

1.0 Reason for Referral to the Planning Committee

- 1.1 This application is referred to the Planning Committee because it has been called in by Councillors Scordis, Goacher and Crow at the request of local residents who are concerned about the impact on parking and congestion.
- 1.2 It is to be noted that this type of planning application must be determined within 56 days. The application expires on the date of the Committee, but the applicant's agent granted an extension of time until 30th July 2021 (the day after the Committee). If no decision is made by 30th July 2021 and the applicant does not agree a further extension of time, the application will be determined by default and prior approval will have been granted.

2.0 Synopsis

- 2.1 The key issue for consideration is whether the proposed development is permitted development when assessed against Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (GPDO).
- 2.2 The application is considered to meet the criteria of the GPDO and is subsequently recommended for approval subject to conditions.

3.0 Site Description and Context

- 3.1 The site lies on the eastern side of North Station Road, the main pedestrian route connecting the town centre to the main line railway station serving Colchester. It is immediately to the north of a small row of picturesque listed cottages directly facing onto the River Colne and is adjacent to the North Bridge. The area is largely commercial in character with smaller retail and food units dominating the streetscene closest to the town centre which gives way to larger restaurants and light industrial uses as one moves north towards North Station. The area is identified within the current Local Plan for mixed use development. There is some residential use on the upper floors of buildings fronting onto this street, while the surrounding areas are allocated for predominantly residential uses. North Station Road was designated as an extension to the Town Centre Conservation Area recently as a tool to promote the regeneration of the area.
- 3.2 Riverside Office Centre itself is a large, three storey office block constructed in the 1960's and consists of three buildings known as Digby House, Century House and Fairfax House. The building is constructed of brown brick with sections of cream render. The roof is particularly distinctive as it exhibits a series of regularly undulating sections of render. Externally the building is undistinguished architecturally, reflecting a greater emphasis on its function rather than its form. However, this is fairly typical of buildings from the period, and it must be stated that the building is not unappealing.

4.0 Description of the Proposal

- 4.1 This application is a notification as to whether the local planning authority require prior approval to the change of use from office B1(a) to 93 units comprising of six studios, 42no. 1-bed, 26no. 2-bed and 19no. 3-bed units.
- 4.2 The ground floor level of Century House would remain in commercial use. Changes at ground floor would be associated with a new vehicle parking layout and the provision of cycle parking, refuse storage and communal amenity space. No external alterations to the building are proposed.

5.0 Land Use Allocation

- 5.1 The current Local Plan identifies the site as an Employment Zone and Environment Agency National Flood Zone. The emerging Local Plan allocates the site as a New Residential-led Mixed Use Allocation.

6.0 Relevant Planning History

- 6.1 Application reference 163227 is relevant in that it granted prior approval in February 2017 for the conversion of the building, under Class O permitted development rights to 89 residential units. This permission has not been implemented and has since expired.
- 6.2 More recently, a full planning application for alterations to the façade (comprising the enlargement of existing high level windows) was granted permission (reference 211007, approved June 2021) while two prior notification applications for the conversion of the office buildings into 101 residential units (reference 211157) and 99 residential units (211236) were withdrawn. Application 211157 included the recently improved alterations to the façade of the building within the existing and proposed plans, despite this work not yet having been carried out, while application 211236 was considered to create residential units with inadequate access to natural light. Both applications were withdrawn on the advice of the case officer as they would otherwise have been refused.

7.0 Principal Policies

- 7.1 The prior approval application is not an application for planning permission but is a notification assessed against criteria set out in the Town and Country Planning (General Permitted Development Order) (England) 2015 (as amended) (GPDO) Schedule 2, Part 3, Class O.

8.0 Consultations

- 8.1 The stakeholders who have been consulted and who have given consultation responses are as set out below. More information may be set out on our website.
- 8.2 The Contaminated Land Officer raises no objection to the proposal.

