



AGENT: Mr Lewis Halliday –
Phase 2 Planning
270 Avenue West
Skyline 120
Great Notley
Braintree
CM77 7AA

APPLICANT: HT Industrial Limited
Elmhurst
98-106 High Road
South Woodford
London
E18 2QH

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO: 24/00119/FUL

DATE REGISTERED: 5th February 2024

Proposed Development and Location of the Land:

Demolition of existing buildings and construction of new storage warehouse with B8 Use Class, associated yard space, parking and ancillary refuse and cycle storage.

Ardleigh Oaks Old Ipswich Road Ardleigh Essex

THE TENDRING DISTRICT COUNCIL AS LOCAL PLANNING AUTHORITY **HEREBY GRANT PLANNING PERMISSION** in accordance with the application form, supporting documents and plans submitted, subject to the following conditions;

1 COMPLIANCE: TIME LIMIT

CONDITION: 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 COMPLIANCE: APPROVED PLANS AND DOCUMENTS

CONDITION: The development hereby permitted shall be carried out in accordance with the drawings/documents listed below 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 subsequently be approved in writing by the Local planning authority as a non-material amendment following an application in that regard.

- 001 Amended Site Plan - received 17.04.24
- 200 P10 Amended Proposed Block Plan - received 17.04.24
- 201 P3 Proposed Ground Floor Plan - received 02.02.2024
- 202 P3 Proposed First Floor Plan - received 02.02.2024
- 204 P3 Proposed Elevations - received 02.02.2024
- 203 P2 Proposed Roof Plan - received 24.01.24

- 205 P2 Proposed Front Elevations and Sections - received 24.01.24
- Construction Method Statement Doc No. REP-ST-23036-00 Rev 01 dated November 2023 - received 24.01.2024
- Transport Statement - received 24.01.2024
- Arboricultural Report SHA 1720 Rev A dated January 2024 - received 24.01.2024
- 230961-TMA-XX-DR-L-3001 Landscape Proposals Plan - received 24.01.24
- 230961-TMA-XX-DR-L-3005 Detailed Planting Plan - received 24.01.24
- Planting Specification - received 24.01.2024
- Bat Survey Report 230961-ED-06 May 2024 - received 31.05.2024
- Outline Bat Mitigation Strategy - received 24.01.2024
- Aerial Tree Bat Inspection - received 24.01.2024
- Biodiversity Net Gain Assessment - received 24.01.2024
- Preliminary Ecological Appraisal - received 24.01.2024
- Sustainable Drainage Assessment - received 24.01.2024
- Flood Risk Assessment - received 24.01.2024
- Phase 1 Desk Study Report and Risk Assessment - received 24.01.2024

REASON: For the avoidance of doubt and in the interests of proper phased planning of the development.

3 COMPLIANCE: IN ACCORDANCE WITH AIA

CONDITION: The development hereby approved shall be carried out in accordance with the recommendations detailed at Section 8 of the accompanying Arboricultural Report SHA 1720 Rev A dated January 2024 received 24.01.2024 and accompanying appendices. The Tree protection plan SHA 1720 TPP A provided at Appendix 3 of the Arboricultural Report shall be erected prior to commencement of development and retained throughout the construction period.

No alterations or variations to the approved works or tree protection schemes shall be made without prior written consent of the local planning authority.

REASON: To ensure existing trees, shrubs and hedges that are identified as being retained are not removed and are protected appropriately during the development, as they are considered essential to enhance the character of the development and contribute positively to the appearance of the area.

4 COMPLIANCE: IMPLEMENTATION OF LANDSCAPING SCHEME

CONDITION: All changes in ground levels and soft/hard landscaping shown on the approved landscaping details 230961-TMA-XX-DR-L-3001 Rev: P04 Landscape Proposals Plan, 230961-TMA-XX-DR-L-3005 Rev: P02 Detailed Planting Plan and 230961-TMA-XX-DR-L-3006 Rev: P02 Planting Specification shall be carried out in full during the first planting and seeding season (October - March inclusive) following the commencement of the development, or in such other phased arrangement as may be approved, in writing, by the local planning authority up to the first use/first occupation of the development. Any trees, hedges, shrubs or turf identified within the approved landscaping details (both proposed planting and existing) which die, are removed, seriously damaged or seriously diseased, within a period of 10 years of being planted, or in the case of existing planting within a period of 5 years from the commencement of development, shall be replaced in the next planting season with others of similar size and same species unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the approved landscaping scheme is implemented in accordance with the approved scheme and has sufficient time to establish, in the interests of visual amenity and the quality of the development.

