



**REPORT of
DIRECTOR OF PLACE, PLANNING AND GROWTH**

to
NORTH WESTERN AREA PLANNING COMMITTEE
17 June 2026

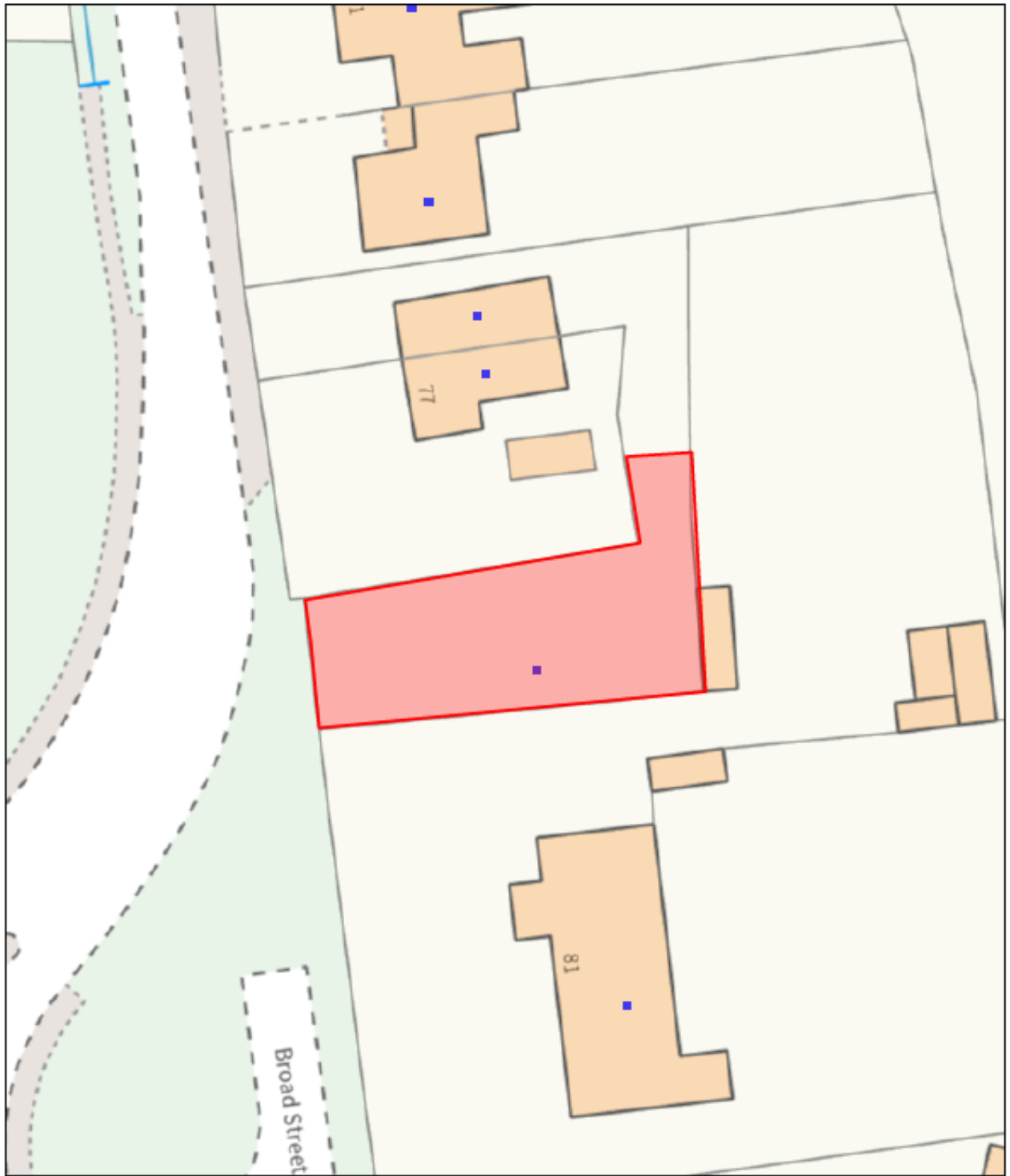
Application Number	25/00672/OUT
Location	Land Between 77 & 81 Broad Street Green Road, Great Totham
Proposal	Outline planning application for a two-storey house with all matters reserved except access.
Applicant	Mr L Davey
Agent	Mr George Cressall
Target Decision Date	19 June 2026
Case Officer	Jade Elles
Parish	Great Totham
Reason for Referral to the Committee / Council	Departure

