

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE
13 January 2021

REFERENCE: HW/OASMR/20/00437

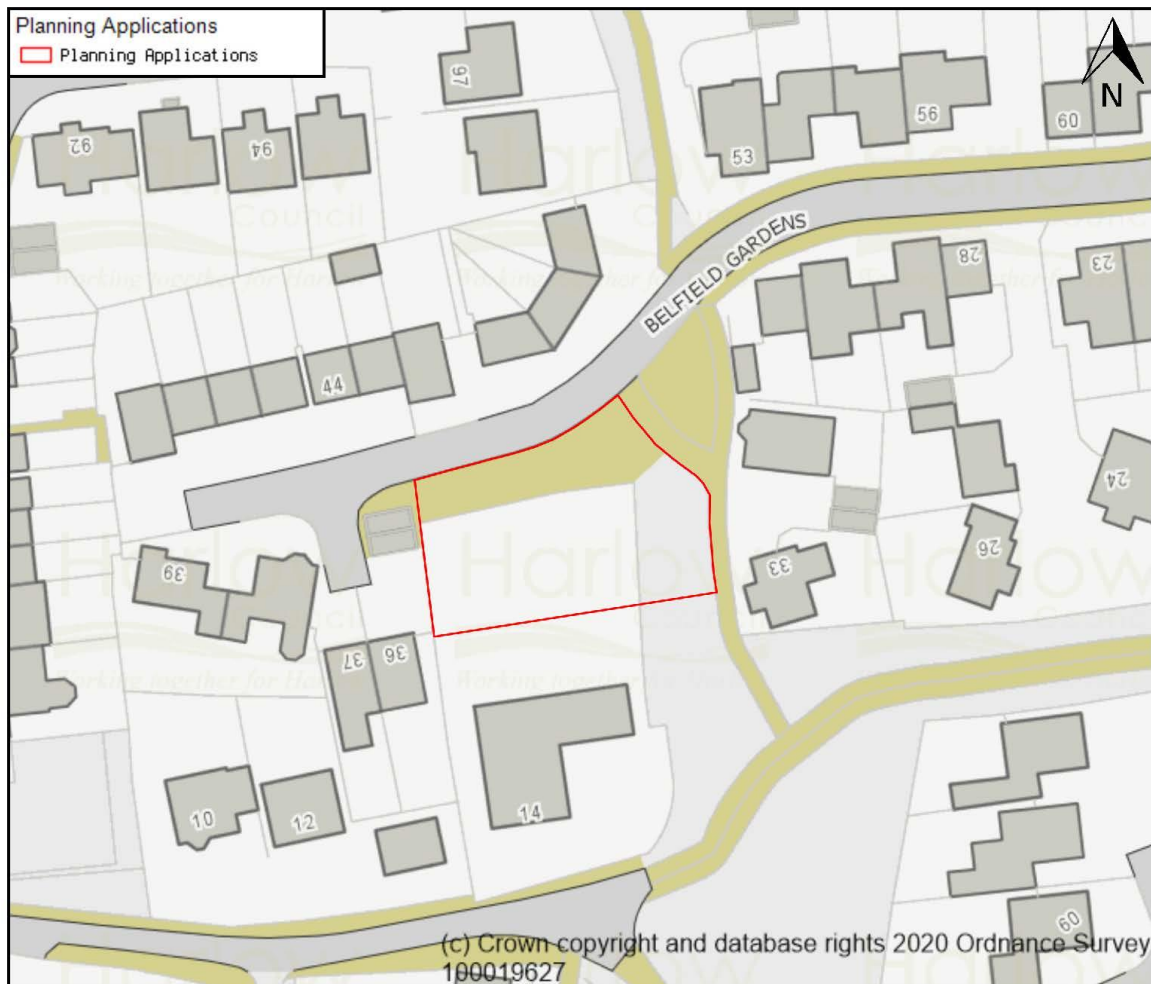
OFFICER: Nicholas Fu

APPLICANT: Mr & Mrs Leigh

LOCATION: Proposed Development At 14 Kingsdon Lane
Harlow
Essex

PROPOSAL: Outline planning permission for the erection of three detached dwellings with landscaping matters reserved (Amended description)

