

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	AL	22/05/2019
Planning Development Manager authorisation:	SCE	22.05.19
Admin checks / despatch completed	RW	22/5/19

ER

Application: 19/00267/DETAIL **Town / Parish:** Frinton & Walton Town Council

Applicant: Lynmore Homes LLP

Address: Sunnyside 64 The Street Kirby Le Soken

Development: Proposed erection of five detached bungalows following demolition of existing storage building (16/02067/OUT allowed on appeal). Variation to previously approved reserved matters 18/00828/DETAIL considering appearance, scale and landscaping only to allow for a garage to be added to each plot and minor changes to the appearance and layout of the development.

1. Town / Parish Council

Frinton and Walton Town Council REFUSAL - outside the village envelope and backland development. Abuts the Conservation area.

Concern has been raised by neighbouring properties in regard to overlooking and privacy afforded to surrounding properties - the Town Council supports those concerns.

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 proposal is located off The Street which is subject to a 30-mph speed limit. The proposal allows 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 Highway Authority subject to the following mitigation and conditions:

1. 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 be constructed to a width of 5.5m for at least the first 6m within the site tapering one-sided over the next 6m and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.

Reason: to ensure that vehicles can enter and leave 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 interest of highway safety in accordance with policy DM1.

2. Prior to first occupation of any of the proposed development the private internal road layout shall be provided in accord with proposed site plan drawing no. 1.

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.

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

4. 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.

5. Prior to first occupation of the development the size 3 vehicular turning facility shown in principle in the Block Plan, drawing no.1 shall be constructed, surfaced and maintained free from obstruction within the site at all times for that sole purpose.

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

6. Prior to first occupation of the development vehicle parking shall be provided in accordance with the EPOA Parking Standards as shown in principle in the Proposed Site Plan, drawing no.096/1 constructed ready for use. The vehicle parking area and associated turning area shall be retained in the agreed form at all times.

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.

7. All single garages should have a minimum internal measurement of length 7 metre x 3 metres.

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. Each vehicular parking space shall have minimum dimensions of 2.9 metres x 5.5 metres.

Reason: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8

9. 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.

10. 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.

11. Any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety and in accordance with Policy DM1.

12. Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway.

Reason: To ensure that appropriate loading / unloading facilities are available to ensure that the highway is not obstructed during the construction period in the interest of highway safety in accordance with policy DM1.

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.

Informative 1: Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway

Informative 2: On the completion of the Development, all roads, footways/paths, cycle ways, covers, gratings, fences, barriers, grass verges, trees, and any other street furniture within the Site and in the area it covers and any neighbouring areas affected by it, must be left in a fully functional repaired/renovated state to a standard accepted by the appropriate statutory authority

Informative 3: 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 or by post to:

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

Tree & Landscape Officer

In order to show the potential impact of the development of the land on the trees and hedgerows on the application site the applicant provided, at the outline application stage, a detailed Arboricultural Assessment (AIA) in accordance with BS5837 2012: Trees in relation to design, demolition and construction: Recommendations.

The report identified those trees that would be felled in order to develop the land and shows how retained trees would be physically

protected for the duration of the construction phase of any planning permission that may be granted.

The detailed layout for the development proposal makes provision for the retention of the boundary vegetation to the north ' important for its screening value and shows the retention of some of the trees in the main body of the land situated close to the southern boundary that will provide a degree of screening ' all in accordance with the previously provided tree report.

The block plan submitted with the application shows details of soft landscaping, including new tree planting, that will screen and soften the appearance of the development.

Essex Wildlife Trust

No comments received.

Natural England

Consultation with Natural England is not required in this instance, as the application falls below the threshold and is for a variation to a previously approved, implemented permission.

Essex County Council
Archaeology

The above planning application has been identified as having the potential to harm non-designated heritage assets with archaeological interest.

A full condition was recommended for the full planning application in 2016. The proposed site lies to the rear of historic properties dating from the 16th century which lie within the historic settlement of Kirby le Soken. The area was a small field immediately adjacent to the gardens of the historic properties and lies within the extent of the Conservation Area. The Church dates to the 14th/15th century and lies to the south of The Street which was known as Lower Street on the historic mapping. There is a high probability that evidence relating to the late medieval and postmedieval settlement of the village will survive within the area of the proposed development and will be impacted upon by the development.