5 FURTHER APPROVAL: AGREEMENT OF MATERIALS

CONDITION: No above slab level works shall commence until precise details of the manufacturer and types and colours of the external facing and roofing materials to be used in construction have been submitted to and approved, in writing, by the local planning authority. Such materials as may be agreed shall be those used in the development and fully applied prior to the first use/occupation, unless otherwise agreed in writing by the local planning authority.

REASON: To secure an orderly and well-designed finish in the interests of visual amenity and the character and appearance of the development as inaccurate and insufficient information has been provided with the application.

6 FURTHER APPROVAL: ENERGY EFFICIENCY & SUSTAINABLE CONSTRUCTION

CONDITION: No above slab level works shall commence until a detailed scheme for the provision and implementation of water, energy and other resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the local planning authority. The scheme such include, but not be limited to:

- Details of, including the location of all types of electric vehicle charging points
- Details of, including the location of a water resource efficiency measures
- Details of, including the location of any solar panels or other solar renewable energy measures
- Agreement of heating of the building hereby approved
- Agreement of scheme for waste reduction
- Provision of a fibre optic broadband connection to the best possible speed installed on an open access basis and directly accessed from the nearest exchange, incorporating the use of resistant tubing. If the applicant is unable to achieve this standard of connection and can evidence through consultation that this would not be possible, practical or economically viable an alternative superfast (i.e. will provide speeds greater than 30mbps) wireless service will be considered.

The scheme shall be fully implemented prior to the first occupancy of the development unless otherwise agreed in writing by the local planning authority. The scheme shall be constructed, and the measures provided and made available for use as may be agreed and thereafter shall be maintained.

REASON: To enhance the sustainability of the development through reduce need, better use or savings in the use of water, energy and resources; reduce harm to the environment; and result in wider public benefit in accordance with the NPPF.

7 COMPLIANCE: ECOLOGICAL APPRAISAL RECOMMENDATIONS

CONDITION: All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Tim Moya Associates, January 2024) and Bat Survey Report (Tim Moya Associates, May 2024) accompanying the application.

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 (as amended).

8 FURTHER APPROVAL: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

CONDITION: Prior to the commencement of any demolition or construction, 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 Precautionary Working Method statements for Bats in trees, Great Crested Newts and Reptiles.
- 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.

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 (as amended). This condition is required to be agreed prior to the commencement of any development to ensure the protection and safeguarding of protected or priority species prior to the removal or displacement of any habitat or habitat rich features.

9 FURTHER APPROVAL: BIODIVERSITY COMPENSATION AND ENHANCEMENT STRATEGY

CONDITION: Prior to any works above slab level, a Compensation and Biodiversity Enhancement Strategy for protected and Priority species prepared by a suitably qualified ecologist shall be submitted to and approved in writing by the local planning authority. The content of the Compensation and Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed compensation and enhancement measures;

- b) detailed designs or product descriptions to achieve stated objectives;
- c) locations, orientations, and heights of proposed compensatory bat roost features and 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 compensatory bat roost features and 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 December 2023 and s40 of the NERC Act 2006 (as amended).

10 FURTHER APPROVAL: WILDLIFE SENSITIVE LIGHTING SCHEME

CONDITION: If any external lighting is proposed, prior to first occupation of the building hereby approved, 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 (as amended).

11 FURTHER APPROVAL: ARCHAEOLOGY INVESTIGATIONS

CONDITION:

1. No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a written scheme of investigation which has been submitted by the applicant, and approved in writing by the local planning authority.
2. No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 1 above.
3. The applicant will submit a final archaeological report or (if appropriate) a Post Excavation Assessment report and an Updated Project Design which has been approved in writing by the Local Planning Authority. This shall be done within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance in writing by the Local Planning Authority. This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication

report.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development. This condition is required to be agreed prior to the commencement of any development to ensure matters of archaeological importance are preserved and secured early to ensure avoidance of damage or loss due to the development and/or its construction. If agreement was sought at any later stage, there is an unacceptable risk of irreversible loss or damage to archaeological and historic assets.

NOTE/S FOR CONDITION:

A professional team of archaeologists should undertake the archaeological work. A brief outlining the level of archaeological investigation will be issued from this office on request.

12 COMPLIANCE: CONSTRUCTION METHOD STATEMENT

CONDITION: The hereby permitted development shall be carried out in accordance with the submitted Construction Method Statement Doc No. REP-ST-23036-00 Rev 01 dated November 2023 received 24.01.2024, unless otherwise agreed in writing with the local planning authority.

