

## **DELEGATED DECISION OFFICER REPORT**

<b>AUTHORISATION</b>	<b>INITIALS</b>	<b>DATE</b>
Case Officer recommendation:	MP	01/12/22
Planning Manager / Team Leader authorisation:	ML	01/12/2022
Planning Technician final checks and despatch:	ER	01/12/2022

**Application:** 22/01695/FUL **Town / Parish:** Thorrington Parish Council

**Applicant:** Gary and Sarah Tomlin and Mead

**Address:** The Panthers Station Road Thorrington

**Development:** Proposed replacement dwelling with ancillary garage/annexe and alterations to main access to include pedestrian gate.

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

Thorrington Parish Council      No comments received.

### **2. Consultation Responses**

ECC Highways Dept  
17.11.2022

The information submitted with the application has been fully assessed by the Highway Authority and conclusions reached based on a desktop study and previous site visit, in conjunction with an earlier application. The site is situated on the B1029 Station Road that is subject to a 40-MPH speed limit. The proposal is utilising an existing access onto the B1029 Station Road that has a wide section of highway verge either side of the vehicular access that will be retained with minor improvements including localised widening. It is noted that this application seeks to reduce three existing and approved dwellings from an earlier application to just one. The revised proposal provides adequate parking and turning within the site for the replacement 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 development, the road junction / access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 120 metres in both directions, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction / access is first used by vehicular traffic and retained free of any obstruction at all times.

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

2. Prior to the occupation of the proposed dwelling the internal layout, parking and footway layout shall be provided in principle and accord with drawing numbers:

- o 4562 (B)-210 Proposed block plan.
- o 4562(B)-240 Rev. A Annex and 3 bay garage - proposed elevations,

floor, and roof plans.

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

3. As per the existing arrangement, no unbound material shall be used in the surface treatment of the vehicular access within 11 metres of the edge of carriageway.

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

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

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

5. As indicated on drawing no. 4562 (B)-210 and prior to the occupation of the proposed dwelling, the private drive shall be constructed to a maximum width of 5.5 metres for at least the first 11 metres from the back of carriageway and provided with an appropriate dropped kerb crossing of the verge.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass clear of the limits of the highway, in the interests of highway safety in accordance with policy DM1

6. The proposed dwelling shall not be occupied until such time as the vehicle parking area indicated on the approved plans, has been hard surfaced, and sealed. 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.

7. Prior to occupation of the proposed development, 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).

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

8. No development shall take place, including any ground works or demolition, 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 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 developer.

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 and 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.

Notes:

- (i) The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority.
- (ii) The revised junction design will require a formal Road Safety Audit for the junction design/ footway improvement as Station Road forms part of the PR2 network and is classed as a secondary distributor.
- (iii) Prior to any works taking place in the highway the developer should enter into an S278 agreement with the Highway Authority under the Highways Act 1980 or Minor Works Authorisation to regulate the construction of the highway works.

Informative:

1: The existing boundary hedge to the north of the access will need to be cut back and a small tree within the highway verge will need to be removed before the road junction / access is first used by vehicular traffic and retained free of any obstruction at all times.

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

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

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.

5: Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available.

Essex County Council Ecology  
17.11.2022

No objection subject to securing biodiversity mitigation and enhancement measures

#### Summary

We have reviewed the Preliminary Ecological Appraisal (The Mayhew Consultancy Ltd., June 2021) and Reptile Report (Adonis Ecology Ltd., May 2022), relating to the likely impacts of development on designated sites, protected and Priority species & habitats and identification of appropriate mitigation measures.

We are satisfied that there is sufficient ecological information available for determination of this application.

We note, the site falls within the evidenced recreational Zone of Influence (ZOI) of the adopted Essex Coast RAMS. However, as the proposal is for a replacement dwelling, this is outside the scope of the adopted Essex Coast RAMS and therefore does not trigger a financial contribution towards delivery of visitor management measures.

This provides certainty for the LPA of the likely impacts on designated sites, protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

The mitigation measures identified in the Preliminary Ecological Appraisal (The Mayhew Consultancy Ltd., June 2021) should be secured by a condition of any consent and implemented in full. This is necessary to conserve and enhance protected and Priority species particularly nesting birds. To further mitigate any potential impacts to any retained habitat especially through dust and pollution events, a Construction Environmental Management Plan for Biodiversity (CEMP: Biodiversity) should be produced and secured by condition of any consent.

