

DELEGATED DECISION OFFICER REPORT

| AUTHORISATION | INITIALS | DATE |
|---|----------|------------|
| File completed and officer recommendation: | AL | 25/01/2021 |
| Planning Development Manager authorisation: | TC | 26/01/2021 |
| Admin checks / despatch completed | DB | 26.01.2021 |
| Technician Final Checks/ Scanned / LC Notified / UU Emails: | CC | 26.01.2021 |

Application: 20/01609/DETAIL **Town / Parish:** Elmstead Market Parish Council

Applicant: Mr Stephen Williams - Hills Residential Construction Limited

Address: Grange Farm Bungalow Clacton Road Elmstead

Development: Reserved matters application for 9 dwellings further to outline application 19/01031/OUT approved under appeal reference APP/P1560/W/20/3248849.

1. Town / Parish Council

Elmstead Parish Council
19.01.2021

20/01609/DETAIL Grange Farm Bungalow Clacton Road Elmstead Essex CO7 7DF. Reserved matters application for 9 dwellings further to outline application 19/01031/OUT approved under appeal reference APP/P1560/W/20/3248849.

Elmstead Parish Council wishes to object to this planning application for the following reasons:

Site Plan:

9 houses on this plot is overdevelopment of the site and the density and character of the housing is out of keeping with the adjacent development of the area.

Whilst almshouses are a welcome addition to the village we ask if they are to be actual almshouses, as it does not appear to be the case? Will there be any reflection in the price so that they are affordable?

2. Consultation Responses

ECC Highways Dept
20.01.2021

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 occupation of the development a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of each vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.

Reason: To provide adequate inter-visibility between the users of the access and pedestrians in the adjoining public highway in the interest of highway safety in accordance with policy DM1.

2. Prior to the occupation of the development the internal layout shall be provided in principal with drawing number:

- Drawing: 20.7895.101 Rev. C Amended site layout plan

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 DM1.

3. No unbound material shall be used in the surface treatment of the vehicular access throughout.

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

4. 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.

5. The development shall not be occupied until such time as a car parking has been provided in principal with drawing 20.7895.101 C. These facilities shall be retained in this form at all times and shall not be used for any purpose other than the parking and/or turning of vehicles related to the use of the development 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 & 8.

6. All single garages should have a minimum internal measurement of 7m x 3m and all double garages should have a minimum internal measurement of 7m x 5.5m.

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.

7. 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.

8. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan 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 underbody washing facilities

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM1.

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 the relevant local public transport operator free of charge.

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.

Informative:

1: 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 - Development Management Team
Ardleigh Depot,
Harwich Road,
Ardleigh,
Colchester,
CO7 7LT

2: The area(s) directly adjacent to the carriageway(s) in which the trees are to be planted should not be less than 3 metres wide, exclusive of the footway and the trunks of the trees should be no nearer than 2 metres to the channel line of the road. The same dimensions should be used in situations where the footway is located adjacent to the carriageway.

In paved areas, whether or not the planted areas are to be adopted highway, trees should be sited no closer than 2 metres to the defined (or undefined) edge of the carriageway. Where the adopted highway is to be an independent path, trees should be planted no closer than 1 metre from the edge of the highway. In all cases, trees should be provided with root barriers to prevent damage to underground services.

3. Planning History

| | | | |
|-----------------|--|----------|------------|
| 18/00004/DETAIL | Erection of two detached dwellings and associated garaging. | Approved | 27.02.2018 |
| 18/00644/OUT | Demolition of existing bungalow and erection of up to nine dwellings and associated garaging. | Refused | 27.06.2018 |
| 18/01858/OUT | Proposed office development of up to 929sqm B1 office with associated car parking, infrastructure and landscaping. | Approved | 15.01.2019 |
| 19/00432/DETAIL | Reserved Matters application for proposed office development following Outline approval on | Approved | 09.05.2019 |

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|-----------------|---|----------|------------|
| | planning application 18/01858/OUT. | | |
| 19/01031/OUT | Demolition of existing bungalow and erection of up to nine dwellings and associated garaging. | Refused | 16.10.2019 |
| 19/01140/DETAIL | Reserved Matters application for proposed office development following outline approval on planning application 18/01858/OUT. | Approved | 18.11.2019 |
| 19/01596/FUL | Erection of two dwellings and associated car parking. | Refused | 17.12.2019 |