1. **RECOMMENDATION**

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

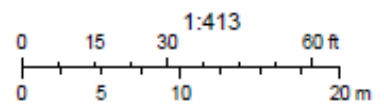
2. **SITE MAP**

Please see below.



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■ GMS BLPU Points



3. SUMMARY

3.1 Proposal / brief overview, including any relevant background information

Site Description

- 3.1.1 The application site is to the east of Broad Street Green Road outside of the defined settlement boundary of Great Totham. The site is currently situated between two residential dwellings and is on a main road which has a speed limit of 40 MPH. The surrounding area is predominantly residential with dwellings varying in scale and design.
- 3.1.2 The site measures 0.04 hectares of undeveloped land of mainly shrubbery, lawn and hedges.

Description of the Proposal

- 3.1.3 Planning permission is sought for outline planning permission, with the matter of access for consideration, for a new detached two storey dwelling. Although only 'access' is for determination at this stage, indicative drawings of a form and design of the type of dwelling that could be provided on the site have been provided to illustrate how the development could be built out and therefore will be assessed.
- 3.1.4 The proposed dwelling would be approximately 6.7 metres wide. 11.2 metres deep on the ground floor due to a single storey rear projection and 8.4 metres deep on the first floor. The entrance hallways on the ground floor would have a W/C and Laundry cupboard, stairs going up to the first floor and a door leading into the lounge and another door leading into the kitchen/dining room. The first floor would have three bedrooms a bathroom and one bedroom would have an en-suite.
- 3.1.5 The hardstanding to the front of the dwelling is proposed to accommodate up to four car parking spaces. The amenity space to the rear would be approximately 194sqm in area.

3.2 Conclusion

- 3.2.1 The planning balance section of the report identifies the benefits and harms of this proposed development. Overall, in weighing up the benefits and the harms, it is considered that the benefits of the proposal outweigh the harms which in this instance comprises the effect on character and appearance. On this basis, the recommendation is to grant planning permission subject to the conditions set out in section 8 of this report.

4. MAIN RELEVANT POLICIES

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

4.1 National Planning Policy Framework including paragraphs:

- 7 Sustainable development
- 8 Three objectives of sustainable development
- 11-14 Presumption in favour of sustainable development
- 39 Decision-making

- 48-51 Determining applications
- 56-59 Planning Conditions and Obligations
- 61-84 Delivering a sufficient supply of homes
- 109-118 Promoting sustainable transport
- 124-128 Making effective use of land
- 129-130 Achieving appropriate densities
- 131-141 Achieving well-designed places
- 187-201 Conserving and enhancing the natural environment

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

- S1 Sustainable Development
- S2 Strategic Growth
- S3 Place Shaping
- S8 Settlement Boundaries and the Countryside
- D1 Design Quality and Built Environment
- D2 Climate Change and Environmental Impact of New Development
- D4 Renewable and Low Carbon Energy Generation
- H2 Housing Mix
- H4 Effective Use of Land
- N2 Natural Environment, Geodiversity and Biodiversity
- T1 Sustainable Transport
- T2 Accessibility
- I1 Infrastructure and Services

4.3 Relevant Planning Guidance / Documents:

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)
- Maldon District Vehicle Parking Standards (VPS) Supplementary Planning Document (SPD) (2018)
- Maldon District Design Guide (MDDG) (2017)
- Maldon Five-Year Housing Land Supply 2025
- Local Housing Needs Assessment (October 2025)

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 48 of the NPPF require that planning decisions are to be made in accordance with the Development Plan unless material consideration indicate otherwise. In this case the Development Plan comprises of the approved Maldon District Local Development Plan (LDP).

