

## DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
Case officer recommendation:	AP	11/9/2023
Planning Manager / Team Leader authorisation:	ML	12/09/2023
Planning Technician final checks and despatch:	JJ	12/09/2023

**Application:** 23/00988/FUL **Town / Parish:** Harwich Town Council

**Applicant:** Mr Gary Stapleton

**Address:** Land adjacent 20 Coke Street Harwich

**Development:** Proposed detached dwelling on land adjacent to 20 Coke Street.

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

Harwich Town Council

Harwich Town Council makes no objections to this application but requests a site management plan to be put in place to minimise construction nuisances to existing residents.

### **2. Consultation Responses**

ECC Highways Dept  
08.08.2023

The information submitted with the application has been assessed by the Highway Authority and conclusions have been drawn from a desktop study with the observations below based on the submitted material. No site visit was undertaken in conjunction with this planning application. It is noted that the site is within walking distances of the local shops, and amenities within the old part of Harwich, plus beaches, parks, swimming pool & the main retail & leisure area of Dovercourt High Street. The proposed development site is ideally situated and close to public transport systems, with Harwich International Railway Station, & Dovercourt Railway Station approximately 0.8 miles from the development site, as well as bus stops within 0.2 miles walking distance from the site, 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 a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of the vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.

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

2. Prior to occupation of the dwelling the vehicular access shall be widened and 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 be agreed with the highway authority and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.

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

3. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

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

4. As indicated on drawing no. 17-2023-02P, the proposed new boundary planting/ feature at the side of the property and to the front only shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay and retained free of obstruction above 1 metre at all times.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and to provide adequate inter-visibility between vehicles using the access and those in the existing public highway and in the interests of highway safety and in accordance with Policy DM1.

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

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

6. Prior to occupation of the proposed dwelling, 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.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Informative:

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

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

2: Prior to the first occupation of the new dwelling, there is an existing telegraph pole located at the front of the proposed vehicular access on Coke Street and this may need to be moved at the applicant's expense in consultation with the respective Utility Company. This is to ensure that all vehicular traffic using the accesses may do so in a controlled manner and without obstruction.

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: 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 could be applied to this proposal as it is located very close to regular public transport services and public car parking facilities.

5: 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.

Environmental Protection  
26.07.2023

With reference to the above application, please see below for comments from the EP Team:

Contaminated Land: Given the sites location to a number of historical pieces, of registered contaminated land, the EP Team are requesting a minimum of a Phase One Contaminated Land Survey be performed, to ensure the land is suitable for the proposed end use - The following works shall be conducted by competent persons and in accordance with the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers' and Environment Agencies "Land Contamination Risk Management (LCRM) " and other current guidance deemed authoritative for the purposes. The development hereby permitted shall not commence until the measures set out in the approved report have been implemented.

#### A. Site Characterisation

Notwithstanding the details submitted with this application, no development shall commence other than that required to carry out additional necessary investigation which in this case includes demolition, site clearance, removal of underground tanks and old structures until an investigation and risk assessment has been submitted to and approved in writing by the local planning authority. The risk assessment shall assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

- (i) a survey of extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - Human health,
  - Properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - Adjoining land,
  - Groundwaters and surface waters,

- Ecological systems
- Archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

REASON - To ensure that any risks (to future users of the land and neighbouring land and to controlled waters, property and ecological systems) arising from any land contamination are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

\*Informative:

NOISE: Given the sites location to the existing port of Harwich and its proximity to the A120, it would be prudent for the applicant to ensure proposed dwelling is compliant with the relevant British Standards and the World Health Organisations Community Noise Guideline Values in relation to noise to ensure future residents are not adversely impacted by the noise emanating from the Port of from the main A road in and out of Harwich. Internal guideline values are expressed below and outlined in the aforementioned WHO Community Guideline Values -

- Dwellings indoors in daytime - 35 dB LAeq,16 hours
  - Outdoor living area in day time - 55 dB LAeq,16 hours
  - Inside bedrooms at night-time - 30 dB LAeq,8 hours (45 dB LMax)
  - Outside bedrooms at night-time - 45 dB LAeq,8 hours (60 dB LMax)
- The internal figures consider that windows are open.

