

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	AL	03/01/2019
Planning Development Manager authorisation:	AN	3/1/19
Admin checks / despatch completed	ME	04/01/19.

Application: 18/01857/FUL **Town / Parish:** Frinton & Walton Town Council EK

Applicant: Mr and Mrs Priestley

Address: Land adjacent The Grange 31 Fourth Avenue Frinton On Sea

Development: Proposed dwelling.

1. Town / Parish Council

Frinton and Walton Town Council REFUSAL - does not have the required 15metre frontage. Garden grabbing.

Against policy PPL11/12 and FW5 of the existing plan which protects the conservation area and the Avenues.

2. Consultation Responses

Tree & Landscape Officer The main body of the application site is set to grass and currently forms part of the residential curtilages of the host property.

On the boundary with the highway there are three established conifers that form a strong boundary feature. The trees form part of a hedge that has been 'topped out' at a height of approximately 5 to 6m from ground level leaving numerous unsightly pruning stubs. The main stems are clear of foliage to a height of about 2.5m.

From a distance the hedge makes a pleasant contribution to the character and appearance of the conservation area however the trees within the hedge are not well-formed healthy specimens and their condition is such that they do not merit retention or protection by means of a tree preservation order.

The Block Plan is annotated to the effect that the three conifers will need to be felled in order for the development proposal to be implemented were planning permission to be granted.

At the western end of the application site, close to the boundary fence, there is an early mature Ash. The tree is at such a distance from the proposed dwelling that it will not be affected by the development proposal.

If planning permission is likely to be granted then a condition should be attached to secure details of the treatment of the front garden to mitigate potential harm to the character and appearance of the conservation area. Ideally the boundary with the highway should be demarcated with a low wall (approximately 60cm tall) and decorative hedge, planted on the garden side of the wall. The area between the parking space to the front of the dwelling and the boundary with the highway should be soft landscaped and include at least two specimen

trees.

ECC Highways Dept

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

1 Prior to occupation of the dwelling the vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3 metres (3 metres minimum – 6 metres maximum) and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge. If the vehicle access is connected with No.31 then the length is 8 low kerbs which is 7.2 metres wide, 4 low kerbs in front of each property.

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.

2 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.

3 There shall be no discharge of surface water onto the Highway.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1.

4 The dwelling shall not be occupied until such time as the car parking area, indicated on the plans, has been hard surfaced and sealed. The car parking area shall be retained in this form at all times and shall not be used for any purpose other than the parking of vehicles related to the use of the dwelling 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

5. Areas within the curtilage of the site for the purpose of the reception and storage of

building materials shall be identified clear of the highway/

Reason: To ensure that appropriate loading / unloading facilities are available to

ensure that the highway/carriageway (delete as appropriate) is not obstructed during

the construction period in the interest of highway safety in accordance with policy DM1.

6 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