

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	ML	16/10/2018
Planning Development Manager authorisation:	ANJ	16/10/18
Admin checks / despatch completed	ER	17/10/18

M

Application: 18/00662/FUL **Town / Parish:** Clacton Non Parished

Applicant: EF Developments

Address: Elm Farm Little Clacton Road Clacton On Sea

Development: 14 bungalows.

1. Town / Parish Council

Clacton – No Town Council

2. Consultation Responses

Waste Management Rubbish collection area for plots 12,13 and 14 to be of sufficient area to contain wheeled bins and recycling containers associated with plots 12, 13 and 14.

Tree & Landscape Officer The application site has been cleared and contains no significant trees or other vegetation.

Should planning permission be likely to be granted then the indicative soft landscaping shown on the site layout plan: Drawing No. 0382_100 should be secured by a condition attached to any such permission.

The soft landscaping should address the need to both partially screen the development and to enhance its appearance. In addition to the areas shown on the drawing special attention should be given to strengthening the planting on the boundary adjacent to the Little Clacton Road. This will help to assimilate the development into an 'urban fringe' location.

Anglian Water Services Ltd No comments received

Environmental Protection In order to minimise potential nuisance to nearby existing residents caused by construction works, Pollution and Environmental Control ask that the following below are conditioned;

Prior to the commencement of any site clearance, demolition or construction works, the applicant (or their contractors) shall submit a full method statement to, and receive written approval from the Pollution and Environmental Control. The method statement (Demolition/Construction Management Plan) should include the following;

' Noise Control

1) The use of barriers to mitigate the impact of noisy operations will be used where possible. This may include the retention of part(s) of the original buildings during the demolition process to act in this capacity.

2) No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Monday to Saturday (finishing at 13:00 on Saturday) with no working of any kind permitted on Sundays or any Public/Bank Holidays.

3) The selection and use of machinery to operate on site, and working practices to be adopted will as a minimum requirement, be compliant with the standards laid out in British Standard 5228:2014.

4) Mobile plant to be resident on site during extended works shall be fitted with non-audible reversing alarms (subject to HSE agreement).

5) Prior to the commencement of any piling works which may be necessary, a full method statement shall be agreed in writing with the Local Planning Authority (in consultation with Pollution and Environmental Control). This will contain a rationale for the piling method chosen and details of the techniques to be employed which minimise noise and vibration to nearby residents..

6) If there is a requirement to work outside of the recommended hours the applicant or contractor must submit a request in writing for approval by Pollution and Environmental Control prior to the commencement of works.

' Emission Control

1) A scheme of measures for the control and suppression of dust emissions shall be submitted to and approved in writing by the Local Planning Authority. Such agreed works shall be implemented in the approved form prior to the commencement of any development of the site and shall be maintained in the approved form until the development is completed and ready to be signed off as complete for the permitted purpose

2) All waste arising from the ground clearance and construction processes to be recycled or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.

3) No materials produced as a result of the site development or clearance shall be burned on site. All reasonable steps, including damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.

4) All bulk carrying vehicles accessing the site shall be suitably sheeted to prevent nuisance from dust in transit.

' Lighting Control

1) Any lighting of the site under development shall be located, designed and directed [or screened] so that it does not cause avoidable intrusion to adjacent residential properties/ constitute a traffic hazard/cause unnecessary light pollution outside the site boundary. "Avoidable intrusion" means contrary to the Code of Practice for the Reduction of Light Pollution issued by the Institute of Lighting Professionals.

Adherence to the above condition will significantly reduce the likelihood of public complaint and potential enforcement action by Pollution and Environmental Control. The condition gives the best practice for Demolition and Construction sites. Failure to follow them may result in enforcement action under nuisance legislation (Environmental Protection Act 1990), or the imposition of controls on working hours (Control of Pollution Act 1974).

ECC SuDS Consultee

Essex County Council as the Lead Local Flood Authority (LLFA) has received the above planning application on 03/05/2018. This application has been reviewed for surface water drainage aspects in accordance with our statutory consultee role.