REASON: To ensure that the development takes place in a satisfactory manner with regard to its impact on highway safety.

13 COMPLIANCE: VISIBILITY SPLAYS

CONDITION: Prior to occupation of the development, the road junction / access at its centre line shall be provided with minimum dimensions of 2.4m x 127m to the north of the access junction 2.4m x 132m to the south of the access junction with no obstructions above 600mm in height in the visibility splay, 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. Any site boundary fence/wall/vegetation shall be located outside of the visibility splays.

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.

14 COMPLIANCE: PARKING & TURNING

CONDITION: Prior to occupation of the development, the vehicle parking area and associated turning areas (including powered two-wheeler/cycle parking and parking spaces for the mobility impaired) as shown on the approved drawings, shall be hard surfaced, sealed, marked out and made available for use. The vehicle parking and turning areas shall be retained in the approved form and used solely for 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 vehicles can enter and leave the highway in a controlled

manner, to ensure that appropriate vehicle parking, cycle parking, and turning is provided in accordance with current standards, and to ensure on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety.

15 COMPLIANCE: HIGHWAY WORKS

CONDITION: Prior to any above slab level works, a scheme of highway improvements shall be submitted in writing to the local planning authority for written approval that shall comprise of the following and include a timetable for implementation:

- a) A priority junction off Old Ipswich Road to provide access to the proposed site as shown in principle on planning application, amended visibility and access plan drawing number 2306470-D001 Rev A - contained within the Transport Statement
- b) Internal carriageway measuring no less than 7m in width to the position of the access gates.
- c) Kerb radii measuring a minimum of 15 metres.
- d) A straight section of carriageway to be provided from the entrance junction for 22 metres.
- e) 2-metre-wide footway on the south side of the junction and continued around the kerb radii.
- f) Appropriate pedestrian crossing facilities (drop kerbs/ tactile paving).
- g) Waiting restrictions (Red route restriction) shall be provided on Old Ipswich Road either side of the site access junction and opposite the junction - the extent of the restrictions to be agreed in advance with the Highway Authority.

The improvements as may be agreed shall be implemented as approved in the timetable provided and completed in their entirety.

REASON: To ensure the access is in accordance with current policy standards, to protect highway efficiency of movement and safety, and to ensure the proposal site is accessible by more sustainable modes of transport such as public transport, and walking.

NOTES FOR CONDITION

Highways Approval:

- Prior to any works taking place in the highway the developer should enter into an S278 agreement or Minor Works Authorisation with the Highway Authority under the Highways Act 1980 to regulate the construction of the highway works.
- 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 the Highway Authority.
- A formal Stage 2 Road Safety Audit outlining the junction detail/ footway design/ improvements will be required.

Discharge of Condition Application:

- This condition will require a formal discharge of condition application to be submitted and approved by the local planning authority in consultation with the Highway Authority. All necessary highway agreements should be in place prior to the submission of any related discharge of condition application. Failure to submit a discharge of condition application with evidence of the necessary

highways permits in place, may result in a refusal of the discharge application.

16 FURTHER APPROVAL: TRAFFIC MANAGEMENT PLAN

CONDITION: Prior to the occupation of the development hereby approved, a Traffic Management Plan (TMP) outlining a designated route to and from the development for all HGV movements via the Crown Interchange/A12/A120 shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority. The development shall operate in strict accordance with the TMP for the duration of the approved use, unless otherwise agreed in writing by the local planning authority in consultation with the Highway Authority.

REASON: To control the location and direction of HGV vehicle movements to and from the site in the interests of highway safety.

17 FURTHER APPROVAL: WORKPLACE TRAVEL PLAN

CONDITION: Prior to the occupation of the development hereby approved, a Workplace Travel Plan (WTP) shall be submitted to and approved in writing by the local planning authority in consultation with Essex County Council. The WTP shall include details of the travel arrangements to and from the site for employees, customers, and visitors. The workplace Travel Plan must contain but not be restricted to the following:

- a) Baseline travel data based upon the information provided in the Transport Statement, with suitable measures, objectives and targets identified to reduce the vehicular trips made by employees, customers, and visitors across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met.
- b) Appointment of a suitably qualified Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- c) A commitment to monitor the vehicular trips generated by the employees, customers, and visitors, and submit a revised Travel Plan no later than six months after occupation of the commercial premises.
- d) A commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority and Essex County Council for a minimum period of five years using the same methodology as the baseline monitoring.
- e) A suitable marketing strategy to ensure that all employees on the site are engaged in the Travel Plan process.
- f) Confirmation and evidence of agreement with a local taxi business to provide a free taxi home for car sharers (who have been let down) and employees that have travelled by bus to work for an evening shift and cannot access existing bus services.
- g) A copy of an employee travel pack that includes information to encourage employees to use sustainable travel in the local area. The site shall not be occupied until the workplace Travel Plan has been agreed. The approved travel plan measures shall be implemented in accordance with a timetable that shall be

included in the workplace Travel Plan and shall thereafter adhered to in accordance with the approved workplace Travel Plan.

