

## DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	AL	09/05/2019
Planning Development Manager authorisation:	AN	9/5/19
Admin checks / despatch completed	AN	9/5/19

**Application:** 19/00165/FUL **Town / Parish:** Great Bentley Parish Council

**Applicant:** Richmore Homes Ltd C/o Bouverie

**Address:** Site North of Carpenters Farm St Marys Road Great Bentley

**Development:** Proposed erection of 7 detached houses and garages - variation of planning permission 18/01104/FUL conditions 2) Approved plans 3) Tree Report, 4) Landscaping, 8) Vehicular Access, 15) Construction Method Statement, 17) Provision of footpath, 18) Boundary Treatment and 20) Archaeological Evaluation.

### 1. Town / Parish Council

At the Great Bentley Parish Council Planning Committee meeting held on 7th March 2019, it was resolved to make no objection and no comment

### 2. Consultation Responses

#### **Tree & Landscape Officer ORIGINAL COMMENTS**

The main body of the application site is being used for agricultural purposes with the boundary with the highway marked by a low hedgerow. The application site is effectively divided into two parcel of land to avoid development beneath the overhead power cables that bisect the land. The hedgerow adjacent to the highway on the southern section contains 4 large Oaks afforded formal legal protection by Tree Preservation Order TPO/93/02. The Oaks have high amenity value are important features in the street scene.

In order to establish the extent of the constraint that these, and other trees have on the development potential of the land, to show their Root Protection Areas (RPA's) and to ensure that they are not harmed by the implementation of any development which may be granted permission the applicant will need to provide an updated Tree Survey and Report that is in accordance with BS5837: 2012 Trees in relation to design, demolition and construction; Recommendations.

The information submitted with the application in relation to trees is over 3 years old and appears to be only part of a complete report.

The tree report should make provision for the retention and physical protection of the Oak trees on the land. The applicant will need to provide and comply with a Tree Protection Plan (TPP) relating to the physical protection of the trees for the duration of the construction phase of the development. This will need to relate to the current development proposal.

In terms of the changes to the layout and the effect that this may have on the protected trees it appears that the creation of additional access point to the highway will reduce the extent of hard surfacing within the Root Protection Areas (RPA's) of the protected trees. In principle this is a positive action and may improve the relationship between the built development and the trees. However to show this in a way that

relates to this application the applicant will need to provide a tree report as described above

The development proposal now shows the removal of three sections of hedgerow situated on the boundary of the site with the public highway in order to gain access to the land ' if new hedgerows shown on the site layout plan are planted then there will be no significant harm to the appearance of the area.

It will also be necessary to secure details of the indicative tree, shrub and hedgerow planting shown on the site layout plan to enhance the appearance of the development and to provide screening where required.

**Tree & Landscape Officer**  
**AMENDED COMMENTS**

In order to show the impact of the development on the protected trees on the site and other landscape features the applicant has provided an updated Tree Survey and Report. The information contained in the report is in accordance with BS5837: 2012 Trees in relation to design, demolition and construction; Recommendations.

The tree report makes provision for the retention and physical protection of the Oak trees on the land. The applicant will need to provide and comply with a Tree Protection Plan (TPP), referred to in the report, to ensure the physical protection of the trees for the duration of the construction phase of the development.

The changes to the layout will result in a reduction in the extent of hard surfacing within the Root Protection Areas (RPA's) of the protected trees. This is a positive action and will improve the relationship between the built development and the trees and is reflected in the updated tree survey and report.

The development proposal now shows the removal of three sections of hedgerow situated on the boundary of the site with the public highway in order to gain access to the land ' if new hedgerows shown on the site layout plan are planted then there will be no significant harm to the appearance of the area.

The applicant has also provided a Landscape Specification showing details relating to the planting of the tree and hedgerow planting shown on the site layout plan.

In the main the information relating to soft landscaping is acceptable except that the applicant has not provided details of the sizes of the trees and hedgerow species ' at time of planting.

Trees should have a minimum girth of 8-10cm at time of planting and hedging plants should be 60-90cm at time of planting.

**ECC Highways Dept**

The information that was submitted in association with the application has been fully considered by the Highway Authority.