Currently, consultants from McCloy CONSULTING are working on behalf of the Flood Risk Management team to provide comments. These have formed the basis of our recommendation to this planning application, please see attached letter:

Thank you for your email which provides Essex County Council (ECC) with the opportunity to assess and advise on the proposed surface water drainage strategy for the aforementioned planning application. As the Lead Local Flood Authority (LLFA) ECC provides advice on SuDS schemes for major developments. ECC have been statutory consultee on surface water since the 15th April 2015.

In providing advice this Council, and their appointed consultants, looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:

- Non-statutory technical standards for sustainable drainage systems
- Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
- The CIRIA SuDS Manual (C753)
- BS8582 Code of practice for surface water management for development sites.

Lead Local Flood Authority position

Having reviewed the Surface Water Drainage Strategy and the associated documents which accompanied the planning application, acting on behalf of ECC we do not object to the granting of planning permission based on the following:

Condition 1

No works shall take place until the following particulars of the detailed surface water drainage scheme for the site have been provided. The submission should be based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development.

The submission should demonstrate compliance with the NSTS and ECC's Sustainable Drainage Systems design Guide and should be approved in writing by the local planning authority.

- Verification of the suitability of infiltration of surface water for the development. Specifically it is noted that the infiltration testing provided does not meet BRE 365 requirements as testing has not been undertaken 3 no. times per soakage hole. Please submit tests which comply with the requirements of BRE 365 or similar and approved.
- Limiting discharge rates from the site to 1l/s for the 1 in 1 year and 1 in 100 year rainfall events as detailed in the Surface Water Drainage Strategy document.
- Provide sufficient surface water storage so that the runoff volume is discharged or infiltrating at a rate that does not adversely affect flood risk and that unless designated to flood that no part of the site floods for a 1 in 30 year event, and 1 in 100 year event in any part of a building, utility plant susceptible to water within the development.
- Provide sufficient storage to ensure no off-site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus climate change event.

- Provision of suitable 'urban creep' allowance
- Final modelling and calculations for all areas of the drainage system.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

Condition 2

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

Summary of Flood Risk Responsibilities for your Council

We have not considered the following issues as part of this planning application as they are not within our direct remit; nevertheless these are all very important considerations for managing flood risk for this development, and determining the safety and acceptability of the proposal. Prior to deciding this application you should give due consideration to the issue(s) below. It may be that you need to consult relevant experts outside your planning team.

- Sequential Test in relation to fluvial flood risk;
- Safety of people (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements);
- Safety of the building;
- Flood recovery measures (including flood proofing and other building level resistance and resilience measures);
- Sustainability of the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, ECC advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your council.

INFORMATIVES:

- Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future

register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

- Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.

- Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.

- It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.

- The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.

- ECC will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15th of April 2015 based on the key documents listed within this letter. This includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.

Building Control and
Access Officer

Access for fire fighting appliance needs to meet the provisions of B5.

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:

Prior to the first occupation of the development, the proposed estate road, at its bellmouth junction with Little Clacton Road shall be provided with 10.5m. radius kerbs returned to an access road carriageway width of 5.5m. and flanking footways 2m. in width returned around the radius kerbs and connecting to the existing footways. The new road junction shall be constructed at least to binder course prior to the commencement of any other development including the delivery of materials.

Prior to the proposed access being brought into use, vehicular visibility splays of site maximum by 2.4m by site maximum 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.

All off street parking facilities including garages and car ports shall be provided in precise accord with current Parking Standards.

Prior to commencement of the proposed development, a vehicular turning facility for service and delivery vehicles of at least size 3 dimensions and of a design which shall be approved in writing by the Local Planning Authority, shall be provided within the site and shall be maintained free from obstruction at all times for that sole purpose.

Each internal estate road junction shall be provided with a clear to ground level visibility splay with dimensions of 11m by 2.4m by 11m on both sides. Such visibility splays shall be provided before the road is first used by vehicular traffic and shall be retained free from obstruction at all times.

All footways should be provided at no less than 2.0m in width.

Prior to the occupation of the proposed development, details of the provision for the storage of bicycles for each dwelling 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.