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

18 COMPLIANCE & FURTHER APPROVAL: CONTAMINATION RISKS

CONDITION: The development hereby approved shall be carried out in strict accordance with the methodology and recommendations set out within the accompanying Phase 1 Desk Study and Risk Assessment Geo-Tech report, dated January 2024.

In accordance with all recommendations outlined in section 10.7 of the report:

1. Prior to the demolition of any existing structures / buildings, an Asbestos Survey should be commissioned to identify any asbestos containing materials and advice on their safe removal/disposal. The Asbestos Survey findings and recommendations shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.
2. Immediately following any demolition and clearance of the site, including the removal of the fuel tanks, a detailed inspection should be undertaken by a suitably qualified geo-environmental engineer to assess potential sources of contamination (including some sampling of soils near the tanks). If there is evidence of significant contamination, a further phase of investigation will be required, likely to necessitate further drilling and testing along with monitoring of ground gases, and laboratory testing. Details of the findings, and the recommendations and methodology for further investigations (if necessary) shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON: To protect site workers and end users Having regard to the most recent use of the application site as a highway depot, (including the storage of fuel).

19 COMPLIANCE: PERMEABLE SURFACING & NO UNBOUND SURFACE MATERIALS

CONDITION: Any new parking areas or areas of hardstanding shall be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area within the site area. No unbound materials shall be used in the surface treatment of the altered access and throughout the site.

REASON: To ensure that loose materials are not brought out onto the highway, in the interests of highway safety, and in the interests of sustainable development to minimise the risk of surface water flooding and surface water run-off / discharge onto the highway.

DATED: 12th July 2024**SIGNED:**


John Pateman-Gee
Head of Planning and Building Control

NATIONAL & LOCAL PLAN POLICIES AND GUIDANCE RELEVANT TO THIS DECISION:

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

National:

National Planning Policy Framework 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
SP3 Spatial Strategy for North Essex
SP5 Employment
SP6 Infrastructure & Connectivity
SP7 Place Shaping Principles

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

SPL1 Managing Growth
SPL2 Settlement Boundaries
SPL3 Sustainable Design
PP6 Employment Sites
PP7 Employment Allocations
PP13 The Rural Economy
PPL1 Development and Flood Risk
PPL3 The Rural Landscape
PPL4 Biodiversity and Geodiversity
PPL5 Water Conservation, Drainage and Sewerage
PPL7 Archaeology
PPL13 Ardleigh Reservoir Catchment Area
PPL10 Renewable Energy Generation and Energy Efficiency Measures
CP1 Sustainable Transport and Accessibility
CP2 Improving the Transport Network

Draft Ardleigh Neighbourhood Plan 2020 - 2033 August 2022 (not yet adopted)

GDP General Approach to Development
EP Natural, Built & Historic Environment
TP Transport & Parking

The Essex Minerals Local Plan (2014)

S8 Safeguarding mineral resources and mineral reserves
S12 Mineral Site Restoration and After-Use
P1 Preferred and Reserve Sites for Sand and Gravel Extraction

Local Planning Guidance

Essex County Council Car Parking Standards - Design and Good Practice

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.

Highway Authority Informatives

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

2. On the completion of the Development, all roads, footways/paths, cycle ways, covers, gratings, fences, barriers, grass verges, trees, and any other street furniture within the Site and in the area, it covers, and any neighbouring areas affected by it, must be left in a fully functional repaired/renovated state to a standard accepted by the appropriate statutory authority.
3. 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.
4. 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 Police Designing out Crime Informatives

Security forms a key part of a sustainable and vibrant development, and the Essex Police Designing Out Crime Office (DOCO) considers that it is important that this development is designed incorporating the maximum achievable benefit of Crime Prevention Through Environmental Design for which Secured by Design (SBD) is the preferred enabler.

SBD is the official police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live and work and is designed to address emerging criminal methods of attack. This reflects sections 92, 112 and 130 of the NPPF.