- 5.1.2 The LDP Proposals Maps identifies that the site is located outside of the defined settlement boundary of Great Totham. Therefore, policies S1 (sustainable development) and S8 (settlement boundaries and the countryside) apply.
- 5.1.3 Policy S1 reflects earlier versions of the NPPF at the time of the LDP adoption but still follows the approach of the current NPPF in considering the economic, social and environmental role of achieving sustainable development; this is assessed in more detail below.
- 5.1.4 With regard to policy S8 this identifies that *'the countryside will be protected for its landscape, natural resources and ecological value as well as its intrinsic character and beauty'* Furthermore, the policy states that *'Outside of the defined settlement boundaries... planning permission for development will only be granted where the intrinsic character and beauty of the countryside is not adversely impacted upon'*. This means the proposed development would be unacceptable in principle as policy S8 protects the countryside for its landscape value and none of the policy exceptions as listed in the policy would apply to a residential development.
- 5.1.5 Policy H4 of the LDP allows for infill development subject to certain criteria. This could be considered as infill development between No. 77 and No.81 Broad Street Green Road. Policy H4 requires that the following criteria be met:
- 1) *There is a significant under-use of land and development would make more effective use of it;*
 - 2) *There would be no unacceptable material impact upon the living conditions and amenity of nearby properties;*
 - 3) *There will be no unacceptable loss of land which is of local social, economic, historic or environmental significance; and*
 - 4) *The proposal will not involve the loss of an important landscape, heritage features or ecology interests.*
- 5.1.6 With regard to the points above there is no evidence to suggest that this land is underutilised in this location in terms of point 1. The other three points are assessed under their respective subject headings below.

The policy position and the 5-year housing land supply position

- 5.1.7 The Council's strategic housing policy S2 cannot be considered to be up to date at this time as the Council cannot demonstrate a 5 year housing land supply (5YHLS) and because the methodology of assessing the housing needs of the District has changed, as set out in the NPPF (updated in December 2024). This means that the Maldon District needs to accommodate more housing than the requirements set out in policy S2, which were 276 housing units per annum, but this has since risen to 575 housing units per annum. Given this position the development proposals shall need to be considered on the basis of whether they are sustainable or not, with regard to the NPPF and policy S1.
- 5.1.8 As a result of the aforementioned, the presumption in favour of sustainable development as set out in paragraph 11 of the NPPF is relevant. Given the Council's current position in regards to the 5YHLS the tilted balance as set out in paragraph 11d(ii) of the NPPF applies unless. *'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole, having particular regard to key policies*

for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination’.

- 5.1.9 At an Extraordinary meeting of Full Council on 17 June 2025 Members considered the Maldon District Local Development Plan (LDP) Review Growth Options and it was agreed:

That strategic growth in the Local Development Plan Review should go into the Towns and large villages – these being Maldon, Heybridge, Burnham-on-Crouch, Southminster, Great Totham South, Tollesbury, Latchingdon, Tillingham, Tolleshunt D’Arcy, Wickham Bishops and Mayland.

- 5.1.10 The application site is outside of any defined settlement boundary, located south of Great Totham. Great Totham South is identified to accommodate strategic growth as stated above.