- 8.3 Environmental Protection do not object to the proposal subject to conditions requiring details of a noise mitigation design, including attenuation design and mechanical ventilation.
- 8.4 Private Sector Housing acknowledge that the units meet the minimum space standards but have made general comments about how the living environment could be improved and what other criteria will need to be met.
- 8.5 The Highway Authority raise no objection subject to conditions, including the car park being laid out prior to occupation of the development, the provision of details relating to cycle storage and the provision of Residential Travel Packs.
- 8.6 No response was received from the Environment Agency at the time of writing this report.
- 8.7 Natural England recommend that a Habitats Regulations Assessment is undertaken to secure any necessary mitigation.

9.0 Parish Council Response

- 9.1 This area is non-parished.

10.0 Representations from Notified Parties

- 10.1 The application resulted in a number of notifications to interested third parties including neighbouring properties. The full text of all of the representations received is available to view on the Council's website. However, a summary of the material considerations is given below.
- 10.2 22 local residents and the Colchester Civic Society have submitted letters of objection. An additional general comment was received. The main reasons for objecting are summarised as follows:
- Area leading to entrance of the site suffers from congestion, illegal parking and dangerous driving due to lack of space for vehicles.
 - Oversized service vehicles using Causton Road would still have access to the site.
 - More residents mean more vehicles and that will increase risks of accidents.
 - No detail on how the parking will be managed on the site; will there be a barrier system?
 - Application form states site is not within the curtilage of a listed building. The first two buildings on the corner of North Station Road/Causton Road are listed buildings.
 - Vacant buildings should be demolished and replaced with a newly designed and appropriate housing provision.
 - Unattractive buildings are in the North Station Road Conservation Area.
 - Large increase in unwelcome traffic.
 - What consideration is there for more noise?

- Dangerous to provide 100% social housing. This will lead to antisocial behaviours on an increased scale.
- A split (part private/part social) would be better.
- The schools, doctors and parking in the area are oversubscribed.
- Proposed parking is below the adopted standards.
- Inclusion of electrical charge points takes up valuable parking spaces. The average social housing tenant is not going to be able to afford an electric car.
- Landscaping is a welcome addition to the plans but doesn't go far enough to cover the whole site.
- An Article 4 Direction should be put on the buildings to remove permitted change of use from office to residential.
- When offices were in use, the roads of North Station Road, Albert Street and all the surrounding rat runs were grid locked every morning and night; luckily only on weekdays with weekends being quiet.
- Traffic flow will be back; this time all day and every day.
- Noise to any new residents will be significant with delivery lorries arriving to the shops from 6 am and pizza delivery until 2 am the following morning.
- North Station Road has one of the worst air quality readings in Colchester.
- Growing congestion problems.
- Parking will become a greater problem in Causton Road and Albert Street as the residents of the new flats will be entitled to resident parking permits.
- Extra vehicles in the area would lead to more frequent illegal parking which is both a danger and an inconvenience.
- Local pollution will worsen with increased traffic and intensified congestion.
- Garages for residents of Riverside Walk are located within the car park; how does access to these work?

11.0 Parking Provision

11.1 Discussed in the main report below.

12.0 Accessibility

12.1 Not applicable under Class O, Part 3, Schedule 2 GPDO.

13.0 Open Space Provisions

13.1 Discussed in the main report below.

14.0 Air Quality

14.1 The site is outside of any Air Quality Management Area and will not generate significant impacts upon the zones.

15.0 Planning Obligations

15.1 Not applicable

16.0 Report

- 16.1 At the outset it should be noted that by reason of the national permitted development right the principle of the development is not open to consideration; the principle of the proposed use should be treated as being acceptable having regard to that right with only matters of detail being relevant to this assessment. The Secretary of State has granted planning permission under the GPDO subject to criteria. The principle is therefore established.
- 16.2 These matters are set out by Class O and paragraph W of Part 3 of Schedule 2 to the General Permitted Development (England) Order 2015 (as amended).
- 16.3 To enable the office to residential conversion to take place, Class O states that the change of use is not permitted if:
- (a) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order—
 - (i) on 29th May 2013, or
 - (ii) in the case of a building which was in use before that date but was not in use on that date, when it was last in use;
 - (b) the site is, or forms part of, a safety hazard area;
 - (c) the site is, or forms part of, a military explosives storage area;
 - (d) the building is a listed building or is within the curtilage of a listed building;
or
 - (e) the site is, or contains, a scheduled monument.
- 16.4 If the above criteria are met, Class O requires the developer to notify the Council to establish whether the prior approval of the authority will be required. The scope of matters that can be considered is very limited and only includes the following criteria:
- (a) transport and highways impact of the development,
 - (b) contamination risks on the site,
 - (c) flooding risks on the site,
 - (d) impacts of noise from commercial premises on the intended occupiers of the development, and
 - (e) the provision of adequate natural light in all habitable rooms of the dwellinghouses.
- 16.5 Matters such as the provision of amenity space or the internal layout of the proposed units can therefore not be taken into consideration.

