



**REPORT of
ASSISTANT DIRECTOR: PLANNING AND IMPLEMENTATION**

to
**SOUTH EASTERN AREA PLANNING COMMITTEE
10 APRIL 2024**

Application Number	24/00105/FUL
Location	Town Steps The Quay Burnham-on-Crouch Essex
Proposal	Construction and installation of a replacement town pontoon, which includes replacement floating pontoon, refurbishment and reinstatement of access walkway and associated works.
Applicant	Ms Katy Moore – Maldon District Council
Agent	Mr Alan Dempsey – Nex Architecture
Target Decision Date	10.04.2024
Case Officer	Juliet Kirkaldy
Parish	BURNHAM SOUTH
Reason for Referral to the Committee / Council	Council application

1. RECOMMENDATION

APPROVE subject to the conditions (as detailed in Section 8 of this report).

2. SITE MAP

Please see below.

Town Steps - The Quay - Bunrham On Crouch
 24/00105/FUL



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 Maldon District Council 100018588 2014



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Scale:	1:625
Organisation:	Maldon District Council
Department:	Department
Comments:	South East Area Committee
Date:	20/03/2024
MSA Number:	100018588

3. SUMMARY

3.1 Proposal / brief overview, including any relevant background information.

- 3.1.1 The application site is located in an area of intertidal mudflats and foreshore on the seaward side of the seawall within Burnham-on-Crouch Conservation Area, opposite the junction of The Quay with Shore Road and The Anchor Hotel.
- 3.1.2 The Quay forms part of a National Cycle Route and accommodates a Public Right of Way (PROW) (No 11. Burnham-on-Crouch). The site extends down to Low Water Level of the River Crouch and is tidal. There are neighbouring jetties / pontoons along The Quay.
- 3.1.3 The application site is the same location / footprint as the previous 'Town Steps Pontoon' which was destroyed during Storm Eunice in 2022. The five existing piles remain in place.
- 3.1.4 The proposal includes a replacement floating pontoon, refurbishment and re-installation of access walkway, and associated works.
- 3.1.5 Access to the site is gained by a gate 'Ferry Gate' which has a width of 2.5 metres. The application does not propose an alteration to the existing gate or the existing sea wall (owned by the Environment Agency).
- 3.1.6 It is proposed to reuse the existing five piles and access bridge which has a length of 7.5 metres and width of 1.7 metres. The access bridge was salvaged after the storm and is currently in storage. A structural inspection carried out in in October 2023 concluded that these structures were in sound condition and suitable for reuse.
- 3.1.7 The access deck would have a length of approximately 42 metres and a width of 2.5 metres. The floating hammerhead pontoon would have a width of 12.9 metres and a depth of 2.5 metres. The floats would be fibre concrete cased polystyrene filled floatation units. There are also 8 1 tonne mooring cleats proposed. Wood boards are proposed for the deck. The proposal includes a perimeter galvanised handrail (height of 1.1 metres). The freeboard distance would be 0.5 metres. There are two life ring stands to the east and west of the hammerhead pontoon.
- 3.1.8 The submitted Design and Access Statement states that, *'The former pontoon was a popular local attraction which was widely used by visitors and the local community to access the water of the River Crouch for various leisure activities (such as crabbing). In addition, the previous pontoon also served as a landing point for a foot passenger ferry which carries passengers back and forth across the river. The destruction of the former pontoon in 2022 resulted in the loss of a valuable community asset for the local area. Maldon District Council is therefore keen to reinstate the pontoon and restore public access to the waterfront.'*
- 3.1.9 The planning application is accompanied by the following supporting documents:
- Design and Access Statement
 - Preliminary Ecological Appraisal
 - Flood Risk Assessment
 - Proposed / Existing Block Plan
 - Proposed /Existing Elevation

- Site Location Plan
- Assembly / Installation of Walkway Pontoons

3.2 Conclusion

- 3.2.1 It is considered that the principle of development is acceptable, and no objections are raised in relation to the impact of the proposal on the character or appearance of the area (which is a Conservation Area) and the amenity of local residents, flood risk or nature conservation (subject to conditions imposed relating to ecology).

4. MAIN RELEVANT POLICIES

Members' attention is drawn to the list of background papers attached to the agenda.

4.1 National Planning Policy Framework 2023 including paragraphs:

- 7 Sustainable development
- 8 Three objectives of sustainable development
- 10 – 12 Presumption in favour of sustainable development
- 38 Decision making
- 47 – 50 Determining applications
- 54 – 57 Planning conditions and obligations
- 119 – 123 Making effective use of land
- 126 – 136 Achieving well designed places
- 184 – 202 Conserving and enhancing the historic environment

4.2 Maldon District Local Development Plan 2014 – 2029 approved by the Secretary of State:

- S1 Sustainable Development
- S8 Settlement Boundaries and the Countryside
- D1 Design Quality and Built Environment
- D2 Climate Change and Environmental Impact
- D3 Conservation and Heritage Assets
- D5 Flood Risk and Coastal Management
- E5 Tourism
- H4 Effective Use of Land
- N2 Natural Environment and Biodiversity
- N3 Open Space Sport and Leisure
- T2 Accessibility
- I1 Infrastructure and Services

4.3 Burnham-on-Crouch Neighbourhood Development Plan (7 September 2017)

- Policy EN.1 Flood Prevention
- Policy RI.1 Protection and Improvement of the Riverside
- Policy RI.2 Design Sensitivity of Riverside Developments

4.4 Relevant Planning Guidance / Documents:

- National Planning Policy Framework (NPPF)

- National Planning Policy Guidance (NPPG)
- Burnham-on-Crouch Neighbourhood Plan
- Essex Coast Recreation Disturbance Avoidance Mitigation Strategy (RAMS)

5. **MAIN CONSIDERATIONS**

5.1 **Principle of Development**

5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA 2004), Section 70(2) of the Town and Country Planning Act 1990 (TCPA 1990), and Paragraph 47 of the NPPF require that planning decisions are to be made in accordance with the Local Development Plan (LDP) unless material considerations indicate otherwise. In this case the Development Plan comprises of the adopted Maldon District Local Plan 2014-2029 (The Local Development Plan or LDP).

5.1.2 Policy S1 of the LDP states that “When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF” and apply a number of key principles in policy and decision making set out in the Policy.

5.1.3 The application site is situated outside of the defined development boundary for Burnham-on-Crouch and therefore policies of rural constraint apply. However, given that there has been a recent pontoon (destroyed in a storm in 2022) in an identical location and of similar design / appearance, the principle of development has been established and is accepted. Therefore, in assessing the current application the main considerations relate to design and appearance and the impact on the wider area.

5.2 **Design and Impact on the Character of the Area**

5.2.1 The planning system promotes high quality development through good inclusive design and layout, and the creation of safe, sustainable, liveable and mixed communities. Good design should be indivisible from good planning. Recognised principles of good design seek to create a high-quality built environment for all types of development. It should be noted that good design is fundamental to high quality new development and its importance is reflected in the NPPF. The NPPF states that:

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account local design standards, style guides in plans or supplementary planning documents”.

5.2.2 This principle has been reflected in the LDP. The basis of policy D1 of the LDP seeks to ensure that all development will respect and enhance the character and local context and make a positive contribution in terms of:

- a) *Architectural style, use of materials, detailed design features and construction methods. Innovative design and construction solutions will be considered where appropriate;*
- b) *Height, size, scale, form, massing and proportion;*
- c) *Landscape setting, townscape setting and skylines;*

d) *Layout, orientation and density.*

- 5.2.3 Similar support for high quality design and the appropriate layout, scale and detailing of development is found within the Maldon District Design Guide (MDDG) (2017).
- 5.2.4 In addition, policy H4 requires all development to be design led and to seek to optimise the use of land having regard amongst others, to the location and the setting of the site, and the existing character and density of the surrounding area. The policy also seeks to promote development which maintains, and where possible enhances, the character and sustainability of the surrounding area; is of an appropriate scale and design that makes a positive contribution to the character of the surrounding area; and does not involve the loss of any important landscape, heritage features or ecology interests.
- 5.2.5 The proposed pontoon would be highly visible from the public realm and would utilise an existing access from the sea wall. There would not be any direct interference from the placement of the structure with other structures or jetties within the estuary. It is therefore considered acceptable in this regard.
- 5.2.6 The proposed layout, positioning and design of the pontoon would have similar characteristics to the previous pontoon. It would also be similar in character and appearance to other waterfront structures in the vicinity and therefore is not considered to be out of keeping with the other facilities in the area.
- 5.2.7 It is noted that the current proposal includes a handrail around the perimeter of the pontoon to 'provide greater safety for visitors' whereas the previous pontoon had only a central rail. The Design and Access Statement also states that to, '*ensure the pontoon is more robust in storm conditions, protected floats will be used and additional structure incorporated within the joints between floats. A strengthened hammerhead pontoon also mitigates against adverse weather conditions and damage from the foot passenger ferry*'.
- 5.2.8 The proposed external materials of the pontoon are appropriate to the locality. They are also similar in appearance to that of the previous pontoon and therefore compatible with the surroundings.

Heritage Impact

- 5.2.9 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to pay special attention to desirability of preserving or enhancing the character or appearance of the conservation area. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that the Council must have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses. Similarly, policy D3 of the LDP states that development proposals that affect heritage assets must preserve or enhance its special character, appearance, setting and any features and fabric of architectural or historic interest. Where a proposed development would cause less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 5.2.10 The site is situated partially within the designated Conservation Area for Burnham-on-Crouch. The Burnham-on-Crouch Conservation Area Review and Character Appraisal (2004) refers to the '*many significant features of marine activity*' which remain along the quay, such as '*projecting wharfs, jetties, cranes, shell traps and even the formation of Priors dock*' (page 13).

- 5.2.11 The Specialist – Conservation and Heritage has been consulted and raised no objection stating that, *'the proposed replacement pontoon will cause no harm to the character or appearance of the Burnham-on-Crouch Conservation Area or to the setting or significance of any nearby heritage assets, including the grade II listed Royal Corinthian Yacht Club. The pontoon will be very similar in design to the previous pontoon which was destroyed by Storm Eunice in 2022'*.
- 5.2.12 In conclusion, it is considered that the development proposed would be in keeping with the character and appearance of the site and surrounding area, similar to the previous pontoon and would not detract from the character or appearance of the Conservation Area. The proposal accords with the Policy S1, D1, D3 and H4 of the LDP, MDDG 2017 and the NPPF.

5.3 Impact on Residential Amenity

- 5.3.1 The basis of Policy D1 of the approved LDP seeks to ensure that development will protect the amenity of its surrounding areas taking into account privacy, overlooking, outlooks, noise, smell, light, visual impact, pollution, daylight and sunlight. This is supported by Section c07 of the MDDG (2017). Policy H4 requires consideration of the effect of development on neighbouring amenity and safety.
- 5.3.2 The nearest neighbouring residential properties are situated over 20 metres from the application site at The Quay and along Shore Road. Given the distance of separation, the nature of the proposal and the recent previous pontoon at the site (destroyed in storm of 2022), it is not considered that the development would represent an unneighbourly form of development or give arise to a demonstrable impact on the amenities of the occupiers of neighbouring properties.
- 5.3.3 No objections have been received from neighbouring properties.
- 5.3.4 The proposal is in accordance with Policy D1 of the LDP and the NPPF.

