

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	AL	10/06/2021
Planning Development Manager authorisation:	JJ	17/06/2021
Admin checks / despatch completed	DB	17.06.2021
Technician Final Checks/ Scanned / LC Notified / UU Emails:	CC	17.06.2021

Application: 20/01553/FUL **Town / Parish:** Ardleigh Parish Council

Applicant: Poulter

Address: GMP Plant Hire The Barn 19 Harwich Road

Development: Planning application for variation to planning permission 12/00642/FUL to include aggregate sales (including storage bins) and alterations to access gates and surfacing (part retrospective).

1. Town / Parish Council

Ardleigh Parish Council
22.02.2021

Ardleigh Parish Council strongly objects to this application and understands that trading is already taking place. The impact on traffic including heavy vehicles has been noticeable along Home Farm Lane and the tricky junction with the A137.

The council is aware of similar businesses in the parish with much better access to the A12 and, of course of quarrying activity where sand and gravel are extracted. This site is considered unsuitable for a business of this type- particularly because the materials have to be brought on to site and then removed.

2. Consultation Responses

ECC Highways Dept
01.04.2021

ORIGINAL COMMENTS

Looking at the information contained on the online portal it would appear that there is insufficient information provided within the application to demonstrate to the satisfaction of the Highway Authority that the impact on the highway network caused by this proposal will not have unacceptable consequences in terms of highway safety and efficiency.

There is no information on the current use of the site and size/ frequency of vehicle movements for the current use and similar information associated with the new use. In addition, we would want to know details on the number of deliveries proposed with the new use and current use; direction of travel for these deliveries and obviously size of vehicles. It almost warrants a design and access statement/ planning statement.

Subject to the above information the Highway Authority may want to seek a condition restricting the direction of movement so all deliveries have to come in and go out via Harwich Road and the feasibility in providing an informal passing place between the site entrance and the junction with Harwich Road, at the applicant's expense.

In light of the comments that have already been received the applicant needs to supply more information before we can make an informed decision on the impact this proposal will have on the existing highway network.

The information that was submitted in association with the application has been fully considered by the Highway Authority. No site visit was undertaken in conjunction with this planning application. The information submitted with the application has been thoroughly assessed and conclusions have been drawn from a desktop study with the observations below based on submitted material, google earth image dated March 2019. It is noted that this is a retrospective application and aggregate sales have been active since June 2020. The existing wide site access off Home Farm Lane is unchanged and leads onto an extensive area of on-site circulation to serve customers hiring plant and taking aggregates, whilst 9 visitor and staff parking spaces are already provided adjacent to the front office. It is also noted that between 5 and 6 customers collect aggregates per day, however, around 4 of these would be arriving anyway as trade customers to hire plant machinery, the primary business of the company, therefore, it is anticipated only some of these will be new trips to the network. Delivery of aggregates to the site, averages at around 5 per week (1 per day), the number of trips generated by the proposal on the highway network would be unlikely to be severe, 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. 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.

2. 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.

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. 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.

5. 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

6. A Delivery and Servicing Plan shall be submitted to, and agreed in writing with, the Local Planning Authority. The Plans to include the following, and be adhered to at all times:

- i. All delivery of aggregates to the site shall be via Harwich Road and delivery vehicles exiting the site will use the same route.
- ii. Deliveries and refuse collection to the development to be managed in advance and limited to outside of delivery times.
- iii. An area to be kept clear outside operational hours to facilitate servicing and refuse collection.

Reason: In the interests of highway safety to ensure accordance with Policy DM1 and DM19.

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: 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.

Environmental Protection
09.12.2020

In relation to the above application, as it is retrospective I assume previous permissions have been given in relation to the storage of the gravel/sand?

That being said I would advise that a plan is submitted to us on how the site will manage dust from the material being sold/stored. This should include information on how potential dust nuisance is mitigated especially during high winds. This should also document steps the site may have in place such as damping down of site roads and the covering of materials where necessary.

Could it also be noted that the site operators check that they have the required environmental permits required (they may have them in place already) as some similar sites store materials or operate machinery (such as a concrete crusher) that may require the relevant permits with either us or the Environment Agency.

We have had no noise complaints in relation to the operations at this site therefore have no comments to make in relation to this.

3. **Planning History**

04/00800/FUL	Demolition of existing dwelling and erection of new dwelling.	Refused	21.07.2004
04/01010/FUL	New stable block with associated storage. Change of use of land to grazing meadow.	Approved	12.07.2004
05/00207/FUL	Demolition of existing dwelling and erection of a new 4 bed house	Approved	04.05.2005
07/01852/FUL	Erection of detached outbuilding incorporating garaging, car ports, kitchen, store, WC and kennel at ground floor level with 2 no. offices, kitchen and bathroom within roofspace (following demolition of existing outbuilding).	Approved	
07/01900/FUL	Continued use of land from paddock land to the storage of machinery and plant equipment, and the continued use of part of stable block building for the storage of machinery and plant equipment.	Refused	26.03.2009
12/00642/FUL	Change of use of rural building from stables and domestic storage to class B2 and Sui Generis plant storage with plant and 4no. container storage yard, associated car parking and landscaped bund.	Approved	23.10.2012
14/30123/PREAPP	Erection of 2no dwellings.	Refused	03.07.2014
14/01405/CMTR	Change of use of land from agriculture to aggregates recycling facility incorporating permanent noise barrier, mobile site office and HGV parking area.	Withdrawn	09.01.2015
15/00034/CMTR	Change of use of land from agriculture to aggregates recycling facility incorporating permanent noise barrier, mobile site office and HGV parking area (Resubmission of ESS/40/14/TEN).	Determination	08.01.2015
15/30072/PREAPP	Proposed small residential development of 3 family houses.	Refused	22.05.2015
16/01480/OUT	Erection of three detached dwellings and associated garaging.	Approved	07.11.2016

17/00518/DETAIL	Erection of three detached dwellings and associated garaging.	Approved	28.09.2017
19/00967/NMA	Non-material amendment of application 17/00518/DETAIL to amend garage of plot 3 to remove two garage door and personnel door.	Approved	
19/01655/OUT	Erection of up to 17 houses including garages and access.	Withdrawn	15.07.2020

4. Relevant Policies / Government Guidance

NPPF National Planning Policy Framework February 2019

National Planning Practice Guidance

Adopted Tendring District Local Plan 2007 (part superseded)

QL11 Environmental Impacts and Compatibility of Uses

ER7 Business, Industrial and Warehouse Proposals

EN1 Landscape Character

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017) (Section 1 adopted on 26th January 2021)

SPL3 Sustainable Design

PPL4 Biodiversity and Geodiversity

CP1 Sustainable Transport and Accessibility

PP1 New Retail Development

PP6 Employment Sites

PP13 The Rural Economy

Local Planning Guidance

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. In this latter regard, as of 26th January 2021, 'Section 1' of the emerging Local Plan for Tendring (Tendring District Local Plan 2013-2033 and Beyond Publication Draft) has been adopted and forms part of the 'development plan' for Tendring.

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 has now formally adopt Section 1 of the Local Plan, in its modified state, at the meeting of Full Council on 26th January 2021, at which point it became part of the development plan and carries full weight in the determination of planning applications – superseding, in part, some of the more strategic policies in the 2007 adopted plan.

The examination of Section 2 of the Local Plan (which contains more specific policies and proposals for Tendring) will proceed in early 2021 and two Inspectors have 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.

5. Officer Appraisal (including Site Description and Proposal)

Site Description

The application relates to the long established GMP Plant Hire located south of 19 Harwich Road, accessed via Home Farm Lane within the Parish of Ardleigh. 19 Harwich Road is a detached dwelling to the north of the site on the corner with Home Farm Lane separated from the application site by its grassed paddock land and private garden. 19 Harwich Road and the plant hire business are within the same ownership.

The front and rear boundaries of the site are defined with hedgerows and mature lines of trees. The southern boundary of the site is defined by a bund approved as part of the original planning application 12/00642/FUL whilst the northern boundary is more open in nature abutting the applicant's paddock land.

To the north west of the site is a recently completed residential development of 3 dwellings application under planning application reference numbers 16/01480/OUT and 17/00518/DETAIL.

Home Farm Lane is characterised by extensive, large glasshouses opposite the site and in the locality.

Description of Proposal

The application seeks full planning permission for the variation of planning application 12/00642/FUL to allow aggregate sales (and associated external storage bins) from the site to both trade and public customers (mainly trade).

This application seeks to regularise the retail sales element of the use which goes beyond an ancillary activity to the existing approved uses of general industry, storage and plant hire (with offices).

This variation will result in the overall use of the site for a mixed use comprising Class B2 General Industry, Class E Retail and Sui Generis including plant and aggregate storage, plant hire and aggregate sales with associated offices and yard area.

Following an initial objection from ECC Highways as well as concerns raised by Councillor Guglielmi relating to highway safety the application has been amended to now include the replacement of the existing outward opening entrance gates with inward opening gates and the replacement of the existing unbound surfacing with bound surfacing. These matters, together with all the other elements of the proposal will be assessed below.

Assessment

The main considerations in this instance are:

- Planning History;
- Main Policy Considerations;
- Access and Highway Safety;
- Visual and Landscape Impact;
- Impact on Residential Amenities;
- Environmental Protection; and,
- Representations.

Planning History

GMP Plant Hire operates from the site under approved planning application reference 12/00642/FUL for 'Change of use of rural building from stables and domestic storage to class B2 and Sui Generis plant storage with plant and 4no. container storage yard, associated car parking and landscaped bund'.

Main Policy Considerations

Paragraph 83 of The National Planning Policy Framework 2019 (NPPF) states that planning policies and decisions should help build a strong, competitive economy by enabling the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.

Paragraph 127 states that planning policies and decisions should ensure that developments function well, are safe and accessible, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character including the surrounding landscape setting.

The preamble of saved Policy ER7 of the adopted Tendring District Local Plan 2007 explains how the Council wishes to support the growth of existing firms and will grant permission for extensions to established business premises in rural locations providing they have an acceptable impact on visual amenity. Saved Policy ER7 itself states that in rural locations permission may exceptionally be granted for extensions to existing businesses where new employment opportunities would be generated providing the proposals can be accommodated without an adverse impact on the landscape character of the countryside and satisfactory vehicular access and adequate car parking is provided.

Paragraph 108 of the National Planning Policy Framework 2019 seeks to ensure that safe and suitable access to a development site can be achieved for all users. The adopted Tendring District Local Plan (2007) Saved Policy TR1a states that development affecting highways should seek to reduce and prevent hazards and inconvenience to traffic. Emerging Policies SPL3 and CP1 of the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft 2017 seek to ensure that access to a development site is practicable; that the highway network will be able to safely accommodate the traffic generated; and that the design and layout of the development provides safe and convenient access.

Emerging Policy PPL3 of Publication Draft states that the Council will protect the rural landscape and refuse planning permission for any proposed development which would cause overriding harm to its character or appearance.

In summary, national and local plan policies support the development for an expansion to the established business in this location providing the development can be accommodated without an adverse impact on the landscape character of the countryside and satisfactory vehicular access is provided which are both addressed in more detail below.

Access and Highway Safety

This is a retrospective application and aggregate sales have been active since June 2020. The existing wide site access off Home Farm Lane is unchanged and leads onto an extensive area of on-site circulation to serve customers hiring plant and taking aggregates, whilst 9 visitor and staff parking spaces are already provided adjacent to the front office. It is also noted that between 5 and 6 customers collect aggregates per day, however, around 4 of these would be arriving anyway as trade customers to hire plant machinery, the primary business of the company, therefore, it is anticipated only some of these will be new trips to the network. Delivery of aggregates to the site, averages at around 5 per week (1 per day). The number of trips generated by sales on the highway network is not significant and Essex County Council Highway Authority therefore raise no objection to the application subject to conditions which will be imposed where necessary (officer response in italics):

1. Submission and approval of vehicular turning facility.

The site is established and provides ample space for the access and manoeuvring of all associated vehicles. This condition is not considered necessary and the existing spaces can be controlled by the approved plans condition and condition 4 below.

2. 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.

The site is established and provides ample space for loading/unloading/reception and storage of materials (as approved). This condition is not considered necessary.

3. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

This condition is required, subject to time limits for its completion to regularise the unlawful unbound materials presently on site (see follow up email from ECC Highways dated 26.05.2021 scanned to the file).

4. The vehicle parking area and associated turning area shall be retained in this form at all times.

This condition works alongside the standard approved plans condition and is considered necessary to ensure the parking and turning areas are retained in accordance with the approved plans.

5. The Cycle / Powered Two-wheeler parking shall be provided in accordance with the EPOA Parking Standards.

There is no cycle storage proposed as part of this application. As the site is established and the additional aggregate sales do not materially alter the overall use of the site or staff numbers, officers consider it unreasonable to now insist upon cycle store provision as part of this variation.

6. A Delivery and Servicing Plan shall be submitted to, and agreed in writing with, the Local Planning Authority. The Plans to include the following, and be adhered to at all times:
 - i. All delivery of aggregates to the site shall be via Harwich Road and delivery vehicles exiting the site will use the same route.
 - ii. Deliveries and refuse collection to the development to be managed in advance and limited to outside of delivery times.

- iii. An area to be kept clear outside operational hours to facilitate servicing and refuse collection.

Having discussed this recommended condition further with ECC Highways in order to fully understand their requirements, the condition will be reworked into 2 separate conditions for clause i and ii. Clause iii is not relevant to this application as servicing of vehicles within the site does not occur.

Visual and Landscape Impact

The addition of aggregate sales into the existing use includes 7 external aggregate storage bins (in place of the 4 outside storage containers approved as part of the original permission). The storage bins are of a modest height and appearance and are well contained within the site. The storage bins are fully screened by the existing boundary fencing (image provided within the supporting statement), planting and bund and no additional visual or landscape impact has resulted from their siting.

Impact on Residential Amenities

The residential dwellings closest to the site are the newly built properties approved to the west. Falconers View is the closest located over 25 metres from the site boundary and separated by its own detached garage.

The addition of aggregate sales into the existing use has not resulted in the addition of any large or prominent structures or a significant increase in traffic movements to result in any material harm to the amenities of nearby neighbouring amenities.

Environmental Protection

Consultation with the Council's Environmental Protection Team has been undertaken. Comments provided include recommendations for the submission and approval of a dust management plan (to manage the dust from the material being stored/sold).

The agent provided a response to these comments stating that the storage of aggregates formed part of the original permission and have been in place since the approval. Paragraph 4.3 of the Planning Statement submitted with the application further explains that 'the storage of the aggregates on the hardstanding has been formalised by the introduction of a row of seven bins'. Therefore, the storage bins are new but external storage of materials in this location is not. Therefore, a condition is not considered reasonable in this instance.

Representations

Ardleigh Parish Council strongly objects to this application. The planning considerations raised in their objection can be summarised and addressed as follows (officer response in italics):

- Trading is already taking place.

This application has been made retrospectively to regularise the aggregate sales from the site. The retrospective nature of the proposal is not in itself a reason to turn down a planning application.

- The impact on traffic including heavy vehicles has been noticeable along Home Farm Lane and the tricky junction with the A137.

Essex County Council Highways Authority raise no objection to the application.

- This site is considered unsuitable for a business of this type - particularly because the materials have to be brought on to site and then removed.

The aggregate sales is an ancillary element of the established use approved under application 12/00642/FUL and cannot be considered materially harmful as addressed in further detail above.

4 further letters of objection have been received from local residents (2 identical emails from the same objector). The planning considerations raised can be summarised and addressed as follows (officer response in italics):

- Already installed/commenced building work and trade without the correct permissions and has done so for some months now.

This application has been made retrospectively to regularise the aggregate sales from the site.

- An access driveway has already been built around the back of the premises.
- The new driveway obstructs access to farm land.

The new access does not relate to this application. This matter has been passed onto the Council's Enforcement Team for further investigation (see email dated 09.06.2021 scanned to the file).

- The access road (Home Farm Lane) is a single-track lane, is already overwhelmed by the existing traffic and could not support a further increase.
- Access onto the A137 is dangerous and the alternative route through the lanes narrow, with no passing places.

Essex County Council Highway Authority raise no objection (see relevant section of the main report above). A refusal on highway grounds could not be justified on this basis.

- Crushing concrete and brick on a daily basis, this is in violation of the standard Environmental regulations permitting this type of activity.
- Dust and noise pollution from crushing and loading/unloading (detrimental impact on glasshouses opposite).

Crushing operations do not form part of this application. An informative will be added to advise the applicant and site operators to ensure all necessary permits are obtained from both the Council and the Environment agency as appropriate. As stated above, the loading/unloading of aggregates has been in operation since the 2012 permission and it would be unreasonable to now assist upon a dust management plan as part of this application for sales.

