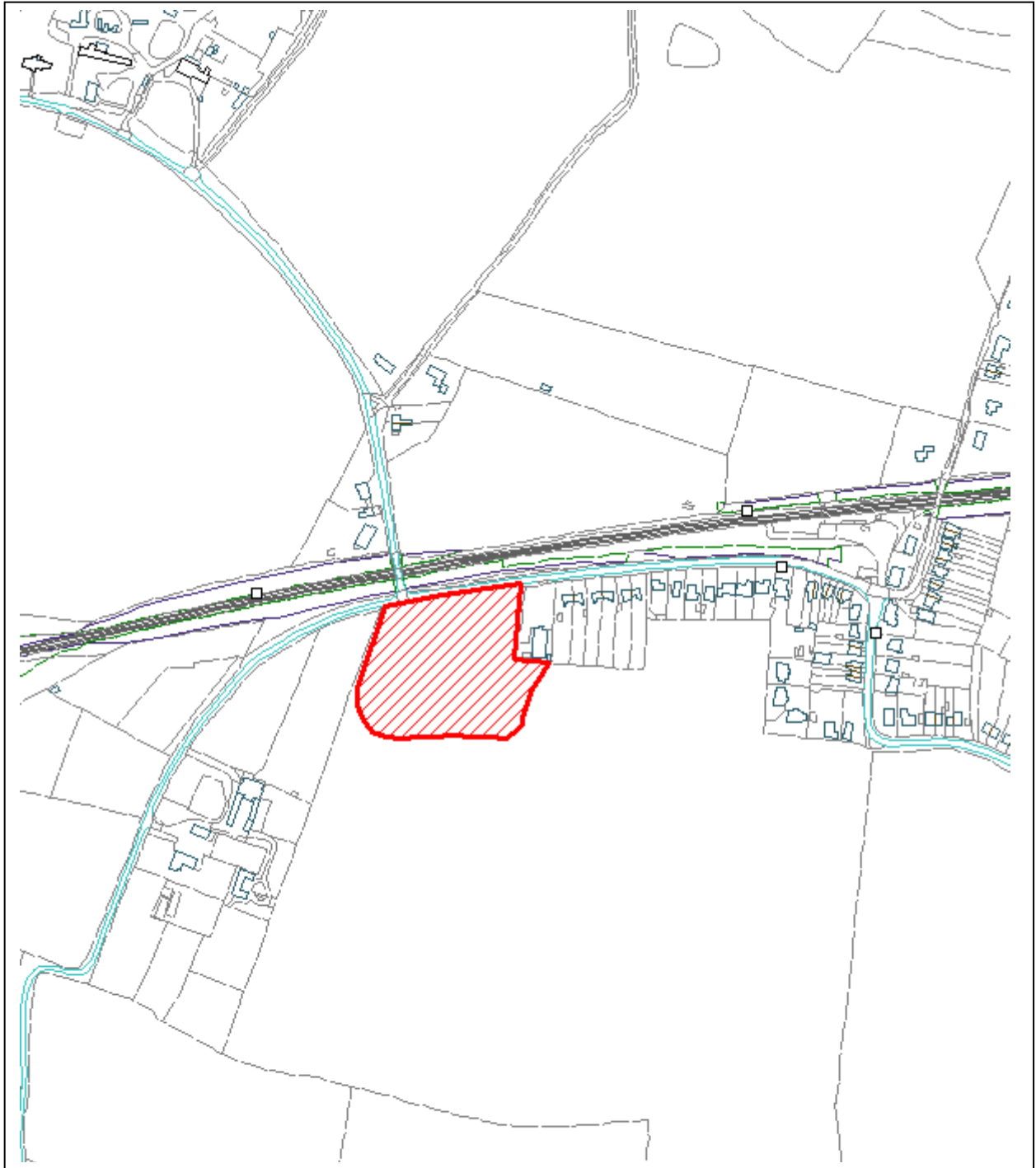


PLANNING COMMITTEE

16th October 2018

REPORT OF THE HEAD OF PLANNING

A.2 PLANNING APPLICATION - 18/00678/DETAIL - LAND SOUTH OF STATION ROAD, WRABNESS, CO11 2TH



DO NOT SCALE

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Application:	18/00678/DETAIL	Town / Parish: Wrabness Parish Council
Applicant:	Bennett PLC & James Macaulay	
Address:	Land South of Station Road Wrabness CO11 2TH	
Development:	18 dwellings and provision of a 0.2ha village green.	

