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Director for
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Recommendation

Application No. 23/01568/FUL

Site Location Land East of Coles Lane Walton on The Naze Essex CO14 8RE

Proposal Erection of two two-storey dwellings (partially in lieu of Prior Approval for the conversion of existing agricultural buildings to 5 No. dwellings, subject of application 22/01044/COUNOT).

The information submitted with the application has been assessed by the Highway Authority and conclusions reached based on a desktop study with the observations below based on submitted material, in conjunction with a site visit. Coles Lane is classified as a Private Road and as such the Highway Authority would not normally comment. It is noted that the application is similar to previous applications: 20/00491/COUNOT, 20/01016/COUNOT, and 22/01044/COUNOT that the Highway Authority did not object to. The existing and established vehicular access to Coles Lane will be retained, while either side of the existing vehicular access are a series of traffic calming features on Coles Lane. This proposal will see a reduction in the number of dwellings proposed from five to three dwellings which in turn will see a reduction in vehicle movements from the site. When compared with the previous agricultural use the provision of 3 No. dwellinghouses would not result in a significant or detrimental increase in the volume of traffic accessing the site, considering these factors:

The Highway Authority observes that Coles Lane is not classified as Publicly Maintainable Highway and as such does not object to the proposals as submitted. The applicant should be requested to demonstrate that the rights of vehicular access exist in perpetuity.

Informative:

1:

- a. The applicant highlights that the existing vehicular access will be retained but
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does not show any visibility splays for that access. As per the previous applications and given the use of Coles Lane would be mainly by users of the marina, traffic flows are expected to be light, however a reasonable degree of intervisibility should be provided and suggests a vehicular visibility splay at its centre line shall be provided with dimensions of 45m northerly by 2.4m by 45m southerly, clear to ground, as being appropriate, as measured from and along the nearside edge of the carriageway and retained free of any obstruction at all times.

- b. Prior to occupation of the development a minimum size 5 vehicular turning facility (8m x 8m), shall be constructed, surfaced, and maintained free from obstruction within the site at all times for that sole purpose.
- c. The applicant should ensure that vehicles can enter and leave the highway in a forward gear. As per the Essex Parking Standards (Parking Standards: Design and Good Practice, Sept 2009) 6 metres should be provided behind each parking space to allow for manoeuvring.
- d. The internal junction radii should also be amended to being no less than 6.0m.
- e. Any vehicular parking space which is bounded by walls or other construction shall have minimum dimensions of 3.4 metres x 5.5 metres.
- f. All double garages should have a minimum internal measurement of 7m x 5.5m
- g. The site should also be provided with a communal refuse and recycling facility adjacent to and within 15m of the connection to Coles Lane and behind any visibility splays.
- h. Prior to occupation of the dwellings, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, (to include six one day travel vouchers for use with the relevant local public transport operator).

2: 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

3: 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.

4: 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.



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