LOCATION PLAN



REASON BROUGHT TO COMMITTEE

More than two objections have been received which are contrary to the officer recommendation

Application Site and Surroundings

Kingsdon Lane is a cul-de-sac taken from Potter Street and located to the south of Church Langley. This road comprises residential properties of varying types, design and scale. Sitting at the end of this cul-de-sac is a detached chalet bungalow at 14 Kingsdon Lane, which was rebuilt under planning permission HW/ST/00/00013. The house has an integral garage to the side and an existing conservatory to the rear. The property includes a large rear garden, which was further extended under permission HW/PL/09/00141 to back onto Belfield Gardens, which is a highway within the Church Langley residential development. The rear garden is currently surrounded by trees and some vegetation.

The application site backs onto Belfield Gardens. The trees and vegetation forming the rear boundary of the application site is also a landscaping feature of Belfield Gardens. On the opposite side of the highway is a row of two-storey terrace houses. There is an existing double garage to the west of the site. Behind the garage are the neighbouring semi-detached pair nos. 36 and 37 Belfield Gardens. To the east of the application site is a public highway connecting Kingsdon Lane with Belfield Gardens and the rest of Church Langley. On the opposite side of the footpath are two detached houses nos. 32 and 33 Belfield Gardens.

Details of the Proposal

The application seeks outline permission for the subdivision of the existing plot and the erection of three detached dwellinghouses fronting Belfield Gardens. The application is submitted with approval being sought as part of this outline application for: Access, Appearance, Layout and Scale. Only Landscaping matters are reserved for future consideration.

The proposed dwellings would be two-storey, three-bedroom properties of almost identical design and sitting at an angle to the highway. The drawings show the proposed dwellings to have a similar design to the neighbouring properties. They would have a simple rectangular shape with a hipped and pitched roof, and finished externally with facing buff bricks. There would be a pitched front canopy above the main door. Each property would have a rear garden at approximately 100m², and would be provided with two off-street parking spaces to the front/side of the house.

RELEVANT PLANNING HISTORY

Planning Applications

<u>App Number</u>	<u>Proposal</u>	<u>Status</u>	<u>Decision Date</u>
HW/PL/09/00141	Change of Use From Informal Open Space/Structural Landscaped Area to Garden Extension of Mayflower, Kingsdon Lane	GTD	04 Sep 2009
HW/ST/00/00013	Build One Detached Replacement Dwelling	GTD	28 Feb 2000

CONSULTATIONS

Internal and External Consultees

HDC – Consulting Arboricultural Officer

No Objection. The application is submitted as outline. Condition requiring the submission of Arboricultural Impact Assessment (AIA) is recommended.

HDC - Senior Landscape Officer

No Objection. Conditions for landscape detail should be applied including an AIA to record all trees removed and planting plans to include tree loss mitigation.

HDC – Cleansing and Environment

No Objection. The residents would have to negotiate the bins with parked cars, this is however not a reason for objection.

Essex County Council – Highways

No Objection. Given the scale of the development the Highway Authority is satisfied that in terms of safety and capacity that the impact of the proposal will be insignificant on the local highway network. The parking provision is considered to be acceptable.

Neighbours and Additional Publicity

Number of Letters Sent: 27

Total Number of Representations Received: 86

Date Site Notice Expired: 01 January 2021

Date Press Notice Expired: 31 December 2020

Summary of Representations Received

86 letters of objection have been received, including a representation submitted by the local ward councillor. The objection reasons are summarised as following:

- Adverse impacts on the character and appearance of the local area
- Overdevelopment
- Unacceptable impacts on neighbour amenity, including overshadowing and loss of light, overlooking and privacy issues
- Loss of existing green space and landscaping, impacts on existing trees, and disturb local wildlife
- Two parking spaces per house would not be sufficient and worsen the existing on-street parking problem on Belfield Gardens
- Some residents use the application site for parking. The proposed development would result in loss of parking spaces on Belfield Gardens
- Increased highway safety risk
- Belfield Gardens is already a narrow road for larger vehicles, such as emergency, refuse collection and delivery vehicles
- Questions on drainage and utility supply
- Disruptions during site clearance and constructions
- Lack of features to accommodate disabled residents
- Financial benefit for the landowner and devalue other properties within the area
- There are other three bedrooms properties within the area

PLANNING POLICY

The Harlow Local Development Plan (2020) was adopted at Full Council on 10 December 2020 and replacing the Adopted Replacement Harlow Local Plan (2006). The Harlow Local Development Plan (2020) now carries full weight in the consideration and determination of planning applications.