- 16.6 Paragraph 9A of the GPDO also states that Schedule 2 does not grant permission for, or authorise any development of, any new dwellinghouse
- (a) where the gross internal floor area is less than 37 square metres in size; or
 - (b) that does not comply with the nationally described space standard issued by the Department for Communities and Local Government on 27th March 2015.

Compliance with Permitted Development

- 16.7 The building was last operated and used for B1(a) office use. The lawful use of the site is not disputed. This was also accepted as part of the previous prior notification application which granted prior approval for the conversion of the buildings the subject of this application from office to residential use (reference 163227).
- 16.8 The site is not, and does not form part of, a safety hazard area or military explosives storage area; it is not listed or located within the curtilage of a listed building nor is it, or contains, a scheduled monument. Whilst there are cottages in the vicinity that are listed, this site does not form part of their curtilage.
- 16.9 It is noted that objections were received, which claim that the site is located within the curtilage of a listed building (namely 25 and 27 North Station Road and Nos 1, 3 & 4 (Riverside Cottages), North Station Road, Colchester), however, this is not the case. The criteria for permitted development are therefore met.

Transport and Highways Impacts

- 16.10 The Highway Authority understands the concerns from local residents about transport impact, however, based on the information available to them, and considering the lawful use of the site, they raise no objection to the proposed change of use subject to conditions (including the car parking facilities to be laid out as indicated on the approved plans; the provision of details with regards to the storage of bicycles and the provision of Residential Travel Packs). Your Officer has discussed the proposed development at length with the Highway Authority prior to writing this report in order to fully understand the highway impact of the proposed development having regard to the concerns that were raised by local residents.
- 16.11 One of the main concerns that was raised relates to the proposed change of use of the buildings resulting in increased vehicle movements to and from the site which residents fear would cause local congestion. The lawful use of the buildings for office purposes however needs to be acknowledged. Despite the building currently being vacant, it could be brought back into office use in the future and without the need for any adaptation. In highway terms, the proposed change of use therefore has to

be assessed against its lawful fallback for an office use in terms of trip generation. As an office use, it is likely that vehicular movements are concentrated to peak flows in the morning and evening, i.e. between 07:30 and 09:00 and 15:30 and 18:00 respectively. These movements are not too dissimilar to those of residents leaving to and coming home from work and going about their daily business. In any event, it is considered that a residential use would result in less peak flows than the office use as residents are more likely to leave and return to the site at different times throughout the day, thus causing a more natural flow of traffic rather than creating peak flows, which would help avoid congestion.

- 16.12 Another matter for consideration is parking. The development would provide 120 car parking spaces for the proposed 93 units. This includes nine electric vehicle charging spaces and two car club spaces. 19 parking spaces would be retained for the existing retail premises.
- 16.13 As per current parking standards, the proposed residential use would require the provision of 138 car parking spaces. The application therefore falls short of this requirement by 18 spaces. The site is however located in a highly accessible and very sustainable location, within walking distance of the town centre and the main railway station serving Colchester. The adopted Parking Standards SPD accepts that reductions of the vehicle standard may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport. This is clearly the case in this instance and as such, reduced parking provision can be considered acceptable for this site. Future occupiers of the proposed units will know that there are limited parking facilities on the site and that they may not be guaranteed a second space. They would not be able to lawfully park their vehicle in the adjoining roads as these are single or double yellow lined and permit parking zones only.
- 16.14 This matter was discussed with the North Essex Parking Partnership (NEPP) who are the responsible authority for issuing parking permits. They confirmed that when a building is converted into residential properties, the new addresses are not automatically entered into the permit scheme, especially if they have access to off-street parking on the site. The Traffic Regulation Order for the permit zone will state which properties are eligible for a permit, this would need to be amended to allow the new properties to be eligible for permits. However, the NEPP confirmed that conversions within (or in this instance adjacent to) a permit scheme are not normally included into the permit scheme, even if a formal application is made. This is because new properties and the possibility of them having up to two permits per property would upset the balance of the parking scheme and it would be oversubscribed. The proposed development is therefore unlikely to have an impact on parking in the surrounding roads. Should illegal parking occur in these areas, then this can be enforced (also by the NEPP).
- 16.15 The applicant's agent explained that the existing barrier at the entrance to the site will be retained and the building's management company will be responsible for managing the car park. They also confirmed that with

