

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	MP	05/02/19
Planning Development Manager authorisation:	AN	11/2/19
Admin checks / despatch completed	AP	13/2/19

ER

Application: 18/02089/FUL **Town / Parish:** Frinton & Walton Town Council

Applicant: Mr Michael Lockhart Smith

Address: Seaview Rectory Road Great Holland

Development: Demolish existing dwelling and replace with new dwelling and garage.

1. Town / Parish Council

Frinton and Walton Town Council Approval.

2. Consultation Responses

ECC Highways Dept

A site visit has been undertaken and the information that was submitted in association with the application has been fully considered by the Highway Authority.

The site is on the corner of Rectory Road and Manor Road within an existing 30-mph speed limit with on-street parking. The site is served by an existing vehicular drop kerb access however this is being re-located further from the bend resulting in an improved visibility splay south-east. Provision for off street parking is being provided for two vehicles, therefore:

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 first occupation of the dwelling, the vehicle access shown in the Site plan and block plan, drawing no. 095/1 at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2 metres by 40 metres to the north west and 2 metres by 30 metres to south west, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be retained free of obstruction.

Reason: To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1.

NOTE: the visibility splay requires removal of the existing wall/hedges and rebuilding/replanting them behind the visibility splay to the southwest.

2. No unbound materials shall be used in the surface treatment of any proposed vehicular access within 6 metres 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 DM1.

3. Prior to first occupation of the development 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 5.5 metres a dropped kerb vehicular crossing of the footway 4.5 metres wide.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.

4. The existing access shown on the Existing Site Layout, drawing no. 15047/JD11 shall be suitably and permanently closed incorporating the reinstatement to full height of the footway kerbing immediately the proposed new access is brought into first beneficial use.

Reason: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety in accordance with policy DM1.

5. There shall be no discharge of surface water from the development 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.

6. Prior to first occupation the two off-street parking spaces and the garage shown in the drawing 095/5 shall be constructed ready for use.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8. Note that part of the hedge shown on this plan will need to be removed as it would obstruct the visibility splay in 1 above.

7. The garage shall have a minimum internal measurement of length 7 metre x 3 metres as shown in the drawing 095/5.

Reason: To encourage the use of garages for their intended purpose and to discourage on-street parking, in the interests of highway safety and in accordance with Policy DM8.

8. The cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to first occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

9. Prior to occupation of the proposed dwelling, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with