Sustainability

- 5.1.11 Turning to sustainability, policy S1 allows for new development within the defined development boundaries. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. However, because the Council cannot demonstrate a 5-year supply of deliverable housing at present this means that sites outside the defined development boundaries could be assessed to be sustainable locations for development when applying the sustainability objectives of the NPPF. The Local Planning Authority (LPA) are obliged to exercise its judgement as to whether to grant planning permission having regard to any other relevant planning policies and merits of the scheme. These are assessed below.
- 5.1.12 Accessibility is a key component of the environmental dimension of sustainable development.
- 5.1.13 Policy T1 aims to secure the provision of sustainable transport within the District. Policy T2 aims to create and maintain an accessible environment. Paragraph 105 of the NPPF acknowledges that *‘development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes’.*
- 5.1.14 In terms of accessibility, the site is located on a main road not too far from the settlement boundary of Heybridge. Although there is no direct pavement on the side of the application site, there is a pavement adjacent leading towards Heybridge and on the other side of the road. Although this is located on a main road, the speed limit is 40MPH. There are streetlights along the adjoining/nearby pavements allowing for safe pedestrian walking to other locations. There are also bus services which run along this road with a bus stop approximately 200 metres away from the site heading in both directions. The site is therefore not wholly reliant on private vehicle usage.
- 5.1.15 Based on this assessment, the location of the site would provide a range of transport modes and not be wholly reliant discourage the use of private cars. Paragraph 110 of the NPPF states that *‘The planning system should actively manage patterns of growth in support of these objectives [sustainable transport]. Significant development should be focussed on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.’* As highlighted above, the development is located in an area which promotes opportunities to utilise sustainable transport. The proposal would also be in

accordance with policy T2 of the LDP where it seeks *'to provide safe and direct walking and cycling routes to nearby services, facilities and public transport where appropriate'*.

- 5.1.16 Based on the above it is considered that the site is subject to good accessibility in terms of the NPPF sustainability considerations.
- 5.1.17 In terms of the social dimension of sustainable development, the development would contribute towards the support of housing within the District. The Council encourages, in policy H4, the provision of a greater proportion of smaller units to meet the identified needs and demands and this proposal is for a three-bedroom detached dwelling and as such, would not meet the latest requirement for the Council's Strategic Housing Market Assessment (SHMA). However, the proposal is for one unit and therefore, the social benefits of the residential development proposed would be negligible.
- 5.1.18 It is reasonable to assume that there may be some support for local trade from the development and the additional unit may support local businesses. This would, however, be very limited given the scale of the proposal. Equally, there is no guarantee that the construction would be undertaken by local businesses, with locally sourced materials. Any economic benefits would therefore be considered nominal at best.

Summary of principle of development

- 5.1.19 The proposed development is outside of the defined settlement boundary of Great Totham. However, it is in close proximity to the settlement boundary of Heybridge and is a walkable distance. If developed, the site, by reason of its location would have access to sustainable and public transport, therefore, the occupant not necessarily being reliant on private vehicle usage to access services, facilities and employment opportunities. The development would therefore not result in significant and demonstrable harm and would be in accordance with policies S1 and S8 of the LDP.

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.
- 5.2.2 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'.

'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes'.

- 5.2.3 This principle has been reflected in the approved LDP. The basis of policy D1 of the approved 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;*
 - e) *Historic environment particularly in relation to designated and non-designated heritage assets;*
 - f) *Natural environment particularly in relation to designated and non-designated sites of biodiversity/geodiversity value; and*
 - g) *Energy and resource efficiency.*
- 5.2.4 As an outline application the information provided is indicative and illustrative to demonstrate how the site could be laid out, the scale of the development, the appearance of the dwelling and the landscaping that could be provided. A reserved matters application would determine the actual final details but the purpose of the illustrative detail is to provide confidence in any final approved application at this stage.
- 5.2.5 The streetscene is predominantly residential with dwellings varying in scale and design. A new large development is also currently being constructed south west of the site where the dwelling within this development also have multiple of different designs and scales.
- 5.2.6 The proposed materials on the dwelling would be brick on the ground floor level and render on the first floor level would be set back from the road and be situated in the same building line as the existing dwellings already on the roadside. The scale of the dwelling would be of a similar scale to the neighbouring dwelling to the north (No.77). The appearance and scale would be in keeping with the streetscene therefore would appear appropriate in this location as a result.
- 5.2.7 Although there is limited information submitted regarding landscaping, the surrounding area, particularly, the residential sites have hardstanding to the front with minimal trees, shrubberies etc. Therefore, what has been submitted would not have a detrimental effect on the streetscene. Place Services Arboricultural Consultants have commented on the application and state they object to the application due to lack of Arboricultural documentation, however, as this is an outline application such documents are not required at this stage and would be submitted at Reserved Matters stage, therefore, the objection does not give weight to this application and it is in the applicants best interest to take their comments on board.
- 5.2.8 Overall, the proposed development would result in the character and appearance of the site and surrounding area support policies S8, H4 and D1 of the LDP and have minimal change to the streetscene.

