



contribution received would be spent on the ongoing improvements at Bathhouse Meadow.

Essex County Council  
Heritage  
11.03.2021

The land is part of the plot belonging to Burnt House. Within the conservation area appraisal, it outlines Burnt House being situated on a prominent bend in the sea frontage. The dwelling is a standalone building within Character Area 1 and is considered a positive contributor to the conservation area. The proposal will result in the loss of the larger plot it currently benefits from and will no longer be appreciated as a standalone building.

As such, the proposals in their current form do not preserve or enhance the character or appearance of the conservation area, contrary to Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The harm to the significance of the conservation area is 'less than substantial' and paragraph 196 of the NPPF is relevant. It is considered that the proposals are not in accordance with the Tendring District Local Plan 2007 Policy EN17 - Conservation Areas and the emerging Tendring District Local Plan (Publication Draft June 2017) Policy PPL 8 Conservation Areas which promotes the preservation of spaces that have a positive contribution within conservation area. Additionally, it states that new development should have due regard of scale and design of the neighbouring properties and spaces to ensure that the special interest of the conservation area is preserved.

Building Control and  
Access Officer  
19.02.2021

A fire appliance should be able to get to within 45m of all parts of the dwelling

### **3. Planning History**

03/01691/FUL	Demolition of outbuilding and construction of 2 storey extension.	Approved	13.10.2003
05/00433/FUL	Demolition of outbuilding and construction of 2 storey extension to house	Approved	04.05.2005
20/00371/FUL	Proposed north and east single storey extensions.	Approved	15.05.2020
21/00087/FUL	Proposed erection of one dwelling.	Current	

### **4. Relevant Policies / Government Guidance**

*NPPF National Planning Policy Framework February 2019*

*National Planning Practice Guidance*

*Adopted Tendring District Local Plan 2007 (part superseded)*

QL1 Spatial Strategy

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11	Environmental Impacts and Compatibility of Uses
COM6	Provision of Recreational Open Space for New Residential Development
EN6	Biodiversity
EN11A	Protection of International Sites European Sites and RAMSAR Sites
EN17	Conservation Areas
HG1	Housing Provision
HG9	Private Amenity Space
HG13	Backland Development
LP1	Housing Supply
LP8	Backland Residential Development
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)*

SP1a	Presumption in Favour of Sustainable Development
SP2a	Recreational disturbance Avoidance and Mitigation Strategy (RAMS)
SP3a	Spatial Strategy for North Essex
SP4a	Meeting Housing Needs
SP7	Place Shaping Principles
HP5	Open Space, Sports & Recreation Facilities
PPL4	Biodiversity and Geodiversity
PPL8	Conservation Areas

*Local Planning Guidance*

Essex Design Guide

Essex County Council Car Parking Standards - Design and Good Practice

### **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 26<sup>th</sup> 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 10<sup>th</sup> 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 26<sup>th</sup> 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.

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.

With the adoption of the modified Section 1 of the emerging Local Plan, the Councils 'objectively assessed housing need' of 550 dwellings per annum has been found 'sound' and there is no housing shortfall. The Council is able to report a significant surplus of housing land supply over the 5 year requirement, in the order of 6.5 years.

## **5. Officer Appraisal**

### **Site Description**

The site measures approximately 0.05 hectares and is situated on the eastern side of Woodberry Way, Walton-on-the-Naze. The existing dwelling Burnt House is located on the perimeter of the Walton Conservation area. It is described as 'now standing at a prominent bend in the sea frontage, and being a pretty two storey Victorian villa in white brick with decorative bargeboards' in the Conservation Area Statement. The proposed development will be situated on the land to the east of Burnt House. This area of Walton-on-the-Naze is characterised by a range of residential detached and semi-detached dwellings along Woodberry Way. The residential development within the area is of a variety of sizes, types, scales, ages and architectural styles. The plot itself is on the land associated with Burnt House. Burnt House is set back from Woodberry Way, with an existing private vehicular access. Woodberry Way is a 30mph speed limit zone.

### **Description of Proposal**

The application proposes a detached, one and a half storey dwelling in the side garden of the host dwelling and would replace a small outbuilding. The new dwelling would be orientated in such a manner to take full advantage of the sea views.

For the most part the dwelling would have a ridge in the region of 6.6m and eaves around 2.9m. The exception to this is the east-facing gable feature which would have a ridge just under 7.3m and eaves just under 4m – the gable provides a first-floor lounge with partially-enclosed balcony. Internally the dwelling would have three bedrooms and served by two off-street parking spaces.

### Assessment

The main planning considerations are:

- Principle of Development;
- Layout, Scale and Appearance;
- Neighbouring Amenities;
- Conservation Area
- Backland Development
- Highway Considerations;
- Financial Contributions - RAMS;
- Financial Contributions - COM6;
- Representations; and,
- Other Considerations.

Principle of Development:

The site is located within the Development Boundary therefore there is no principle objection to the proposal, subject to the detailed considerations discussed below.

Layout, Scale and Appearance:

The Government attach great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. One of the core planning principles of The National Planning Policy Framework (NPPF) as stated at paragraph 130 is to always seek to secure high quality design.

Saved Policies QL9, QL10 and QL11 aim to ensure that all new development makes a positive contribution to the quality of the local environment, relates well to its site and surroundings particularly in relation to its form and design and does not have a materially damaging impact on the amenities of occupiers of nearby properties. Emerging Policy SP7 reflects these considerations.

The scale of development in the locale is extremely varied. The host dwelling is the largest in terms of massing, with examples of single-storey bungalows, chalet and two-storey dwellings along Woodberry Way to the west. To the north of the site is Southcliffe Trailer Park which comprises around 40 units – 10 of which are highly visible in the public realm and have a clean, modern and uncluttered external appearance. For these reasons the proposed dwelling is of a scale and appearance which would be in keeping with both the host dwelling and wider streetscene in general. It is noted that the application form confirms that the external finished are yet to be determined, the planning authority are mindful that the host building is constructed in London Imperial Stock bricks, has ornate fascias and a slate roof – the trailer park units are finished externally in cladding and both feature strongly in the streetscene.

Amenities of Existing & Future Occupiers:

The NPPF, at paragraph 127 states that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. In addition, Policy QL11 of the Saved Plan states that amongst other criteria, 'development will only be permitted if the

development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties'. These sentiments are carried forward in Policy SP7 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).

Different dwelling sizes and types provide accommodation for individuals and families with a wide range of expectations and need for private amenity space. "Private amenity space" comprises a private outdoor sitting area not overlooked by adjacent or opposite living rooms or outdoor sitting areas. It will therefore not necessarily always amount to the entire rear garden. Apart from its private recreation function, private amenity space is also important in achieving well laid out development.

Private amenity space shall be provided to new dwellings in accordance with the following standards:- a three or more bedroom house - a minimum of 100 square metres; two bedroom house - a minimum of 75 square metres; one bedroom house - a minimum of 50 square metres. In accordance with the policy requiring the area to not be overlooked by adjacent or opposite living rooms or outdoor sitting areas, both the proposed and host dwelling would have sufficient private amenity space available if it were a three-bedroom property.

The host dwelling has a number of first floor side-facing windows in its north-east facing elevation and the proposed dwelling has one first floor side facing window on its south flank. Appropriately-worded conditions will be attached to any forthcoming permission which controls both the proposed window and also prevents any further windows from being added.

Overall the proposal is considered to secure a good standard of amenity for future occupants of the proposed dwelling.

#### Conservation Areas:

Heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. The character of an area is made up not only by individual buildings but also their relationship to each other and the sense of place that they create. The setting of a building is therefore a material consideration when assessing the suitability of development proposals in Conservation Areas.

Paragraph 192 of the NPPF requires the Local Planning Authority, when determining applications for development, to take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities and the desirability of new development making a positive contribution to local character and distinctiveness.

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Policy EN17 of the Saved Plan (Development within a Conservation Area) requires that development must preserve or enhance the character or appearance of the Conservation Area. Development will be refused where it would harm the character or appearance of the Conservation Area, including historic plan form, relationship between buildings, the arrangement of open areas and their enclosure, grain, or significant natural or heritage features. Emerging Policy PPL8 reflects this consideration.

The land is located in Frinton and Walton Conservation Area. Situated in Character Area 1, the character and appearance of the area is defined by buildings principally dating from the nineteenth century and the seafront. As noted in the conservation area appraisal: 'The seafront is one of the principal defining areas for Walton, and also the factor which runs as a consistent thread through the whole area.' The land is part of the plot belonging to Burnt House. Within the conservation area appraisal, it outlines Burnt House being situated on a prominent bend in the sea frontage. It goes

on to state: ‘It is a pretty two storey Victorian villa in white brick with decorative bargeboards, and in good condition. The strand widens at this point but then closes right down, the clifftop walk descends and there is a splendid view looking southwards to Frinton’. The Built Heritage Consultant comments that “the dwelling is a standalone building within Character Area 1 and is considered a positive contributor to the conservation area. The proposal will result in the loss of the larger plot it currently benefits from and will no longer be appreciated as a standalone building.” In response to this; there are no discernible views of Burnt House from Woodberry Way – further, the Conservation Area Appraisal makes no mention of the plot size – only the dwelling itself. The scale of the proposed is subservient to the host dwelling and for this reason its presence could be viewed as a ‘step down’ to the holiday caravans to the north-east.

**Backland Development:**

With regards to the siting of the proposed dwelling the development does constitute "Backland" development which is, for the purposes of the Policy, defined as the proposed erection of one or more dwelling houses on a parcel of land which lies generally behind the line of existing frontage development; has little or no frontage to a public highway; and which would constitute piecemeal development in that it does not form part of a large area allocated for development. Typical sites include the back gardens of existing dwellings, smallholdings, yards, or small vacant sites.

The District Council is committed to making effective use of land within existing built-up areas and this is reflected in the policies and objectives set out elsewhere in this Plan. However, clearly this should always be achieved through the development of sites well related to existing development and by schemes which would integrate well with their surroundings. It is often difficult to achieve this on backland sites and such sites also normally have restricted access potential. Consequently only in particular circumstances with careful planning and good design may such sites be acceptable for residential development.

There are seven criterion that must be met in order for backland development to be considered appropriate; these are listed here – alongside how the proposed development complies:-

The site is within a defined settlement development boundary	The site is located inside the defined settlement development boundary of Frinton on Sea
Where a proposal includes existing private garden land which would not result in less satisfactory access or off-street parking arrangements, an unacceptable reduction in existing private amenity space or any other unreasonable loss of amenity to existing dwellings	Access and off street parking is acceptable to the Highways Authority. An acceptable degree of private amenity space is retained
A safe and convenient means of vehicular and pedestrian access/egress can be provided that is not likely to cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will be discouraged	Access and off street parking is acceptable to the Highways Authority
The proposal does not involve “tandem” development using a shared access.	The layout of the scheme does not cause an unacceptable inter-relationship between existing and proposed development in terms of its spatial configuration
The site does not comprise an awkwardly shaped or fragmented parcel of land likely to be difficult to develop in isolation or involve development which could prejudice a more appropriate comprehensive development solution	The site is relatively rectangular in shape and would follow the established rectangular plot shape in the locale.
The site is not on the edge of defined	The site is not on the edge of defined

settlements and likely to produce a hard urban edge or other form of development out of character in its particular setting	settlements and likely to produce a hard urban edge or other form of development out of character in its particular setting
The proposal would not be out of character with the area or set a harmful precedent for other similar forms of development	The proposal would sit comfortable adjacent the existing dwelling. There are no other plots in the locale which could replicate this form of development.

#### Highways:

Paragraph 108 of the NPPF seeks to ensure that safe and suitable access to a development site can be achieved for all users. Saved Policy QL10 of the adopted Tendring District Local Plan 2007 states that planning permission will only be granted, if amongst other things, access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate. These objectives are supported by emerging Policy SP7 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft 2017.

The Council's current Parking Standards require that for dwellings with 3 bedrooms a minimum of 2 parking spaces be provided per unit. The preferred bay size for cars is 5.5 metres by 2.9 metres and the minimum bay size is 5 metres by 2.5 metres.

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 October 2014. It is noted that the existing private access is constrained by properties either side and has a localised pinch point by the telegraph pole of approximately 2.7 metres, however, with the proposed vegetation clearance and existing width at the entrance being approximately 3.3 metres and the vehicular access being located within a cul-de-sac it is considered that the vehicle movements associated with this one additional property could be considered to be within an acceptable tolerance. The proposal is at the end of a private road and retains room and provision for off-street parking and turning, therefore, from a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to mitigation and conditions.

#### Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)

Under the Habitats Regulations, a development which is likely to have a significant effect or an adverse effect (alone or in combination) on a European designated site must provide mitigation or otherwise must satisfy the tests of demonstrating 'no alternatives' and 'reasons of overriding public interest'. There is no precedent for a residential development meeting those tests, which means that all residential development must provide mitigation. The contribution is secured by unilateral undertaking.

The application scheme proposes a new dwelling on a site that lies within the Zone of Influence (Zol) being approximately 1,863m from Hamford Water) SAC and Ramsar. Since the development is for 1 dwelling only, the number of additional recreational visitors would be limited and the likely effects on Hamford Water from the proposed development alone may not be significant. However, new housing development within the Zol would be likely to increase the number of recreational visitors to Hamford Water; and, in combination with other developments it is likely that the proposal would have significant effects on the designated site. Mitigation measures must therefore be secured prior to occupation.