The following recommendations are made in line with the Department for Communities and Local Government National Planning Policy Framework:

RECOMMENDATION: A Programme of Archaeological evaluation

1. No development or preliminary ground-works can commence until a programme of archaeological evaluation has been secured and undertaken in accordance with a Written Scheme of Investigation, which has been submitted by the applicant, and approved by the planning authority. Following the completion of this initial phase of archaeological work, a summary report will be prepared and a mitigation strategy detailing the approach to further archaeological excavation and/or preservation in situ, shall be submitted to the local planning authority.

2. No development or preliminary groundwork can commence on those areas of the development site containing archaeological deposits, until the satisfactory completion of archaeological fieldwork, as detailed in the mitigation strategy, which has been signed off by the local planning authority.

3. Following completion of the archaeological fieldwork, the applicant will submit to the local planning authority a post-excavation assessment (within six months of the completion date, unless otherwise agreed in advance with the planning authority), which will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Further Recommendations:

A professional team of archaeologists should undertake the archaeological work. In the first instance a programme of trial trenching investigation will be required. A brief outlining the level of archaeological investigation will be issued from this office on request. Tendring District Council should inform the applicant of the recommendation and its financial implications.

If you have any questions about this advice, please do not hesitate to contact me.

Building Control and
Access Officer

No comments at this stage.

3. Planning History

11/01045/TCA	1 No. Pine - fell, 1 No. Ash - pollard.	Approved	27.09.2011
16/02066/FUL	Demolition of triple garage/storage building.	Approved	28.02.2017
16/02067/OUT	Proposed erection of five detached retirement bungalows and associated parking following demolition of existing block/storage building.	Refused	18.04.2017
18/00800/FUL	Rear and side extension.	Approved	16.07.2018
18/00828/DETAIL	Proposed erection of five detached bungalows and associated parking following demolition of existing storage building (reserved matters following 16/02067/OUT allowed on appeal).	Approved	19.10.2018
19/00051/TCA	2 No. Horse Chestnut - Reduce by 25%. 1 No. Walnut - Fell.	Approved	08.02.2019

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

HG9 Private Amenity Space

HG14 Side Isolation

HG13 Backland Residential Development

EN1 Landscape Character

EN6 Biodiversity

EN6A Protected Species

EN11A Protection of International Sites European Sites and RAMSAR Sites

EN17 Conservation Areas

EN23 Development Within the Proximity of a Listed Building

EN29 Archaeology

EN3 Coastal Protection Belt

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

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

SPL1 Managing Growth

SPL3 Sustainable Design

LP1 Housing Supply

LP3 Housing Density and Standards

PPL3 The Rural Landscape

LP4 Housing Layout

LP8 Backland Residential Development

PPL4 Biodiversity and Geodiversity

PPL7 Archaeology

PPL8 Conservation Areas

PPL9 Listed Buildings

CP1 Sustainable Transport and Accessibility

Local Planning Guidance

Essex County Council Car Parking Standards - Design and Good Practice

PPL2 Coastal Protection Belt

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 northern side of The Street within the village of Kirby-le-Soken. The site is situated within the Kirby-le-Soken Conservation Area in an area of amenity land set to the rear of numbers 64 to 52 The Street. The site is currently largely laid to grass and contains a number of trees arranged as an informal orchard. The southern and eastern boundaries are marked by close boarded fencing apart from a small section of the southern boundary where the north facing elevation of no. 54 forms the shared boundary. The northern boundary is enclosed by vegetation and wire fencing beyond which to the north are the village allotments. The access to the site is from the western end of the site onto The Street and is currently gravelled. This access also part serves no. 66 and a field to the rear.

The dwellings to the front of the site onto The Street comprise of a predominantly rendered cottages with pitched or gambrel roofs tiled in a mixture of slate, clay and concrete tiles. No. 56 The Street to the south of the site is a listed building as is no. 44 to the east.

The site also lies within a Coastal Protection Belt designation.

Proposal

This application seeks to re-discharge the reserved matters relating to appearance, scale and landscaping only to allow for a garage to be added to each plot and minor changes to the appearance and layout of the development.

This application follows the outline approval for the erection of five detached bungalows following demolition of existing storage building (16/02067/OUT allowed on appeal) and associated previously approved reserved matters application 18/00828/DETAIL (all reserved matters discharged)

Assessment

The main considerations are;

- Principle of Development;
- Layout, Appearance and Landscaping (including impact on the Heritage Assets);
- Residential Amenities;
- Requirements of Outline Conditions;
- Financial Contributions - RAMS;
- Other Considerations; and,
- Representations.