The following policies are relevant to this application:

H2 - Residential Development

H5 - Accessible and Adaptable Housing

PL1 - Design Principles for Development

PL2 - Amenity Principles for Development

PL3 - Sustainable Design, Construction and Energy Usage
PL7 - Trees and Hedgerows
PL8 - Green Infrastructure and Landscaping
PL11 - Water Quality, Water Management, Flooding and Sustainable Drainage Systems
IN2 - Impact of Development on the Highways Network including Access and Servicing
IN3 - Parking Standards

PLANNING STANDARDS

National Planning Policy Framework (NPPF) (2019) - sets out the Government's key economic, social and environmental objectives and the planning policies to deliver them. These policies will provide local communities with the tools they need to energise their local economies, meet housing needs, plan for a low-carbon future and protect the environmental and cultural landscapes that they value. It seeks to free communities from unnecessarily prescriptive central government policies, empowering local councils to deliver innovative solutions that work for their local area.

Supplementary Planning Documents/Current Planning Guidance

The Essex Design Guide (2005)
The Harlow Design Guide SPD (2011)
The Essex Parking Standards: Design and Good Practice (2009)
Essex County Council's Adopted Development Management Policies (2011)
Planning Practice Guidance (PPG)

PLANNING ASSESSMENT

The main issues for consideration of this application are the principle of development; impacts on the character and appearance of the area; impacts on residential amenity; highway, access and parking issues; and impacts on arboriculture.

Principle of development

The proposal would subdivide the residential curtilage of 14 Kingsdon Lane to create three detached dwellinghouses fronting Belfield Gardens. Policy H2 of the Harlow Local Development Plan (HLDP) is therefore an important consideration in the determination of this application. While the policy does not preclude infill developments, it provides protection for the established character of the area and neighbour amenity. The development should also make provision for refuse storage and collection, provide off-street parking according to the adopted vehicle parking standards, and should not prejudice the potential for comprehensive development of adjacent land.

The application site relates to the rear garden of 14 Kingsdon Lane, and is bounded by adopted highway and footpath. There is limited potential for comprehensive development of adjacent land. The proposal therefore complies with criterion (d) of Policy H2.

The acceptability of the principle of development is dependent on the compliance with other criteria of Policy H2 and other material planning considerations.

Design

Policies PL1 and H2 of the HDLP indicate that new residential development should be of appropriate design, scale and material that respect the character of the site and surrounding area. Principle DG28 of the Harlow Design Guide SPD states that infill residential

development should positively respond to the prevailing character of the area, and be similar in scale, massing, height and design to the surrounding buildings.

The proposed development includes three new detached dwellings fronting Belfield Gardens, and should be viewed as within the same housing group. There are varying housing types on Belfield Gardens, but there is a prevailing design language to be found. The proposed dwellings would have a similar appearance to other properties on Belfield Gardens, including to be finished externally with buff bricks with darker colour decorative lines, and the hipped and pitched roof design. The ground floor would set back from the first floor by 0.5m on the rear elevation, but this feature given its size and location would have limited impact on the overall aesthetic and appearance of the proposed dwellings. The design of the proposed dwellings is therefore considered acceptable and would be in keeping with the character and appearance of the existing developments on Belfield Gardens.

The proposed dwellings would be sitting at an angle to the highway with staggered building line, which is not a feature within the streetscape. Nevertheless, this is countered by the relatively modest size and simple rectangular shape of the buildings. The proposed orientation of the dwellings is also to prevent direct overlooking to the neighbours and allow for off-street parking. These topics are discussed in the later sections of this report. While the proposed buildings are orientated at an angle to the highway, so are some of the other houses to the west. It is on balance not considered this orientation would be so incongruous within the street scene of Belfield Gardens so as to warrant a refusal.