5.4 Accessibility

- 5.4.1 Policy T2 of the LDP aims to create and maintain an accessible environment, requiring development proposals, inter alia, to provide accessible environments which are inclusive for all sectors of society and increase opportunities for social interaction.
- 5.4.2 The NPPF refers in paragraph 110 (b) to, *'ensuring safe and suitable access to the site can be achieved for all users'*.
- 5.4.3 The proposed development would utilise the existing access to the site provided by a gate 'Ferry Gate'. This gate is owned and maintained by the Environment Agency. The submitted Design and Access Statement states that, *'The gate has a clear width of 2.5m and is split into two leaves (one wider than the other) which are connected via a hinge. Due to the size of the bankseat, the larger leaf cannot be fully opened so access is only granted via the smaller leaf. The proposal does not improve or alter the existing gates in any way'*.
- 5.4.4 A representation has been received from a member of the public concerned as to whether accessibility for individuals with limited mobility has been taken into consideration including, accessible ramp / lift, non-slip surfaces and handrails, accessible seating options and facilities.

- 5.4.5 The submitted plans propose a handrail around the perimeter of the pontoon. There is also an existing access bridge providing access to the pontoon. The applicants have confirmed that a non-slip surface will be used. The application proposes to reutilise the existing access bridge and gate, there is a steep gradient and narrow access point which restricts wheelchair users, particularly at low tide. There is also insufficient space on the walkway to provide seating. The applicants have indicated they are proposing to install signage relating to the pontoon, however, details of such have not been provided as part of this application.
- 5.4.6 The proposal does not incorporate existing / proposed car parking or access for vehicles.
- 5.4.7 The proposal is in accordance with Policy D1 of the LDP and the NPPF.

5.5 Flood Risk

- 5.5.1 Policy D5 of the LDP sets out the Council's approach to minimising flood risk. Policy S1 of the LDP requires that new development is either located away from high risk flood areas or is safe and resilient where it is not possible to avoid such areas.
- 5.5.2 The site is situated within Flood Zone 3b (functional flood plain).
- 5.5.3 A Flood Risk Assessment (FRA) (prepared by Evans Rivers and Coastal, January 2024) has been submitted as supporting documentation. The FRA concludes that, *'The proposed structure will rise and fall with the tide up to a height similar to the level of Shore Road (3.80 AOD). A warning and evacuation strategy has been developed within this assessment. It is proposed that the site operators register with the Agency's Flood Warning Direct and prepare a Business Flood Plan. It is considered that there is negligible risk of groundwater flooding at the site and there is a very low surface water flooding risk'*.
- 5.5.4 The proposed development would be classified as a *'water compatible development'* (as defined within Annex 3 of the NPPF). Therefore, this type of development is considered acceptable in this location.
- 5.5.5 The only immobile aspect of the development would be the five existing piles, all the other elements would rise and fall on the tide. Given, the previous development at the site, it is not considered that the development would materially affect tidal flow or the build-up of silt.
- 5.5.6 The Environment Agency was consulted on the application, however, at the time of drafting the Committee report a response had not been received. A verbal update will be provided at the meeting.
- 5.5.7 Subject to the response from the Environment Agency, the proposed development is considered to be in compliance with Policy D5 and S1 of the LDP and the NPPF.

5.6 Ecology and Biodiversity

- 5.6.1 Paragraph 170 of the NPPF states that *'planning policies and decisions should contribute to and enhance the natural and local environment by; (amongst other things) minimising impacts on and providing net gains for biodiversity'*.
- 5.6.2 Policy S1 of the LDP includes a requirement to conserve and enhance the natural environment, by providing protection and increasing local biodiversity and geodiversity, and effective management of the district's green infrastructure network.