The existing access or any part of an access (dropped kerb) rendered redundant or unnecessary by this development shall be suitably and permanently closed to the satisfaction of the Local Planning Authority, incorporating the re-instatement to full height of the highway verge/footway/kerbing to the specifications of the Highway Authority, immediately the proposed new accesses are brought into use.

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.

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:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and under body washing facilities

Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of Residential Travel Information Packs for sustainable transport sufficient for the occupants of each dwelling, approved by the Local Planning

Authority.

Prior to the occupation of the proposed development the applicant shall provide a refuse/ recycling / bin store within 15m of the vehicular access within the site which shall be maintained free from obstruction and retained thereafter.

3. Planning History

16/00740/OUT	Outline planning application with all matters reserved for residential development of 14 dwellings.	Refused (Allowed on Appeal)	10.08.2016
17/01550/DISCON	Discharge of Condition 4 (Construction Method Statement) of application 16/00740/OUT (APP/P1560/W/16/3164552).	Approved	15.09.2017
18/00662/FUL	14 bungalows.	Current	

4. Relevant Policies / Government Guidance

NPPF National Planning Policy Framework July 2018

National Planning Practice Guidance

Tendring District Local Plan 2007

QL1 Spatial Strategy

QL2 Promoting Transport Choice

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

HG1 Housing Provision

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

EN2 Local Green Gaps

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

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

SP1 Presumption in Favour of Sustainable Development

SP2 Spatial Strategy for North Essex

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

HP4 Safeguarded Local Greenspace

LP1 Housing Supply

LP2 Housing Choice

LP3 Housing Density and Standards

LP4 Housing Layout

CP1 Sustainable Transport and Accessibility

Local Planning Guidance

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 delivered 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 with the plan-led approach.

5. Officer Appraisal (including Site Description and Proposal)

Site Description

The site measures 0.9 hectares and is located on the western side of Little Clacton Road, with an existing access around 500m north its junction with St Johns Road, which is also the nearest bus route. The frontage to Little Clacton Road is on a narrow, winding section of the road, with no footways or lighting and just beyond the 30mph limit designation to the south.

The site itself previously contained a group of agricultural and former agricultural barns, but these have now been demolished and the site has been cleared. Beyond, at roughly a right angle, the site turns south, the remainder forming an undifferentiated part of a large arable field lying mainly to the west and south.

Abutting the northern boundary of the site are the house at Elm Farm and its immediate garden, with most of the remaining 'outer' boundary abutted by a grassed paddock, the remainder of the field to the west, and further arable fields and open countryside to the north, west and east. To the south of the site is the northern extremity of a recently constructed housing development running north from St Johns Road.

Proposal

This application proposes the erection of 14 x 3 bed bungalows following the granting of outline permission at appeal. However, this application is submitted as a FULL application due to the inclusion of additional land within the application site to accommodate a drainage basin to the north and an area utilised for Calor Gas storage and a foul water pumping station adjacent to the north-west boundary, both of which would be sited below ground.

Planning History

Outline planning permission with all matters reserved was granted on appeal in May 2017 for the development of 14 bungalows (reference 16/00740/OUT).

Appraisal

Principle

The application site is located immediately adjacent to the defined development boundary of Clacton-on-Sea as set out in the saved local plan and part of a wider mixed use allocation in the emerging local plan. However, as stated above, outline planning permission has been granted on appeal for the development of 14 bungalows. This decision is a material planning consideration, as the principle of development on this site has been found to be acceptable. Matters of consideration therefore turn to the detailed design aspects of the development including the design of the properties, the layout, the impact upon surrounding residents and access/parking concerns.

Layout/Design

In terms of the layout the vehicular access would be via a spine road from Little Clacton Road with the bungalows sited to the south arranged in small clusters addressing a series of 3 private drives. The gable ends of the bungalows would be facing the existing properties to the south to ensure an acceptable relationship is created to avoid loss of privacy to existing and future residents. A substantial native hedge and tree planting buffer zone is proposed to the western boundary, which faces open countryside. The Little Clacton Road frontage is to be formed by the rear boundary of plots 1 and 2 and as such will need to consist of higher fencing to ensure privacy. However, revised plans have been submitted to move the fencing in 1m to allow for the inclusion of planting to soften this frontage. The inclusion of a condition to secure a more sympathetic fencing solution such as woven willow fencing would also assist in this respect. It must be noted though that there are examples in the vicinity of higher enclosures addressing Little Clacton Road. In this context this element of the scheme, along with planting and sympathetic fencing, would not look out of place in this urban fringe location. The bungalows are sited as to not appear cramped within their respective plots and the block plan shows for a good degree of planting at key points along the spine road to assimilate the development into its semi-rural surroundings.