The front curtilage of the proposal would be mostly dominated by parking spaces, but this arrangement is similar to most other properties on Belfield Gardens and would be acceptable in this instance. The proposed drawings suggest there would be some soft landscaping within the front curtilage, but it is noted that landscaping is a matter reserved for future consideration.

In terms of garden size, each proposed dwelling would have a rear garden of approximately 100m². Belfield Gardens is relatively high-density and most properties have a moderate sized rear garden. The proposed 100m² rear garden of the proposed development would be larger than typical garden sizes of the area. The existing property at 14 Kingsdon Lane would remain with a modest private garden similar in size to most other properties on Kingsdon Lane, such as the neighbouring property no. 10 and 12 Kingsdon Lane.

The closet back-to-back distance between the proposed and existing dwellings would be approximately 15m. The applicant provided an urban grain study which suggest the 15m back-to-back distance would be similar to some of the other properties within the area. It is therefore considered to be acceptable in this instance.

The proposed development would be of reasonable design quality which is on balance considered to have acceptable impacts on the character and appearance of the surrounding developments.

Trees and Landscaping

The application is surrounded by the trees and some vegetation along the site boundaries, which forms part of the landscaping feature on Belfield Gardens and have positive visual amenity value. There are no TPO protected trees within or adjacent to the application site.

The proposed development would result in the removal of the existing soft landscape boundary treatments, and the streetscene would be replaced by three new dwellinghouses. It is previously discussed that the proposed development would be acceptable in terms of design and would have acceptable impacts to the character and appearance of the surrounding area.

Moreover, the Council's Landscape Architect and Arboricultural Officer have no objection to the proposed development from the public visual amenity perspective. It is on balance considered that the proposed development does not demonstrate a harm which would justify a refusal on visual amenity grounds. The detailed landscaping design is a reserved matter.

Some trees would be removed to facilitate the development, but they are mostly along the site boundary. Given these trees are not protected by TPO and the application is submitted as outline, the Council's Arboricultural Officer considers the lack of an Arboricultural Impact Assessment (AIA) at this stage to be acceptable. However, an appropriate AIA shall be provided at reserved matters stage.

Local objections mentioned that the existing trees and vegetation along the application boundary is protected by conditions of previous planning permissions. The case officer is aware that condition 15 of HW/PL/94/00319 (*original permission for the development of Belfield Gardens*) and Condition 4 of HW/PL/09/00141 (*permission for 14 Kingsdon Lane garden extension*) prevent the developer from removing the vegetation without permission. Nonetheless, the current application would seek the necessary permission for a new development proposal, which includes the removal of this existing landscaping feature.

Neighbour amenity

Policy PL2 of the HLDP protects the level of amenity of existing and future occupants and neighbours. Policy H2 states that one of the criteria for infill development is the protection of neighbour amenity.

The proposed dwellings would be approximately 15m away from the existing house at 14 Kingsdon Lane. This is a relatively short separation distance, but the urban grain study provided by the applicant suggested there are other properties within the area with similar back-to-back separation.

The proposed dwellings would sit at a 38 degrees angle to the existing rear elevation of 14 Kingsdon Lane to prevent direct overlooking and protect privacy. The Essex Design Guide SPD states that a minimum 15m separation distance could be acceptable if the rear elevation of houses would be at more than 30 degrees to one another. The proposed development complies with this.

The proposed dwelling would be less than 10m away from the neighbouring house no.36. Nevertheless, the proposed dwelling sits at an angle to this neighbour and would have no habitable room window on the side elevation. Therefore, privacy is protected and there would be no unacceptable overlooking. Moreover, the proposed dwellings would sit forward and located northeast of this neighbour. There is also the existing double garage between the proposal and this neighbour. It is therefore considered that the proposed development would not result in any unacceptable overbearing or overshadowing impact to the neighbour.

The neighbours to the east and on the other side of the public footpath, i.e. numbers 32 & 33 Belfield Gardens, would be at least 12m from the application site. The proposed dwellings have no flank window and would be sitting at such an oblique angle that there would be no overlooking or privacy issue.

