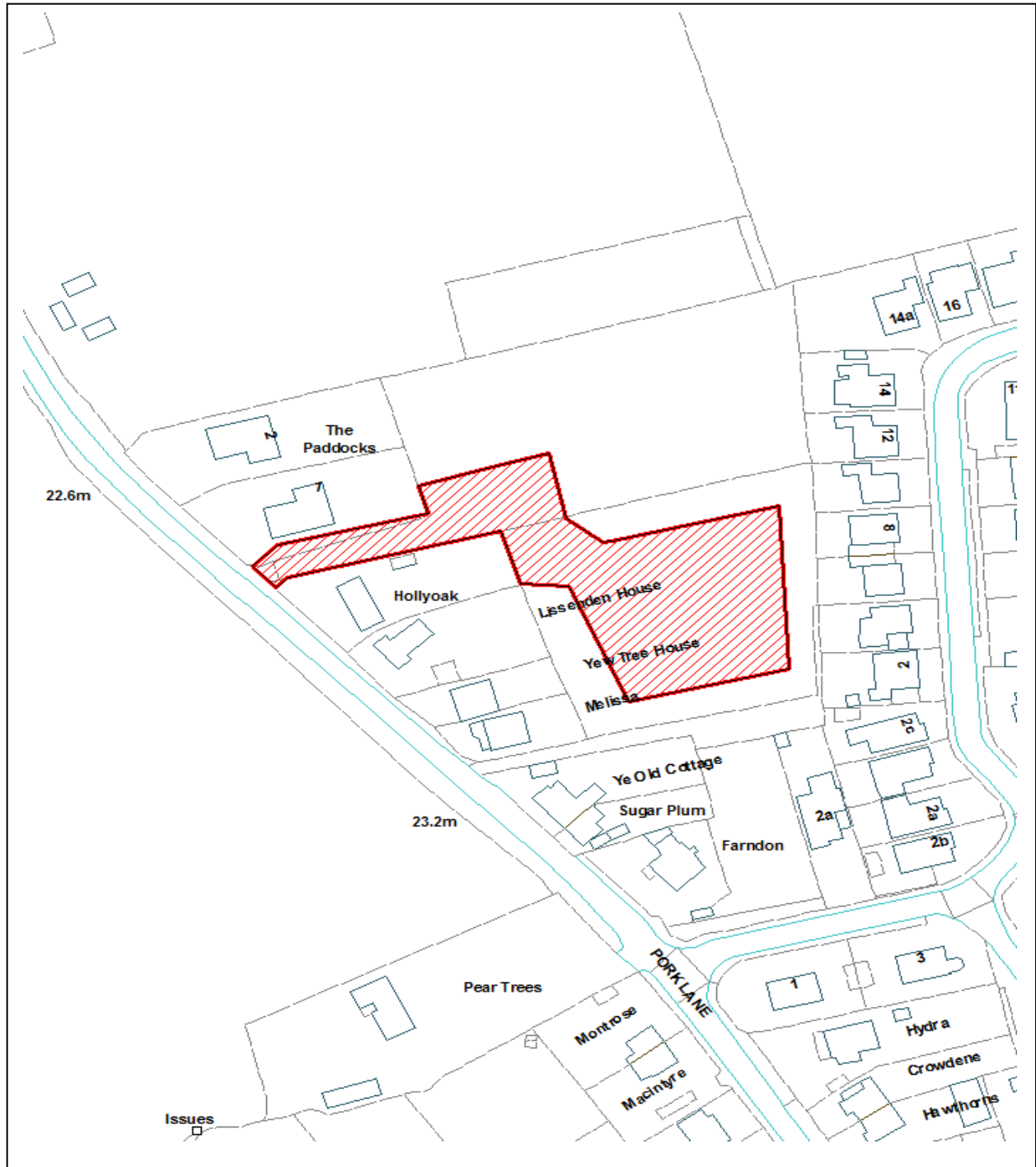


PLANNING COMMITTEE

13th November 2018

REPORT OF THE HEAD OF PLANNING

**A.7 PLANNING APPLICATION - 18/01571/OUT - LAND EAST OF PORK LANE
GREAT HOLLAND CO13 0JE**



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Application:	18/01571/OUT	Town / Parish: Frinton & Walton Town Council
Applicant:	Mr Candler	
Address:	Land East of Pork Lane Great Holland CO13 0JE	
Development:	Outline application for the residential development of 0.4 hectares of land for up to five bungalows.	