The proposal is situated within an existing 30-mph speed limit and retains adequate room and provision for off street parking and turning, for the proposed dwellings therefore:

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

1 Prior to first occupation of the proposed development, each

individual proposed vehicular access shall be constructed at right angles to the highway boundary and to a maximum width of 4.5m for the single vehicular access and each shared vehicular access shall be constructed at right angles to the highway boundary and to a width of 5.5m. All the vehicular accesses shall be provided with an appropriate dropped kerb vehicular crossing of the footway to the specifications of the Highway Authority.

Reason: To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM 1

2 Prior to the proposed accesses being brought into use, vehicular visibility splays of 70m by 2.4m by 70m as measured along, from and along the nearside edge of the carriageway, shall be provided on both sides of the centre line for each access and shall be retained and maintained free from obstruction clear to ground thereafter.

Reason: To ensure adequate indivisibility 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.

3 No unbound materials shall be used in the surface treatment of the proposed vehicular accesses 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.

4 Prior to the first use of the proposed accesses, details of the construction and future maintenance of the necessary bridging or piping of the drainage ditch/watercourse shall be submitted to and approved in writing by the Lead Local Flood Authority (Essex County Council)

Reason: To prevent or reduce the risk of flooding of the adjoining highway, in the interests of highway safety and in accordance with Policy DM 1.

5 Prior to first occupation of the proposed development, a 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.

6 All off street car parking shall be in precise accord with the details contained within the current Parking Standards being provided within the site which shall be maintained free from obstruction and retained thereafter.

Reason: To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety and in accordance with Policy DM 1 and 8.

7 All carriageways should be provided at 6.0m where vehicular access is taken but without kerbing.

Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

8 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.

Reason: To promote the use of sustainable means of transport in accordance with Policy DM 1 and 9.

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.

10 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.

11 Prior to the occupation of any of the proposed dwellings the applicant shall provide a kerbed footway across the sites frontage and connecting to the existing footway in the vicinity of the dwelling known as The Oaks at 2.0m in width and being provided entirely at the Applicant/Developer's expense including new kerbing, surfacing, drainage, any adjustments in levels and any accommodation works to the footway and carriageway channel and making an appropriate connection to the existing footway, to the specifications of the Highway Authority.

Reason: To make adequate provision for the additional pedestrian traffic generated within the highway as a result of the proposed development in accord with Policy DM 9.

12. 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 the relevant local public transport operator.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council

## Supplementary Guidance in 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.

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org) or by post to:

SMO1 - Essex Highways  
Colchester Highways Depot,  
653 The Crescent,  
Colchester  
CO4 9YQ

The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

ECC SuDS Consultee	NOT REQUIRED – APPLICATION CHANGED TO A VARIATION
Essex County Council Archaeology	An archaeological evaluation has been completed for the above site on application 18/01104/FUL. No further fieldwork is required and no conditions are recommended for this application.
Waste Management	No adverse comments at this stage.
Building Control and Access Officer	No adverse comments at this stage.
Natural England	CONSULTATION NOT REQUIRED - BELOW THRESHOLD OF 100 DWELLINGS

### 3. Planning History

14/01180/OUT	Outline application with all matters reserved for residential development of 0.59 ha of land to create 4 detached dwellings with associated garaging and parking.	Refused	13.10.2014
16/00339/OUT	Outline planning application for the residential development of 0.59 ha of land to create 4 detached dwellings with associated garaging and parking.	Approved	06.07.2016
16/02109/OUT	Outline erection of up to 7 no. dwellings and associated garages, served from a private drive (all matters reserved apart from access).	Approved	28.04.2017
18/01104/FUL	Proposed erection of 7 detached houses & gardens.	Approved	19.09.2018

19/00164/DISCON Discharge of conditions 4)  
Landscaping Scheme, 15)  
Construction Method Statement,  
18) Boundary Treatment Details,  
20 and 21) Archaeology Conditions  
- to approved variation application  
19/00165/FUL. Approved 02.04.2019

#### **4. Relevant Policies / Government Guidance**

NPPF National Planning Policy Framework February 2019

National Planning Practice Guidance

Tendring District Local Plan 2007

QL1 Spatial Strategy

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

HG1 Housing Provision

HG3 Residential Development Within Defined Settlements

HG6 Dwelling Size and Type

HG7 Residential Densities

HG9 Private Amenity Space

HG14 Side Isolation

EN1 Landscape Character

EN6 Biodiversity

EN11A Protection of International Sites European Sites and RAMSAR Sites

EN29 Archaeology

COM6 Provision of Recreational Open Space for New Residential Development

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

Tendring District Local Plan 2007

SP1 Presumption in Favour of Sustainable Development

SPL1 Managing Growth

SPL3 Sustainable Design

LP1 Housing Supply

- LP2 Housing Choice
- LP3 Housing Density and Standards
- LP4 Housing Layout
- PPL3 The Rural Landscape
- PPL4 Biodiversity and Geodiversity
- PPL7 Archaeology
- HP5 Open Space, Sports & Recreation Facilities