The dwellings on the opposite side of Belfield Gardens would be more than 12m from the proposed houses. Given this is facing the highway, a slightly shorter separation distance is generally expected. The 12m separation distance with the angled position of the proposed dwellings would demonstrate an acceptable relation with the neighbours on the other side of the highway. It is considered that the impact on residential amenity would be acceptable.

The proposed dwellings would be three-bedroom properties. The submitted drawings indicate each property would have an internal space of 84m², which complies with the nationally described space standard. The proposed 100m² rear garden for each property would be sufficient for the enjoyment of their respective residents. Although the separation distance between house 2 and house 3 would be only approximately 3m, it is considered acceptable in this instance as there would be no habitable room window on the walls facing each other.

Notwithstanding the above, due to the orientation of the proposed dwellings, if any extensions were added they would likely bring the resulting house significantly closer to its neighbour when compared to other parallel settings. To protect neighbour amenities, it is recommended that a condition should be imposed to remove the permitted development rights for extensions and roof enlargement. A condition on obscure glazed windows on the side elevations would further protect the neighbour amenity.

Parking and Highway

The Essex Parking Standards SPD requires property with two or more bedrooms should have two parking spaces. Policies IN3 and H2 of the HDLP states that sufficient parking provision should be provided to both the existing and proposed dwellings in accordance with requirements of the Essex Parking Standards SPD. Policy IN2 seeks to prevent unacceptable impact on existing highway network and highway safety.

The existing parking and access arrangement for the existing house at 14 Kingsdon Lane would not be affected by the proposed development. Moreover, it has a hard-surfaced area to the front which is sufficient for parking more than 2 cars.

Each proposed dwelling would have 2 parking spaces to the front/side, with size complying with the Essex Parking Standards requirement at 5.5m x 2.9m each. The Essex County Council Highway Authority was consulted and considers the proposed parking arrangement acceptable.

Local objections were concerned about insufficient parking spaces and the existing on-street parking problem on Belfield Gardens. The proposal has provided sufficient parking provision to comply with the relevant policy requirement, and hence the LPA is not in a position to refuse the application on parking grounds, although residents could have more than 2 cars.

The ECC Highway Authority reviewed the application and visited the site, and considers the proposal would not pose any highway risk. Given the scale of the development, the Highway Authority is satisfied that in terms of safety and capacity that the impact of the proposal will be insignificant on the local highway network. There are no apparent reasons for the LPA to arrive at a different conclusion.

It is therefore considered that the proposal includes sufficient parking provision to comply with Policies IN2, IN3 and H2 of the HDLP and the Essex Parking Standards SPD.

Objectors also stated that some local residents currently park their cars within the application site. The case officer noticed this situation during site visit. This is however informal parking behaviour (if not unauthorised) on private land, which cannot be recognised as an existing parking facility. Indeed, knee-rail fence has been installed along the application site boundary to prevent this informal parking continuing. Moreover, according to the planning permission HW/PL/09/00141 this strip of land is part of the residential curtilage of 14 Kingsdon Lane, visually it also serves as a landscaping area. It is within their householder permitted development rights to erect such boundary fence to prevent unauthorised parking within their curtilage. These concerns raised by the objectors are not reasons to refuse the application.

Refuse collection

Policy H2 of the HLDP states that residential development should make adequate provision for refuse storage and collection.

The submitted drawings show a proposed bin storage area within the rear garden of each proposed house. There are sufficient spaces within the front curtilage of each property for the display of bins on refuse collection days. The application site is located within an existing residential area and each proposed property would have direct frontage onto the adopted highway. Refuse collection would be manageable by the existing arrangement for Belfield Gardens.

The Council's Street Screen Manager was consulted and raised no objection. It is therefore considered that the proposed development has made adequate provision for refuse storage and collection, complying with the relevant criterion of Policy H2.

Planning Obligations

This application is for the erection of 3 new dwellings, and according to paragraph 63 of the NPPF provision of affordable housing should not be sought. Given the scale of the proposal, it is considered that other contributions are also not required.

