

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
Planning Officer recommendation:	ER	01/05/2025
EIA Development - Notify Planning Casework Unit of Decision:	N/A	
Pre-commencement condition agreement:		
Team Leader authorisation / sign off:	ML	01/05/2025
Assistant Planner final checks and despatch:	ER	02/05/2025

Application: 25/00361/FULHH **Town / Parish:** Lawford Parish Council

Applicant: Mr Gary Knight

Address: 75 Colchester Road Lawford Manningtree

Development: Householder Planning Application - Proposed side and rear extensions, new canopy porch and driveway with proposed new dropped kerb to highway.

1. Town / Parish Council

Lawford Parish Council

Lawford Parish Council has no comment on this application.

2. Consultation Responses

ECC Highways Dept
07.04.2025

The information submitted with the application has been assessed by the Highway Authority and conclusions have been drawn from a desktop study with the observations below based on the submitted material and in conjunction with a site visit. It is noted that several properties either side of the proposal site have a drop kerb to allow for off-street parking. The property is located on Colchester Road, classed as a Secondary Distributer in the County's Route Hierarchy, as such planning permission is required for the new vehicular access. Further down Colchester Road, towards Manningtree there is a long row of terrace houses with the majority having no off-street parking, so in the evening and at weekends parking becomes very challenging when people return home from work seeing a high demand for on-street parking places. To help alleviate the demand, Lawford Parish Council recently tarmacked an informal car park at the entrance of Riverview recreation ground, creating 16 spaces for residents to use in the evening, this proposal will also help alleviate the on-street parking pressures in the area. Separate to the planning application, an application to Essex Highways must be made to introduce a new vehicular access before any works to the access are undertaken, considering these factors:

From a highway and transportation perspective the impact of the proposal is acceptable to Highway Authority subject to the following mitigation and conditions:

1. The access at its centre line shall be provided with a visibility splay with dimensions of 2.0 metres by 40 metres to the south as measured from a 1 metre off-set from the nearside edge of the carriageway and 2.0 metres by 43 metres to the north, as measured from and along the nearside edge of the carriageway.

Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of obstruction above 600mm at all times.

Reason: To provide adequate inter-visibility between vehicles using the road junction / access and those in the existing public highway in the interest of highway safety in accordance with policy DM1.

2. 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.

3. The vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be more than 4.5 metres (equivalent to five drop kerbs), shall be retained at that width for 5.5 metres within the site and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge.

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.

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

Reason: To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8.

5. Any replacement boundary feature/ planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay and retained free of obstruction above 600mm at all times.

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.

6. Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided 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 in accordance with policy DM1.

7. Prior to the commencement of any alterations to the drop kerb the applicant/agent must comply with County Councils Vehicle Crossing criteria, details via the link: <https://www.essexhighways.org/for-residents/vehicle-crossings-dropped-kerbs/vehicle-crossing-criteria> and a formal application must be made to Essex Highways via the website.

Reason: To ensure the necessary permissions are obtained from the Highway Authority and the proposal complies with the set criteria and in accordance with Policy DM1.

The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and National Planning Policy Framework.

Informative:

i) 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 must 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

ii) The Initial Vehicle Crossing application costs £203.47. The fee is non-refundable and covers a site visit, a search of underground apparatus (i.e. gas, electric) and administration processes. If your application is approved an application to Implement by Road Opening Notice costs £150.00 and is payable by your chosen contractor. The vehicle crossing (dropped kerb) fees are non-Vatable.

iii) There shall be no discharge of surface water onto the Highway.

iv) Any relocation of the existing telegraph pole at the site frontage would need to be discussed with the respective Utility Company prior to the commencement of works and all costs would be at the applicant expense.

v) 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.

3. Planning History

None relevant to this application.

4. Status of the Local Plan

Planning law requires that decisions on 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 National Planning Policy Framework (the Framework). The 'development plan' for Tendring comprises, in part, Sections 1 and 2 of the Tendring District Local Plan 2013-33 and Beyond (adopted January 2021 and January 2022, respectively), supported by our suite of evidence base core documents (<https://www.tendringdc.uk/content/evidence-base>) together with any Neighbourhood Plans that have been made and the Minerals and Waste Local Plans adopted by Essex County Council.