5.3 Access, Parking and Highway Safety

- 5.3.1 Policy T1 of the approved LDP seeks to create additional sustainable transport opportunities. Policy T2 aims to create and maintain an accessible environment, requiring development proposals, inter alia, to provide sufficient parking facilities having regard to the Council's adopted parking standards. Similarly, policy D1 of the approved LDP seeks to include safe and secure vehicle and cycle parking having regard to the Council's adopted parking standards and maximise connectivity within

the development and to the surrounding area including the provision of high quality and safe pedestrian, cycle and, where appropriate, horse riding routes.

- 5.3.2 With regard to access, the existing access to the site is open and therefore, no new access would need to be made however, there are boulders restricting vehicle access and no dropped kerb. Creating a drop kerb and removing the boulders could be conditioned. The existing road has a speed limit of 40MPH and although not a common speed limit within a residential area there are already multiple dwellings along this road who are able to get on and off their drives safely. Therefore, there would be no concern regarding any hazards to road users to the detriment of highway safety, in accordance with policy T2 of the LDP.
- 5.3.3 The Council's adopted VPS SPD (2018) contains the parking standards which are expressed as a minimum. This takes into account Government guidance which encourages the reduction in the reliance on the car and promotes methods of sustainable transport.
- 5.3.4 The plans show that a driveway with off street parking for at least three parking spaces would indicate that sufficient off street parking to meet the needs of the development and the VPS SPD (2018) could be achieved, although the actual details would be secured through the layout considerations of the reserved matters.
- 5.3.5 Essex County Highways have stated the proposal is acceptable subject to conditions relating to vehicular access, unbound materials, cycle parking and travel information pack.
- 5.3.6 On the basis of the above, it is considered that the proposal is acceptable with the respect to the illustrative access arrangements being in accordance with policy T2 of the LDP.

5.4 Ecology and Biodiversity

- 5.4.1 Policy N2 of the LDP requires all development to deliver net biodiversity and geodiversity gain where possible along with the assessment of designated ecology areas where applicable. Paragraphs 180 to 194 of the NPPF are relevant along with the guidance in PPG and the requirements of statutory legislation.

On site ecology/biodiversity and BNG

- 5.4.2 The applicant's Preliminary Ecological Appraisal (PEA) dated 18 November 2025 identifies no signs of wildlife apart from common wildlife such as hedgehogs.
- 5.4.3 With regard to BNG this does not raise any objection, however, a BNG condition or a Habitat Management and Monitoring Plan should be secured for significant on site enhancements.

European designated sites

- 5.4.4 The site falls within the evidenced recreational Zone of influence (ZoI) of the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS), which is an adopted SPD. It is anticipated that, without mitigation, new residential development in this area and if this scale is likely to have a significant effect on the sensitive interest features of these coastal European designated sites, through increased recreational pressure when considered 'in combination' with other plans and projects. The Essex Coast RAMS is a large-scale strategic project which involves a number of Essex authorities, including Maldon District Council (MDC),

working together to mitigate the effects arising from new residential development. Once adopted, the RAMS will comprise a package of strategic measures to address such effects, which will be costed and funded through developer contributions.

- 5.4.5 The LPA is therefore required to prepare a project level HRA Appropriate Assessment to secure a per dwelling tariff by a legal agreement for the delivery of visitor management measures at the designated sites. This will mitigate for predicted recreational impacts in combination with other plans and projects and avoid Adverse Effect on Integrity of the designated Habitats sites.
- 5.4.6 To accord with Natural England's (NE) requirements and standard advise an Essex Coast RAMS Habitat Regulation Assessment (HRA) Record has been completed to assess if the development would constitute a 'Likely Significant Effect' (LSE) to a European site in terms of increased recreational disturbance. The findings from the HRA Stage 1: Screening Assessment are listed below:

HRA Stage 1: Screening Assessment – Test 1 – the significance test

- 5.4.7 Is the development within the Zol for the Essex Coast RAMS with respect to the below sites?
Yes
- 5.4.8 Does the planning application fall within the specified development types? Yes – The proposal is for one dwelling.