Each of the bungalows would be served by a private amenity spaces in excess of 100sqm and therefore according with the requirements of saved policy HG9. In terms of design the scheme shows the properties comprising of traditional hipped roof form but complemented by contemporary features including dark aluminium windows and stainless steel rainwater goods. The bungalows would be a mix of red facing brick and Dark Hardiplank providing a suitable contrast which would be in keeping with the semi-rural character of the locality.

Residential Amenities

The siting and orientation of the proposed bungalows ensures that the outlook and privacy of residents to the south would be maintained. The single storey nature of the bungalows along with a condition removing permitted development rights for additions to the roof of the bungalows, to assist in safeguarding future and existing resident's privacy level, will ensure the development is not detrimental to residential amenity.

The applicant's agent has confirmed that Elm Farm to the north would retain access to its off-street parking area via the new access road. This will be secured via condition.

Highway Considerations

ECC-Highways have no objections to the development subject to the following highway requirements;

- Prior to the first occupation of the development, the proposed estate road, at its bellmouth junction with Little Clacton Road shall be provided with 10.5m. radius kerbs returned to an access road carriageway width of 5.5m. and flanking footways 2m. in width;
- Prior to the proposed access being brought into use, vehicular visibility splays of site maximum by 2.4m by site maximum 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.
- All off street parking facilities including garages and car ports shall be provided in precise accord with current Parking Standards.
- Prior to commencement of the proposed development, a vehicular turning facility for service and delivery vehicles of at least size 3 dimensions shall be provided within the site and shall be maintained free from obstruction at all times for that sole purpose.
- Each internal estate road junction shall be provided with a clear to ground level visibility splay with dimensions of 11m by 2.4m by 11m on both sides.
- All footways should be provided at no less than 2.0m in width.
- The existing access or any part of an access (dropped kerb) rendered redundant or unnecessary by this development shall be suitably and permanently closed to the satisfaction of the Local Planning Authority, incorporating the re-instatement to full height of the highway

verge/footway/kerbing to the specifications of the Highway Authority, immediately the proposed new accesses are brought into use.

- 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.

- 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.

- Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of Residential Travel Information Packs; and

- Prior to the occupation of the proposed development the applicant shall provide a refuse/recycling / bin store within 15m of the vehicular access within the site which shall be maintained free from obstruction and retained thereafter.

The majority of the requirements are reflected on the submitted plans. A CMS relating to the site has already been approved under a previous discharge of condition application. To avoid the need to re-submit the CMS a condition will be applied securing accordance with the previously submitted document/plan.

Drainage

A sustainable urban drainage scheme has been provided which shows surface water to be discharged via permeable paving for the private access roads and driveways, below ground soakaways for run-off from private roof areas and adoptable highway run-off collected via gullies and directed to a new attenuation basin located north of the site, within the land ownership of the applicant. Discharge from the attenuation basin is to an on-site ditch running adjacent to Little Clacton Road flowing in northerly direction. This ditch connects to a watercourse located approximately 600m north of the site which flows in an easterly direction towards Picker's Ditch.

ECC-SUDs Team have reviewed the proposed drainage strategy and have no objections subject to the inclusion of certain conditions relating to the detailed design of the strategy and its maintenance.

Legal Obligation

A public open space contribution has not been requested for this application.

Other Considerations

Environmental Health has outlined measures to suppress dust/noise during construction phase. This will be communicated to the applicant via an informative.

3 letters of objection have been received outlining the following concerns;

- development would obstruct views and affect current privacy levels;
- highway safety concerns as entrance is situated on a blind bend and will therefore cause traffic congestion;
- lack of local infrastructure (school/GP places, broadband and low water pressure);
- no pedestrian infrastructure;
- would set a dangerous precedent for more homes being built on valuable farmland.

