

Morning

Please see below email.

Kind regards,

Planning Services

Telephone: [REDACTED] Email: [REDACTED]

www.tendringdc.gov.uk

Tendring District Council, Town Hall, Station Road, Clacton-on-Sea, Essex, CO15 1SE

[Tendring Map Access Portal \(arcgis.com\)](https://arcgis.com)

Click the link above to see our new interactive mapping service for policy and planning related information



Speaking with the Planning Service about building work or development? Have you spoken with our Building Control Service too? Our team can help you meet Government-set Building Regulations for the safe design and construction of buildings (including energy efficiency and access requirements). Email them on [REDACTED] or telephone [REDACTED], or look at our website via the following link [Building Control](#) for more information.

The information contained within this email is an informal officer opinion based on the details you have provided. The advice is offered without prejudice to the outcome of any application(s) you may wish to submit which will be determined (in part) in light of representations received during the public consultation period. In any case, the responsibility for the determination of an application may ultimately rest with Members of the relevant Planning Committee.

From: Debbie Wing - Strategic Development Officer <[REDACTED]>

Sent: Monday, February 5, 2024 7:30 AM

To: Planning Services <[REDACTED]>

Cc: Michael Pingram <[REDACTED]>

Subject: TEN24/00060/FUL HA Recommendation

Dear, Michael

Please find consultation response below for application 24/00060/FUL from the Highway Authority.

Should you require any clarification or further information please contact me.

Application No.	24/00060/FUL
Proposal.	Conversion of existing property to two flats
Address.	19 Cliff Road Dovercourt Harwich Essex CO12 3PP

The information that was submitted in association with the application has been fully considered by the Highway Authority. 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 and google earth image.

From a Highway and Transportation perspective the proposal is acceptable to the Highway Authority, subject to the following requirements;

1. 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 less than 3 metres, shall be retained at that width for 6 metres within the site and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.

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 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

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 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

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 shall be agreed before the commencement of works.*

The applicants should be advised to contact the Development Management Team by email at

- ii. 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.*
- iii. 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.*



pp. Director for Operations: Environment and Economy

Kind regards,
Debbie Wing

Debbie Wing | Strategic Development Officer

Highways



Safer, greener, healthier

E: 
W: www.essex.gov.uk/highways