HRA Stage 2: Appropriate Assessment – Test 2 – the integrity test

- 5.4.9 Is the proposal for 100 houses + (or equivalent)? No, the proposal is for one dwelling.
- 5.4.10 Is the proposal within or directly adjacent to one of the above European designated sites? No

Summary of Appropriate Assessment

- 5.4.11 As the answer is no, it is advised that should planning permission be forthcoming, a proportionate financial contribution should be secured in line with the Essex Coast RAMS requirements. Provided this mitigation is secured, it can be concluded that this planning application will not have an adverse effect on the integrity of the named European sites from recreational disturbance, when considered 'in combination' with other development.
- 5.4.12 The Essex Coastal RAMS has been adopted. This document stated that the flat rate for each new dwelling has been calculated at a figure of £175.55 (2026-2027 figure) and thus, the developer contribution should be calculated at this figure. For this application a contribution of £175.55 is required based on the current tariff applied for RAMS mitigation.

Conclusion to this section

- 5.4.13 At the time of writing this report Place Services Ecology had not made any comments in relation to the subject application, however, as the Preliminary Ecological Appraisal (PEA) states there being no signs of significant wildlife within this land the standard conditions usually provided by Ecology will be conditioned within this application. Furthermore, the RAMS payment has been received as of 19 May 2026 and therefore, has secured the necessary mitigation.

5.5 Impact on Neighbouring Amenity

- 5.5.1 The basis of policy D1 in the approved LDP seeks to ensure that development will protect the amenity of its surrounding areas taking into account privacy, overlooking, noise, smell, light, visual impact, pollution, daylight and sunlight. This is supported by section C07 of the MDDG.
- 5.5.2 The final details for the development would be secured through reserved matters, but the application can be assessed based on the illustrative information provided for this application.
- 5.5.3 There are two neighbouring properties which border this site. To the north west is No.77 and to the south east is No.81. According to the proposed block plan, which could be subject to change, there is approximately 12 metres between the proposed dwelling and No.77 and 13.5 metres between the proposed dwelling and No.88.
- 5.5.4 The neighbouring property to the north west is a two storey dwelling with no known first floor habitable windows and there are no first floor habitable windows proposed on the subject site. Therefore, due to the degree of separation, and there being no likely habitable rooms with windows facing each other, this neighbour would not be subject to any overlooking or overshadowing. This detail would be secured at reserved matters stage.
- 5.5.5 The neighbouring property to the southeast is a single storey dwelling. There is a window facing the subject site and a first floor window proposed on the indicative plans however, this would accommodate a bathroom and therefore a condition could be implemented for this window to be obscure glazed resulting in the potential concerns around overlooking to fall away. Overall, the proposed dwelling would not cause any overlooking or overshadowing on this neighbouring property.
- 5.5.6 On the basis of the above, it is considered that the proposal would not materially harm the amenity of the occupiers of the existing residential properties, in compliance with policies D1, D2 and H4 of the LDP.

5.6 Planning Balance

- 5.6.1 The application site lies outside the defined settlement boundary however, can be easily linked to the settlement boundary of Heybridge by the way of private vehicle, walking, cycling or local transport, therefore, resulting in any future occupants not being heavily reliant on the use of a private vehicle and the development promoting the use of sustainable modes of transport.
- 5.6.2 Furthermore, the proposal has considered the context within which the development would sit and would not introduce an incongruous form of development within the area as it is already surrounded by a residential development. Therefore, the proposal would not cause harm to the character and appearance of the area.
- 5.6.3 The proposed development would make a small contribution to housing supply and is given moderate weight in the planning balance due to the small-scale nature of the development. There would be some economic benefits from occupants of the site using amenities and services in nearby towns and villages, overall, resulting in these benefits giving limited weight due to the small-scale nature of the development.
- 5.6.4 The application site is large enough to provide adequate set-back from the road, car parking and private amenity space potential for one dwelling. The site is of sufficient size and layout not to result in any harm to the neighbouring amenities.