5. Neighbourhood Plans

A neighbourhood plan introduced by the Localism Act that can be prepared by the local community and gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan to promote development and uphold the strategic policies as part of the Development Plan alongside the Local Plan. Relevant policies are considered in the assessment. Further information on our Neighbourhood Plans and their progress can be found via our website <https://www.tendringdc.uk/content/neighbourhood-plans>

At the time of writing, there are no draft or adopted neighbourhood plans relevant to this site.

6. Relevant Policies / Government Guidance

NATIONAL:

LOCAL:

Tendring District Local Plan 2013-2033 and Beyond North Essex Authorities' Shared Strategic Section 1 Plan (adopted January 2021):

- SP1 Presumption in Favour of Sustainable Development
- SP7 Place Shaping Principles

Tendring District Local Plan 2013-2033 and Beyond Section 2 (adopted January 2022):

- SPL1 Managing Growth
- SPL3 Sustainable Design
- LP3 Housing Density and Standards
- LP4 Housing Layout
- PPL8 Conservation Areas
- CP1 Sustainable Transport and Accessibility
- CP2 Improving the Transport Network

Local Planning Guidance

Essex Parking Guidance Part 1: Parking Standards Design and Good Practice 2024

Supplementary Planning Guidance:
Essex Design Guide

7. Officer Appraisal (including Site Description and Proposal)

Application Site

The application site comprises of a two storey semi-detached house located within the settlement development boundary of Lawford. The house is set back from the front boundary with expanse of lawn to the front along with low level boundary wall and gate.

Within the rear of the site is an existing single storey rear addition which plays host to the dwelling's kitchen area. The house and this extension are both finished in a light-coloured render. The rear garden is mainly laid to lawn with the southern and western boundary comprising of close boarded fencing. The northern boundary consists of low metal fencing and planting.

Proposal

This application seeks planning permission for:

- Proposed two storey side addition measuring 5.5m in depth and 1.9m in width with a height of 6.996m. The extension will be constructed from brick with concrete roof tiles.
- Single storey rear extension measuring 4.28m in depth, 2.8m in width and 3m in height. The extension will join to the existing enlargement with the plans showing the removal of its pitched roof replacement with one flat roof over both elements. The extension will be constructed from brick.
- Front canopy porch which will be constructed from oak posts with a brick plinth; and
- Formation of new tarmac driveway by lowering the existing kerb to the front of the property to form a new vehicular access. This part of the proposal will result in the removal of a section of the brick wall. The driveway will be enclosed with a new low wall constructed from brick which will not exceed 1m in height.

Assessment

Visual Impact

Paragraph 135 of the NPPF (2025) requires that developments are visually attractive as a result of good architecture, are sympathetic to local character, and establish or maintain a strong sense of place. Policy SP7 of the 2013-33 Local Plan seeks high standards of urban and architectural design which responds positively to local character and context, and to protect the district's landscape and the quality of existing places and their environs.

The installation of a new vehicular access is proposed to the front of the site and therefore would represent a noticeable change within Colchester Road. The access itself will be a minor alteration which would be consistent with others in the locale and would not result in an adverse impact to the appearance character of the host dwelling or streetscene. The installation of a tarmac driveway and loss of part of the boundary wall will remove a pleasant feature at the site; however, given that the this impact would not result in such a harmful impact to the visual amenity of the site or surrounding area.

The proposed single storey rear extension will be erected behind the host dwelling and its adjoining neighbour of 73 Colchester Road allowing it to be suitably screened in views from the public realm. The addition will extend off the existing kitchen and will consist of a flat roof over the two additions making them appear as one unit. The proposal will be constructed from brick, which will differ from the existing render finish applied to the host dwelling, however given its rearward setting and minimal impact to the streetscene the use of such would not have a damaging impact to the visual amenity of the house or streetscene and is considered appropriate in this instance.

The two-storey enlargement will be to the side of the existing house and will sit flush with the front wall of the house. The enlargement will be sited 1.8m from the shared boundary allowing for the retention of open space between it and its neighbour of 77 Colchester Road and preventing it from appearing cramped within the streetscene. The height of the proposal will see a noticeable reduction allowing it to appear as a subservient and in keeping addition to the host dwelling. This extension will be constructed from brick which will act as a suitable contrast to the render finish on the host dwelling and will add to the variety of materials currently displayed within the local area.