1. **Executive Summary**

- 1.1 Outline application 15/01737/OUT for 18 dwellings and provision of a 0.2ha village green with all other matters reserved was approved at Planning Committee on 22nd March 2016 at which time it was requested that the reserved matters application be brought back to Committee for determination.
- 1.2 This application seeks approval of the reserved matters application for 18 dwellings and the provision of 0.2 hectares of village green. It includes details of access, appearance, landscaping, layout and scale.
- 1.3 The site is situated to the west of the village hall in Station Road, Wrabness. It currently forms part of a large agricultural field, with its southern and part eastern boundaries not demarcated.
- 1.4 As established through the granting of outline application 15/01737/OUT, the principle of residential development for up to 18 dwellings on this site is acceptable.
- 1.5 The detailed design, layout, landscaping and scale are considered acceptable. The proposal would result in no material harm to residential amenity or highway safety and the application is recommended for approval.

Recommendation: Approve

Conditions:

In accordance with the approved plans

Any new or proposed boundary hedge shall be planted a minimum of 1m back from the highway boundary and 1m behind any visibility splays which shall be maintained clear of the limits of the highway or visibility splays thereafter.

Removal of permitted development rights for loft conversions

2. **Planning Policy**

NPPF National Planning Policy Framework July 2018

National Planning Practice Guidance

Tendring District Local Plan 2007

QL1 Spatial Strategy

QL3 Minimising and Managing Flood Risk

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

HG6 Dwelling Size and Type

HG7 Residential Densities

HG9 Private Amenity Space

HG14 Side Isolation

COM6 Provision of Recreational Open Space for New Residential Development

EN1 Landscape Character

EN3 Coastal Protection Belt

EN6 Biodiversity

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

LP1 Housing Supply

LP2 Housing Choice

LP3 Housing Density and Standards

LP4 Housing Layout

PPL3 The Rural Landscape

PPL4 Biodiversity and Geodiversity

CP1 Sustainable Transport and Accessibility

Local Planning Guidance

Essex Design Guide

Essex County Council Car Parking Standards - Design and Good Practice

Status of the Local Plan

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 213 of the NPPF (2018) allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 48 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018 and the Inspector's initial findings were published in June 2018. They raise concerns, very specifically, about the three 'Garden Communities' proposed in north Essex along the A120 designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033. Further work is required to address the Inspector's concerns and the North Essex Authorities are considering how best to proceed.

With more work required to demonstrate the soundness of the Local Plan, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications. The examination of Section 2 of the Local Plan will progress once matters in relation to Section 1 have been resolved. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 48 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

In relation to housing supply:

The NPPF requires Councils to boost significantly the supply of housing to meet objectively assessed future housing needs in full. In any one year, Councils must be able to identify five years' worth of deliverable housing land against their projected housing requirements (plus an appropriate buffer to ensure choice and competition in the market for land, account for any fluctuations in the market or to improve the prospect of achieving the planned supply). If this is not possible, or housing delivery over the previous three years has been substantially below (less than 75%) the housing requirement, paragraph 11 d) of the NPPF requires applications for housing development needing to be assessed on their merits, whether sites are allocated for development in the Local Plan or not. At the time of this decision, the Council is able to demonstrate a robust five year supply of deliverable housing sites (as confirmed in recent appeal decisions) and housing deliver over the previous three years has been comfortably above 75% of the requirement. There is consequently no need for the Council to consider an exceptional departure from the Local Plan on housing supply grounds and applications for housing development are to be determined in line the plan-led approach.

3. Relevant Planning History

14/00447/OUT	Outline planning application with all matters reserved for the construction of 10 dwellings and 4 affordable houses.	Approved	18.05.2015
15/01737/OUT	Outline planning application for 18 dwellings and provision of a 0.2ha	Approved	19.09.2016

village green with all other matters reserved.

4. Consultations

Waste Management

No comments.

ECC Highways Dept

All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all purpose access) will be subject to the Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway by the ECC.