- Unauthorised advertisements have been erected.

This does not form part of this application and may require separate advertisement consent. An informative will be added to advise the applicant to carefully consider what permissions may be required.

- Out of keeping with rural area.
The site is established and the addition of aggregate sales does not materially alter the overall use. National and local policy support expansion of business in rural areas as set out above.

Conclusion

In the absence of any material harm resulting from the addition of aggregate sales to the established use of the site, the application is recommended for approval subject to the necessary conditions having regard to those previously imposed on the 2012 permission, those required by ECC Highways and those required to regularise the outstanding issues on site (gates and surfacing). As the use is in operation, the standard time limit condition is not required in this instance.

6. Recommendation

Approval - Full

7. Conditions

- 1 The use of the site shall operate in accordance with the Planning Statement received on 5th February 2021 and approved drawing Plan Reference Number: TQRQM20297165651830 comprising a mixed use of Class B2 General Industry and Class E Retail including plant and aggregate storage, plant hire and aggregate sales with associated offices and yard area.

Reason – For the avoidance of doubt and to ensure the use is appropriate within this semi-rural setting.

- 2 The position and use of the outside storage areas shall be in strict accordance with the details shown on approved drawing Plan Reference Number: TQRQM20297165651830 and in strict accordance with the use described within the Planning Statement received on 5th February 2021 and shall be retained in this form at all times, unless otherwise agreed with the Local Planning Authority. The use of the outside storage areas shall not be used for any purpose other than storage of goods related to the use of the development.

Reason – In order to limit and restrict external storage areas in the interests of visual amenity in this semi-rural setting.

- 3 There shall be no external aggregate storage above a height of 2 metres.

Reason – In the interests of visual amenity in this semi-rural setting.

- 4 No floodlighting or other means of external lighting shall be installed at the site except in accordance with details (to include position, height, aiming points, lighting levels and a polar luminous diagram) which shall have previously been submitted to and agreed in writing by the Local Planning Authority.

Reason - To secure an orderly and well-designed development sympathetic to the countryside character of the area.

- 5 The working hours in connection with the use hereby permitted shall only be between 08:00am and 18:00pm Monday to Friday, and 08:00am and 13:00pm on Saturdays, and no work shall be carried out on Sundays or Public Holidays, or outside the specified hours, unless otherwise agreed in writing by the Local Planning Authority.

Reason - In the interests of protecting the residential amenities of the nearby residential properties.

- 6 The vehicle parking areas and associated turning areas shown on approved drawing Plan Reference Number: TQRQM20297165651830 shall be retained in this form at all times. The vehicle parking and turning areas shall not be used for any purpose other than the parking and turning 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.

- 7 Within 3 months of the date of this decision, the existing outward opening gates at the access point to the site on Home Farm Lane shall be removed and replaced with sliding access gates or inward opening access gates (avoiding the existing parking areas shown on approved drawing Plan Reference Number: TQRQM20297165651830) details of which shall first be submitted to and approved in writing by the Local Planning Authority. The

replacement gates shall be installed in accordance with the approved details and retained in this approved form.

Reason - In the interests of highway safety.

- 8 Within 3 months from the date of this permission the existing unbound material used in the surfacing of the access shall be removed and replaced with a bound surface treatment within 6 metres of the highway boundary.

Reason - To avoid displacement of loose material onto the highway in the interests of highway safety.

- 9 All vehicles movements associated with the use of the site shall be via Harwich Road.

Reason – In the interests of highway safety.

- 10 There shall be no deliveries, plant hire or aggregate sales during refuse collection times. Deliveries, plant hire and aggregate sales must be managed in advance and avoid refuse collection times.

Reason - To avoid conflict between large delivery/collection vehicles and large refuse vehicles, 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.

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,
Ardleigh,
Colchester,
CO7 7LT

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.

Advertisement Consent

Please note that any hoardings or advertisements, existing or proposed, may require the benefit of advertisement consent. Some adverts may therefore be unlawful. Please ensure all necessary advertisement consents are secured.

Environmental Protection Informative

The applicant and site operators must ensure all necessary environmental permits are secured for all uses/works operating from the site. Please contact the Council's Environment Protection Team in the first instance but there may also be a requirement for permits from the Environment Agency.

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