regard to delivery vehicle parking, the car park layout has been designed so that the commercial units retain a small area of car parking at the rear of Century House (there is no net loss of parking for these units). Delivery vehicles will have key fob access to this area via the shared entrance. Delivery vehicles will be restricted to the commercial parking area only. They will not be permitted to park in any other part of the car park. The management team will be responsible for the day to day operation of the car park and will therefore ensure that the delivery vehicles park in their designated areas only.

- 16.16 In summary, it is understood that the proposed change of use may be perceived to increase vehicle movements in the area, however, the lawful use of the site as an office, and its associated vehicle movements, are a matter that needs to be taken into consideration in the assessment of this proposal. With the proposed car park being managed by a management company and the proposed use having the potential to result in a more spread out flow of traffic, thus causing less peak traffic movements, it is held that the proposed development could represent an improvement upon the existing lawful office use. The proposed parking arrangement is acceptable given the site-specific circumstances and the vehicle movements associated with the proposed use are not considered to cause such a severe impact on the highway network that would render the proposal unacceptable. Consequently, it is considered that, subject to conditions, the proposed transport and highway impacts of the development would be acceptable.

Contamination risks on the site

- 16.17 The Council's Contaminated Land Officer states that, based on the information provided, they consider that the conclusion that the principle of a conversion to residential use at the site is acceptable is reasonable. Consequently, no further information will be required by Environmental Protection with respect to land contamination matters.
- 16.18 The applicant's attention should be drawn to the recommendations that with respect to asbestos containing building materials, a full programme of surveys, removal and clearance verification will need to be carried out prior to the change of use.

Flooding risks on the site

- 16.19 The building lies within Flood Zone 3, however, no vulnerable uses are proposed at ground floor, which would remain as commercial units and conversion of the building has previously been accepted by the Environment Agency (as part of prior notification application 163227). No response was received as part of this application, despite repeated requests. The site also appears to benefit from flood defenses. It is therefore considered that the conversion of the upper floors of the application buildings do not increase the risk of flooding on the site. Should a response from the Environment Agency be received prior to the

Committee, then this will be reported to Members on the Amendment Sheet.

Impacts of noise from commercial premises on the intended occupiers of the development

- 16.20 There are commercial premises at ground floor of Century House and along North Station Road. The car park would also be used by delivery vehicles. The applicant has agreed to the principle of providing mechanical ventilation, as it was suggested by the Council's Environmental Protection Officer. Such details could be secured via condition which would enable the Council to ensure that future occupiers of the proposed development would benefit from acceptable living standards considering the internal and external generated noise from commercial premises and the car park. Subject to this, the proposed impact on future occupiers is considered acceptable.

The provision of adequate natural light in all habitable rooms of the dwellinghouses

- 16.21 Each habitable room within each of the proposed residential units would benefit from at least one generous sized window, thus providing adequate natural light for future occupiers of the proposed units. The proposal does therefore not cause any concerns with regard to this matter.

Other Matters

- 16.22 The submitted floor plans indicate that the proposed residential units comply with the Department of Communities and Local Government (DCLG) National minimum prescribed space standards. This was acknowledged in principle by the Council's Private Sector Housing team.
- 16.23 The matters assessed above are the only matters that can be taken into consideration as part of this prior notification application. All other matters that were raised by local residents (where they have not been discussed above) are therefore not capable of being addressed as part of this application. This includes the future occupiers of the site, which the application proposes to be for 100% social housing. It may however be worth noting that the applicant confirmed that they are working in partnership with a Housing Association who will be responsible for the management of the property. They also state that they have been in discussions with the Council's housing team to ensure that the mix of units meets identified local affordable housing need.
- 16.24 Private amenity space is another matter that cannot be given any consideration as part of this assessment, however, following concerns raised as part of the recently withdrawn prior notification applications, the current application is supported by an indicative site plan which shows the provision of a small area of outdoor space, including a children's play area, which is considered to represent a benefit.