4. Relevant Policies / Government Guidance

NPPF National Planning Policy Framework February 2019

National Planning Practice Guidance

Tendring District Local Plan 2007

COM6 Provision of Recreational Open Space for New Residential Development

EN1 Landscape Character

EN6A Protected Species

EN11A Protection of International Sites European Sites and RAMSAR Sites

HG1 Housing Provision

HG9 Private Amenity Space

HG14 Side Isolation

QL1 Spatial Strategy

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

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

HP5 Open Space, Sports & Recreation Facilities

LP1 Housing Supply

LP3 Housing Density and Standards

LP4 Housing Layout

PPL3 The Rural Landscape

PPL4 Biodiversity and Geodiversity

SPL1 Managing Growth

SPL3 Sustainable Design

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 (2019) 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) has been examined by an Independent Planning Inspector who issued his final report and recommended 'main modifications' on 10th December 2020. The Inspector's report confirms that, subject to making his recommended main modifications (including the removal from the plan of two of the three 'Garden Communities' proposed along the A120 i.e. those to the West of Braintree and on the Colchester/Braintree Border), the plan is legally compliant and sound and can proceed to adoption. Notably, the housing and employment targets in the plan have been confirmed as sound, including the housing requirement of 550 dwellings per annum in Tendring.

The Council is now making arrangements to formally adopt Section 1 of the Local Plan in its modified state and this is expected to be confirmed at the meeting of Full Council on 26th January 2021 – at which point will become part of the development plan and will carry full weight in the determination of planning applications – superseding, in part, some of the more strategic policies in the 2007 adopted plan. In the interim, the modified policies in the Section 1 Local Plan, including the confirmed housing requirement, can be given significant weight in decision making owing to their advancement through the final stages of the plan-making process.

The examination of Section 2 of the Local Plan (which contains more specific policies and proposals for Tendring) is now expected to proceed in 2021 and two Inspectors have already been appointed by the Secretary of State to undertake the examination, with the Council preparing and updating its documents ready for the examination. In time, the Section 2 Local Plan (once examined and adopted in its own right) will join the Section 1 Plan as part of the development plan, superseding in full the 2007 adopted plan.

Where emerging policies are particularly relevant to a planning application and can be given 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 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 technically falls below 5 years – but this is only because, until the modified Section 1 Local Plan is formally adopted at the end of January 2021, housing supply has to be calculated against a housing need figure derived through the government’s ‘standard methodology’ – a figure that is significantly higher than the ‘objectively assessed housing need’ of 550 dwellings per annum in the Section 1 Plan and confirmed by the Inspector in his final report to be sound. Because of this technicality, the NPPF still requires 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.

However, because the housing land supply shortfall is relatively modest when applying the standard method prescribed by the NPPF and significant weight can now be given, in the interim, to the sound policies in the modified Section 1 Plan (including the housing requirement of 550 dwellings per annum), the reality is that there is no housing shortfall and, on adoption of the Section 1 Plan, the Council will be able to report a significant surplus of housing land supply over the 5 year requirement, in the order of 6.5 years. Therefore, in weighing the benefits of residential development against the harm, the Inspector’s confirmation of 550 dwellings per annum as the actual objectively assessed housing need for Tendring is a significant material consideration which substantially tempers the amount of weight that can reasonably be attributed to the benefit of additional new housing – particularly in the consideration of proposals that fall outside of the settlement development boundaries in either the adopted or the emerging Section 2 Local Plan.

5. Officer Appraisal (including Site Description and Proposal)

Site Description

This application relates to Grange Farm Bungalow, Elmstead. The application site is situated on the southern side of Clacton Road (A133) to the south-east of Elmstead Market.

The application site comprises Grange Farm Bungalow, its associated curtilage and an area of land to the rear encompassing the access road to the recently constructed housing development at Blue Barn Farm (approved under reference 17/01617/OUT and 18/00004/DETAIL) and Grange Farm Close (approved under reference 16/00724/OUT and 18/00003/DETAIL) and Blue Barn Farm Cottages beyond together with a strip of land on the opposite side of the access road.