Whilst there are no apparent concerns with the layout of this site, Essex Police requests that the developer seeks to achieve the relevant Secured by Design accreditation for this development, which in this case will be Secured by Design Commercial Developments.

https://www.securedbydesign.com/images/COMMERCIAL_GUIDE_23.pdf

The DOCO would welcome the opportunity to discuss the points below as well as review the security of the complete site with the applicant.

Lighting Considerations

Lighting plays a pivotal role in deterring criminal activity, but also promotes a feeling of safety within that space. When designing both public and private space, and when applied and designed correctly, lighting can reduce the potential for crime.

Essex Police recommend that lighting design meets the current relevant standard (i.e., the newest standard for street lighting BS5489-1 2020).

Access Roads and Service yards

With HGV and cargo crime being prevalent across Essex, careful consideration is required regarding the design of the proposed access road and parking for the proposed development.

According to NaVCIS (National vehicle crime intelligence service,) Essex remains the area with the highest number of cargo crime reports, and therefore, it is important that the design of this area promotes good design and staff welfare.

CCTV Operation and supporting policies.

Although CCTV is not cited within the documents submitted to the planning portal for this application, it is assumed that the proposed site will have CCTV cameras; the most important aspect of utilising CCTV is the quality of the system and its imagery. This should be based on a series of comprehensive operational user and requirement tables. It requested that the CCTV will be monitored at all times, and therefore management plans and procedures, alongside data sharing protocols are required detailing the expectation of all parties. This will need to be embedded within contingency plans and overall policies and procedures. It should be acknowledged that despite the most careful appropriate design and incorporating the most sophisticated physical and electronic security measures the net result will be diminished without suitable policies and procedures. Moreover, the policies must be translated into practice through relevant management, training and evaluation. A policy folder on a shelf does not deliver the intended outcome; its implementation does.

Boundaries

A good secure boundary around the entire site and, in this case with an open plan development, to the rear and/or side of a building, will frustrate an intruder intent on breaking in and will also serve to limit the size and quantity of goods that can be easily removed. We would welcome the opportunity to discuss this with the applicant.

The Essex Police Designing out Crime Team would welcome further consultation as part of the planning process, and if there are any further queries around embedding designing out crime practices within this project, please do not hesitate to contact designingoutcrime@essex.police.uk.

Standard Informative 1: The Provisions of the Essex Act 1987, Section 13 (Access for the Fire Brigade) may apply to this Development and will be determined at Building Regulation Stage.

Standard Informative 2: You are reminded that the carrying out of building works requires approval under the Building Regulations in many cases as well as a grant of planning permission. If you are in doubt as to whether or not the work, the subject of this planning permission, requires such approval, then you are invited to contact the Building Control section

at Tendring District Council.

Standard Informative 3: If the development includes the construction of a new building on or at the boundary of 2 properties, work to an existing party wall or party structure or involve excavation near to and below the foundation level of neighbouring buildings, you are advised that the provisions of the Party Wall Act 1996 may apply to this development. An explanatory booklet concerning the implications of this Act is available online or from the District Council.

The attached notes explain the rights of appeal.

NOTES FOR GUIDANCE

WHEN PLANNING PERMISSION IS REFUSED OR GRANTED SUBJECT TO CONDITIONS

APPEALS TO THE SECRETARY OF STATE

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If you want to appeal, then you must do so within the set time frame as outlined below:
 - a. If this is a decision to refuse planning permission for a householder application, if you want to appeal against your local planning authority's decision then you must do so within **12 weeks** of the date of this notice. A **Householder Appeal Form** is required, available online at <https://www.gov.uk/planning-inspectorate>
 - b. If this is a decision to refuse planning permission for a minor commercial application, if you want to appeal against your local planning authority's decision then you must do so within **12 weeks** of the date of this notice. A **Planning Appeal Form** is required, available online at <https://www.gov.uk/planning-inspectorate>
 - c. If you want to appeal against your local planning authority's decision on a development which is not caught by a. and b. above then you must do so within **6 months** of the date of this notice. A **Planning Appeal Form** is required, available online <https://www.gov.uk/planning-inspectorate>
- Appeals must be made using the relevant form (as detailed above) which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel: 0303 444 5000) or online at <https://www.gov.uk/planning-inspectorate>. **Please note, only the applicant possesses the right of appeal.**
- The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted permission for the proposed development or could not have granted it without the conditions imposed having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.UK.](#)

ENFORCEMENT

- If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.

- If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months (12 weeks in the case of a householder or minor commercial appeal) of the date of this notice, whichever period expires earlier.