The proposed front porch/ canopy addition will be sited to the front and of a single storey nature which will be suitably set back from the front boundary to reduce its prominence. The use of similar materials to the host dwelling and other enlargements will allow it to appear in keeping with the host dwelling.

The proposal alterations and enlargements are therefore considered suitable changes to the existing house which would not result in an adverse impact to the overall character/ appearance of the host dwelling or local area.

Heritage Impact

Paragraph 212 requests that when determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.

Policy PPL8 of the Tendring District Local Plan 2013-2033 seeks to ensure that any new development within a designated Conservation Area, or which affects its setting, will only be permitted where it has regard to the desirability of preserving or enhancing the special character and appearance of the area.

Opposite the site over the highway lies the boundary of the Manningtree and Mistley Conservation area. Whilst the site is not within the conservation area consideration must be undertaken to establish if the proposal would result in significant or harmful views into or out of the protected area.

The proposed additions and alterations have been designed to be sympathetic to the overall character and appearance of the existing house preventing them from appearing as prominent features within the streetscene. The additions will be sited suitably away from the conservation area's boundary preventing them from resulting in a significant impact to the setting of this protected area.

Highway Safety

Paragraph 115 of the National Planning Policy Framework 2025 seeks to ensure that safe and suitable access to a development site can be achieved for all users, whilst Paragraph 109 requires that streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Adopted Policy CP1 (Sustainable Transport and Accessibility) of the Tendring District Local Plan 2013-2033 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, and the design and layout of the development provides safe and convenient access for people.

The Essex County Council Parking Standards states that where a house comprises of two or more bedrooms that 2no parking spaces should be retained which measure 5.5m by 2.9m per space.

The existing house currently benefits from no off-street parking and the formation of a vehicular access will create two off street parking spaces.

ECC Highways have confirmed they have no objections to the proposal subject to the following conditions:

Suggested Conditions:

- 1- The access at its centre line shall be provided with a visibility splay with dimensions of 2.0 metres by 40 metres to the south as measured from a 1 metre offset from the nearside edge of the carriageway and 2.0 metres by 43 metres to the north, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of obstruction above 600mm at all times.
- 2- No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Officer Response: Will be applied to the planning permission.

- 3- The vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be more than 4.5 metres (equivalent to five drop kerbs), shall be retained at that width for 5.5 metres within the site and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge

Officer Response: Not required as shown on the approved plans.

Suggested Conditions:

- 4- Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway.

- 5- Prior to the commencement of any alterations to the drop kerb the applicant/agent must comply with County Councils Vehicle Crossing criteria, details via the link: <https://www.essexhighways.org/for-residents/vehicle-crossings-droppedkerbs/vehicle-crossing-criteria> and a formal application must be made to Essex Highways via the website.

Officer Response: Given the nature of the development these conditions are not considered enforceable and therefore will be applied as informatives upon the permission.

Suggested Condition:

- 1- Any replacement boundary feature/ planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay and retained free of obstruction above 600mm at all times.

Officer Response: The above condition is not considered relevant to the permission as there is already boundary walling to the front of the site.

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

Officer Response: The block plan provided shows that the proposal will allow for two off street spaces. The width of these together should measure 5.8m however the plan provided shows they will cumulatively measure 5m. Whilst there is a deficit compared to the ECC Parking standards it should be noted that the site at present does not currently benefit from any off-street parking and will now provide one suitable off street space with additional room.

The Essex County Council Parking standards (Table 8-2: Vehicle Parking Standards – C3 Residential Dwellings) states that where a dwelling is located within an area for “high connectivity” and has two or more bedrooms that one off street space should be provided.