While undertaking a search on NBN Atlas (<https://nbnatlas.org/>), consistent records of Hazel Dormice (from 2016-2021) were found within 800m north of the site. Potential impacts to Hazel Dormice, have not been considered within the submitted information and there could be, although unlikely, an ecological link between the two sites. However, due to the nature of the development, area impacted, and available habitat onsite, it may be possible to manage any potential impacts on Hazel Dormice through the use of a precautionary method statement. This precautionary method statement should be included within the CEMP: Biodiversity.

We also support reasonable biodiversity enhancements to secure net gains for biodiversity, as outlined under Paragraph 174d of the National Planning Policy Framework (2021). The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy and should be secured by a condition of any consent.

In addition, the Preliminary Ecological Appraisal (The Mayhew Consultancy Ltd., June 2021) highlights that it is likely bats could be foraging/commuting within and around the site. Therefore, if any external lighting is to be proposed, it is recommended that a sensitive lighting scheme is developed to minimise any impacts. This should summarise the following measures will be implemented:

- Light levels should be as low as possible as required to fulfil the lighting need.
- White lights should be used at <3000k. This is necessary as lighting which emit an ultraviolet component or that have a blue spectral content have a high attraction effect on insects. This may lead in a reduction in prey availability for some light sensitive bat species.
- The provision of motion sensors or timers to avoid the amount of 'lit-time' of the proposed lighting.
- Lights should be designed to prevent horizontal spill e.g. cowls, hoods, reflector skirts or shields.

This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

Impacts will be minimised such that the proposal is acceptable, subject to the conditions below based on BS42020:2013.

We recommend that submission for approval and implementation of the details below should be a condition of any planning consent.

#### Recommended conditions

##### 1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (The Mayhew Consultancy Ltd., June 2021) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECow) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details."

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

##### 2. PRIOR TO COMMENCEMENT: CONSTRUCTION

## ENVIRONMENTAL MANAGEMENT PLAN FOR BIODIVERSITY

“A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) including a Precautionary Method Statement for Hazel Dormice.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Containment, control and removal of any Invasive non-native species present on site

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority”

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

### 3. PRIOR TO ANY WORKS ABOVE SLAB LEVEL: BIODIVERSITY ENHANCEMENT STRATEGY

“A Biodiversity Enhancement Strategy for protected and Priority species shall be submitted to and approved in writing by the local planning authority.

The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) detailed designs or product descriptions to achieve stated objectives;
- c) locations, orientations, and heights of proposed enhancement measures by appropriate maps and plans;
- d) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details prior to occupation and shall be retained in that manner thereafter.”

Reason: To enhance protected and Priority species & habitats and allow the LPA to discharge its duties under the NPPF 2021 and s40 of

the NERC Act 2006 (Priority habitats & species).

and if any external lighting is to be proposed.

#### 4. PRIOR TO OCCUPATION: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

“A lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting plans, drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.”

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

Please contact us with any queries.

### 3. Planning History

94/00402/FUL	(Two-Ways, Station Road, Thorrington) Removal of Condition 3 imposed upon planning permission ENE/TEN/256/53	Approved	17.05.1994
95/01210/FUL	(Two Ways, Station Road, Thorrington) For agricultural purposes; to replace an existing building with a tractor shed and light agricultural machine shed	Approved	28.11.1995
96/00837/FUL	(Two Ways, Station Road, Thorrington) New vehicular access	Approved	06.08.1996
96/00838/FUL	(Two Ways, Station Road, Thorrington) To construct an external exercise pen for domestic cats; light gauge construction attached to wall at rear of house	Approved	06.08.1996
96/00839/FUL	(Two Ways, Station Road, Thorrington) For agricultural purposes to build a chemical and tool shed	Approved	06.08.1996
07/01941/FUL	Demolition of existing bungalow and erection of replacement dwelling.	Approved	

07/01943/FUL	Change of use of land from agriculture to equine use and erection of block of 4 no. loose boxes and tack room.	Approved	
08/00083/FUL	Change of use of land from agriculture to equestrian use and erection of block of 4 no. loose boxes and tack room.	Approved	18.06.2008
08/00084/FUL	Demolition of existing bungalow and erection of replacement dwelling.	Approved	28.03.2008
08/00781/FUL	Formation of manage for exercising pet horses (for private use only).	Approved	15.07.2008
22/00109/FUL	Proposed demolition of existing buildings on the site, erection of 4no. dwellings with associated garages, hard and soft landscaping and redeveloped entrance gates.	Refused	08.07.2022