Principle of Development

Planning permission was allowed at appeal for the erection of five bungalows and associated parking subject to the following conditions:

- 1 - 3. Standard Time Limit Conditions
4. Submission of a Construction Method Statement
5. Removal of permitted development rights for Classes A and E.

The principle of residential development on this site has therefore been established through the granting of 16/02067/OUT. The subsequent reserved matters application 18/00828/DETAIL approved scale, layout, appearance, landscaping and access.

This application considers layout, appearance and landscaping only to allow for the amendments to the development.

Layout, Appearance and Landscaping (including impact on the Heritage Assets)

Plots 1 to 4 now include an attached garage. Plot 5 is to be served by a detached garage. The garages for Plots 1 to 3 are almost wholly sited in place of the previously approved parking spaces serving the dwellings. Some minor amendments to the second parking space for plots 1 and 4 are proposed to allow for the new garages. Some minor amendments to the fencing lines are required to facilitate the new layout. The garage and parking to Plot 5 are accessed via an extended paved area which also requires some amendments to the landscaping.

The development forms a well enclosed parcel of land to the rear of the existing frontage development onto The Street. The properties are largely screened by the built form to the south and extensive vegetation along the northern and western boundaries. Therefore, whilst it is acknowledged that the first two properties may be visible from the highway they would be significantly set back and softened by supplementary planting. The new garages themselves are set back from the front elevations of their respective dwellings and are of a suitable, subservient appearance ensuring the character of the development itself remains spacious.

As such the amended development would have no adverse impact on the local landscape character or character of the area. Furthermore, due to its siting at the rear of the historic frontage development onto The Street and use of sympathetic materials, the amended layout and appearance suitably preserve historic views of the cottages and overall character and appearance of the conservation area. Important street scene views of the listed buildings to the south and east of the site would not be harmed due to the siting and single storey nature of the garages proposed.

The boundary treatments consist of post and rail/wire fencing with additional hedgerow and tree planting included within an amended landscaping scheme. The landscaping encompasses the rear and side boundaries adjacent to the open fields and standard close boarded fencing between the dwellings. This ensures an appropriate visual impact in the locality whilst ensuring privacy between the properties. The amended landscaping scheme has been assessed by the Council's Tree and Landscaping Officer. The Council is satisfied that the proposals will provide suitable screen planting to ensure that the development sits comfortably within its surroundings and that the new planting to will enhance the appearance of the development.

Residential Amenities

The NPPF, at paragraph 127 states that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. In addition, 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. Policy SPL3 of the Draft Plan carries forward the sentiments of these saved policies and states that the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties.

The properties are single storey in scale and are situated a sufficient distance from the properties to the south to avoid resulting in any adverse impact on neighbouring amenities in regard to sunlight, daylight, outlook or privacy.

The addition of the garage to Plot 5 introduces built form in closer proximity to number 54 The Street which is sited on the boundary of the site with a kitchen window adjacent. Additional information has been provided by the agent to illustrate the relationship of the garage with the neighbouring kitchen window. The garage has an eaves height of 2.5 m and a ridge height of 3.7m. The siting of the garage is angled away from the neighbouring window, retains over 3 metres and has a roof that is hipped away. Directly adjacent to the window is a landscaped area with a retained mature tree and additional planting. Furthermore, the window faces north.

For these reasons, acceptable relationship between existing and proposed dwellings is achieved and the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of number 54 or other nearby properties.

The addition of the garages does not adversely affect the private amenity space to serve the donor or new dwellings which are all provided with private amenity areas that accord with policy standards.

Ecology and Biodiversity

The necessary habitat survey and further protected species survey was carried out at the outline planning application stages.

An ecological enhancement scheme which seeks to secure the installation of bird and bat boxes is secured by condition 7 of approval 18/00828/DETAIL. This together with the additional planting and trees shown as part of the amended landscaping scheme will mitigate the impact of the development and enhance the biodiversity potential of the site.

Financial Contribution - RAMS

The original planning permission has been implemented through the commencement of works on site approved under 16/02067/OUT and 18/00828/DETAIL. This application relates to aesthetic changes to the appearance of the dwellings and the addition of a garage to each plot 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.