- 5.6.5 The proposal is acceptable in terms of highway safety and there has been a payment secured for the necessary Essex Coast RAMS mitigation.
- 5.6.6 Whilst the council cannot demonstrate a 5YHLS the impact of granting permission would not significantly and demonstrably outweigh the benefits, as set out in this report, when assessed against the provisions of the National Planning Policy Framework (NPPF), Policies S1, S2, S8, D1 and H4 of the Maldon District Local Development Plan (2017) (LDP), and the Maldon District Design Guide (2017) (MDDG). Therefore, resulting in granting planning permission.

6. ANY RELEVANT SITE HISTORY

6.1 Relevant planning history.

- **20/00377/FUL** – Erection of a detached dwelling, Refused on 10 June 2020

7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Great Totham Parish Council	No response at the time of writing the report	N/A

7.2 Statutory Consultees and Other Organisations (*summarised*)

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Essex County Council Highways	No objection subject to conditions	Noted and addressed in section 5.3.5
Place Services - Ecology	No response at the time of writing the report	N/A
Place Services – Tree Consultant	Object	Noted and addressed in section 5.2.7

7.3 Site Notice/Advertisement

- 7.3.1 The application was advertised by way of a site notice posted on the 13 May 2026 (with expiry date for comments by 4 June 2026). The site notices were affixed at eye level to street furniture around the site.
- 7.3.2 Notice was also given by way of newspaper advertisement posted in the Maldon and Burnham Standard, published on the 7 May 2026 (with expiry date for comments by 28 May 2026).

7.4 Representations received from Interested Parties (*summarised*)

- 7.4.1 **one** letter was received **objecting** to the application and the reasons for objection are summarised as set out in the table below:

Objection Comment	Officer Response
No access onto B1022	New access has been proposed and no concerns raised as stated in section 5.3
Main sewage system liable to overflow	One house wont dramatically alter the sewage systems
Previously two refusals on this plot	Only One can be found on our history back in 2020 however, every application is assessed on its own merits
Close proximity to no.77	Assessed in section 5.5
Traffic flow has increased greatly over the past four years	One house will not dramatically alter the traffic flow

8. PROPOSED CONDITIONS

- 1 The development shall be carried out in accordance with plans and particulars relating to the scale, appearance, landscaping and layout of the site (hereinafter called “the reserved matters”), for which approval shall be obtained from the Local Planning Authority in writing before any development is begun. The development shall be carried out fully in accordance with the details as approved.
REASON: The application as submitted does not give particulars sufficient for consideration of the reserved matters.
- 2 Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).
- 3 The development hereby permitted shall be begun within two years from the date of the final approval of the reserved matters. The development shall be carried out as approved.
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).
- 4 All mitigation and biodiversity enhancements measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (dated 18 November 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.
REASON: To conserve and enhance Protected and Priority species/habitats in accordance with Policy N2 of the Local Development Plan and the guidance contained with the NPPF.
- 5 Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected and priority species shall be submitted to and approved in writing by the local planning authority.
The content of the Biodiversity Enhancement Strategy shall include the following:
 - a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) Detailed designs or product descriptions to achieve stated objectives;

- c) Locations, orientations, and heights of proposed enhancement measures by appropriate maps and plans;
- d) Timetable for implementation
- e) Persons responsible for implementing the enhancement measures;
- f) Details of initial aftercare and long-term maintenance (where relevant).

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

REASON: To enhance Protected and Priority species/habitats in accordance with Policy N2 of the Local Development Plan and the guidance contained with the NPPF.

- 6 Prior to the installation of any external lighting, 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. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

REASON: To enhance Protected and Priority species/habitats in accordance with Policy N2 of the Local Development Plan and the guidance contained with the NPPF.

- 7 No development shall take place, including any groundworks or demolition, until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. Within the construction management plan it must consider the following requirements:

The applicant should ensure the control of nuisances during construction works to preserve the amenity of the area and avoid nuisances to neighbours and to this effect:

- a) No waste materials should be burnt on the site, instead being removed by licensed waste contractors;
- b) No dust emissions should leave the boundary of the site;
- c) Consideration should be taken to restricting the duration of noisy activities and in locating them away from the periphery of the site;
- d) Hours of works: works would only be undertaken between 0800 hours and 1800 hours on weekdays; between 0800 hours and 1300 hours on Saturdays and not at any time on Sundays and Public Holidays.

If it is known or there is the likelihood that there will be there requirement to work outside of these hours or there will be periods where there will be excessive noise that will significantly impact on sensitive receptors Environmental Health at Maldon District Council must be notified prior to the works as soon as is reasonably practicable. The developer is advised to consult nearby sensitive noise premises and mat be advised to apply for a Prior Consent under Section 61 of the Control of Pollution Act 1974.

REASON: In order to secure the satisfactory development of the site and in the interest of visual amenity and neighbouring residential amenity and in accordance with policy D1 of the LDP. This information is required prior to the comments of the development to ensure that from commencement the impacts of construction are mitigated.

- 8 Prior to first occupation of the development, the vehicular access shall be constructed as shown in principle on planning drawing no. BSG 25.03. The access shall be constructed at right angles to the highway boundary and to the existing carriageway and shall be provided with a dropped kerb vehicular crossing of the highway verge. Full layout details shall be submitted in writing and agreed with the local planning authority.
REASON: To ensure vehicles can enter and leave the highway in a controlled matter in the interest of highway safety in accordance with policies D1 and T2 of the LDP.
- 9 The applicant must submit in writing to the local planning authority any relocation of existing bollards prior to any relocation starts.
REASON: In the interest of highway safety in accordance with policies D1 and T2 of the LDP.
- 10 No unbound materials shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
REASON: To avoid displacement of loose material onto the highway in the interest of highway safety in accordance with policies D1 and T2 of the LDP.
- 11 Prior to first occupation of the development, cycle parking shall be provided in accordance with Maldon District Councils Parking Standards. The approved facility shall be secure, convenient, covered and retained at all times.
REASON: To ensure appropriate cycle parking is provided in the interest of highway safety in accordance with policies D1 and T2 of the LDP.
- 12 Prior to first occupation of the development, the developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. This pack (including tickets) is to be provided by the developer to the dwelling free of charge.
REASON: In the interest of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies T1 and T2 of the LDP.

INFORMATIVES

Highways

- 1) The applicant should be made aware of the potential relocation of utility apparatus in the highway; any relocation shall be fully at the applicants expense.
- 2) Detailed parking arrangements have not been considered as Maldon District Council are the parking authority and retain their own standards
- 3) There shall be no discharge of surface water from the development onto the highway.
- 4) All works within, or affecting, the highway shall be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the highway authority (Essex County Council), with all details being agreed before the commencement of any highway works. Failure to secure the necessary approvals and relevant permits for works within the highway may result in enforcement action by the highway authority against, but not limited to, the owner of the land or the person causing, or

responsible for, the damage to the highway. To start the process to obtain the relevant permissions the applicant should contact the Essex Highways Development Management Team by email at development.management@essexhighway.org

- 5) In making this recommendation the highway authority has treated all planning application drawings relating to the internal layout of the proposal site as illustrative only; the proposal should be in accordance with Maldon District Council Vehicle Parking Standards dated November 2018.

APPLICATION PLANS / DOCUMENTS:

Application plans:

- Location Plan
- BSG 25.02
- BSG 25.03
- BSG.25.01 revA

Application supporting documents:

- Access and Design Statement July 2025
- Preliminary Ecological Appraisal dated 18th November 2025