Local Planning Guidance

Essex County Council Car Parking Standards - Design and Good Practice

Essex Design Guide

### **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 supply of deliverable housing sites that the Council can demonstrate falls below 5 years and so the NPPF says that planning permission

should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework as a whole. Determining planning applications therefore entails weighing up the various material considerations. The housing land supply shortfall is relatively modest when calculated using the standard method prescribed by the NPPF. In addition, the actual need for housing was found to be much less than the figure produced by the standard method when tested at the recent Examination In Public of the Local plan. Therefore, the justification for reducing the weight attributed to Local Plan policies is reduced as is the weight to be given to the delivery of new housing to help with the deficit.

## **5. Officer Appraisal (including Site Description and Proposal)**

### Site Description

The application site is located on the eastern side of St Mary's Road, Aingers Green within the Parish of Great Bentley. The site extends approximately 0.6 hectares in size and currently comprises part of a larger agricultural field. The site is irregular in shape basically being two rectangular parcels linked at the frontage with a substantial electricity pylon crossing through the centre of the site.

The hedgerow adjacent to the highway on the southern section of the site contains 4 large Oaks afforded formal legal protection by Tree reservation Order TPO/93/02.

### Description of Proposal

This application seeks to vary to the approved plans and associated landscaping details approved under 18/01104/FUL and 19/00164/DISCON to facilitate the creation of 3 separate accesses (previously one central access).

### Assessment

The main considerations in this instance are;

- Principle of Development (including site history);
- Layout, Scale and Appearance;
- Residential Amenities;
- Highways and Parking;
- Trees and Landscaping;
- Archaeology;
- Financial Contribution – RAMS; and,
- Representations.

### Principle of Development

The principle of residential development has been established and implemented under approved applications 18/01104/FUL and associated 19/00164/DISCON.

### Layout, Scale and Appearance

The creation of additional access points to the highway will reduce the extent of hard surfacing and allow for additional hedgerow, soft landscaping and tree planting. The revised layout is therefore considered a positive improvement and will not result in any harm to visual amenities.

### Residential Amenities

The revised proposal does not materially alter the relationship of the dwellings and the impact as assessed under the previously approved application 18/01104/FUL remains unchanged.

The creation of the additional access minimises the traffic movements in front of the individual dwellings being an improvement to overall living standards of the future occupants of the dwellings.

### Highways and Parking

Essex County Council Highway Authority do not object to the revised development, subject to conditions.



### Trees and Landscaping

The creation of additional access points to the highway will reduce the extent of hard surfacing within the Root Protection Areas (RPA's) of the protected trees and allow for additional hedgerow, soft landscaping and tree planting. The revised layout is therefore considered a positive improvement. Accurate and sufficient landscaping and tree protection details have all been provided.

### Archaeology

An archaeological evaluation has been completed for the above site on application 18/01104/FUL. No further fieldwork is required and no conditions are required for this application.

### Financial Contribution - RAMS

The original planning permission has been implemented through the commencement of works on site. This application seeks a variation of the previously approved plans to facilitate the creation of 3 accesses (previously 1 central access) and does not propose to increase the number of dwellings built. It is the Council's view that it would be unreasonable to seek mitigation measures in this instance.

### Representations

Great Bentley Parish Council raise no objections.

No individual letters of representation have been received.

### Conclusion

For the reasons set out above, the proposed amended development is considered acceptable and the application is recommended for approval.

## **6. Recommendation**

Approval - Full

## **7. Conditions**

- 1 The development hereby permitted shall be begun 19 September 2021.