- 5.6.3 Policy N1 of the LDP states that open spaces and areas of significant biodiversity or historic interest will be protected. There will be a presumption against any development which may lead to the loss, degradation, fragmentation and / or isolation of existing or proposed green infrastructure. Policy N2 of the LDP states that, any development which could have an adverse impact on sites with designated features, priority habitats and / or protected or priority species, either individually or cumulatively, will require an assessment as required by the relevant legislation or national planning guidance. Where any potential adverse effects to the conservation value or biodiversity value of designated sites are identified, the proposal will not normally be permitted.
- 5.6.4 The site is situated within the designated 'The Essex Estuaries (Special Area of Conservation (SAC)), Crouch and Roach Estuaries (Sites of Special Scientific Interest (SSSI)), Crouch and Roach Estuaries Mid Essex Coast Phase 3 (RAMSAR and Special Protection Area (SPA)) and Outer Thames Estuary (SPA)'.
- 5.6.5 A Preliminary Ecological Appraisal (James Blake Associates, January 2024) has been submitted as supporting documentation. The report concludes that, *'the proposed development is considered unlikely to be adversely detrimental to designated area, protected species or habitats. However, a number of considerations and enhancements are recommended with respect to overall biodiversity. It is recommended that any disturbance is undertaken within the nesting season, which is deemed to be from March to September. This is deemed necessary as it will create as little disturbance as possible, compared to winter periods when the estuarine mudflats will be abundant with wintering wildfowl and waders, including brent geese. It is recommended that retro fit timber add ons are fitted to the replacement pier metal poles and drilled with various sized holes. This would provide a micro habitat for a number of aquatic wildlife. Works should be undertaken during times of low tide and following an appropriate Construction Method Statement'*.
- 5.6.6 Natural England (NE) were consulted on the application and commented that, *'the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes'*.
- 5.6.7 The Council's Ecology Consultant was also consulted and raised no objection subject to a pre-commencement condition relating to submission of a construction Environmental Management Plan and a condition relating to securing the mitigation measures identified in the submitted Preliminary Ecological Appraisal (PEA).
- 5.6.8 A Habitats Regulations Assessment (HRA) – Screening Record has been completed by the Local Planning Authority (LPA), as the competent authority, and it is concluded that the proposal would not have a significant adverse impact on statutorily protected nature conservation sites or landscapes.
- 5.6.9 The proposed development will require a marine licence for all marine elements of the proposal, all works below Mean High Water Springs mark (MHW). The applicant would be required to contact the Marine Management Organisation (MMO) in the first instance to discuss the requirements of a marine licence.
- 5.6.10 The proposal accords with policies S1, N1 and N2 of the LDP and the NPPF subject to imposition of conditions.

6 ANY RELEVANT SITE HISTORY

- **17/03231/PREAPP** – Extension to Burnham-on-Crouch Town Pontoon Pre-application.
- **04/00546/FUL** – Siting of a pontoon attached to town steps safe operation of boat trips/ferry services from Burnham to Wallasea. Approved.

7 CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Burnham-on-Crouch Town Council.	No objection. The following comments were made: <ul style="list-style-type: none">• Additional life ring near sea wall; keep the central handrail to allow for crabbing etc; appropriate risk signage.	Noted.

7.2 Statutory Consultees and Other Organisations

Name of External Consultee	Comment	Officer Response
Natural England	No objection.	Noted.
Crouch Harbour Authority.	No objection. The following comments were made: <ul style="list-style-type: none">• question whether handrails down both outer edges of pontoon are safer than one central rail; vessels should be discouraged from mooring on hammerhead; overnight mooring of vessels should be forbidden.	Noted.
Burnham-on-Crouch United Charity	No objection.	Noted.
Marine Management Organisation	Comment that a licence from the Marine Management Organisation would be required.	Noted.
Environment Agency	No response received.	Noted.

7.3 Internal Consultees

Name of Internal Consultee	Comment	Officer Response
Ecology Consultant – Place Services	No objection subject to securing biodiversity mitigation and enhancement measures.	Noted.
River Baliff	No objection.	Noted.
Specialist Heritage and Conservation	No objection.	Noted.