REASON: to minimise disturbance to future residents

UU Open Spaces  
26.07.2023

Public Realm Assessment

Play Space - current deficit:

- Deficit of 12.67 hectares of equipped play in Harwich & Dovercourt

Formal Play - current deficit:

- Adequate formal open space in the area to cope with some future development

Settlement provision:

- Bathside play area less than 600 metres

Officer Conclusions and Recommendations

Contribution necessary, related, and reasonable?  
to comply with CIL Regs\*

- No contribution is requested on this occasion; the current facilities are adequate to cope with some additional development.

Identified project\*:

(In consultation with Town / Parish Council on upcoming projects or needs for maintenance)

- None

### 3. Planning History

23/00988/FUL      Proposed detached dwelling on      Current  
land adjacent to 20 Coke Street.

### 4. Relevant Policies / Government Guidance

National:

National Planning Policy Framework July 2023 (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

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

LP1    Housing Supply

LP2    Housing Choice

LP3    Housing Density and Standards

LP4    Housing Layout

HP5    Open Space, Sports & Recreation Facilities

PPL1    Development and Flood Risk

PPL4    Biodiversity and Geodiversity

PPL5    Water Conservation, Drainage and Sewerage

PPL10    Renewable Energy Generation

CP1    Sustainable Transport and Accessibility

DI1    Infrastructure Delivery and Impact Mitigation

Supplementary Planning Documents

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

Local Planning Guidance

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), supported by our suite of evidence base core documents (<https://www.tendringdc.uk/content/evidence-base>) 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.

### **Neighbourhood Plans**

A neighbourhood plan introduced by the Localism Act that can be prepared by the local community and gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan to promote development and uphold the strategic policies as part of the Development Plan alongside the Local Plan. Relevant policies are considered in the assessment. Further information on our Neighbourhood Plans and their progress can be found via our website <https://www.tendringdc.uk/content/neighbourhood-plans>

## **5. Officer Appraisal**

### **Proposal**

The application seeks full planning permission for the erection of a detached three-bedroom house providing for off road car parking and private amenity space.

The site falls within the Settlement Development Boundary of Harwich, Dovercourt, Parkeston and Little Oakley, as defined in the Local Plan.

### **Principle of Development**

The site lies within the settlement development boundary. Policy SPL2 states that within the settlement development boundary there will be a general presumption in favour of new development subject to detailed consideration against other relevant Local Plan policies. Policy SP3 states that existing settlements will be the principal focus for additional growth across the North Essex Authorities area within the Local Plan period. The principle of a new dwelling is therefore accepted subject to the detailed considerations below.

It is noted there are no neighbourhood plans to consider.

### **Design and Scale**

The proposal comprises a three-bedroom detached house finished in red facing brickwork with a grey tiled pitched roof. The design is simple but reflects the scale of the neighbourhood and incorporates materials visible in the immediate area.

The land is associated with 20 Coke Street, once used as a residential garden/storage area however it has since been cleared and there is no vegetation on the site or nearby. There are limited opportunities for landscaping however a condition will be imposed on the grant of planning permission for details of soft landscaping which is sufficient to secure an appropriate level of new planting that will adequately soften and enhance the appearance of the proposed development.

The scale, layout and design of the new dwelling is not considered to cause any material harm to visual amenity.

### Impact to Residential Amenities

As a result of the siting of the proposed building and its footprint there is no significant loss of light to any neighbouring dwellings. Likewise, there will be no significant loss of privacy or risk of overlooking caused by the proposal.

Policy LP3 requires compliance with the nationally described space standards. This standard deals with internal space within new dwellings and is suitable for applications across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. A three-bedroom, four-person two storey dwelling requires a minimum of 84 square metres of gross internal floor space which includes built in storage of 2.5 square metres. From the plans submitted the proposal meets the requirements of the space standards. It is also considered that the internal layout is appropriate, with all habitable rooms having adequate natural light.

52 square metres of private amenity space will be provided to the rear of the new dwelling and 20 Coke Street retains a rear garden of 30 square metres. The gardens are small, however they are comparable to the size of rear yards and gardens of the neighbouring properties given the close-knit layout of the immediate area and is therefore considered acceptable.