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

National:

National Planning Policy Framework July 2021 (NPPF)

National Planning Practice Guidance (NPPG)

Local:

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

SP3 Spatial Strategy for North Essex

SP7 Place Shaping Principles

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

SPL1 Managing Growth

SPL3 Sustainable Design

LP7 Self-Build and Custom-Built Homes

PPL3 The Rural Landscape

PPL5 Water Conservation, Drainage and Sewerage

PPL10 Renewable Energy Generation

CP1 Sustainable Transport and Accessibility

Local Planning Guidance

### **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.

## **5. Officer Appraisal**

### **Site Description**

The application site is sited along the western section of Station Road within the parish of Thorrington. 'Panther's' itself is a single storey property that has been unoccupied for a number of years. As well as 'Panthers' and the two agricultural buildings also subject of this application, there are a number of other outbuildings. Beyond this the site is well vegetated, and is accessed via an access to the north-eastern corner of the site from Station Road. The eastern, front, boundary of the site is also well vegetated.

The character of the surrounding area is relatively mixed; with residential properties located predominantly to the east and further to the south and north-east. Immediately to the north and west of the site are large areas of grassed land. The site is located outside of a recognised Settlement Development Boundary.

### **Site History**

In March 2008, planning permission was granted under reference 08/00084/FUL for the demolition of 'Panthers' and the erection of a replacement larger 1.5 storey building, which was to be located adjacent to the north of 'Panthers'. However, this planning permission was never implemented and has since lapsed.

Under planning reference 22/01188/COUNOT, prior approval was granted for the conversion of two agricultural buildings into two dwellings. These are located to the south-western of the application site and are shown to fall within the applicant's ownership on the submitted drawings.

### **Description of Proposal**

This application seeks planning permission for the erection of one dwelling with a detached three bay garage/annex, following the demolition of the existing dwelling on site known as 'Panthers' as well as two existing outbuildings located to the rear of the site that have recently been granted prior approval to convert into residential units. The application therefore seeks to replace three existing/approved dwellings with one.

The proposed replacement dwelling will be a large property two storeys in height, and will be served by four bedrooms. The dwelling will be located to the north of where 'Panthers' is currently located.

### **Assessment**

#### **1. Principle of Development**

The application involves the replacement of three existing/approved dwellings on the site, and will therefore not result in any additional dwellings. Moreover, although the application does not

explicitly propose a self-build dwelling, the principle of a replacement dwelling is supported by Policy LP7, subject to detailed considerations discussed below.

With regards to the proposed annex, it is recommended to include a planning condition to ensure this remains ancillary to the main dwelling and does not instead become its own separate dwelling.

## 2. Visual Impacts

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.

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. Policy SPL3 of Section 2 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.

The proposed development will result in the erection of one large dwelling with a detached garage bay/annex, following the demolition of a total of three existing/approved residential dwellings. While the dwelling proposed would be far larger than any of the existing properties, the site is of such a size that it can comfortably accommodate it. The proposal would therefore not appear cramped or overdeveloped in this location and is therefore acceptable in this regard. In addition, there are other examples of 1.5 and two storey properties in the vicinity, and therefore the proposed scale would not appear out of keeping with the areas existing character.

In terms of the proposed design, while it is of a large in size, it incorporates key design features that help break up the overall bulk of the proposal. These include front gables, chimney, canopy and a good use of materials. Similarly the garage bay/annex is of a matching design and includes timber doors which provide for a semi-rural appearance. Therefore Officers raise no concerns in relation to the overall design.

Overall, while it is acknowledged the dwelling is of a far larger design than the current property, the site is comfortably able to accommodate it without appearing cramped or overdeveloped. The existing buildings on site do not contribute positively to the areas character, and the proposed design is supported. Therefore there are no objections to the visual impacts of the proposal.

## 3. Impact to 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.

Adopted Policy SP7 of the Adopted Local Plan 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.

The nearest property is 'Cross Farm', located to the south of the site. However, the proposed dwelling is sited a significant distance apart, which will ensure no harm to their existing amenities through loss of daylight/sunlight, overlooking or the dwelling appearing oppressive.