Essex Parking Guidance Part 1

Table 8-2: Vehicle Parking Standards – C3 Residential Dwellings

Development Type	High Connectivity			Moderate Connectivity			Low Connectivity		
	Vehicle	PTW	Disabled	Vehicle	PTW	Disabled	Vehicle	PTW	Disabled
1 bedroom	1 maximum in very highly connected locations 1 minimum in highly connected locations Lower levels can be accepted in special circumstances with justification. + 0.25 unallocated visitor	Large, flatted developments to provide PTW parking area(s) based on need For unallocated/visitor provision: 1 space + 1 space per 20 car spaces for first 100 car spaces, then 1 space per 30 car spaces over 100 car spaces	N/A if parking is in curtilage of dwelling. Large, flatted developments to provide a minimum of 5% of car parking provision or actual need whichever is the greater. For unallocated/visitor	1 + 0.25 unallocated visitor	N/A For unallocated/visitor provision: 1 space + 1 space per 20 car spaces for first 100 car spaces, then 1 space per 30 car spaces over 100 car spaces		1 + 0.25 unallocated visitor	N/A For unallocated/visitor provision: 1 space + 1 space per 20 car spaces for first 100 car spaces, then 1 space per 30 car spaces over 100 car spaces	
2 bedrooms									
3 bedrooms	1 + 0.25 unallocated visitor			2 + 0.25 unallocated visitor		N/A if parking is in curtilage of dwelling	2 + 0.25 unallocated visitor		N/A if parking is in curtilage of dwelling.
4+ bedrooms							3 + 0.25 unallocated visitor		

The site itself is located within a densely populated area of Lawford with good access to the town centre facilities and public transport networks.

It is therefore considered that the proposal will accord with the relevant parking requirements and that a condition as per the sizes of these spaces would not be relevant to the proposal and will not be applied to the planning permission.

The proposal is therefore considered complicit with the above national and local policies providing suitable off-street parking and safe vehicular access and is not considered to result in a harmful impact in terms of highway safety.

Impact to Neighbours

Paragraph 135 of the National Planning Policy Framework (2025) confirms planning policies and decisions should create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users.

Policy SP7 of Section 1 of the 2013-33 Local Plan requires that the amenity of existing residents is protected. Section 2 Policy SPL 3 (Part C) seeks to ensure that development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties.

The proposed new access is a minor improvement to the site which due to its small-scale nature would not result in an adverse impact to the amenities of neighbouring sites.

Sited to the south of the application dwelling is 77 Colchester Road which is a two storey semi-detached house with number of ground floor enlargements. This neighbouring dwelling benefits from several side facing windows which are obscure glazed and look directly onto the host dwelling. The proposed extension will be 1.8m from the shared boundary and whilst this neighbour side facing windows will achieve views of the proposal, given its positioning off the boundary and the fact that these windows are already obscure glazed and look onto the application house, it is considered that any further impact resulting from the proposal would not be so significant to refuse planning permission upon.

The proposed two storey extension will not extend to the rear and will not result in an impact to this neighbour's rearward openings.

The proposed two storey enlargement does include one rearward facing window at first floor which will serve a landing area and receive views of this neighbour's garden. As the surrounding houses are two storey in nature with existing first floor windows these gardens are already heavily overlooked which prevents there being a significant increase to the privacy lost.

The proposed single storey rear extension will be set off the shared boundary with 77 Colchester Road and largely screened by the existing extension and boundary fencing preventing it from resulting in a loss of amenities to this neighbour.

Sited to the north is 75 Colchester Road which adjoins the host dwelling and benefits from an existing ground floor addition. This ground floor addition benefits from an opening to its side facing wall which looks onto the shared boundary and another opening recessed back within its rear elevation which serves the dining room and looks out to the rear garden.

The boundary consists of a low level metal fencing and planting. The proposal will result in a loss of light and outlook to this neighbour as it will be sited along the shared boundary and therefore the sunlight/ daylight calculations from The Essex Design Guide have been applied to the plans. In this instance the 45-degree line in plan would encompass this neighbour's rear window whereas in elevation would strike through only the lower section of it, therefore passing these tests. The enlargement will have a flat roof design which will measure 3m in height, whilst there is little in the way of boundary treatment at present under permitted development a 2m high fence could be erected along the boundary which would obscure this neighbour's windows and suitably screen large elements of the proposal. It is also noted that the depth of the extension (4.28m) which in the absence of objections could be completed under the Householder Prior Notification scheme. Whilst there will be an impact to these windows, on balance, this impact is not considered so significant as to refuse planning permission on in this instance.

The proposed two storey extension will be sited sufficiently away from this neighbour's shared boundary and is largely screened by the host dwelling, thereby preventing it from resulting in a significant impact to this neighbour's amenities.

The new front canopy/ porch area is of a single storey structure which will be set off the shared boundaries preventing it from resulting in a loss of amenities to neighbouring sites.

Ecology and Biodiversity

The Natural Environment and Rural Communities Act 2006 amended by the Environment Act 2021 provides under Section 40 the general duty to conserve and enhance biodiversity: “For the purposes of this section “the general biodiversity objective” is the conservation and enhancement of biodiversity in England through the exercise of functions in relation to England.” Section 40 states authorities must consider what actions they can take to further the general biodiversity objective and determine policies and specific objectives to achieve this goal. The actions mentioned include conserving, restoring, or enhancing populations of particular species and habitats. In conclusion for decision making, it is considered that the Local Planning Authority must be satisfied that the development would conserve and enhance.

This development is subject to the general duty outlined above. An informative has been imposed strongly encouraging the applicant to improve the biodiversity of the application site through appropriate additional planting and wildlife friendly features. Therefore, the development on balance, with consideration of the impact of the development and baseline situation on site, is considered likely to conserve and enhance biodiversity interests.

Biodiversity net gain (BNG) is an approach that aims to leave the natural environment in a measurably better state than it was beforehand. This excludes applications for householder development. This proposal is not therefore applicable for Biodiversity Net Gain.

In accordance with Natural England’s standing advice the proposed development site and surrounding habitat have been assessed for potential impacts on protected species. It is considered that the proposal is unlikely to adversely impact upon protected species or habitats.

In accordance with the overarching duty outlined above, this development is considered to accord to best practice, policy, and legislation requirements in consideration of the impacts on ecology interests.

Other Considerations

Lawford Parish Council have no objections to the proposal.

There have been no letters of representation received.

Conclusion

The proposal is therefore considered to be compliant with national and local policy as assessed in the above report. In the absence of material harm resulting from the proposed development the application is recommended for approval.

8. Recommendation

Approve

9. Conditions

1 COMPLIANCE REQUIRED: COMMENCEMENT TIME LIMIT

CONDITION: The development hereby permitted shall be begun not later 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 Section 51 of the Planning and Compulsory Purchase Act 2004.

NOTE/S FOR CONDITION:

The development needs to commence within the timeframe provided. Failure to comply with this condition will result in the permission becoming lapsed and unable to be carried out. If commencement takes place after the time lapses this may result in unlawful works at risk Enforcement Action proceedings. You should only commence works when all other conditions requiring agreement prior to commencement have been complied with.

2 APPROVED PLANS & DOCUMENTS

CONDITION: The development hereby permitted shall be carried out in accordance with the drawings/documents listed below and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard (except for Listed Building Consents). Such development hereby permitted shall be carried out in accordance with any Phasing Plan approved, or as necessary in accordance with any successive Phasing Plan as may subsequently be approved in writing by the Local Planning Authority prior to the commencement of development pursuant to this condition.

- 100 - Proposed Access Layout - Rec'd 10.03.25
- 02 - Proposed Floor Plans And Elevations - Rec'd 12.03.25
- 01 - Existing Floor Plans And Elevations – Rec'd 12.03.25
- 100 - Site Plan And Block Plan - Rec'd 12.03.25

REASON: For the avoidance of doubt and in the interests of proper phased planning of the development.

NOTE/S FOR CONDITION:

The primary role of this condition is to confirm the approved plans and documents that form the planning decision. Any document or plan not listed in this condition is not approved, unless otherwise separately referenced in other conditions that also form this decision. The second role of this condition is to allow the potential process of Non Material Amendment if found necessary and such future applications shall be considered on their merits. Lastly, this condition also allows for a phasing plan to be submitted for consideration as a discharge of condition application should phasing be needed by the developer/s if not otherwise already approved as part of this permission. A phasing plan submission via this condition is optional and not a requirement.

Please note in the latest revision of the National Planning Policy Framework (NPPF) it provides that Local Planning Authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). Accordingly, any future amendment of any kind will be considered in line with this paragraph, alongside the Development Plan and all other material considerations.

Any indication found on the approved plans and documents to describe the plans as approximate and/or not to be scaled and/or measurements to be checked on site or similar, will not be considered applicable and the scale and measurements shown shall be the approved details and used as necessary for compliance purposes and/or enforcement action.

3 ACTION REQUIRED: HIGHWAYS PROVISION OF VISIBILITY SPLAYS

CONDITION: Before the access is first used the access at its centre line shall be provided with a visibility splay with dimensions of 2 metres by 40 metres to the south as measured from a 1 metre off-set from the nearside edge of the carriageway and 2 metres by 43 metres to the north, as measured from and along the nearside edge of the carriageway. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development)(England) Order 2015 (or any Order revoking and re-enacting that

Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

REASON: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

NOTE/S FOR CONDITION:

Carriageway is the part of a road intended for vehicles rather than pedestrians normally define by kerb if available or edge of a bound surface. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the ECC Highway Authority. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by Essex County Council or its agents at the applicant's expense.

4 ACCESS MATERIAL

CONDITION: The access/s hereby approved shall have a bound material surface and shall be laid out for a minimum distance of 6 metres from the edge of the carriageway prior to first use. The bound material as implemented shall then be retained thereafter.

REASON: In the interests of highway safety to prevent hazards caused by loose materials on the highway.

NOTE/S FOR CONDITION:

Carriageway is the part of a road intended for vehicles rather than pedestrians normally define by kerb if available or edge of a bound surface. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the ECC Highway Authority. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by Essex County Council or its agents at the applicant's expense

10. **Informatives**

Positive and Proactive Statement

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.

Ecology Informative

In accordance with the Council's general duty to conserve and enhance biodiversity, you are strongly encouraged to improve the biodiversity of the application site through appropriate additional planting and wildlife friendly features. Suggested enhancements could include:

<https://www.rhs.org.uk/wildlife/in-the-garden/encourage-wildlife-to-your-garden>

Highways Informative

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 must 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

The Initial Vehicle Crossing application costs £203.47. The fee is non-refundable and covers a site visit, a search of underground apparatus (i.e. gas, electric) and administration processes. If your application is approved an application to Implement by Road Opening Notice costs £150.00 and is payable by your chosen contractor. The vehicle crossing (dropped kerb) fees are non-Vatable. There shall be no discharge of surface water onto the Highway.

Any relocation of the existing telegraph pole at the site frontage would need to be discussed with the respective Utility Company prior to the commencement of works and all costs would be at the applicant expense.

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.

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 and National Planning Policy Framework.

Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway.

Prior to the commencement of any alterations to the drop kerb the applicant/agent must comply with County Councils Vehicle Crossing criteria, details via the link: <https://www.essexhighways.org/for-residents/vehicle-crossings-dropped-kerbs/vehicle-crossing-criteria> and a formal application must be made to Essex Highways via the website.

11. Equality Impact Assessment

In making this recommendation/decision regard must be had to the public sector equality duty (PSED) under section 149 of the Equality Act 2010 (as amended). This means that the Council must have due regard to the need in discharging its functions that in summary include A) Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act; B. Advance equality of opportunity between people who share a protected characteristic* (See Table) and those who do not; C. Foster good relations between people who share a protected characteristic* and those who do not, including tackling prejudice and promoting understanding.

It is vital to note that the PSED and associated legislation are a significant consideration and material planning consideration in the decision-making process. This is applicable to all planning decisions including prior approvals, outline, full, adverts, listed buildings etc. It does not impose an obligation to achieve the outcomes outlined in Section 149. Section 149 represents just one of several factors to be weighed against other pertinent considerations.

In the present context, it has been carefully evaluated that the recommendation articulated in this report and the consequent decision are not expected to disproportionately affect any protected characteristic* adversely. The PSED has been duly considered and given the necessary regard, as expounded below.

Protected Characteristics *	Analysis	Impact
Age	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Disability	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral

Gender Reassignment	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Marriage or Civil Partnership	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Pregnancy and Maternity	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Race (Including colour, nationality and ethnic or national origin)	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Sexual Orientation	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Sex (gender)	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Religion or Belief	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral

12. **Notification of Decision**

Are there any letters to be sent to applicant / agent with the decision? If so please specify:		NO
Are there any third parties to be informed of the decision? If so, please specify:		NO
Has there been a declaration of interest made on this application?		NO