1. **Executive Summary**

- 1.1 This application is to be determined by the Planning Committee as the site is located outside of a recognised Settlement Development Boundary and is being recommended for approval.
- 1.2 Whilst the site does not fall within a recognised Settlement Development Boundary within the Adopted Tendring Local Plan 2007, the access into the site falls within the Settlement Development Boundary for Great Holland within the Emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft. The remainder of the site falls outside.
- 1.3 The proposal would result in conflict with Saved Policy QL1 and Emerging Policy SPL1 in terms of the site's location beyond the settlement development boundary. However, whilst the NPPF advocates a plan-led approach, it is important to consider whether any circumstances outweigh the conflict. Development should be plan led unless material considerations indicate otherwise.
- 1.4 Therefore, given that the site meets the three strands of sustainability, and that recent appeal decisions demonstrate that a site falling outside of a Settlement Development Boundary is not in itself sufficient to justify refusing applications for proposed development, the principle of development of up to 5 bungalows on this occasion is considered to be acceptable.

Recommendation: Approval

Conditions:

1. Reserved Matters standard conditions;
2. Approved plans;
3. Vehicular access width to be 5.5m throughout;
4. No unbound materials used;
5. Provision of a 2m wide parallel band visibility splay across entire site frontage, which shall connect to and be an extension of the visibility splay for the neighbouring development 17/00333/FUL;
6. Any boundary hedging to be planted a minimum of 1m back from the highway;
7. A vehicular turning facility for service and delivery vehicles;
8. Provision of a communal recycling/bin/refuse collection point;
9. Car parking and turning area for each dwelling;
10. Submission of a Construction Method Statement;
11. Soft landscaping conditions.

2. Planning Policy

NPPF National Planning Policy Framework

National Planning Practice Guidance

Tendring District Local Plan 2007:

EN1 Landscape Character

EN29 Archaeology

HG1 Housing Provision

HG3 Residential Development within Defined Settlements

HG6 Dwelling Size and Type

HG9 Private Amenity Space

HG14 Side Isolation

QL1 Spatial Strategy

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

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

LP1 Housing Supply

LP2 Housing Choice

LP4 Housing Layout

PPL3 The Rural Landscape

PPL7 Archaeology

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

Local Planning Guidance

Essex County Council Car Parking Standards - Design and Good Practice

Status of the Local Plan

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 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

07/00798/FUL	Change of use of agricultural land to paddock with training area.	Withdrawn	19.07.2007
07/01222/FUL	Change of use of agricultural land to paddock with vehicular access, as amended and amplified by drawing no. 4372a-1 Rev A, Certificate of Ownership and agents letter received on 26 September 2007.	Refused	19.10.2007

13/60264/HOUEN Q	Entrance and gate to field.		23.07.2013
15/00777/FUL	Barn for hay and chickens.	Approved	
16/00234/FUL	Proposed barn for hay and chickens.	Approved	30.06.2016
16/01400/OUT	Residential development of 0.2 ha of land to create up to three detached bungalows.	Approved	02.11.2016
17/00333/FUL	2 No. three bedroom detached bungalows with garages.	Approved	05.05.2017
17/00921/DISCON	Discharge of condition 07 (landscaping) of planning permission 17/00333/FUL.	Approved	26.07.2017
17/01270/OUT	Proposed erection of three bungalows.	Refused	25.09.2017
17/01700/OUT	Residential development of 0.3 ha of land to create up to five detached bungalows.	Refused	22.11.2017
17/01763/FUL	Erection of two barns.	Refused	13.03.2018
17/01772/OUT	Proposed erection of three bungalows.	Refused	11.12.2017

4. Consultations

ECC Highways Dept

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 first occupation of the proposed dwellings, the proposed vehicular access and access road shall be constructed to a width of 5.5m throughout 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 all vehicles using the private drive access do so in a controlled manner and to ensure that opposing vehicles may pass clear of the limits of 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.

2. No unbound materials shall be used in the surface treatment of the proposed vehicular access or road within 6m of the highway boundary.

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.