Requirements of Outline Consent

A construction method statement has been submitted as part of this application satisfying the requirements of condition 4 of the outline consent (appeal decision).

Other Considerations

Essex County Council Archaeological Team have requested a condition securing a programme of archaeological evaluation due to the probability that evidence relating to the late medieval and postmediaeval settlement of the village will survive in the area of the development.

The Council failed to include this within their suggested conditions at the time of the appeal procedures and the necessary conditions were not therefore included as part of the outline consent.

It would therefore be unreasonable for the Council to impose these conditions as part of this reserved matters application.

Representations

Frinton & Walton Town Council recommend refusal on the following grounds;

- Outside the village envelope;
- Backland development;
- Abuts the Conservation area;
- Overlooking and loss of privacy to surrounding properties.

The application seeks approval of a variation to the layout, appearance and landscaping. The principle has been agreed and development commenced. The impact of the amendments on the character of the area and neighbouring amenities are addressed above.

3 individual letters of objection have been received (2 from the same address). The concerns raised can be summarised and addressed as follows;

- Loss of light.
- Loss of outlook.

The impact on residential amenities is addressed above.

- These should be retirement bungalows.

The occupation of the dwellings is not subject of a restrictive condition on the appeal decision and therefore the terms of their occupation cannot be restricted to retirement properties only. The description is not sufficient to control occupation; this must be done by way of a planning condition. All planning conditions must be considered relevant and necessary. Such condition relating to retirement properties only was not considered necessary to the acceptability of the development overall.

- Increase in traffic in an already busy location.
- Poor access and sight lines.

This application is not considering access. This has already been approved under 16/02067/OUT and 18/00828/DETAIL.

- Harm to the setting of adjacent listed buildings.

The principle of development has been accepted through the granting of 16/02067/OUT at appeal. The impact of the detailed design and scale has been approved under 18/00828/DETAIL. This application seeks to aesthetic amendments to the design of the dwellings and the addition of a garage to each plot only. The impact and acceptability of these amendments are addressed above.

- Loss of trees and natural habitat.
- Harmful impact upon biodiversity.

The reports and surveys provided as part of the outline application satisfactorily deal with any potential harm to protected species and related biodiversity issues. These, together with appropriate conditions relating to the timing of any clearance and an ecology enhancement scheme will ensure a satisfactory development in terms of ecology.

The necessary tree report and survey has been provided and the details assessed by the Council's Tree and Landscaping Officer. The amended landscaping scheme is satisfactory.

Conclusion

The application meets the requirements of the outline application and results in a well-designed, well-spaced, well landscaped development that will not result in any significant harm to the character of the area and neighbouring amenity therefore preserving the character and appearance of the conservation area.

6. Recommendation

Approval - Reserved Matters/Detailed

7. Conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans and materials: Drawing no. 1A, Drawing no. 5, Drawing no. 6A, Drawing no. 7, Drawing no. 8A-WIP, Drawing no. 9, Drawing no. 10A, Drawing no. 11, Drawing no. 12A, Drawing no. 13, Drawing no. 14A and Drawing no. 15.

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

- 2 All changes in ground levels, hard landscaping, planting, seeding or turfing shown the approved landscaping details drawing no. 1A 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 the implementation of the approved scheme and adequate maintenance of the landscaping for a period of five years in the interests of the character of the conservation area.

- 3 The development shall not be occupied until such time as the road, turning, driveways, parking bays and garages have been provided in accordance with the approved plans and shall be retained in this approved form thereafter.

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

- 4 The approved Construction Method Statement received on 2nd April 2019 shall be adhered to throughout demolition and construction unless otherwise agreed in writing by the Local Planning Authority.

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

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.

Conditions Precedent

The applicant is reminded that the detailed planning consent is subject to conditions attached to the outline permission for this development reference 16/02067/OUT. Please refer to the outline planning permission to ensure full compliance with all conditions.

Furthermore, this permission deals with appearance, layout and landscaping only. The remaining reserved matters for (scale and access) and all associated conditions forming part of approval 18/00828/DETAIL remain relevant to this development. Please refer to 18/00828/DETAIL to ensure full compliance with all conditions.

Please note that conditions requiring discharging remain outstanding from 18/00828/DETAIL.

Highways Informatives

1. It is suggested by the Highway Authority that the proposed off street parking provision for Number 64, The Street, be provided with a 4m radius on the northern side of the hard standing to ease access manoeuvres.

2. 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 or by post to:

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