Construction disturbances

Local objections were received regarding construction disturbances. It is recognised that development would naturally come with some construction disturbances, but these are temporary and would not be a reason to refuse the application. Given the scale of the development, it is recommended that a condition on working hours should be attached to protect the amenities of nearby residents.

Flooding

There are concerns on flooding risk due to the increased hard-surfaced areas. The application is located on flood zone 1 on the Environment Agency flood map, indicating a very low risk of flooding. Given the scale of the proposed development and the setting of the surrounding area, it is considered that the impact on soakaway of surface water would be limited and this could be sufficiently dealt with by Building Regulations.

Sustainability

Policy PL3 (Sustainable Design, Construction and Energy Usage) sets an expectation that all new development shall deliver high standards of sustainable design and construction and efficient energy usage, taking account of predicted changes to heating and cooling requirements as a result of climate change. This policy encourages applicants to consider the impact of their development and seek ways to address the effects, above and beyond those measures required by Building Regulations. The Building Regulations set out the minimum requirements for the conservation of fuel and power. Development will be encouraged to exceed the minimum standards required by Building Regulations. Where exceeded, the amount by which the minimum standards should be exceeded is preferably at least 19%.

To address the requirements of Policy PL3, it is recommended that a condition be imposed requiring the submission of a Sustainability Strategy. This strategy shall include details of any use of on-site low carbon/renewable energy technology and how the design, massing, layout, construction of the building contributes to reducing carbon dioxide (CO₂) emissions. The

Sustainability Statement should make clear how measures have been incorporated into the design of the development to ensure they are well integrated.

Policy PL11 (Water Quality, Water Management, Flooding and Sustainable Drainage Systems) seeks to minimise impact on the water environment and requires that all new dwellings should achieve the Optional Technical Housing Standard for water efficiency of no more than 110 litres per person per day as described by Building Regulations. It is recommended that this is achieved through the imposition of a planning condition.

Accessible and Adaptable Housing

Policy H5 (Accessible and Adaptable Housing) seeks (Part a) to ensure that all new dwellings should be at least Building Regulations Part M4(2) standard for accessible and adaptable homes. It is recommended that this is achieved through the imposition of a planning condition.

CONCLUSIONS

The application is submitted with landscaping matters reserved. The proposed development, as shown on the drawings submitted, is supported in principle. The proposed development, by virtue of its design, scale and siting, would have an acceptable impact to the character and appearance of the area and to the living conditions of neighbouring residents. The proposal also includes sufficient parking provisions to comply with the relevant policy requirement. The impacts on trees and landscaping details would be subject to approval on reserved matters stage.

The proposal is therefore considered to accord with the relevant policies contained within the Harlow Local Development Plan (2020) and other planning documents. It is therefore recommended for approval subject to conditions.

RECOMMENDATION

That Committee resolve to **Grant Planning Permission** subject to the following conditions:

1. Details of the landscaping (hereinafter called “reserved matter”) of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any development (including demolition, site clearance and tree works) is commenced. The development shall thereafter be carried out in accordance to the subsequently approved details.
REASON: To comply with Section 92 of the Town and Country Planning Act 1990.
2. Application(s) for approval of the reserved matter shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall begin no later than 2 years of the date of approval of the last reserved matter to be approved.
REASON: To comply with Section 92 of the Town and Country Planning Act 1990 and to prevent an accumulation of unimplemented planning permission.
3. Prior to the commencement of development, an Arboricultural Impact Assessment (AIA) shall be submitted to and approved in writing by the Local Planning Authority. The AIA should consider the current and future relationships between the proposed development and the existing trees and follow the recommendations set out within the current BS 5837:2012. This AIA should include at least (subject to the degree of detailed design completed) generalised tree protection measures within a tree protection plan.

REASON: To ensure that damage to vegetation identified for retention is avoided and to allow proper consideration of the impact of the proposed development on the amenity of the existing site so as to protect and enhance the visual amenities of the area and to ensure a satisfactory appearance to the development. To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 and with policy PL7 of the Harlow Local Development Plan, December 2020.