The application site is located southeast of the centre of Elmstead Market. There is a footway provided to the north of the site into the centre of the village.

Description of Proposal

The application seeks permission for the reserved matters for 9 dwellings further to outline application 19/01031/OUT approved under appeal reference APP/P1560/W/20/3248849.

Application 19/01031/OUT was made with all matters reserved. This application is therefore assessing the access, layout, scale, appearance and landscaping for the proposed development.

Assessment

The main considerations in this instance are;

- Principle of Development;
- Scale, Layout and Appearance;
- Residential Amenities;
- Trees and Landscaping;
- Access, Highway Safety and Parking;

- Financial Contribution - Open Space and Play Space;
- Financial Contribution - Recreational Disturbance;
- Requirements of Outline Conditions; and,
- Representations.

Principle of Development

The principle of development has been established by the approval of the outline planning application 19/01031/OUT allowed on appeal under appeal reference APP/P1560/W/20/3248849.

Scale, Layout and Appearance

The proposal comprises a terrace of 6 no. modest 2 bedroom almshouse style dwellings (Plots 1 – 6) fronting Clacton Road and 3 no. 3 bedroom detached dwellings to the rear part of the site fronting Grange Farm Close (Plots 7 – 9) (following demolition of the existing Grange Farm Bungalow).

The site lies adjacent to existing residential development and the forthcoming commercial developed to the north west of the site. The development will relate closely to other built development and will not result in any landscape harm. The adjacent development comprises 2 storey dwellings and dwellings of 1.5 storey in appearance with dormer windows. The proposal includes both 1.5 storey dwellings with dormer windows and 2 storey dwellings. The scale of development is therefore in keeping with the locality.

When originally submitted, the garden sizes for Plots 1- 6 fell short of the minimum 75 sqm standards for 2 bedroom dwellings set out within Saved Policy HG9 of the adopted Tendring District Local Plan (2007). An Amended layout plan was provided increasing the size of the gardens by slightly reducing the garden areas to the detached properties at Plots 7 – 9. The gardens serving Plots 7 to 9 remain in excess of the 100 sqm minimum standards for 3 bedroom dwellings despite this amendment.

Furthermore, the layout allows for back to back distances in excess of 35 metres exceeding the minimum standard of 25 metres set out with the Essex Design Guide.

The development delivers more modest size homes and family homes that will contribute positively to the choice and mix of housing for the area. The fact that each dwelling is served by garden and parking areas that either accord with or exceed minimum policy standards demonstrates that the site is not overdeveloped.

The detailed design, appearance and finish of the dwellings incorporates features such as stone sill and brick header detailing to the window surrounds, exposed rafters, detailed parapet flank elevations and porch/front entrance details. These features add interest to the development making them acceptable in design and appearance. These features and use of materials is also in keeping with the appearance and finish of the adjacent properties within Grange Farm Close and therefore the development will appear in keeping.

Overall, the development is considered to represent an acceptable scale, layout and appearance that will contribute positively to the area.

Residential Amenities

As mentioned above, the layout of the development allows for back to back distances of over 35 metres being in excess of the minimum standards. Each dwelling is served by a private garden area that meets or exceeds minimum standards. Furthermore, each dwelling is served by 2 or more parking spaces accessible vis their rear garden or front entrance. The standard of amenity and functionality for future occupants is considered acceptable.

In terms of the relationship of the development with existing dwellings, the immediate neighbouring properties are 6 and 7 of Grange Farm Close approved under 18/00004/DETAIL.

Number 6 fronts Clacton Road separated from the development site by its double garage meaning there is a distance of approximately 11 metres from the side facing elevation to the shared boundary

with the application site and Plot 1 of the proposed development. Plot 1 sits alongside the garage of number 6 Grange Farm Close thus screened from Number 6 by its own garage. Both the existing and proposed dwellings have no side facing first floor windows. For these reasons, the development results in a good standard of amenity for both existing and future occupants and will not result in any material loss of light or privacy.

The other closest neighbour is Number 7. The property is orientated southeast meaning its rear boundary abuts the side boundary with Plot 9 of the new development. The double garage serving Number 7 screens the parking court area within the development. The 2 storey rear projection of Number 7 has no first floor windows. The first floor windows within the main part of the rear elevation of the dwelling are small and serve a bedroom and landing being over 17 metres from the boundary with Plot 9 of the new development looking toward its side facing elevation containing no first floor windows. Any overlooking from Number 7 Grange Farm Close to Plot 9 from a bedroom and landing window from a distance of over 17 metres will be minimal. Again, for these reasons, the development results in a good standard of amenity for both existing and future occupants and will not result in any harm that warrants a refusal on residential amenity grounds.

As set out above, the amended layout plan now demonstrates that all dwellings will be served by a private garden area that either complied or exceeds the minimum private amenity standards set out within Saved Local Plan Policy HG9.

Trees and Landscaping

The information provided in relation to soft landscaping is sufficient to satisfactorily soften, screen and enhance the appearance of the development. An amended plan has been submitted to reflect the changes to the layout.

A condition will be added to ensure the satisfactory implementation of the approved landscaping details.

Highway Safety and Parking

The development is accessed via Grange Farm Close off Clacton Road which bend round to the south serving the adjacent recently constructed development. There is a central access point and shared drive providing a parking court area to the rear of the dwellings comprising 15 spaces (2 per almshouse, 2 visitor spaces and 1 space for Plot 9). Plots 7 – 9 front Grange Farm Close; Plot 9 served by a detached garage and parking space to the front (further space within rear parking court with pedestrian access through rear garden) and Plots 7 and 8 each served by a double garage and 2 further parking spaces on the strip of land on the opposite side of Grange Farm Close to the far rear portion of the site.

The Highway Authority have sought an amendment to the parking serving plot 7, re-siting it from adjacent to the shared access to the parking court. This has required an amendment to the parking arrangement for Plots 7 – 9. This request was made by ECC Highways due to the future development of the site to the north with its access point located opposite. The amended layout allows for a safer parking arrangement for Plot 7 than originally submitted.

Siting the parking and garage areas for Plots 7 – 8 on the opposite side of Grange Farm Close is not ideal but due to the fairly quiet nature of the road this does not raise any significant highway safety concerns. Furthermore, The Highway Authority have not raised any objections to this.

Essex County Council Highway Authority raise no objection to the development subject to conditions which will be imposed where necessary, although some are already covered by the standard approved plans conditions or via the outline consent.

Financial Contribution - Open Space and Play Space

A completed unilateral undertaking has been provided as part of the outline planning permission during the appeal stages to secure this legal obligation.

Financial Contribution - Recreational Disturbance

A completed unilateral undertaking has been provided as part of the outline planning permission during the appeal stages to secure this legal obligation and to ensure that the development would not adversely affect the integrity of European Designated Sites in accordance with policies EN6 and EN11a of the Saved Tendring District Local Plan 2007, Policy PPL4 of the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

Requirements of Outline Conditions

The outline planning application was granted on appeal subject to the standard reserved matters time limit and submission of details conditions together with conditions relating to the use of bound surface treatment to the vehicular accesses and the submission and consideration of a Construction Method Statement.

The landscaping plan provided demonstrates that no gravel is to be used for vehicular accesses. The proposal therefore complies with this condition. However, no Construction Method Statement accompanies the application and an informative will be added to alert to applicant/agent to this outstanding matter.

Representations

Elmstead Parish Council objects to this planning application for the following reasons (officer response in italics):

- Overdevelopment of the site.
- Density and character of the housing is out of keeping.
- Will the almshouses be actual affordable homes?

The layout, appearance and housing mix has all been addressed in the main report above.

1 individual letter of objection has been received. The objections raised can be summarised and addressed as follows (officer response in italics):

- No new houses needed in the area – increase pressure on local services and amenities.
- Unsustainable location and people have to drive everywhere.

The principle of residential development in this location is established by the approval of the outline consent granted on appeal. This application deals with the reserved matters only and cannot take into consideration the principle of development.

- High density.
- Overdevelopment of the site.
- Proposal not in keeping with existing development.
- Out of scale and overbearing.

The scale, layout and appearance of the development is addressed above.

- Highway safety and access.
- Access too narrow for deliveries.
- Insufficient parking.