- 16.25 Comments with regards to residents of Riverside Walk benefitting from garages within the car park of the site are noted. The garages are not included within the red line area, and it is understood that residents currently have a right of way, via a type of drive, to the north of the site which is also outside the site's boundary. The right of way then continues across the car park to the garages.
- 16.26 The applicant confirmed that the scheme has been designed to retain a similar parking layout to existing. The parking spaces are positioned either side of the right of way. The applicant's intention is to resurface the right of way with anti-slip surfacing in order to create a safer and better-defined route to the garages.
- 16.27 As mentioned above, the applicant has offered to prepare a car park management plan which will ensure the safe operation of the car park and can be secured via condition. Such a plan will ensure that the right of way is preserved and that it remains unobstructed.
- 16.28 Private Sector Housing explain that it is unclear whether the proposed units meet other space standards set out by the DCLG, including minimum bedroom widths and storage areas as there are no dimensions, minimum widths shown for rooms, etc. The developer must ensure the dwellings meet all DCLG space standards.
- 16.29 It is noted that many of the one bedroom dwellings are only suitable for one person under the DCLG space standards. They are not suitable for two people. If any of the dwellings are to be potentially rented, the Private Sector Housing team will take action to prohibit the number of people occupying the dwellings to the appropriate number depending on the DCLG space standards.
- 16.30 Other comments from the Private Sector Housing team, including (amongst others) kitchens to meet or exceed the minimum requirements for kitchen facilities for self-contained units; windows being required to meet current building regulations; the roofs being surveyed for their current life expectancy and condition; walls to meet current building regulations insulating values for domestic dwellings; there not being any elevator access to some dwellings or amenity space allocated for secure drying of clothing are noted but are not matters that can influence a decision for this application. The comments have been forwarded to the applicant so that they can ensure the development meets the requirement of the relevant legislation (including building regulations which will have to be applied for separately).
- 16.31 The site's location in a conservation area is noted, however, the limited scope of this prior notification application does not allow for such matters to be assessed. The GPDO does not exclude conversions of buildings situated within a conservation area and this should therefore not be a reason to oppose the proposal. It is also important to note that no external alterations are proposed to the building and as such, the appearance of

the conservation area would not be impacted by the proposed change of use.

- 16.32 Residents have asked that an Article 4 Direction should be imposed on this site to remove permitted development rights that would otherwise apply by virtue of the GPDO. First and foremost, it is important to note that an Article 4 Direction does not prevent the development to which it applies, but instead requires that planning permission be first obtained from the local planning authority for that development. It gives a local planning authority the opportunity to consider a proposal in more detail, i.e. assessing it against policies in the Development Plan.
- 16.33 Provided that the local authority considers it expedient, an Article 4 Direction can cover an area of any geographic size, from a specific site to a local authority-wide area. The designation of an article 4 is a time consuming process and outside the scope of the current 56 days allowed for determination of the current application.
- 16.34 The reasons for asking the Council to impose an Article 4 Direction on this site are not strong enough. This application has been referred to the Planning Committee in order for the concerns that have been raised by local residents to be heard and discussed by Members of the Planning Committee. The matters raised will therefore be given due consideration before a decision on the application is made. Furthermore, with most of the objections relating to transport and highway impacts, this matter was discussed with the Highway Authority who confirmed that, if an application for full planning permission were to be made, they would be unlikely to provide a different response given that they are able to consider all transport and highway related matters with regards to this application and whether the proposal is the subject of a prior notification or a full planning application does not impact on how they assess the potential impacts of the proposed scheme.
- 16.35 Your Officers do therefore not consider it expedient or achievable in the timescale to impose an Article 4 Direction on this site, given that the main concerns of local residents are capable of being fully assessed as part of this prior notification application. It is also considered that with the above assessment not identifying any significant or material harm to the amenity of the site and its immediate surroundings, the removal of permitted development rights could not be appropriately justified. Furthermore financial compensation may be due in such circumstances.
- 16.36 A Wildlife Mitigation payment is now required for all new dwellings following the latest guidance received from Natural England. In accordance with emerging Essex Coast RAMS requirements, a proportionate financial contribution will be required to mitigate wildlife impact from recreational disturbance (i.e. potentially caused by people occupying new residential units). This equates to £127.30 (a total of £11,838.90). The payment will need to be made prior to the determination of the application and would be returned if the development is not commenced within the 3 year commencement date period. The agent confirmed that they will make the