From a highway and transportation perspective the impact of the proposal is acceptable to Highway Authority subject to the following mitigation and conditions:

1. Prior to the occupation of any of the proposed development the principle means of access and the internal road and footway layout shall be provided in accord with Drawing Numbered SRW02/B.
Reason: To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.
2. Prior to the proposed access being brought into use, vehicular visibility splays of 90m by 2.4m by 90m as measured along, from and along the nearside edge of the carriageway, shall be provided on both sides of the centre line of the access and shall be retained and maintained free from obstruction clear to ground thereafter.
Reason: To ensure adequate intervisibility between drivers of vehicles using the proposed access and those in the adjoining highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.
3. Prior to the occupation of any of the proposed dwellings the applicant / developer shall provide a kerbed footway across the entire sites frontage to Station Road at a minimum of 2.0m in width and being provided entirely at the Applicant/Developer's expense including new kerbing, surfacing, drainage, any adjustments in levels and any accommodation works to the carriageway channel and making an appropriate connection in both directions to the existing footway to the specifications of the Highway Authority.
Reason: To make adequate provision for the additional pedestrian traffic generated within the highway as a result of the proposed development in accord with Policy DM 9 of the Highway Authority's Development Management Policies February 2011.

4. Each internal estate road junction shall be provided with a clear to ground level visibility splay with dimensions of 25m by 2.4m by 25m on both sides. Such visibility splays shall be provided before the road is first used by vehicular traffic and shall be retained and maintained free from obstruction clear to ground thereafter.
Reason: To ensure a reasonable degree of intervisibility between drivers of vehicles at and approaching the road junction, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.
5. No unbound materials shall be used in the surface treatment of the proposed vehicular accesses within 6m of the highway boundary / throughout.
Reason: To ensure that loose materials are not brought out onto the highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.
6. Prior to the first occupation of each dwelling on the proposed development, the individual proposed vehicular access for that dwelling shall be constructed at right angles to the highway boundary and to a width of 3.7m and each shared vehicular access shall be constructed at right angles to the highway boundary and to a width of 5.5m and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge to the specifications of the Highway Authority.
Reason: To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.
7. Prior to the commencement of development, details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.
8. All carriageways should be provided at 5.5m between kerbed footways or 6.0m where vehicular access is taken but without kerbing.
Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.
9. All off street car parking shall be in precise accord with the details contained within the current Parking Standards being provided within the site which shall be maintained free from obstruction and retained thereafter.
Reason: To ensure that on-street parking of vehicles in the

adjoining streets does not occur, in the interests of highway safety and in accordance with Policy DM 1 and 8 of the Highway Authority's Development Management Policies February 2011.

10. Prior to the occupation of the proposed development, details of the provision for the storage of bicycles sufficient for all occupants of that dwelling, of a design this shall be approved in writing with 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 in accordance with Policy DM 1 and 9 of the Highway Authority's Development Management Policies February 2011.

11. No development shall take place, including any ground works or works of demolition, until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- wheel and under body washing facilities
- HGV Routing plan

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur, in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

12. Any new or proposed boundary hedge shall be planted a minimum of 1m back from the highway boundary and 1m behind any visibility splays which shall be maintained clear of the limits of the highway or visibility splays thereafter.

Reason: To ensure that the future outward growth of the hedge does not encroach upon the highway or interfere with the passage of users of the highway and to preserve the integrity of the highway, in the interests of highway safety in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

Environmental Protection No comments received

Anglian Water Services Ltd No comments received

Tree & Landscape Officer (original comments) There are no trees or other significant vegetation on the application site. The land is in agricultural use.

It would appear that there has been no information provided relating to soft landscaping proposals for the application site.

Planting on the perimeter of the application site will be a key element

in the final design of the development to ensure that it sits comfortably in its rural setting.

Where there is potential for site boundaries to have an adverse impact on the character and appearance of the countryside individual property boundaries should be marked with low hedges comprising of indigenous species ' close board or panel fences would not be appropriate on, or close to the edge of the development.

It will also be important to secure details of planting for the open space/village green and for the front gardens of the dwellings fronting Station Road. It is anticipated that this will include low hedges and tree planting in areas that will have an impact on the public realm.

This information should be provided prior to the determination of the application.

Tree & Landscape Officer
(amended comments)

The information provided relating to the soft landscaping of the development including the open space/village green and front gardens of the dwellings fronting Station Road is comprehensive and includes sufficient details of plant species and specification

The inclusion of the perimeter landscape buffer will help to ensure that the development is partially screened and consequently sits comfortably in its setting.