6. Recommendation

Approval

7. 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 the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

- 2 Prior to the commencement of any above ground works, a scheme of hard and soft landscaping works for the site shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837: 2012 Trees in relation to design, demolition and construction.

Reason - In order to enhance the visual appearance of the proposed dwellings.

- 3 All changes in ground levels, hard landscaping, planting, seeding or turfing shown on the approved landscaping details shall be carried out during the first planting and seeding season (October - March inclusive) following the commencement of the development or in such other phased arrangement as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die, are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to a variation of the previously approved details.

Reason - To ensure that the landscaping scheme is suitably implemented within an appropriate timescale.

- 4 Prior to the commencement of any above ground works, a plan indicating the positions, design, materials and type of boundary treatment to be erected (including the enclosure to the pumping station/Calor Gas compound) shall be submitted to and approved by the Local Planning Authority. The approved boundary treatments shall be implemented before the dwellings hereby permitted are occupied.

Reason - In the interests of providing adequate privacy for occupiers of the development and neighbouring residential properties and in the interests of visual amenity.

- 5 Prior to the first occupation of the development, the proposed estate road, at its bellmouth junction with Little Clacton Road shall be provided with 10.5m. radius kerbs returned to an access road carriageway width of 5.5m. and flanking footways 2m. in width returned around the radius kerbs and connecting to the existing footways. The new road junction shall be constructed at least to binder course prior to the commencement of any other development including the delivery of materials.

Reason - To ensure that all vehicular traffic using the junction may do so in a controlled manner and to provide adequate segregated pedestrian access, in the interests of highway safety.

- 6 Prior to the proposed access being brought into use, vehicular visibility splays of site maximum by 2.4m by site maximum 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.

- 7 All parking spaces and garage parking (including visitor's spaces) shall be provided, as shown on approved drawing no. 0382_SK01_AF_180221 Rev A, prior to the first

occupation of the development. All parking/garaging shall thereafter be kept available at all times for the parking of vehicles by the occupants of the dwellings and for their visitors and for no other purpose.

Reason - To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety.

- 8 Each internal estate road junction shall be provided with a clear to ground level visibility splay with dimensions of 11m by 2.4m by 11m on both sides. Such visibility splays shall be provided before the road is first used by vehicular traffic and shall be retained free from obstruction at all times.

Reason - To ensure a reasonable degree of intervisibility between drivers of vehicles at and approaching the accesses, in the interests of highway safety.

- 9 The existing access or any part of an access (dropped kerb) rendered redundant or unnecessary by this development shall be suitably and permanently closed to the satisfaction of the Local Planning Authority, incorporating the re-instatement to full height of the highway verge/footway/kerbing to the specifications of the Highway Authority, immediately the proposed new accesses are brought into use.

Reason - To ensure the removal of and to preclude the creation of un-necessary points of traffic conflict in the highway and to prevent indiscriminate access and parking on the highway, in the interests of highway safety.

- 10 Prior to the commencement of any above ground works, 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.

- 11 Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of Residential Travel Information Packs for sustainable transport sufficient for the occupants of each dwelling, approved by the Local Planning Authority.

Reason - In the interests of reducing the need to travel by car and promoting sustainable development and transport.

- 12 Prior to the occupation of the proposed development the applicant shall provide a refuse/recycling/bin store within 15m of the vehicular access within the site which shall be maintained free from obstruction and retained thereafter.

Reason - To limit and reduce the time a refuse freighter is left waiting within the highway causing congestion and obstruction in the interests of highway safety.

- 13 No above ground works shall take place until the following particulars of the detailed surface water drainage scheme for the site have been provided. The submission should be based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development. The submission should demonstrate compliance with the NSTS and ECC's Sustainable Drainage Systems design Guide and should be approved in writing by the local planning authority.

- Verification of the suitability of infiltration of surface water for the development. Specifically it is noted that the infiltration testing provided does not meet BRE 365 requirements as testing has not been undertaken 3 no. times per soakage hole. Please submit tests which comply with the requirements of BRE 365 or similar and approved.

