

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	AL	03/10/2019
Planning Development Manager authorisation:	AN	3/10/19
Admin checks / despatch completed	SB	04/10/2019
Technician Final Checks/ Scanned / LC Notified / UU Emails:	GR	04/10/19

Application: 19/00785/OUT **Town / Parish:** Weeley Parish Council

Applicant: Endeavour

Address: Land off Connaught Road Weeley

Development: Proposed seven detached bungalows and the upgrading of the existing private road (outline application considering access only with all other matters reserved).

1. Town / Parish Council

Little Clacton Parish Council

The previous application which was dismissed by The Planning Inspectorate at appeal on 10th December 2018 dealt with the following Main Issues:

The main issues in this appeal are (i) the effect of the proposed development on the character and appearance of the area; and (ii) whether the appeal site in an appropriate location for housing with particular reference to countryside policies.

These issues still stand and are both very relevant to this application therefore Little Clacton Parish Council also highly recommend refusal.

Weeley Parish Council

Weeley Parish Council continues to object to additional development along Connaught Road. This development will have an unacceptable impact on the character of the area and will encroach on the surrounding countryside. The site is outside the development boundary and does not comply with the emerging local plan.

2. Consultation Responses

ECC Highways Dept
ORIGINAL COMMENTS

It is noted that this proposal is a revised scheme permitted under application 18/00010/OUT. As such this new road will serve as an access to 15 units.

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 occupation of any of the proposed dwellings, the proposed private drive shall be constructed to a width of 5.5 metres for at least the first 6 metres from the back of footway and provided with an appropriate dropped kerb crossing of the footway/verge and a flanking footway on the southern side 1.5m.in width which shall connect into the existing 1.5m footway on Weeley Road.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass

clear of the limits of the highway, in the interests of highway safety in accordance with policy DM1.

2. Prior to occupation of the development a vehicular turning facility, of a design to be approved in writing by the Local Planning Authority 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.

3. 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.

4. Prior to the first occupation of the development, the proposed private drive shall be constructed as a shared use route to a width of 5.5 metres and provided with an appropriate dropped kerb crossing of the highway verge to the satisfaction of the Local Planning Authority.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass clear of the limits of the highway, in the interests of highway safety in accordance with policy DM1.

5. 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.

6. All new dwellings shall be provided with 2 parking spaces and 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.

7. Any double garages should have a minimum internal measurement of 7m x 6m

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. Areas within the curtilage of the site for the purpose of the reception and storage of building materials shall be identified clear of the carriageway.

Reason: To ensure that appropriate loading / unloading facilities are available to ensure that the carriageway 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: All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer