

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	DC	11/06/21
Planning Development Manager authorisation:	TF	11/06/2021
Admin checks / despatch completed	DB	11.06.2021
Technician Final Checks/ Scanned / LC Notified / UU Emails:	ER	11/06/2021

Application: 21/00486/FUL **Town / Parish:** Clacton Non Parished

Applicant: Mr Caro - DF Homes Ltd

Address: 11 Stephenson Road Clacton On Sea Essex

Development: Proposed construction of 4 No industrial units for B1/B8 use, including access and parking

1. Town / Parish Council

Not applicable.

2. Consultation Responses

ECC Highways Dept
20.05.2021

Stephenson Road is classified as a secondary distributor in the County's Route Hierarchy, it is noted that the proposal will see the re-alignment of the junction into the site but still offers good visibility in both directions. The site will offer adequate parking and turning 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 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 the 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 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. Prior to occupation of the development the areas within the site identified for the purpose of loading/unloading/reception and

storage of materials and manoeuvring shall be provided clear of the highway and retained thereafter for that sole purpose.

Reason: To ensure that appropriate loading / unloading facilities are available in the interest of highway safety in accordance with policy DM1.

4. No unbound material shall be used in the surface treatment of the vehicular access/ access road throughout.

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

5. Prior to occupation of the development the following should have been provided and completed:

a) A priority junction off Stephenson Road to provide access into the proposal site with Kerb radii measuring a minimum of 8 metres with a carriageway width of 6 metres.

b) Provision of a 2-metre-wide footway around each radius kerb and to tie into the existing footway on Stephenson Road and appropriate tactile paving/ drop kerb at each pedestrian crossing point either side of the junction.

c) Appropriate vehicle visibility splays in accordance with current policy standards.

d) The redundant vehicular access as shown on the site layout plan drawing no. 947/03 B shall be suitably and permanently closed incorporating the reinstatement to full height of the highway verge / footway / kerbing prior to the proposed new access is brought into first beneficial use.

e) Any other reasonable items to ensure the access is in accordance with current policy standards.

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

6. Prior to commencement of the development details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.

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.

7. 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.

8. The proposed development shall not be occupied until such

time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

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.

9. The Cycle / Powered two-wheeler parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

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

10. 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.

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.

Notes:

- Prior to any works taking place in the highway the developer should enter into an S278 agreement with the Highway Authority under the Highways Act 1980 to regulate the construction of the highway works.
- All or some of the above requirements may attract the need for a commuted sum towards their future maintenance (details should be agreed with the Highway Authority as soon as possible)
- All highway related details should be agreed with the Highway Authority.
- The proposed junction layout, carriageway and footway proposals will require an initial Stage 1 Road Safety Audit with swept

path analysis for the largest vehicles expected to use the development.

- The development should be in accordance with the Parking Standards Design and Good Practice Supplementary Planning Document dated September 2009.

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 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.

TDC Environmental
Protection
27.04.2021

In order to minimise potential nuisance caused by demolition/construction works/Ground Works, Environmental Protection recommend that the following below is conditioned;

- No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Mondays to Saturdays (finishing at 13:00 on Saturdays) with no working of any kind permitted on Sundays or any Public/Bank Holiday whilst construction works and alterations are being carried out.

- No materials produced as a result of the site development or clearance shall be burned on site.

Adherence to the above condition will significantly reduce the likelihood of public complaint and potential enforcement action by Pollution and Environmental Control. The condition gives the best practice for Demolition and Construction sites. Failure to follow them may result in enforcement action under nuisance legislation (Environmental Protection Act 1990), or the imposition of controls on working hours (Control of Pollution Act 1974).

TDC Building Control and
Access Officer
16.04.2021

No adverse comments at this time.

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Clacton-Holland Haven Water Recycling Centre that will have available capacity for these flows

Section 3 - Used Water Network

This response has been based on the following submitted documents: Application Form, Site Location Plan, Existing site and block plan, Proposed site and block plan Development will lead to an unacceptable risk of flooding downstream. Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. A full assessment cannot be made due to lack of information, the applicant has not provided a clear drainage strategy. Based on our topography survey, we believe the site may need to pump, therefore we need a clear strategy detailing point of connection and discharge rate to be able to undertake a capacity assessment. We therefore request a condition requiring on-site drainage strategy.

INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact

Development Services Team on 0345 606 6087.

INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

The preferred method of surface water disposal would be to a sustainable drainage system SUDS with connection to the sewer seen as the last option. The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable due to a clear strategy not being provided, or evidence of the hierarchy being followed and tested. We would therefore recommend that the applicant consults with Anglian Water and the Environment Agency.

We request a condition be applied to the decision notice if permission is granted. The purpose of the planning system is to achieve sustainable development. This includes the most sustainable approach to surface water disposal in accordance with the surface water hierarchy. It is important to explain that the volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to draw substantially on the public sewerage network capacity and capacity at the receiving Water Recycling Centre. If developers can avoid new surface water flows entering the public sewerage, the impact of developments on wastewater infrastructure and the risk and impact of sewer flooding can be managed effectively, in accordance with paragraph 163 of the NPPF, minimise the risk of flooding.

It is appreciated that surface water disposal can be dealt with, in part, via Part H of the Building Regulations, it is felt that it is too late at this stage to manage any potential adverse effect. Drainage systems are an early activity in the construction process and it is in the interest of all that this is dealt with early on in the development process. As our powers under the Water Industry Act are limited it is important to ensure appropriate control over the surface water drainage approach is dealt with via a planning condition, ensuring that evidence is provided that the hierarchy has been followed and any adverse impacts and mitigation required can be planned for effectively.

Section 5 - Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Used Water Sewerage Network (Section 3)

We have no objection subject to the following condition: Condition Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme. Reason To prevent environmental and amenity problems arising from flooding

Surface Water Disposal (Section 4)

No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the strategy.

Anglian Water Services
Ltd
12.05.2021

Thank you for your email regarding the above application [further information from the applicant]. We can confirm that Anglian Water owned assets are located in Stephenson Road and [the] provided site layout is acceptable to Anglian Water

3. Planning History

93/00606/FUL	Office extension	Approved	07.07.1993
95/00769/FUL	(D C Flavours Ltd, Stephenson Road, Gorse Lane Industrial Estate, Clacton on Sea) Single storey side extension - changing rooms for staff	Approved	31.07.1995
96/01620/FUL	(Stephenson Road, Gorse Lane Industrial Estate, Clacton on Sea) Proposed factory extension	Approved	07.02.1997
97/00238/FUL	(D C Flavours Ltd, Stephenson Road, Gorse Lane Industrial Estate, Clacton on Sea) Two storey extension to existing office building	Approved	25.04.1997
97/01540/FUL	(D C Flavours Ltd, Stephenson Road, Gorse Lane Industrial Estate, Clacton on Sea) Minor elevation change to plan approved under TEN/97/0238 (Two storey office extension)	Approved	22.01.1998

4. Relevant Policies / Government Guidance

National:

National Planning Policy Framework 2019 (the Framework)
Planning Practice Guidance

Local:

Saved Tendring District Local Plan 2007 Policies (the 2007 Local Plan)

QL2	Promoting Transport Choice
QL11	Environmental Impacts and Compatibility of Uses
COM1	Access for All
COM2	Community Safety
COM19	Contaminated Land
COM21	Light Pollution
COM31a	Sewerage and Sewage Disposal
EN1	Landscape Character
EN13	Sustainable Drainage Systems
ER1	Employment Sites
ER2	Principal Business and Industrial Areas
TR1a	Development Affecting Highways
TR3	Provision for Walking
TR7	Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond (the 2013-33 Local Plan)

Section 1 (adopted):

SP1	Presumption in Favour of Sustainable Development
SP3	Spatial Strategy for North Essex
SP7	Place Shaping Principles

Section 2 (emerging):

SPL1	Managing Growth
SPL2	Settlement Development Boundaries
SPL3	Sustainable Design
PP6	Employment Sites
PPL1	Development and Flood Risk
PPL5	Water Conservation, Drainage and Sewerage
CP1	Sustainable Transport and Accessibility

Supplementary Planning Guidance:

Essex County Council Development Management Policies 2011
Essex County Council Parking Standards Design and Good Practice Guide 2009
Tendring Landscape Character Assessment 2001

Status of the Local Plan

Planning law requires that decisions on planning applications must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004). This is set out in Paragraph 2 of the Framework.