Access and parking is addressed in the main report above. The layout has been amended with the access to the Lanswood Park in mind. Essex County Council Highway Authority raise no objection to the development. The new dwellings are served by ample parking spaces, some plots being in excess of minimum standards.

- No access to utilities/electricity supply.

There is clearly access to utility supplies demonstrated by the existing and newly constructed development. However, this is a matter dealt with by building regulations and the relevant service providers and is not a planning consideration in this instance.

Conclusion

For the reasons set out above, the scale, layout, appearance, access and landscaping are considered acceptable. In the absence of any material harm resulting from the detailed development, the application is recommended for approval subject to appropriate and necessary conditions.

6. Recommendation

Approval - Reserved Matters/Detailed

7. Conditions

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

| | |
|---------------|--|
| 20.7895.101 C | Amended Site Layout Plan |
| 20.7895.120 | Proposed Almshouse Ground Floor Plan |
| 20.7895.121 | Proposed Almshouse First Floor Plan |
| 20.7895.122 | Proposed Almshouse Roof Plan |
| 20.7895.123 | Proposed Almshouse Front Elevations |
| 20.7895.124 | Proposed Almshouse Rear Elevations |
| 20.7895.125 | Proposed Almshouse Side Elevations |
| 20.7895.126 | Proposed 3 Bedroom Detached Floor Plans |
| 20.7895.127 | Proposed 3 Bedroom Detached Elevations |
| 20.7895.130 | Proposed Garage Floor Plan and Elevation Plans |
| 20.7895.131 | Proposed Garage Floor Plan and Elevation Plans |
| 20.7895.141 A | Amended Proposed Section Plans Street Scene Plan |
| 20.5108.01 C | Amended Soft Landscaping Plan |

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 on the amended landscaping details drawing number 20.5108.01 C 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 adequate maintenance of the approved landscaping scheme for a period of five years in the interests of the character and quality of the development.

- 3 Prior to occupation of the development a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of each vehicular access. Such visibility splays shall be retained free of any obstruction in perpetuity. These visibility splays must not form part of the vehicular surface of the access.

Reason - To provide adequate inter-visibility between the users of the access and pedestrians in the adjoining public highway in the interest of highway safety.

- 4 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.

- 5 The development shall not be occupied until such time as the car parking and turning areas have been provided in accordance with amended drawing 20.7895.101 C. These facilities shall be retained in this approved form at all times and shall not be used for any purpose other than the parking and/or turning of vehicles related to the use of the development thereafter.

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

- 6 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.

- 7 Notwithstanding the provisions of Article 3, Schedule 2 Part 1 Classes A, B, C, D and E 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), there shall be no additions or alterations to the dwellings or their roofs, nor shall any buildings, enclosures, swimming or other pool be erected within their curtilage except in accordance with drawings showing the design and siting of such additions and/or building(s) which shall previously have been submitted to and approved, in writing, by the local planning authority.

Reason - It is necessary for the Local Planning Authority to be able to consider and control further development in the interests of visual amenity and neighbouring amenities.

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 approve the reserved matters application for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Planning Obligations

The applicant is reminded that this detailed planning consent is subject to a legal agreement securing financial contributions. Please refer to the outline planning permission to ensure full compliance with all planning obligations.

Conditions Precedent

The applicant is reminded that this detailed planning consent is subject to conditions attached to the outline permission for this development reference 19/01031/OUT. Please refer to the outline planning permission to ensure full compliance with all conditions.

Highways Informatives

1. 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 - Development Management Team
Ardleigh Depot,

Harwich Road,
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2: The area(s) directly adjacent to the carriageway(s) in which the trees are to be planted should not be less than 3 metres wide, exclusive of the footway and the trunks of the trees should be no nearer than 2 metres to the channel line of the road. The same dimensions should be used in situations where the footway is located adjacent to the carriageway.

In paved areas, whether or not the planted areas are to be adopted highway, trees should be sited no closer than 2 metres to the defined (or undefined) edge of the carriageway. Where the adopted highway is to be an independent path, trees should be planted no closer than 1 metre from the edge of the highway. In all cases, trees should be provided with root barriers to prevent damage to underground services.