

P21-2389

25 March 2024

Tendring District Council
Town Hall,
Station Road,
Clacton on Sea
CO15 1SE

Dear Sir/Madam

Application to Vary Condition 17, and Delete Condition 18 & 19 of the approved Outline Application 19/01706/OUT for employment development, comprising Phase 1 for 15,350 sqm of B2 development rising to a maximum building height of 21.7m and Phase 2 for up to 18,117 sqm of B1c/B2 and B8 uses rising to a maximum building height of 12 m, together with associated access, landscaping, parking and drainage pond at Land South West of Horsley Cross Roundabout, Horsley Cross, Essex

Please find enclosed an application under S.73 of the Act submitted on behalf of Foxes Property 3 S.A.R.L to amend condition 17 and delete conditions 18 and 19 of the above approved application. The outline application this (19/01706/OUT) was granted by Tendring District Council on the 12th November 2019.

The following condition is to be amended:

Condition 17:

No occupation of any phase of the development shall take place prior to the submission of a workplace travel plan to the Local Planning Authority for approval in consultation with Essex County Council for that phase. Such approved travel plan shall be actively implemented for a minimum period of 5 years. It shall be accompanied by a monitoring fee of £6,000 (plus the relevant sustainable travel indexation) to be paid before occupation to cover the 5- year period unless otherwise agreed in writing by the Local Planning Authority as part of the approved travel plan.

Proposed Revised Wording:

No occupation of any unit shall take place until a workplace travel plan for that unit has been submitted to the Local Planning Authority for approval in Consultation with Essex County Council. The approved travel plan shall be actively implemented for a minimum period of 5 years. The first submitted travel plan shall be accompanied by a monitoring fee of £6,000 (plus relevant sustainable travel indexation) to be paid before occupation to cover the 5- year period unless otherwise agreed in writing by the Local Planning Authority as part of the approved travel plan.



The following conditions are to be deleted:

Condition 18:

From first occupation of Phase 1 of the development the occupier will provide a private transport service for employees using minibus private hire, taxi or other vehicles or services to transport staff to or from Phase 1 the development as follows:

- *operating Monday to Friday at main shift changeover patterns and or at times when the maximum number of staff arrive at or leave the development site;*
- *the staff pick up drop off catchment will include but is not restricted to towns/villages of Brantham, Manningtree, Mistley, and Lawford;*
- *pick up and drop off points will be flexible depending on the home location of staff using the service;*
- *the service will be free to staff for the first six months of occupation of Phase 1. Staff may then be charged to use the service but as a subsidised rate, no greater than the comparable local bus fare;*
- *the service will be operated from first occupation of Phase 1 for a period of up to five years after first occupation of Phase 1 on the subsidised basis;*
- *Staff will be made aware of the private transport service as part of their relocation pack, which shall include details of travelling by all active and sustainable modes. Further marketing shall be carried out as required to ensure any new starters to the occupant company are also made aware of the service;*
- *the service will be first monitored six months after occupation, with further monitoring occurring annually on the anniversary of site occupation for a period of five years. This monitoring is to be provided to Essex County Council as local highway authority as part of the Travel Plan monitoring. The monitoring will provide relevant statistical information such as the number of staff using the service, reasons why staff who live in the catchment do not use the service, details of any issues with the provision of the service; and*
- *the service shall continue on a subsidised basis for a period of five years unless Essex County Council acting reasonably on the basis of the monitoring conclude there is insufficient staff demand for the service, the service will then operate on a commercial basis with no subsidy at the end of the 5- year period.*

The condition is proposed to be deleted. Condition 11 of the planning permission requires the provision of a roundabout to the B1035 Clacton Road. This highway improvement has been subject to a S.278 agreement and has since been completed. The approved scheme provides new bus stop infrastructure to both the east and west sides of Clacton Road . Each bus stop provides an illuminated shelter, flag sign and road markings. The existing 2A bus service operated by Hedingham and Chambers passes along Clacton Road passing between Manningtree and Clacton on Sea. The applicant has engaged with Hedingham and Chambers who proposes to operate a hail and ride service from the new stops on Clacton Road. Noting that there is excellent pedestrian connectivity between the proposed business park and the new stops, and also having regard to the fact that the 2A service connects to ongoing bus and



rail services in Manningtree and Clacton on Sea, suitable and sufficient public transport connectivity exists to allow the bespoke requirements of Condition 18 to be deleted.

Condition 19:

From first occupation of Phase 2 of the development the occupier(s) will provide a private transport service for employees using minibus private hire taxi or other vehicles or services to transport staff to or from the Phase 2 development as follows:

- operating Monday to Friday at main shift changeover patterns and or at times when the maximum number of staff arrive at or leave the development site;
- the staff pick up drop off catchment will include but is not restricted to towns/villages of Brantham, Manningtree, Mistley, and Lawford;
- pick up and drop of points will be flexible depending on the home location of staff using the service;
- for the first six months of occupation of each respective building at Phase 2 the service shall be free to staff based in that building. Staff may then be charged to use the service but as a subsidised rate, no greater than the comparable local bus fare;
- the private transport service provision shall be regularly promoted to all employees on the whole site as part of the occupants commitment to active and sustainable travel, via the occupants individual travel plans;
- the service shall continue on a subsidised basis for a period of five years unless Essex County Council acting reasonably on the basis of the monitoring conclude there is insufficient staff demand for the service, the service will then operate on a commercial basis with no subsidy at the end of the 5- year period; and
- the service will be first monitored six months after occupation, with further monitoring occurring annually on the anniversary of site occupation for a period of five years. This monitoring is to be provided to Essex County Council as local highway authority as part of the Travel Plan monitoring. The monitoring will provide relevant statistical information such as the number of staff using the service, reasons why staff who live in the catchment do not use the service, details of any issues with the provision of the service.

The condition is proposed to be deleted. Condition 11 of the planning permission requires the provision of a roundabout to the B1035 Clacton Road. This highway improvement has been subject to a S.278 agreement and has since been completed. The approved scheme provides new bus stop infrastructure to both the east and west sides of Clacton Road. Each bus stop provides an illuminated shelter, flag sign and road markings. The existing 2A bus service operated by Hedingham and Chambers passes along Clacton Road passing between Manningtree and Clacton on Sea. The applicant has engaged with Hedingham and Chambers who propose to operate a hail and ride service from the new stops on Clacton Road. Noting that there is excellent pedestrian connectivity between the proposed business park and the new stops, and also having regard to the fact that the 2A service connects to ongoing bus and rail services in Manningtree and Clacton on Sea, suitable and sufficient public transport connectivity exists to allow the bespoke requirements of Condition 19 to be deleted.



Therefore, the application pack is as follows:

- Covering Letter
- Planning Portal Application Forms
- A fee of £293.00 (plus £64.00 service charge) paid via the Planning Portal.

I trust the above is sufficient for you to validate this application but should you require any further information please do not hesitate to contact me.

Yours Sincerely,



Niamh Noble

Graduate Planner



Enc.