4. Prior to the first occupation of the development, hereby permitted, the vehicle parking as shown on illustrative site layout plan (Prepared by MP Architecture Ltd, Dwg no. 2278_04 Rev.B , Received on 03.11.2020) shall constructed with markings and sealed, and shall be retained thereafter.

REASON: To ensure sufficient parking provision is provided and prevent on street parking on adjacent highway, in accordance with Policy IN3 of the Harlow Local Development Plan, December 2020

5. Prior to first occupation of the development, the Developer shall be responsible for the provision, implementation and distribution 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. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

REASON: In the interests of reducing the need to travel by car and promoting sustainable development and transport, in accordance with to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

6. 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 to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

7. The external facing materials to be used in the construction of the development hereby permitted shall be those materials specified on the approved drawings. Where alternative materials are to be used, no development shall commence before details of those materials have been submitted to and approved in writing by the Local Planning Authority. The materials agreed shall be those used in the development hereby permitted.

REASON: In the interest of visual amenity and to accord with policy PL1 of the Harlow Local Development Plan, December 2020.

8. No construction works or any other associated works, including any machinery operations, in connection with the development shall take place outside the hours of 0800-1800 on weekdays and 0800-1300 on Saturdays, nor at any time on Sundays or Bank Holidays.

REASON: In the interests of the amenity of adjoining residents, in accordance with policy PL2 of the Harlow Local Development Plan, December 2020.

9. Any first floor windows to be installed to the side elevations of the dwellinghouses hereby permitted shall be glazed with obscured glass and be non-opening to a minimum height of 1.7 metres above internal floor level, and shall be permanently retained in that form.

REASON: To protect the privacy of the adjoining property and to prevent overlooking, in accordance with policy PL2 of the Harlow Local Development Plan, December 2020.

10. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), alterations or enlargements to the dwellinghouse as permitted by Schedule 2, Part 1, Class A, or to the roof as permitted by Class B shall not be undertaken to the dwellings, hereby permitted, without apply for permission from the Local Planning Authority.

REASON: To enable the Local Planning Authority to retain adequate control over such extensions or alterations to protect the living conditions and amenities of neighbouring residents, in accordance with policy PL2 of the Harlow Local Development Plan, December 2020.

11. Prior to the commencement of development, a Sustainability Strategy for the development shall be submitted to and approval in writing by the Local Planning Authority. The submitted Sustainability Strategy shall include details of any use of on-site low carbon/renewable energy technology and how the design, massing, layout, construction of the building contributes to reducing carbon dioxide (CO₂) emissions. The Sustainability Statement should make clear the target total carbon dioxide (CO₂) reduction level, by using nationally recognised, independently audited schemes such as Energy Performance Certificates. The evidence should include a clear breakdown of the percentage of carbon savings delivered by building efficiency and the use of any low carbon or renewable energy technologies. The development shall thereafter be carried out in accordance with the approved Sustainability Strategy.

REASON: To ensure that the proposal meets with the requirements of sustainability, in accordance with Policy PL3 of the Harlow Local Development Plan, December 2020.

12. The dwellings shall not be occupied until the Optional Technical Housing Standard for water efficiency of no more than 110 litres per person per day as described by Building Regulations has been complied with.

REASON: To ensure that the new dwellings minimise impact on the water environment, in accordance with Policy PL11 of the Harlow Local Development Plan, December 2020.

13. The dwellings shall not be occupied until Building Regulations Part M4(2) standard for accessible and adaptable homes has been complied with.

REASON: To ensure that the new dwellings are both accessible and adaptable to meet the changing needs of occupants, in accordance with Policy H5 of the Harlow Local Development Plan, December 2020.

14. The development hereby permitted shall be carried out in accordance with the approved plans as shown listed in the table below.

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

Plan Reference	Version No.	Plan Type	Date Received
2278 03	Existing	Location and Block Plan	15.09.2020
2278 04	B	Proposed Plans and Elevations	03.11.2020
2278 05	--	Existing Site & Block Plan	03.11.2020

INFORMATIVE CLAUSES

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. There shall be no discharge of surface water onto the Highway.
3. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to 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: SMO3 - Essex Highways, Unit 36, Childerditch Industrial Park, Childerditch Hall Drive, Brentwood, Essex, CM13 3HD.