3. Prior to the proposed access being brought into use the applicant shall provide a 2.0m wide parallel band visibility splay across the entire sites frontage to Pork Lane which shall connect to and be an extension of the visibility splay for the neighbouring approved development reference 17/00333/FUL which 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.

4. 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.

5. 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 which shall be retained and maintained free from obstruction thereafter.

Reason: To ensure that vehicles using the site access may enter and leave the highway in a forward gear, 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 first occupation of the proposed development, a communal recycling/bin/refuse collection point shall be provided within 15m of the highway boundary or adjacent to the highway boundary and additionally clear of all visibility splays at accesses and retained thereafter.

Reason: To minimise the length of time a refuse vehicle is required to wait within and cause obstruction of 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.

7. The development shall not be occupied until such time as a car parking and turning area for each dwelling has been provided in accord with current Parking Standards. These facilities shall be retained in this form at all times and shall not be used for any purpose other than the parking and turning of vehicles related to the use of the development 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.

8. Prior to the occupation of the proposed development, details of the provision for the storage of bicycles sufficient for all occupants of each

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.

9. 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

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.

Informative1: 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.

Tree & Landscape Officer

The proposed access to the land from Pork Lane does not contain any trees or other significant vegetation. However the main body of the land is well populated with trees of a mixed age range and species.

The trees are primarily Blackthorn and Hawthorn that have grown as a dense thicket stifling any ground flora. There are three early mature Oaks that have grown taller than the Blackthorn and the Hawthorn. There is also a group of White Poplar which are the largest trees on the site and can be seen from nearby land including Pork Lane and the Public Right of Way (PROW) adjacent to the southern and eastern boundaries of the application site.

Immediately adjacent to the PROW there is Hawthorn hedgerow that has grown into a line of trees that visually form part of the wooded area.

On the northern boundary Goat Willow has become established on the fringe of the wooded area.

In terms of the amenity value of the wooded area it is considered that the limited views and relatively poor quality of the majority of the trees on the land means that none merit formal legal protection by means of a tree preservation order

Although the application is in outline form the applicant has provided a site plan showing that trees on the perimeter of the site will be retained for their screening value. If planning permission were likely to be granted then the strengthening of the retained wooded area could be secure by a planning condition.

5. Representations

- 5.1 Frinton and Walton Town Council recommends refusal as the site application site is located outside of the village envelope and represents backland development. They also raise concerns regarding a shared access for all properties on to Pork Lane.
- 5.2 There have also been 5 letters of objection received, including one from the Local Ward Member, with the following concerns:
- The site lies outside of the village settlement boundary;
 - The proposal is unsustainable;
 - Impacts to local infrastructure;
 - Narrow access point;
 - Will set a precedent for further applications;
 - Impacts to neighbouring amenities;
 - Not in-keeping with existing properties;
 - Flooding issues;
 - Dangerous due to fast approaching traffic along Pork Lane

6. Assessment

Site Context

- 6.1 The application site, which measures 0.4 hectares, is land to the eastern section of Pork Lane within the parish of Great Holland. The application site includes a perimeter fringe of 8m to ensure the trees on the perimeter of the site are retained; otherwise the site is scrub land with a number of mature and semi-mature trees.
- 6.2 The character of the surrounding area is a mixture of rural and urban. The rural character is demonstrated with large areas of open agricultural and grassed land to the north and further to the west particularly. However there are examples of residential development adjacent to the east and west, notably two dwellings recently constructed following planning permission 17/00333/FUL.
- 6.3 Whilst the site does not fall within a recognised Settlement Development Boundary within the Adopted Tendring Local Plan 2007, the access into the site falls within the Settlement Development Boundary for Great Holland within the Emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft. The remainder of the site falls outside.

Proposal

- 6.4 This application seeks outline planning permission for the erection of up to five bungalows.
- 6.5 All matters, namely access, appearance, landscaping, layout and scale, are reserved for a future detailed application.

History

- 6.6 Under planning reference 17/01700/OUT an application for five bungalows on the land adjacent to the north was refused on the grounds that the site fell outside of a recognised Settlement Development Boundary within both the adopted and emerging local plans.