## 4. Highway Safety

Essex Highways Authority have been consulted on the application, and have stated that they have no objections subject to conditions relating to visibility splays, the use of no unbound materials, the width of the access, the vehicle parking area, the submission of a Residential Travel Information Pack, and a Construction Management Plan.

Furthermore, Essex Car Parking Standards state that dwellings with two or more bedrooms should provide two car parking spaces measuring 5.5 metres x 2.9 metres or, if a garage is providing for

one or more of the parking spaces, it should have internal measurements of 7 metres x 3 metres. The dwelling includes a large garage that falls just short of the above requirements, but there is significant space across the site to comfortably meet these parking requirements.

### Other Considerations

Thorrington Parish Council have provided no comments.

No other letters of representation have been received.

### Conclusion

The proposal will result in the erection of one dwelling in place of three existing/approved dwellings and therefore there are no in principle objections. The proposal is far larger than the existing buildings, but Officers consider there is sufficient space on the site to comfortably accommodate this, while the design is also supported. There is no significant harm to neighbouring amenities, and Essex Highways Authority do not offer any objections. Accordingly the application is recommended for approval.

## **6. Recommendation**

Approval.

## **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 drawings / documents, and / or such other drawings / documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings / documents as may be subsequently approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard:

Drawing Numbers 4562(B)-100 (Site Location and Block Plans), 4562(B)-210 (Proposed Site Plan), 4562(B)-215 (Site Plan indicating proposed replacement dwelling and existing barns/dwelling to be demolished), 4562(B)-220 Revision A (Proposed plans and elevations of main dwelling), 4562(B)-240 Revision A (Proposed plans and elevations of annex and 3 bay garage), 4562(B)-250 (Existing and proposed street scenes 'station road'), and documents titled 'Design and Access Statement', 'Planning Statement', 'Preliminary Ecological Appraisal', and 'Reptile Survey Report'.

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

- 3 Prior to occupation of the development, the road junction / access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 120 metres in both directions, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction / access is first used by vehicular traffic and retained free of any obstruction at all times.

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

- 4 As per the existing arrangement, no unbound material shall be used in the surface treatment of the vehicular access within 11 metres of the edge of carriageway.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety.

- 5 As indicated on drawing no. 4562 (B)-210 and prior to the occupation of the proposed dwelling, the private drive shall be constructed to a maximum width of 5.5 metres for at least the first 11 metres from the back of carriageway and provided with an appropriate dropped kerb crossing of the verge.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass clear of the limits of the highway, in the interests of highway safety.

- 6 The proposed dwelling shall not be occupied until such time as the vehicle parking area indicated on the approved plans, has been hard surfaced, and sealed. 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.

- 7 Prior to occupation of the proposed development, 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).

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport.

- 8 No development shall take place, including any ground works or demolition, 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 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 developer.

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.

- 9 All mitigation and enhancement measures and/or works shall be carried out in full accordance with the details contained in the Preliminary Ecological Appraisal (The Mayhew Consultancy Ltd., June 2021).

Reason: To conserve and enhance protected and Priority species.

- 10 Prior to any works above slab level a Biodiversity Enhancement Strategy for protected and priority species shall be submitted to, and approved in writing by, the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) detailed designs or product descriptions to achieve stated objectives;

- c) locations, orientations, and heights of proposed enhancement measures by appropriate maps and plans;
- d) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details prior to occupation and shall be retained in that manner thereafter.

Reason - To conserve and enhance protected and Priority species.

- 11 The annex hereby approved shall not be occupied at any time other than for purposes ancillary to the residential use of the host dwelling hereby approved.

Reason - The site is unsuitable for an additional residential unit.

- 12 Prior to the occupation of the hereby approved dwelling, the existing dwelling known as 'The Panthers' and the two approved dwellings under planning reference 22/01188/COUNOT, shall be demolished in accordance with the details shown on Drawing Number 4562(B)-215.

Reason - To ensure that the development does not result in a net increase of dwellings in a location not suitable for new dwellings.

## **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 Informatives:

1: The existing boundary hedge to the north of the access will need to be cut back and a small tree within the highway verge will need to be removed before the road junction / access is first used by vehicular traffic and retained free of any obstruction at all times.

2: All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org)

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.

5: Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available.