A unilateral undertaking has been prepared to secure this legal obligation. This will 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 SP2 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.

#### Public Open Space:



Paragraph 54 of the National Planning Policy Framework (2019) states Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Paragraph 56 of the NPPF states planning obligations must only be sought where they are necessary to make the development acceptable in planning terms, directly relate to the development and fairly and reasonably relate in scale and kind to the development.

Policy COM6 of the adopted Tendring District Local Plan 2007 states "For residential development below 1.5 hectares in size, developers shall contribute financially to meet the open space requirements of the development in proportion to the number and size of dwellings built". These sentiments are carried forward within emerging Policy HP5.

In line with the requirements of saved Policy COM6 and emerging Policy HP5 the Council's Open Space Team have been consulted on the application to determine if the proposal would generate the requirement for a financial contribution toward public open or play space. The outcome of the consultation is that there is currently a deficit of 14.12 hectares of equipped play in Frinton, Walton & Kirby.

Due to the significant lack of play facilities in the area a contribution towards play is justified and relevant to the planning application, any contribution received would be spent on the ongoing improvements at Bathhouse Meadow.

Representations:

Frinton & Walton Town Council Recommends Refusal - against back land development and garden grabbing. Poor access and not in keeping with the character of Burnt House. Would be developed against policy PPL2.

In response to the Parish Council's concerns; the proposed development would be in the side garden of the host building. It does represent a form of Backland Development, nonetheless it meets the seven criterion in order for the development to be considered appropriate. The Highways Authority raise no objection in regards to the access. Burnt House is unique in its setting, the proposed development would be in keeping with the character of the wider area. The site is not located within the Coastal Protection Belt.

### Conclusion

For the reasons set out above, the proposal is considered to represent a sustainable form of development in a location supported by national and local plan policy that will not result in any material environmental or residential harm that warrants refusal of planning permission.

## **6. Recommendation**

Approval - Full

## **7. Conditions**

- 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 plan:- DBH-101, revision A, received 20th May 2021.

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

- 3 Prior to commencement, details of the exterior materials to be used on the walls and roof shall be submitted to and be approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details before the building is occupied.

Reason - In order that the external appearance of the building is satisfactory.

- 4 Notwithstanding the provisions of Article 3, Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), the first-floor window in the south elevation shall be glazed in obscure glass before the development hereby permitted is first occupied and shall thereafter be permanently retained in this approved form.

Reason - To protect the privacy and amenities of the occupiers of adjoining property.

- 5 Notwithstanding the provisions of Article 3, Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), no additional windows shall be inserted at first floor level in the south elevation except in accordance with details which shall previously have been submitted to and approved, in writing, by the Local Planning Authority.

Reason - In the interests of the amenities of the occupants of neighbouring property.

- 6 Prior to occupation of the dwelling 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.

- 7 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.

- 8 As indicated on drawing no. DBH-101A and prior to occupation of the proposed dwelling, the existing vegetation along the existing private drive shall be cleared from the boundaries of the access and shall be retained free of any obstruction in perpetuity.

Reason - To provide adequate width between the users of the access in the adjoining public highway in the interest of highway safety.

- 9 The proposed dwelling shall not be occupied until such time as the vehicle parking area indicated on the block plan drawing (DBH-101A), has been hard surfaced. 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.

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

Reason - To encourage the use of off-street parking and to ensure adequate space for parking off the highway is provided in the interest of highway safety.

- 11 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.

- 12 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.

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

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

- 14 No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o wheel and underbody washing facilities

Reason - In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

## **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 Applicant, 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:-

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](mailto:development.management@essexhighways.org) or by post to:

SMO1 - Development Management Team  
Ardleigh Depot,  
Harwich Road,

Ardleigh,  
Colchester,  
CO7 7LT

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.

Under Building Regulations B5, access for fire tenders is required to a point not further than 45 metres from the entrance to the dwelling. Any road or private drive forming part of such a fire access must be no less than 3.7 metres wide between kerbs (this may be reduced to 3.1 metres for a gateway or similar short narrowing) and should have a minimum centre line bend radius of 6.55 metres. The access way should be capable of carrying a 12.5 tonne vehicle. A cul-de-sac which is more than 20 metres long must have a turning head of a least Size 3.

<b>Are there any letters to be sent to applicant / agent with the decision?</b>		NO
<b>Are there any third parties to be informed of the decision?</b>		NO