ECC SuDS Consultee

Having reviewed the documents which accompanied the planning application, the following points require additional clarification:

- No on-site ground investigation, infiltration testing, or geotechnical report has been undertaken - It is understood that the British Geological Society mapping has been used to determine the geology of the site and that an infiltration rate has been assumed based upon this. Infiltration testing to BRE Digest 365 standards will be required for detailed planning and borehole logs either from BGS or a site investigation and should be reviewed to determine the groundwater level within the site. Ground water monitoring may also be undertaken if no other data is available and/or ground water is recorded as high. All borehole logs referenced within the FRA and Drainage Strategy should to be provided.
- The site drainage strategy should be updated to match the latest site layout plan - It is understood that a drainage strategy and associated calculations was submitted alongside the outline planning application for this site (15/01737/OUT), however the site layout plan has been updated since this was produced. As such, the drainage strategy for the site should be amended to conform with the new site layout plan and provide sufficient detail to cover the points set out in the Essex County Council's Detailed Drainage Design Checklist.
- Insufficient evidence is provided to show that water quality guidance is being adhered to -ECC LLFA require that Chapter 26 of The CIRIA SuDS Manual (C753) 2016 is followed with regards to water quality and treatment stages. Evidence should be given in the form of a total SuDS mitigation index that a sufficient level of treatment is being provided.
- A SuDS Maintenance and Management Plan has not been

provided - This should contain details of how SuDS features are to be maintained post-development to ensure they continue to work as intended.

- A Construction Management Plan has not been provided - This should contain details of how surface water is to be managed during construction.

In light of the above, there is a Holding Objection to the proposals in their current form until sufficient detail in relation to the above has been provided.

5. Representations

5.1 Wrabness Parish Council considers the following elements of this planning application for approval of details are unsatisfactory:

- The outline application proposed four affordable homes – this has been reduced in the detailed application to just one affordable house. This falls well short of community expectation and local need established in a survey promoted by the Parish Council in partnership with the Rural Housing Trust.
- The application lacks information concerning landscaping the development to soften the visual impact of the housing estate. The outline application proposed extensive tree planting including to the site perimeter and this should be an essential element of the detailed layout.
- The application lacks any information about the layout, fencing and landscaping of the proposed village green. The Parish Council considers this is essential to ensure this open space meets the needs to the village. The Village Green to be fenced before building commences so it starts off as a safe playing area.
- The layout shows a new double garage on Plot 18 sited hard on the boundary with the Village Hall site. It is strongly recommended that this garage is resited away from the boundary of this public access land in the interests of future neighbourliness.
- The proposed highway layout featuring wide estate roads than the village roads leading to the site, pavements and street lamps is unsympathetic to the existing rural character of Wrabness and contrary to the wishes of local residents.
- No information has been supplied to the Parish Council from either the applicants or the District Council about the proposed legal, financial and future management arrangements relating to the village green.

5.2 In addition to the comments from the Parish Council; 5 letters of objection have been received which raise the following concerns:

- The area of the proposed development is a valuable breeding habitat for brown hare, which having declined in numbers are now in danger. By introducing housing to this area their habitat will be severely damaged and lead to further decline of this sparse population.
- There will be significant traffic increases leading to dangers to pedestrians and children with limited/non-existent footpaths in the area.
- It makes far more sense to restrict the development to the current road frontage and not encroach into the field, thus saving declining habitat, reducing light pollution and limiting vehicular impact.

- Current infrastructure can't support this e.g. local doctors surgery has close future patient registrations. There is no local school and by ensuring residents have to live to amenities and schools the village carbon footprint will increase beyond comfort.
- There is no need to allow this large number of properties indeed currently there are no developments encroaching into and changing use of existing farmland.
- Recent temperatures and climate changes are having a phenomenal impact upon our ability to produce sufficient arable crops, resulting in poor yields to farmers and a scarcity of produce impacting all areas of society. Evidence suggests that more frequent spells of very hot dry weather will occur which will pose further challenges to UK farming. It therefore seems short sighted to approve a development that encroaches so heavily upon current arable land.
- There is no street lighting in the village at the moment, which results in limited light pollution of the area which is a very rare and precious thing these days. The addition of street lights will all but destroy this valued dark sky.
- The development will lead to more and more development of our lovely peaceful village. The proposed site had already grown from 14 to 18 houses with an overall increase in size.
- Increase in light pollution
- The size of the roads is excessive – the roads within the development are larger than the existing streets within Wrabness
- The amount of affordable housing listed has been eroded from the original site plans from 4 down to 1.
- The roads through the village are both narrow and include several sharp blind bends. The increased level of traffic caused by the occupiers of the new houses will cause an even higher risk of accidents. More so because of the lack of pavement and increasing street parking.
- The developer should plant a wide band of trees around the whole development.
- The proposed road layout seems to leave scope for further development to the south in due course.
- The original plans showed the site access near to the village hall.