Principle of Development

- 6.7 The site lies adjacent to, but outside of, the Settlement Development Boundary for Great Holland, as defined by the adopted Tendring District Local Plan (2007) and the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft (2017). Saved Tendring District Local Plan (2007) Policy QL1 sets out that development should be focussed towards the larger urban areas and to within development boundaries as defined within the Local Plan. These sentiments are carried forward in emerging Policy SPL1 of the Publication Draft.
- 6.8 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 a 5% or 20% buffer to ensure choice and competition in the market for land). If this is not possible, housing policies are to be considered out of date and the presumption in favour of sustainable development is engaged with applications for housing development needing to be assessed on their merits, whether sites are allocated for development in the Local Plan or not.
- 6.9 The Council can demonstrate, with robust evidence, a five-year supply of deliverable housing sites and this has been confirmed in recent appeal decisions. This is based on a housing requirement of 550 dwellings per annum which has been confirmed as sound by the Inspector for the Local Plan examination on 27 June 2018 (Examination of the Strategic Section 1 Plan - Meeting the Need for New Homes (Plan chapter 4)). Therefore policies for the supply of housing are not out of date and applications for housing development are to be determined in accordance with the Local Plan.
- 6.10 Therefore, having regard to the latest housing land supply figures and with the emerging Local Plan progressing well, officers consider that greater weight can be given to Section 3 (Plan-Making) of the NPPF. Under this section, paragraphs 15, 17 and 20 state that the planning system should be genuinely plan-led, must include strategic policies to address local planning authority's priorities for the development and use of land, and should set out an overall strategy for the pattern, scale and quality of housing development.
- 6.11 Emerging Policy SPL1 of the Publication Draft of the Local Plan 2017 includes a 'settlement hierarchy' aimed at categorising the district's towns and villages and providing a framework for directing development toward the most sustainable locations therefore being in line with the aims of the aforementioned paragraphs 15, 17 and 20 of the NPPF. This is the emerging policy equivalent to Saved Policy QL1 of the adopted Tendring District Local Plan 2007 which states that development should be focussed towards the larger urban areas and to within development boundaries as defined within the Local Plan.
- 6.12 There would be conflict with Saved Policy QL1 and Emerging Policy SPI1 in terms of the site's location beyond the settlement development boundary. However, while the NPPF advocates a plan-led approach, it is important to consider whether any circumstances outweigh the conflict. Development should be plan led unless material considerations indicate otherwise and it is accepted that the site is not in a preferred location for growth.

- 6.13 In line with Paragraph 8 of the National Planning Policy Framework (2018), achieving sustainable development means meeting an economic objective, a social objective and an environmental objective. Each is assessed below.

Economic:

- 6.14 It is considered that the proposal for five dwellings would contribute economically to the area, for example by providing employment during the construction of the development and from future occupants using the nearby facilities, and so meets the economic arm of sustainable development.

Social:

- 6.15 Within planning appeal decision APP/P1560/W/16/3145830 at a nearby site (Larges Farm, Rectory Road, Great Holland), the inspector highlighted that given the close proximity of a bus stop with frequent and regular buses to larger settlements nearby, including the railway station at Kirby Cross, he was satisfied *“that potential future occupiers of the proposed dwellings would not necessarily be wholly reliant on the use of a car in order to access the services and facilities reasonably likely to be required to meet their residential needs.”*
- 6.16 Therefore, despite Great Holland performing poorly within the Established Settlement Hierarchy (2016), which demonstrates it has no primary school, GP Surgery, defined village centre or railway station, the inspectors view is a material consideration and ensures the site meets the social strand of sustainability.

Environmental:

- 6.17 The environmental role is about contributing to protecting and enhancing the natural built and historic environment.
- 6.18 The development involves the construction of five detached dwellings in a 'backland' location to the rear of the established residential frontage along Pork Lane. With regards to Policy HG13 of the 2007 Local Plan (and echoed in policy LP8 of the draft Local Plan), it states proposals for the residential development of backland sites must comply with the following criteria:
- i. the site lies within a defined settlement development boundary and does not comprise land allocated or safeguarded for purposes other than a residential use;
 - ii. where a proposal includes existing private garden land which would not result in less satisfactory access or off-street parking arrangements, an unacceptable reduction in existing private amenity space or any other unreasonable loss of amenity to existing dwellings;
 - iii. a safe and convenient means of vehicular and pedestrian access/egress can be provided that is not likely to cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will be discouraged;
 - iv. the proposal does not involve "tandem" development using a shared access;
 - v. the site does not comprise an awkwardly shaped or fragmented parcel of land likely to be difficult to develop in isolation or involve development which could prejudice a more appropriate comprehensive development solution;

- vi. the site is not on the edge of defined settlements and likely to produce a hard urban edge or other form of development out of character in its particular setting; and
- vii. the proposal would not be out of character with the area or set a harmful precedent for other similar forms of development.