### Access, Parking and Highway Safety

The host dwelling of 20 Coke Street did not benefit from off street car parking and therefore this will not change as a result of the proposal. An existing dropped kerb is located at the north western corner of the application site, it is proposed that this is widened to allow for two off road car parking spaces in front of the proposed dwelling. The two spaces will measure at least 5.5 metres x 2.9 metres which meets the current car parking standards.

Essex County Council as the Highway Authority were consulted on the application and confirmed that the proposal is acceptable from a highway and transportation perspective subject to conditions relating to pedestrian visibility splays, widening of the access, no unbound materials, boundary planting to be 1 metre back, provision of cycle/2 wheeler parking and provision of a residential travel pack. It is considered reasonable and necessary to impose the recommended conditions on any grant of planning permission.

### Renewable Energy

Chapter 14 of the National Planning Policy Framework supports the transition to a low carbon future in a changing climate while Policy PPL10 of the Local Plan supports renewable energy generation and energy efficiency measures for residential development.

The submitted Design and Access Statement confirms the inclusion of an air source heat pump to heat the proposed dwelling and the provision of an electric vehicle charging point both of which will be secured by condition prior to occupation on the grant of planning permission to reduce the demand for fossil fuels which are a finite resource and release carbon into the atmosphere and accelerate global warming contributing to climate change.

Apart from the air source heat pump and the EV charging point no energy efficiency measures have been submitted with the planning application and therefore a condition to secure minimum measures of a water-butts, compost bin, and a scheme for waste reduction would be secured on any grant of planning permission.

### Flood Risk

Paragraph 159 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

Paragraph 167 of the NPPF states: When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment (FRA).

Local Plan Policy PPL1 states: All development proposals should include appropriate measures to respond to the risk of flooding on and/or off site. All development proposals will be considered against

the National Planning Policy Framework's 'Sequential Test', to direct development toward sites at the lowest risk of flooding, unless they involve land specifically allocated for development on the Policies Maps or Local Maps.

Paragraph 162 of the NPPF states the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.

The application site lies within Flood Zone 3 and has a high probability of flooding from rivers and the sea.

Buildings used for dwellinghouses are classified in Annex 3: Flood risk vulnerability classification of the NPPF as 'more vulnerable'.

In view of the location of the site within Flood Zone 3 and also involving a more vulnerable use it is necessary to carry out a Sequential Test as part of the FRA, however the applicant has not applied the Sequential Test and therefore the Local Planning Authority does not have a suitable basis for assessment to be made of the flood risks arising from the proposed development.

An FRA conducted by Evans River and Coastal Ltd has been submitted as part of the application however the sequential test has not been applied. The FRA confirms that flooding across the ground floor would occur during all modelled events apart from the present day 1 in 20 year event and present day 1 in 200 year event, and there is a residual risk of flooding from a breach in defences during climate change events.

It is considered that the sequential test would fail as there are sites available for the construction of a single dwelling within Flood Zone 1 and outside of any identified area of surface water flood risk within Harwich and Dovercourt, and beyond.

The proposed development is therefore contrary to Adopted Policy PPL1 of the Tendring District Local Plan 2013-2033 and Beyond, the National Planning Policy Framework and Planning Policy Guidance.

#### Drainage and Sewerage

Policy PPL5 states that all new development must make adequate provision for drainage and sewerage.

The sewerage from the proposed dwelling will be connected to the mains sewer which is considered the preferred approach and acceptable.

The site does not fall within a critical drainage area and there is a low risk of surface water flooding on the southeastern corner of the site.

#### Financial Contribution – Recreational Disturbance

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 application scheme proposes a new dwelling on a site that lies within the Zone of Influence (Zol) being approximately 200 metres from Stour and Orwell Estuaries SPA and RAMSAR.

However, new housing development within the Zol would be likely to increase the number of recreational visitors to the 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 proportionate financial contribution has not been secured in accordance with the adopted Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) requirements. As submitted, there is no certainty that the development would not adversely affect the integrity of Habitats sites.

The proposal is therefore considered to be contrary to Section 1 Policy SP2 and Section 2 Policy PPL4 of the Tendring District Local Plan 2013-2033 and Beyond Section 2 and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

#### Financial Contribution – Open Space

Policy DI1 states that all new development should be supported by, and have good access to, all necessary infrastructure. Local Plan 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).