payment on the date a decision is due should prior approval be granted by this Committee.

17.0 Conclusion

- 17.1 To summarise, the proposed development complies with the criteria set out in Schedule 2, Part 3, Class O of the GPDO and therefore represents development that is permitted under this class of the GPDO.

18.0 Recommendation to the Committee

- 18.1 The Officer recommendation to the Committee is for:

Prior notification is required and hereby granted, subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the details shown on the submitted Drawing Numbers
010621/P/08 Ground Floor Plan
010621/P/09 First Floor Plan as Proposed
010621/P/10 Second Floor Plan as Proposed
010621/P/11 First Floor Plan as Proposed
010621/P/12 Second Floor Plan as Proposed
010621/P/13 Third and Fourth Floor Plan as Proposed
010621/P/14 Fifth Floor Plan as Proposed
010621/P/15 Elevations 1
010621/P/16 Elevations 2
010621/P/17 Elevations
010621/P/18 Elevations
010621/P/19 General Arrangement Amenities and Landscape Details
010621/P/20 Site Map
Reason: For the avoidance of doubt as to the scope of this permission and in the interests of proper planning.
2. Prior to first occupation of the development hereby approved, a scheme to demonstrate that the internal noise levels within the residential units and the external noise levels in amenity areas will conform to the standard identified by BS 8233 2014, Sound Insulation and Noise Reduction for Buildings - Code of Practice and Approved Document E: resistance to the passage of sound, shall be submitted to and approved in writing by the Local Planning Authority. The scheme will include details of mitigation measures, including, but not limited to, noise attenuation measures and mechanical ventilation (as required). Any work specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.
Reason: To ensure that the amenity of future residents is protected from excessive noise and the development provides satisfactory living conditions in accordance with BS4142:1997.

3. The landscaping details as shown on the approved drawings shall be carried out in full prior to the end of the first planting season following the first occupation of the development or in such other phased arrangement as shall have previously been agreed, in writing, by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die, are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority agrees, in writing, to a variation of the previously approved details.
Reason: In order to ensure that there is a sufficient landscaping scheme for the development where there is insufficient detail within the submitted application.
4. Prior to the first occupation of the development hereby approved, a car park management plan which will ensure the safe operation of the car park and the right of way to neighbouring garages is preserved and remains unobstructed at all times, shall be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and to ensure the continued safe passage and accessibility of garages belonging to neighbouring occupiers.
5. The development shall not be occupied until such time as the car parking facilities, indicated on the approved plans, including any spaces for the mobility impaired has been signed, allocated, hard surfaced, sealed and marked out in parking bays. The car parking area shall be retained in this form at all times and shall not be used for any purpose other than the parking of vehicles related to the use of the development thereafter.
Reason: To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety.
6. Prior to the occupation of the proposed development, details of the provision for the storage of bicycles sufficient for all occupants of that development shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall be secure, convenient, covered and provided prior to the first occupation of the proposed development hereby permitted within the site which shall be maintained free from obstruction and retained thereafter.
Reason: To promote the use of sustainable means of transport.
7. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation and distribution of Residential Travel Information Packs for sustainable transport for the occupants of each dwelling, approved by Local Planning Authority, to include six one day travel vouchers for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.
Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport.

19.0 Informatives

19.1 The following informatives are also recommended:

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 or by post to:

SMO1 – Development Management
Essex Highways Ardleigh Depot,
Harwich Road,
Ardleigh,
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