111 REV D - Proposed Ground Floor Plan
- Drawing No - P401 REV D - Proposed Site Plan
- Drawing No - P600 - Cycle store plans and elevations

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

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

Reason - To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided

- 4 The proposed parking layout shall in principle be in accordance with drawing no. P401 Rev. D, and 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

- 5 Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the footway or where no provision of footway is present, the carriageway.

Reason: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed and to allow parking off street and clear from obstructing the adjacent footway/cycleway/carriageway in the interest of highway safety

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

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity

- 7 No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Mondays to Saturdays (finishing at 13:00 on Saturdays) with no working of any kind permitted on Sundays or any Public/Bank Holiday whilst construction works and alterations are being carried out.

Reason - In the interests of residential amenities

- 8 No materials produced as a result of the site development or clearance shall be burned on site.

Reason - In the interests of neighbouring amenities.

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.

Highways

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.

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

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

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.

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

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.

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