- Limiting discharge rates from the site to 1l/s for the 1 in 1 year and 1 in 100 year rainfall events as detailed in the Surface Water Drainage Strategy document.

- Provide sufficient surface water storage so that the runoff volume is discharged or infiltrating at a rate that does not adversely affect flood risk and that unless designated to flood that no part of the site floods for a 1 in 30 year event, and 1 in 100 year event in any part of a building, utility plant susceptible to water within the development.
- Provide sufficient storage to ensure no off-site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus climate change event.
- Provision of suitable 'urban creep' allowance
- Final modelling and calculations for all areas of the drainage system.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

Reason -

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

- 14 The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason - To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

- 15 Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class B and C of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no enlargement, improvement or other alteration to the roof of the dwellings shall be erected or carried out except in accordance with drawings showing the siting and design of such enlargement, improvement or other alteration which shall previously have been submitted to and approved, in writing, by the Local Planning Authority.

Reason - In the interests of visual and residential amenities.

- 16 Access to the dwelling at Elm Farm to the north of the site shall be provided via the proposed access road and shall be maintained free of obstruction in perpetuity.

Reason - To provide the occupants at Elm Farm off-street parking in the interests of highway safety.

- 17 Construction work shall be carried out in accordance with the document titled 'Construction Method Statement' (dated 8th September 2017 - as prepared by Tim Wild) as approved under planning reference 17/01550/DISCON.

Reason - To ensure that on-street parking of these vehicles in the adjoining streets does not occur, in the interests of highway safety.

- 18 The development hereby permitted shall be carried out in accordance with the following approved plans: 0382_SK01_AF_180221 A, 0382_101 B, 0382_112 A, 0382_113 A, 0382_210 B, 0382_213 A, 0382_250, 0382_251, 0382_252 A, 0382_253, 0382_254, 0382_300 A, 0382_400, 0382_110 B and document titled 'Materials Schedule'.

Reason - For the avoidance of doubt and in the interests of proper planning.

8. Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Highway Informative

All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works.

Advisory Notes for the Control of Pollution during Construction & Demolition Works

The following information is intended as guidance for applicants/developers and construction firms. In order to minimise potential nuisance to nearby existing residents caused by construction and demolition works, Pollution and Environmental Control recommends that the following guidelines are followed. Adherence to this advisory note will significantly reduce the likelihood of public complaint and potential enforcement action by Pollution and Environmental Control.

Noise Control

- 1) The use of barriers to mitigate the impact of noisy operations will be used where possible. This may include the retention of part(s) of the original buildings during the demolition process to act in this capacity.
- 2) No vehicle connected with the works to arrive on site before 07:00 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 07.00 and 19:00 Monday to Friday, Saturday 08.00 to 13.00 with no working of any kind permitted on Sundays or any Public/Bank Holidays.
- 3) The selection and use of machinery to operate on site, and working practices to be adopted will, as a minimum requirement, be compliant with the standards laid out in British Standard 5228:1984.
- 4) Mobile plant to be resident on site during extended works shall be fitted with non-audible reversing alarms (subject to HSE agreement).
- 5) Prior to the commencement of any piling works which may be necessary, a full method statement shall be agreed in writing with the Planning Authority (in consultation with Pollution and Environmental Control). This will contain a rationale for the piling method chosen and details of the techniques to be employed which minimise noise and vibration to nearby residents.
- 6) If there is a requirement to work outside of the recommended hours the applicant or contractor must submit a request for approval by Pollution and Environmental Control prior to the commencement of works.
- 7) The site manager name and contact number should be provided in writing to the pollution and environmental control team as soon as they have been appointed.

Emission Control

- 1) All waste arising from the demolition process, ground clearance and construction processes to be recycled or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.
- 2) No materials produced as a result of the site development or clearance shall be burned on site. All reasonable steps, including damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.
- 3) All bulk carrying vehicles accessing the site shall be suitably sheeted to prevent nuisance from dust in transit.

Are there any letters to be sent to applicant / agent with the decision? If so please specify:	YES	NO
Are there any third parties to be informed of the decision? If so, please specify:	YES	NO