- 6.19 The main problems that can arise as a result of backland development include undermining the established character of an area (especially if similar schemes were to be repeated elsewhere in a locality); dwelling plots appearing cramped relative to their surroundings; the fragmentation of established gardens with a loss of mature landscaping; and the infringement of neighbouring residents' amenities. Development behind an established building line can also appear incongruous, particularly with isolated dwellings.
- 6.20 There must also be proper means of access to backland development, which is safe and convenient for both drivers and pedestrians, with a turning area where necessary to avoid the need for vehicles to reverse onto a public highway. A proposed access should avoid excessive disturbance or loss of privacy to neighbouring residents through, for example, an access drive passing unreasonably close to an adjoining dwelling. The likely frequency of use by vehicular traffic and the suitability of the access for service vehicles and the emergency services will also be relevant material considerations.
- 6.21 In respect of the policy criteria noted above the development is considered to meet the requirements as follows;
- (i) - the site is not located within a defined settlement boundary in either the saved and emerging local plans; however is not designated for any particular use;
 - (ii) – the plans submitted do not include an indicative site layout and this would be a matter to be assessed within a future detailed application; however there is no evidence to suggest the site is not able to meet the necessary private amenity areas or off-street provision for each dwelling, whilst the existing access point will remain.
 - (iii) - the private access would be located on the northern side of 'Hollyoaks' along Pork Lane. Whilst there will be a slight degree of noise disturbance to occupants of Hollyoaks and the newly constructed dwelling adjacent to the north of the access, the comings and goings associated with five additional dwellings are not considered to be excessive, whilst the access is in situ currently so will result in no visual detriment to the street scene.
 - (iv) - the proposal does not represent a form of 'tandem development'.
 - (v) - the site is of a regular shape and would not compromise a more comprehensive development solution.
 - (vi) – the development of the site would not form a hard urban edge to the settlement as the land is surrounded by residential development to the east, south and west.
 - (vii) - the development would not set a harmful precedent as the development is not harmful in its own right and each case must be assessed on its own merits. The immediate surrounding area to the east, south and west is dominated by residential built form. The proposed dwellings would represent an infill development within this existing settlement, whilst the development would also not set a harmful precedent.

Recent Appeal Decisions:

- 6.22 There have been a number of appeal decisions that have demonstrated that an application site being located outside of a Settlement Development Boundary is not in itself sufficient

justification to refuse an application for residential development, some of which are highlighted below.

- 6.23 Within planning reference APP/P1560/W/17/3187802 (Land north of 2 Martins Gate Cottage, Colchester Road, St Osyth) the inspector concluded *“that while there would be some conflict with Policy QL1 of the Local Plan, because the dwelling would be located outside St Osyth’s settlement boundary, this site would be an appropriate location for a dwelling. I therefore find that there would be no unacceptable conflict with the Local Plan.”*
- 6.24 Within planning reference APP/P1560/W/17/3183189 (Site adj Malting House, Station Road, Thorpe-le-Soken) the inspector stated the following: *“that the appeal site is outside a settlement boundary is not a decisive factor in this appeal and the conflict with Policy QL1 carries only limited weight in the planning balance.”*
- 6.25 Further, within planning reference APP/P1560/W/17/3188055 (Land rear of The Laund, Heath Road, Bradfield) the inspector concluded the following: *“I find that the adverse impacts in this case, arising from the location of the appeal site outwith the development boundary for Bradfield, do not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.”*

Conclusion:

- 6.26 Therefore, given the above, in this instance the accessibility of services and facilities and the effect of development on the character of the countryside indicate that the site would provide an appropriate location for housing. There would be some intrinsic conflict with Saved Policy QL1 but this would not manifest itself into any harm in terms of its overall objectives or result in social, economic or environmental harm. Notwithstanding the fact that the Council can demonstrate a 5 year housing land supply there is nothing substantive to suggest the Council’s ability to manage growth through the plan-led approach would be undermined and limited weight should therefore be given to the policy conflict. The principle of residential development is therefore considered to be acceptable.