7.4 Representations received from Interested Parties.

7.4.1 One letter of comment has been received in relation to the proposed development raising the following matters:

Neutral Comment	Officer Response
Concern regarding accessibility for individuals with limited mobility. The replacement pontoon should take account of legal requirements for equal access for all members of community including those with limited mobility. It is not clear if proposal includes accessible ramp/lift, non-slip surfaces and handrails, accessible seating options and facilities.	Noted.

8 PROPOSED CONDITIONS

Pre-Commencement Condition:

A pre-commencement condition is recommended and the applicant / agent has been written to advise of the intention to use this condition. If no response is received or no objection raised to the conditions within 10 days, the Local Planning Authority is able to impose the suggested conditions. The recommended below is made on the assumption that agreement is gained.

Conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON To comply with Section 91(1) The Town & Country Planning Act 1990 (as amended).
2. The development hereby permitted shall be carried out in accordance with following approved plans and documents:
 - 117-Nex-00-XX-DR A – 102 REV P1 Pontoon Site Location Plan – existing
 - 117-Nex-00-XX-DR A – 103 REV P1 Pontoon Block Plan – existing
 - 117-Nex-00-XX-DR A – 251 REV P1 Pontoon Site Elevation – proposed
 - 117-Nex-00-XX-DR A – 252 REV P1 Pontoon Elevations – proposed
 - 117-Nex-00-XX-DR A – 120 REV P1 Pontoon Plan – existing
 - 117-Nex-00-XX-DR A – 121 REV P1 Detail Plan – existing

- 117-Nex-00-XX-DR A – 230 REV P1 Pontoon Plan – proposed
 - 117-Nex-00-XX-DR A – 231 REV P1 Pontoon Detail Plan – proposed
- REASON To ensure that the development is carried out in accordance with the details as approved.
3. The materials used in the construction of the development hereby approved shall be as stated within plans no. 117-Nex-00-XX-DR A – 251 REV P1, 117-Nex-00-XX-DR A – 252 REV P1, 117-Nex-00-XX-DR A – 230 REV P1, 117-Nex-00-XX-DR A – 231 REV P1 and shall be retained as such in perpetuity. REASON To ensure the external appearance of the development is appropriate to the locality in accordance with policy D1 of the approved Maldon District Local Development Plan and the guidance contained in the Maldon District Design Guide SPD.
 4. The public's rights and ease of passage over public footpath 11 (Burnham-on-Crouch) shall be maintained free and unobstructed at all times
REASON To protect the amenity of the area, in accordance with Policies D1 and T2 of the Maldon District Local Development Plan and the NPPF.
 5. Prior to commencement a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the local planning authority, in line with the Preliminary Ecological Appraisal (James Blake Associates, January 2024). The CEMP 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).
 - 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 local planning authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species), in accordance with Policies S8, D1, N1 and N2 of the approved Maldon District Local Development Plan and the NPPF.

6. Prior to construction a Biodiversity Enhancement Strategy for protected and Priority species shall be submitted to and approved in writing by the local planning authority, in line with the Preliminary Ecological Appraisal (James Blake Associates, January 2024).
The content of the Biodiversity Enhancement Strategy shall include the following:
 - a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) detailed designs or product descriptions to achieve stated objectives;
 - c) locations of proposed enhancement measures by appropriate maps and plans;
 - d) persons responsible for implementing the enhancement measures;
 - e) details of initial aftercare and long-term maintenance (where relevant).

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

REASON To conserve Protected and Priority species and allow the local planning authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species), in accordance with Policies S8, D1, N1 and N2 of the approved Maldon District Local Development Plan and the NPPF.

7. The surface of the access way shall be finished in a non-slip material.

REASON To ensure the external appearance of the development is appropriate to the locality in accordance with policy D1 of the approved Maldon District Local Development Plan and the guidance contained in the Maldon District Design Guide SPD.

INFORMATIVES

- 1 The proposed development will require a marine licence for all marine elements of the works, all works below Mean High Water (MHW). The applicant should contact the Marine Management Organisation (MMO) in the first instance to discuss the requirements of a marine licence.