The 'development plan' for Tendring comprises, in part, the 'Saved' policies of the 2007 Local Plan. Paragraph 213 of the Framework allows local planning authorities to give due weight to policies adopted prior to its publication according to their degree of consistency with the policies in the Framework. On the 26th January 2021 Section 1 of the 2013-2033 Local Plan was adopted and now also forms part of the 'development plan' for Tendring, superseding some of the more strategic policies in the 2007 Local Plan. Notably, the housing and employment targets have been found sound and have been fixed, including the housing requirement of 550 dwellings per annum.

Paragraph 48 of the NPPF 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. In this regard 'Proposed Modifications' to emerging Section 2 of the 2013-33 Local Plan, which contains more specific policies and proposals for Tendring, has been examined and hearing sessions have now closed. It is therefore at an advanced stage of preparation. Following the Inspectors' final report and further public consultation, adoption is expected in late 2021. Section 2 will then join Section 1 as part of the development plan, superseding in full the 2007 Local Plan.

5. Officer Appraisal

Site Description

The application site is located on the southern side of Stephenson Road within an established employment area. The area is characterised by a mix of brick and profiled-metal sheet clad buildings of two and three-storey construction. The site is accessed from Stephenson Road – the main spine road serving the estate – a secondary distributor road in the County's Route Hierarchy.

The Proposal

The proposal is for four industrial units for B1 (Business) and B8 (Storage and distribution) uses, access and parking. The building would be of two-storey construction finished in brick and profiled-metal sheeting with a pitched roof.

Principle of Development

The proposal is located within the Principal Business and Industrial area as defined in the 2007 Local Plan. Saved Policy ER2 states that proposals for employment development will be directed to such areas. Within these areas, B1 (a) uses will not be permitted. Although the weight that can be attached to it is reduced in accordance with Paragraph 48 of the Framework, the site is located within an Employment Site as defined in the emerging 2013-33 Local Plan under Policy PP6. The proposal is for B1/B8 uses, not offices, and as such is acceptable in principle and would accord with Policies ER1 and ER2.

Design

Saved Local Plan Policy SP7 sets out the Council's place making principles, whereas Saved Policy EN1 c), amongst other things, seeks to protect the setting and character of settlements. Each of the four units would have a ground floor entrance doorway, with glazing, and a roller shutter vehicular access door to each bay. The submitted plans detail a building that would be appropriate to its context, finished in appropriate materials, in a layout not dissimilar to existing buildings on the street to the west. The proposal is therefore considered to be policy compliant in terms of its design. A condition should however require prior approval of external materials and finishes.

Highways

Saved Policy TR1a sets out that proposals will be considered in relation to the road hierarchy to reduce and prevent hazards and inconvenience to traffic, and the effect of traffic generation on the highway network. Saved Policy TR7 requires that proposals for all non-residential development meet adopted parking standards.

The development would be accessed via a secondary distributor road. In response to consultation the Highways Authority raises no objection, subject to conditions and informative advice. However, having considered the recommended conditions the Agent has submitted a revised site plan, slightly amending access radii and to ensure a satisfactory footway is achievable. The Highway Authority have considered this and have confirmed it's acceptability in principle. The proposal would not have any unacceptable impacts on highways safety, nor would the residual cumulative impacts on the road network be severe. The proposal is therefore policy compliant in this regard.

Drainage

In order to meet the requirements of Saved Policies EN13 and COM31a of the 2007 Local Plan and the policies of the Framework, development proposals should incorporate measures for the conservation and sustainable use of water and make provision for the proper disposal of surface water and effluent from the development. Such measures should normally include sustainable drainage systems (SUDS) for managing surface water runoff. These policy requirements are reflected in the comment of Anglian Water, who recommend the use of conditions in this regard. Subject to such conditions, the proposal would not increase the risk of flooding elsewhere or harm the water environment, and the proposal would therefore be policy compliant in this regard. Clarification has been obtained from the Agent that Anglian Water assets are not present on the site, but are instead located under the highway or on adjacent sites, and Anglian Water have confirmed as such.

Other Matters

Saved Policy COM21 seeks to prevent any unacceptable light pollution and Paragraph 180 c) of the Framework seeks to limit the impact of light pollution from artificial lighting on local amenity. The site is not located within a particularly dark landscape, or on land designated for landscape or nature conservation. Nevertheless, a scheme for the installation of external lighting should be required by planning condition prior to installation, in the interests of preventing unnecessary light pollution and to protect local amenity.