In line with the requirements of Local Plan Policy HP 5 the Council's Open Spaces Team have been consulted on the application to determine if the proposal would generate the requirement for a financial contribution towards public open or play space. Whilst they advise that there is a deficit of equipped play in Harwich & Dovercourt, no contribution is being requested as the current facilities at Bathside play area are considered adequate to cope with some additional development.

#### Other Considerations

The Council's Environmental Protection team have confirmed that given the sites connection and proximity to several historical pieces of registered contaminated land a Phase One Contaminated Land Survey is necessary. This requirement shall be imposed as a pre-commencement condition on the grant of planning permission.

The Council's Environmental Protection team have also requested consideration to be given to noise emanating from the nearby Port activity and the A road. It is considered reasonable and necessary in to impose a condition on any grant of planning permission to secure a noise strategy to include appropriate mitigation measures to reduce disturbance to the occupiers of the proposed dwelling.

Harwich Town Council makes no objections to this application but requests a site management plan to be put in place to minimise construction nuisances to existing residents. For a minor development it is not considered necessary to require a site management plan however conditions that control the hours of construction and restricts burning of materials on the application site are considered reasonable and would be imposed upon any grant of planning permission.

## **6. Recommendation**

Refusal - Full

## **7. Reasons for Refusal**

1. Paragraph 159 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

Paragraph 167 of the NPPF states: When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment (FRA).

Local Plan Policy PPL1 states: All development proposals should include appropriate measures to respond to the risk of flooding on and/or off site. All development proposals will be considered against the National Planning Policy Framework's 'Sequential Test', to direct development toward sites at the lowest risk of flooding, unless they involve land specifically allocated for development on the Policies Maps or Local Maps.

Paragraph 162 of the NPPF states the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.

The application site lies within Flood Zone 3 and has a high probability of flooding from rivers and the sea.

Buildings used for dwellinghouses are classified in Annex 3: Flood risk vulnerability classification of the NPPF as 'more vulnerable'.

In view of the location of the site within Flood Zone 3 and also involving a more vulnerable use it is necessary to carry out a Sequential Test as part of the FRA, however the applicant has not applied the Sequential Test and therefore the Local Planning Authority does not have a suitable basis for assessment to be made of the flood risks arising from the proposed development.

It is considered however that the sequential test would fail as there are sites available for the construction of a single dwelling within Flood Zone 1 and outside of any identified area of surface water flood risk within Harwich and Dovercourt, and beyond.

The proposed development is therefore contrary to Adopted Policy PPL1 of the Tendring District Local Plan 2013-2033 and Beyond, the National Planning Policy Framework and Planning Policy Guidance.

2. 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 application scheme proposes a new dwelling on a site that lies within the Zone of Influence (Zol) being approximately 200 metres from Stour and Orwell Estuaries SPA and RAMSAR. However, new housing development within the Zol would be likely to increase the number of recreational visitors to the 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 proportionate financial contribution has not been secured in accordance with the adopted Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) requirements. As submitted, there is no certainty that the development would not adversely affect the integrity of Habitats sites.

The proposal is therefore considered to be contrary to Section 1 Policy SP2 and Section 2 Policy PPL4 of the Tendring District Local Plan 2013-2033 and Beyond Section 2 and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

## **8. Informatives**

### Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason(s) for refusal, allowing the Applicant the opportunity to consider the harm caused and whether or not it can be remedied by a revision to the proposal. The Local Planning Authority is willing to meet with the Applicant to discuss the best course of action and is also willing to provide pre-application advice in respect of any future application for a revised development.

Plans and Supporting Documents

The Local Planning Authority has resolved to refuse the application for the reason(s) set out above. For clarity, the refusal is based upon the consideration of the plans and supporting documents accompanying the application as follows, (accounting for any updated or amended documents):

- Site Plan Scale 1:1250 produced on June 27th 2023
- Drawing No. 17-2023-01P
- Drawing No. 17-2023-02P
- Drawing No. 17-2023-03P
- Design and Access Statement
- Flood Risk Assessment

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