

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 01 October 2014 14:06  
**To:** [REDACTED] Strategic Development Officer  
**Subject:** The Orchards, Barrack Street

[REDACTED]

To inform your revised comments please see below suggested wording. Please note changes to Cond 1 and 16.

#### **Final Comments - AMENDED PLANS RECEIVED 30/09/2014**

The Highway Authority raises no objection subject to:- All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to the Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway by the ECC. The Highway Authority raises no objection subject to:- 1 Prior to the occupation of any of the proposed dwellings, the proposed access and site layout shall be constructed in complete and precise accord with the details shown in Drawing Numbered 4732-PL-02 Revision C and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge to the specifications of the Highway Authority. Reason: To ensure that all vehicles using the private drive access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

2 Prior to occupation of the proposed development, the proposed vehicular accesses to Plots 1 & 2 shall be constructed at right angles to the highway boundary and to a width of 3.7m maximum and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge to the specifications of the Highway Authority. Reason: To ensure that vehicles using the site access do so in a controlled manner, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

3 Prior to any of the proposed accesses being brought into use, a 1.5m. x 1.5m. pedestrian visibility splay, relative to the highway boundary, shall be provided on both sides of that access and shall be maintained in perpetuity free from obstruction exceeding a height of 600mm. These splays must not form part of the vehicular surface of the access. Reason: To ensure adequate intervisibility between drivers of vehicles using the proposed access and pedestrians in the adjoining highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

4 Prior to the proposed accesses onto Barrack Street being brought into use, vehicular visibility splays of site maximum by 2.4m by site maximum, as measured along, from and along the nearside edge of the carriageway, shall be provided on both sides of the centre line of the access and shall be maintained in perpetuity free from obstruction exceeding a height of 600mm. Reason: To ensure adequate intervisibility between drivers of vehicles using the proposed access and those in the adjoining highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

5 No unbound materials shall be used in the surface treatment of any of the proposed vehicular accesses within 6m of the highway boundary or proposed highway boundary. Reason: To ensure that loose materials are not brought out onto the highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

6 Prior to commencement of the proposed development, a vehicular turning facility for motor cars serving Plots 1 & 2 and of a design which shall be approved in writing by the Local Planning Authority, shall be provided within

the site and shall be maintained free from obstruction at all times for that sole purpose. Reason: To ensure that vehicles using the site access may enter and leave the highway in a forward gear, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

7 Prior to commencement of the proposed development, a vehicular turning facility for service and delivery vehicles of at least size 3 dimensions and of a design which shall be approved in writing by the Local Planning Authority, shall be provided within the site and shall be maintained free from obstruction at all times for that sole purpose. Reason: To ensure that vehicles using the site access may enter and leave the highway in a forward gear, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

8 Prior to the commencement of development, details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

9 The carriageway(s) of the proposed estate road(s) shall be constructed up to and including at least road base level, prior to the commencement of the erection of any dwelling intended to take access from that road(s). The carriageways and footways shall be constructed up to and including base course surfacing to ensure that each dwelling, prior to occupation has a properly consolidated and surfaced carriageway and footway between the dwelling and the existing highway. Until final surfacing is completed, the footway base course shall be provided in a manner to avoid any up-stands to gullies, covers, kerbs or other such obstructions within or bordering the footway. The carriageways, footways and paths in front of each dwelling shall be completed with the final surfacing within twelve months from the first occupation of such dwelling. Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

10 All off street parking facilities shall be provided in accord with current Parking Standards. Reason: To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety and in accordance with Policy DM 1 and 8 of the Highway Authority's Development Management Policies February 2011.

11 Prior to commencement of the proposed development, details of the provision for storage of bicycles for each dwelling, of a design which shall be approved in writing with the Local Planning Authority, shall be provided within the site and shall be maintained free from obstruction at all times for that sole purpose. Reason: To promote the use of sustainable means of transport in accordance with Policy DM 1 and 9 of the Highway Authority's Development Management Policies February 2011.

12 Any proposed new boundary hedges shall be planted a minimum of 1m back from the highway boundary and 1m behind any visibility splays. Reason: To ensure that the future outward growth of the hedge 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 DM 1 of the Highway Authority's Development Management Policies February 2011.

13 Prior to occupation of the proposed development, a (communal) bin/refuse collection point shall be provided within 25m of the proposed highway boundary and additionally clear of all visibility splays at accesses. Reason: To minimise the length of time a refuse vehicle is required to wait within and cause obstruction of the highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

14 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for: i. the parking of vehicles of site operatives and visitors ii. loading and unloading of plant and materials iii. storage of plant and materials used in constructing the development iv. wheel washing facilities Reason: To ensure that on-street parking of these

vehicles in the adjoining streets does not occur, in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

15 Prior to the occupation of the proposed development the applicant shall provide a 2m wide kerbed walkable grass verge across the sites frontage to Barrack Street except for the proposed vehicular accesses. Reason: To make adequate provision for the additional pedestrian traffic generated as a result of the proposed development, in the interests of highway safety and Policy DM 1 and 9 of the Highway Authority's Development Management Policies February 2011.

16 Prior to the occupation of the proposed development the applicant shall extend the carriageway width to a minimum of 4.8m across the sites frontage to Barrack Street as shown drawing number 4732-PL-02 Revision C. Details of any adjustments in levels, kerbing, the provision of drainage and any accommodation works necessary shall be submitted to and agreed in writing by the Local Planning Authority. All works shall be carried out in complete accordance with the agreed details. Reason: To make adequate provision for the additional traffic generated as a result of the proposed development, in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

**Informative1:** 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](mailto:development.management@essexhighways.org) or by post to: SMO1 Essex Highways Colchester Highways Depot, 910 The Crescent, Colchester. CO4 9QQ.

Hope this is of assistance.

  
*Planning Officer*  
*Planning Department*  
*Tendring District Council*  
*Council Offices, Thorpe Road, Weeley, Essex CO16 9AJ*  
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