6. **Assessment**

The main planning considerations are:

- Principle of Development
- Appearance
- Layout
- Scale
- Highway Safety
- Landscaping/Biodiversity
- Impact on residential amenity
- Drainage

Site Context

- 6.1 The site is situated to the west of the village hall in Station Road, Wrabness. It currently forms part of a large agricultural field, with its southern and part eastern boundaries not demarcated.
- 6.2 The northern boundary of the site is fronted onto Station Road; there is no roadside hedge along this boundary and the western boundary is delineated by a hedge. The majority of the eastern boundary of the site within the Village Hall car park is formed by a hedgerow.
- 6.3 The site has an area of approximately 1.4 hectares in total. It has a gentle gradient change, being a downhill gradient of north to south. There are also overhead electricity lines which run along the northern and eastern boundaries of the site.
- 6.4 Station Road comprises a linear form of development with a mixed character resulting from dwellings of varying scale, bulk, design and appearance. In the immediate vicinity of the site, development is characterised by 2 storey semi-detached dwellings to the east of the site on Station Road, and immediately to the east of the site is the Village Hall, which is set back into the site, with a large frontage car park.

Proposal

- 6.5 This application seeks approval of the reserved matters (access, appearance, landscaping, layout and scale) relating to outline planning permission 15/01737/OUT which granted permission for 18 dwellings and provision of a 0.2 hectare village green.
- 6.6 This proposal seeks permission for 18 dwellings; 1 no. 2 bed dwellings; 14 no. 3 bed dwellings and 3 no. 4 bed dwellings.
- 6.7 Out of the dwellings proposed 6 are two storey in height 9 are bungalows and 3 are one and a half storey in height.
- 6.8 The open space (referred to as the village green) measures 0.2 hectares in size and is situated adjacent to the boundary with the village hall at the front of the site.
- 6.9 An access road is proposed at approximately the centre of the site to serve 14 of the proposed dwellings, this is proposed to be 5.5 metres in width with a 2 metres footpath either side; it serves smaller private drives. The 4 dwellings proposed at the front of the site will be accessed via private drives directly onto Station Road.
- 6.10 A S06 legal agreement was secured at outline planning permission stage requiring; affordable housing (1 gifted unit); and provision of open space (to be maintained by a management company). This legal agreement and all conditions on the outline consent will still apply.

Principle of Development

- 6.11 The principle of development on the site for 18 dwellings and 0.2 hectares of open space has been established by the granted of outline consent (15/01737/OUT). To reflect this decision the site is now included within the Settlement Development Boundary in the Tendring District Local Plan (2013-2033) and Beyond Publication Draft (Emerging Plan).

Appearance

- 6.12 The details design of the dwellings in varied with different roof forms, height and use of porches and window detailing which adds a somewhat traditional element to the design and provides visual interest.
- 6.13 The surrounding area comprises of a mixture of type and styles of dwellings, all fairly traditional in appearance, it is therefore considered that the design of the proposed dwellings are in keeping with the character of the area.
- 6.14 No details of materials have been provided; however this will be dealt with at a later stage as a condition was imposed on the outline consent required samples of external materials to be submitted and approved by the Local Planning Authority.
- 6.15 For the above reasons it is considered that the detailed design and appearance of the proposed dwellings is acceptable.

Layout

- 6.16 Each of the proposed dwellings, have their own private amenity space. Policy HG9 of the Saved Local Plan requires 50 sq.m for 1 bed dwellings; 75 sq.m for 2 bed dwellings and 100 sq.m for dwellings with 3 or more beds. All the dwellings are provided with garden areas which meet or exceed this standard.
- 6.17 All of the proposed dwellings address the street and create an active street frontage. There are some dwellings which have blank side elevations that face onto the street; these elevations are either set back from the street or are in less prominent locations
- 6.18 Parking is provided either to the front or sides of the dwellings, in appropriate locations throughout the site and therefore do not dominate the proposed development.
- 6.19 In conclusion there is no objection to the layout of the proposed development.