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 The development hereby permitted shall be carried out in accordance with the following approved plans and materials:

DRAWING NO. CF/AG/18 Site Plan  
DRAWING NO. CF/AG/18/11 Block Plan  
DRAWING NO. CF/AG/18/12A Layout Plan, Materials Details and Landscaping  
DRAWING NO. CF/AG/18/3 House Type B (Plots 1 and 5)  
DRAWING NO. CF/AG/18/4 House Type B (Plot 2)  
DRAWING NO. CF/AG/18/5 House Type B (Plot 2)  
DRAWING NO. CF/AG/18/6A House Type A (Plot 4)  
DRAWING NO. CF/AG/18/7A House Type A (Plot 6)  
DRAWING NO. CF/AG/18/8 House Type C (Plot 7)  
Drg.no: CF/AG/18/9 Garages  
Drg.no: CF/AG/18/10A Street Scene

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

- 3 All changes in ground levels, hard landscaping, planting, seeding or turfing shown on the approved Landscaping Specification, Proposed Hedge Details and covering letter received on 24th April 2019 and DRAWING NO: CF/AG/18/12A 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 The development hereby approved shall be carried out in strict accordance with the Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement & Tree Protection Plans produced by Hayden's Proj. No 7364 dated 27/03/2019, unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure the continued good health and viability of the trees with high visual amenity value the interests of the character of the area.

- 6 No construction works or deliveries in connection with the development shall take place outside the hours of 0700 hours and 1900 hours Monday to Friday and 0800 hours and 1300 hours Saturdays, with the exception of any piling or other percussive works which shall not take place outside the hours of 0800 hours and 1700 hours Monday to Friday.

Reason - To protect the local amenity and reduce the likelihood of complaints of statutory nuisance as the site is within close proximity to existing dwellings.

- 7 The removal of any vegetation for site access/clearance shall only be carried out outside of the bird nesting season (March to August inclusive).

Reason - To ensure the protection of birds potentially nesting on site.

- 8 Prior to first occupation of the proposed development, each individual proposed vehicular access shall be constructed at right angles to the highway boundary and to a maximum width of 4.5m for the single vehicular access and each shared vehicular access shall be constructed at right angles to the highway boundary and to a width of 5.5m. All the vehicular accesses shall be provided with an appropriate dropped kerb vehicular crossing of the footway to the specifications of the Highway Authority.

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.

- 9 Prior to the proposed accesses being brought into use, vehicular visibility splays of 70m by 2.4m by 70m as measured along, from and along the nearside edge of the carriageway, shall be provided on both sides of the centre line for each 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.

- 10 No unbound materials shall be used in the surface treatment of the proposed vehicular access 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.

- 11 Prior to the first use of the proposed access, details of the construction and future maintenance of the necessary bridging or piping of the drainage ditch/watercourse shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To prevent or reduce the risk of flooding of the adjoining highway, in the interests of highway safety.

- 12 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 details of which shall be submitted and approved by the Local Planning Authority prior to the commencement of development.

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.

- 13 All off street car parking shall be in precise accord with the details contained within the current Parking Standards being provided within the site which shall be maintained free from obstruction and retained thereafter.

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

- 14 All carriageways should be provided at 6.0m where vehicular access is taken but without kerbing.

Reason - To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety.

- 15 The development hereby approved shall be carried out in strict accordance with the approved Construction Method Statement and accompanying DRAWING NO: CF/AG/18 for the duration of the construction period.

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

- 16 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.

- 17 Prior to the occupation of any of the proposed dwellings a kerbed footway shall be provided connecting from the bellmouth junction northerly across the sites frontage and connecting to the existing footway in the vicinity of the dwelling known as The Oaks at 2.0m in width including new kerbing, surfacing, drainage, any adjustments in levels and any accommodation works to the footway and carriageway channel and making an appropriate connection to the existing footway.

Reason - To make adequate provision for the additional pedestrian traffic generated within the highway as a result of the proposed development.

- 18 Prior to the occupation of the dwellings hereby approved, the approved boundary treatments shall be erected and retained in this approved form unless otherwise agreed in writing by the Local Planning Authority.

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

- 19 Notwithstanding the provisions of Article 3, Schedule 2 Part 2 Class A 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), other than the approved details, no provision of fences, walls or other enclosures, shall be erected on the boundaries of the site or forward of the front elevation of the dwellings hereby approved except in

revoking and re-enacting that Order with or without modification), other than the approved details, no provision of fences, walls or other enclosures, shall be erected on the boundaries of the site or forward of the front elevation of the dwellings hereby approved except in accordance with details that shall have previously been approved in writing by the Local Planning Authority.

Reason - In the interests of visual amenity and landscape impact.

## **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 Agent, 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.

### Highways Informatives

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.

The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org) or by post to:

SMO1 - Essex Highways  
Colchester Highways Depot,  
653 The Crescent,  
Colchester  
CO4 9YQ