Layout, Design and Appearance

- 6.27 The adopted Tendring District Local Plan (2007) "Saved" Policies QL9, QL10 and QL11 seek to ensure that all new development makes a positive contribution to the quality of the local environment and character, by ensuring that proposals are well designed, relate satisfactorily to their setting and are of a suitable scale, mass and form. These sentiments are carried forward in Policy SPL3 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).
- 6.28 The application is in outline form with all matters reserved and therefore detailed plans do not form part of the determination of this application, and as such no elevational drawings or indicative layout have been submitted. Design within any future application should look to be in-keeping and not detrimental to the character of the surrounding area.
- 6.29 Policy HG9 of the Saved Tendring Local Plan 2007 states that private amenity space for a dwelling of one bedroom should be a minimum of 50 square metres, for a dwelling of two bedrooms should be a minimum of 75 square metres and for a dwelling of three bedrooms or more should be a minimum of 100 square metres. The information that has been supplied does not indicate the number of bedrooms; although there is no evidence to suggest there is insufficient space within the site to ensure there will be enough private amenity space for each of the proposed dwellings.

Impact on Neighbouring Amenities

- 6.30 Policy QL11 of the Saved Plan states that amongst other criteria, 'development will only be permitted if the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties'. These sentiments are carried forward in Policy SPL3 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).
- 6.31 Whilst the application is in outline form with all matters reserved, Officers consider that sufficient space is available on site to provide a development that, through the submission of a reserved matters application, could achieve an internal layout and separation distances that would not detract from the amenities of nearby properties or the future occupiers of the proposed dwellings.
- 6.32 Furthermore, as highlighted within the Principle of Development section previously, it is not considered that the additional comings and goings of vehicles associated with five dwellings would be significantly harmful.

Tree and Landscaping Impacts

- 6.33 The proposed access to the land from Pork Lane does not contain any trees or other significant vegetation; however the main body of the land is well populated with trees of a mixed age range and species.
- 6.34 The trees are primarily Blackthorn and Hawthorn, and there are three early mature Oaks that have grown taller than the Blackthorn and the Hawthorn. There is also a group of White Poplar which are the largest trees on the site and can be seen from nearby land including Pork Lane and the Public Right of Way (PROW) adjacent to the southern and eastern boundaries of the application site.
- 6.35 Immediately adjacent to the PROW there is a Hawthorn hedgerow that has grown into a line of trees that visually form part of the wooded area. On the northern boundary a Goat Willow has become established on the fringe of the wooded area.
- 6.36 In terms of the amenity value of the wooded area it is considered that the limited views and relatively poor quality of the majority of the trees on the land means that none merit formal legal protection by means of a tree preservation order
- 6.37 Although the application is in outline form the applicant has provided a site plan showing that trees on the perimeter of the site will be retained for their screening value. If planning permission were likely to be granted then the strengthening of the retained wooded area could be secured by a planning condition.

Highway Safety

- 6.38 Essex County Council Highways have been consulted. They raise no objections subject to conditions relating to the vehicular access width being 5.5m throughout, the use of no unbound materials, the provision of a 2m wide parallel band visibility splay across the entire site frontage, any boundary hedging to be planted a minimum of 1m back from the highway, a vehicular turning facility for service and delivery vehicles, the provision of a communal recycling/bin/refuse collection point, a car parking and turning area for each dwelling and the submission of a Construction Method Statement.
- 6.39 A further condition relating to the storage of bicycles has been requested; however given that there is significant space across the site, this condition is not recommended to be included.

- 6.40 Furthermore, the Council's Adopted Parking Standards require that for dwellings with 2 or more bedrooms that a minimum of 2 parking spaces are required. Parking spaces should measure 5.5 metres by 2.9 metres and garages, if being relied on to provide a parking space, should measure 7 metres by 3 metres internally.
- 6.41 The plans submitted provide no details; however there is no evidence to suggest the site is not capable of providing the necessary parking arrangements for each dwelling within any future detailed planning application.

Conclusion

- 6.42 The principle of residential development in this location is acceptable and subject to conditions there is not considered to be any visual harm, harm to neighbouring amenities, harm to local landscape or result in highway safety concerns. Therefore the application is recommended for approval.

Background Papers

None.