Scale

- 6.20 The proposal includes a mix of single storey bungalows, one and a half storey dwellings and two storey dwellings. The nearest building is the village hall which is a single storey dwelling beyond this are two storey properties and then bungalows. Being on the edge of Wrabness the site is in a sensitive location; the bungalows are situated towards the edge of the site, which provides a suitable relationship with the surrounding countryside. It is considered that a mix of single storey to two storey dwellings on this site is acceptable.

Highway Safety/Parking

- 6.21 Essex County Council Highways have been consulted on the application and raise no objection subject to conditions set out above, which cover the internal road layout; vehicular visibility; provision of a kerbed footway; materials of driveways; width of access; car parking; cycle storage; position of any new or proposed boundary hedge and a construction method statement. All of these issues are dealt with by conditions imposed on the outline consent, with the exception of the position of any potential boundary hedge along Station Road. All conditions on the outline consent will still apply.
- 6.22 Condition No. 16 on the outline consent requires the development to provide a 2 metres wide kerbed footway connection from the existing vehicular access for the Village Hall to the proposed vehicular access to the proposed development site. Essex County Council Highways are now recommending a footpath be provided along the entire frontage to

Station Road; as this is a reserved matters application it is not possible to change the requirements of the proposed footpath.

- 6.23 Essex County Council Parking Standards state that for one bedroom dwellings 1 off-street parking space is provided and for dwellings with 2 or more bedrooms a minimum of 2 off-street parking spaces are provided. Furthermore, 0.25 spaces per dwelling should be provided for visitor parking. Each parking space should measure 5.5 metres by 2.9 metres and if a garage is to be relied on it should measure 7 metres by 3 metres internally. There is no separate visitor parking provided around the development, however, many of the proposed dwellings have off-street parking provision in excess of that required by the standards. All have the required 2 off-street parking spaces but especially the larger houses have spaces for up to 3 or 4 cars. It is therefore considered that the level of parking provision is acceptable.
- 6.24 No details of any cycle storage has been provided at this stage, however, this is a condition of the outline consent so will be dealt with at a later stage. However, the garages are of a sufficient size to provide cycle parking and all dwellings have space within the garden area for a shed. Therefore it is considered that adequate cycle parking can be provided.
- 6.25 The proposal is therefore acceptable in terms of highway safety.

Landscaping/Biodiversity

- 6.26 The impact of the proposal on protected species and biodiversity was dealt with at outline stage and the nature of the site has not changed. There are no trees of other significant vegetation on the application site.
- 6.27 The information provided relating to the soft landscaping of the development including the open space/village green and front gardens of the dwellings fronting Station Road is comprehensive and includes sufficient details of plant species and specification.
- 6.28 The inclusion of the perimeter landscape buffer will help to ensure that the development is partially screened and consequently sits comfortably in its setting.
- 6.29 It is considered that the proposed landscaping is acceptable.

Impact on residential amenity

- 6.30 It is considered that the proposal would result in no material harm to residential amenity of existing occupiers. The relationship between the proposed dwellings is also considered acceptable with adequate separation to provide good standards of privacy and light. To ensure privacy is retained permitted development right for loft conversions are to be removed.

Drainage

- 6.31 A holding objection from Essex County Council SUDs has been received as part of this application. This has been forwarded to the agent for information but does not affect the determination of this current application as a condition was imposed on the outline consent to cover surface water drainage matters. No development can commence until this condition has been discharged.

Other Issues

- 6.32 There are concerns that the number of dwellings on site has increased from 14 to 18. Outline consent was firstly granted for 14 dwellings (including 4 affordable houses) under

application 14/00447/OUT. Then a further outline permission was granted for 18 dwellings under reference 15/01737/OUT, which is the scheme that the reserved matters has been submitted for. The number of affordable homes has reduced from 4 to 1 as at the time of the original outline consent (14/00447/OUT) the 4 homes were to be provided in connection with a Registered Provider and not be gifted to the Council. By the time application 15/01737/OUT was determined the Council's procedure had changes and 1 gifted unit was sought. The gifted unit is to be provided to the Council at no cost and works out in value approx. the same as 4 units to be sold to a Registered Provider.

- 6.33 Concerns have been raised regarding the potential for street lighting; this is a matter for detail that will be dealt with by Essex County Council Highways, if the road is to be adopted.

Conclusion

- 6.34 Overall the details submitted with this application are considered to be acceptable and their approval is recommended.

Background Papers

None