In order to protect the locality from any unacceptable environmental effects, the Council's Environmental Protection Team have recommended the use of conditions in relation to hours of construction and the burning of waste. Subject to such conditions, which may be combined into one, the proposal would not have any unacceptable adverse environmental impacts on the wider area. As such, the proposal would comply with the retained parts of Save Policy QL11.

Representations

No third-party comments have been received.

6. Recommendation

Approval - Full

7. Conditions / Reasons for Refusal

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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:

Site Plan and Location Plan, Drawing No. 947/02 C
Plans and Elevations, Drawing No. 947/01 A

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

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 the 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.

4. 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.

5. Prior to occupation of the development the areas within the site identified for the purpose of loading/unloading/reception and storage of materials and manoeuvring shall be provided clear of the highway and retained thereafter for that sole purpose.

Reason: To ensure that appropriate loading / unloading facilities are available in the interest of highway safety in accordance with policy DM1.

6. No unbound material shall be used in the surface treatment of the vehicular access/ access road throughout.

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

7. Prior to occupation of the development the following should have been provided and completed:

- a) A priority junction off Stephenson Road to provide access into the proposal site with Kerb radii measuring a minimum of 8 metres with a carriageway width of 6 metres.
- b) Provision of a 2-metre-wide footway around each radius kerb and to tie into the existing footway on Stephenson Road and appropriate tactile paving/ drop kerb at each pedestrian crossing point either side of the junction.
- c) Appropriate vehicle visibility splays in accordance with current policy standards.
- d) The redundant vehicular access as shown on the site layout plan drawing no. 947/03 B shall be suitably and permanently closed incorporating the reinstatement to full height of the highway verge / footway / kerbing prior to the proposed new access is brought into first beneficial use.
- e) Any other reasonable items to ensure the access is in accordance with current policy standards.

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

8. Prior to commencement of above ground works details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.

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.

9. 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.

10. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

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.

11. The Cycle / Powered two-wheeler parking hereby approved shall be provided in accordance with the EPOA Parking Standards. The facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

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

12. 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.

13. No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Mondays to Saturdays (finishing at 13:00 on Saturdays) with no working of any kind permitted on Sundays or any Public/Bank Holiday whilst construction works and alterations are being carried out. No materials produced as a result of the site development or clearance shall be burned on site.

Reason: In the interests of protecting the amenity of the locality.

14. Prior to the installation of external lighting to serve the development hereby approved precise details shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter lighting shall be installed only in accordance with the details as may be approved unless otherwise agreed in writing.

Reason: In order to prevent light pollution.

15. Prior to the commencement of above ground works, a scheme for the provision of Sustainable Urban Drainage of surface water shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail any pumping

facilities required, point of connection and discharge rates. Thereafter the drainage scheme as may be approved shall be implemented and retained for the lifetime of the development.

Reason: In order to mitigate the risk of flooding elsewhere.

16. Prior to the commencement of above ground works, a scheme for the provision of foul water drainage shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of connection point and flow rates. Thereafter the drainage scheme as may be approved shall be implemented prior to first use and retained for the lifetime of the development.

Reason: In order to protect the water environment.

17. Prior to the application of external materials and finishes precise details shall have first been submitted to an approved in writing by the local planning authority. Thereafter all external materials and finishes shall be in accordance with such details as may have been agreed.

Reason: In the interests of visual amenity.

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. Prior to any works taking place in the highway the developer should enter into an S278 agreement with the Highway Authority under the Highways Act 1980 to regulate the construction of the highway works. All or some of the above requirements may attract the need for a commuted sum towards their future maintenance (details should be agreed with the Highway Authority as soon as possible). The proposed junction layout, carriageway and footway proposals will require an initial Stage 1 Road Safety Audit with swept path analysis for the largest vehicles expected to use the development.
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 development should be in accordance with the Parking Standards Design and Good Practice Supplementary Planning Document dated September 2009.
4. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

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

5. 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.

6. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
7. The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

<p>Are there any letters to be sent to applicant / agent with the decision? If so please specify:</p>		NO
<p>Are there any third parties to be informed of the decision? If so, please specify:</p>		NO