



**REPORT of
DIRECTOR OF PLANNING AND REGULATORY SERVICES**

**to
SOUTH EASTERN AREA PLANNING COMMITTEE
12 FEBRUARY 2018**

Application Number	FUL/MAL/17/01460
Location	Land Adjacent 104 Imperial Avenue, Mayland
Proposal	Proposed 3 bed dwelling house - chalet style
Applicant	Mr & Mrs Sharman
Agent	Greg Wiffen - Planman
Target Decision Date	14.02.2018
Case Officer	Devan Lawson, TEL: 01621 875845
Parish	MAYLAND
Reason for Referral to the Committee / Council	Member Call In

1. RECOMMENDATION

APPROVE subject to the conditions (as detailed in Section 8 of this report).

2. SITE MAP

Please see overleaf.

Land Adjacent 104 Imperial Avenue **Mayland FUL/MAL/17/01460**



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 Maldon District Council 100018588 2014

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Scale: 1:1,250

Organisation: Maldon District Council

Department: Planning Services

Comments: South East Area Committee

Date: 31/01/2018

MSA Number: 100018588

3. SUMMARY

Application Site

- 3.1.1 The application site is on the eastern side of George Cardnell Way. The site forms part of the rear garden of 104 Imperial Avenue. There is an existing outbuilding located at the far east of the site and a garage to the west. To the south is a detached two storey dwelling and to the east is the rear garden of No. 100 Imperial Avenue. The street is mainly characterised by detached chalet bungalows. However, there are single storey and two storey dwellings located within the street.

3.2 Proposal

- 3.2.1 It is proposed to demolish the existing garage located in the rear garden of 104 Imperial Avenue and construct a 3 bedroom, chalet style property. The main part of the dwelling would measure 10.9 m in depth, 6.8m in width, with a pitched roof built to an eaves height of 2.5m and a maximum height of 6.5m. To the rear would be a smaller gable projection that would measure 4.4m in width and 3.5m in depth and built to a height of 5.3m. The proposal would include 2 velux windows within the roof slope of the southern elevation.
- 3.2.2 The application form states that the dwelling will have walls constructed from brick and render. The windows and doors will be UPVC and the roof will consist of slate tiles. However, drawing No. TS 3, appears to show that the top part of the dwelling will entail some form of cladding which will be addressed later in the report.

3.3 Conclusion

- 3.3.1 The proposed development is considered to assimilate into the streetscene to an acceptable degree, it would not significantly impact the neighbouring occupiers to such a degree as to warrant a reason for refusal and the site provides adequate parking provision and amenity space, in accordance with policies S1, S8, D1, H4 and T2.

4. MAIN RELEVANT POLICIES

Members' attention is drawn to the list of background papers attached to the agenda.

4.1 National Planning Policy Framework 2012 including paragraphs:

- **Para 14** – Presumption in favour of sustainable development
- **Para 47** – Boost the supply of high quality homes
- **Paras 56-66** -- Requiring good design

4.2 Maldon District Local Development Plan 2017:

- S1 Sustainable development
- S8 Settlement boundaries and the countryside
- H4 Effective Use of Land
- D1 Design quality and built environment
- T1 Sustainable Transport

- T2 Accessibility
- Maldon District Design Guide

5. MAIN CONSIDERATIONS

5.1 Principle of Development

- 5.1.1 The Council is now in a position where it can demonstrate an up-to-date deliverable supply of housing land for a period in excess of five years. This is a material consideration and means that any application for new development must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.1.2 There are three dimensions to sustainable development as defined in the National Planning Policy Framework (NPPF). They are the economic, social and environmental roles. The Local Development Plan (LDP) through the preamble to Policy S1, reiterates the requirements of the NPPF.
- 5.1.3 The proposed dwellings would be located within the settlement boundaries for Mayland and so would comply with the requirements of policy S1 of the LDP which seeks to direct new residential development to within established settlements thereby preserving the appearance and character of the countryside. Mayland is recognized as being a “larger village” which has a range of service facilities as well as public transport links. The location would therefore be regarded as sustainable and there would be a net gain of one dwelling. It is also noted, that the principle of constructing a dwelling in this location was approved in outline under application OUT/MAL/05/00812 in September 2005. Whilst this application was assessed against the Adopted Local Plan and the Replacement Local Plan which have now been superseded, the premise of the policies remain and so this is given some weight. Therefore, the principle of constructing a dwelling within this locality is considered acceptable.

5.2 Housing Need

- 5.2.1 The proposal would provide one, new 3 bedroom dwelling. Policy H2 of the LDP contains a policy and preamble (paragraph 5.2.2) which when read alongside the evidence base from the Strategic Housing Market Assessment (SHMA) shows an unbalanced number of dwellings of three or more bedrooms, with less than half the national average for one and two bedroom units. The Council therefore, encourages, in Policy H2, the provision of a greater proportion of smaller units to meet the identified needs and demands. The Council’s updated SHMA, published in June 2014, identifies the same need requirements for 60% of new housing to be for one or two bedroom units and 40% for three bedroom plus units. The proposed 3 bedroom dwelling will therefore not make a significant contribution to the District’s Housing Need. However, it will result in the contribution of one dwelling.

5.3 Design and Impact on the Character of the Area

- 5.3.1 The planning system promotes high quality development through good inclusive design and layout, and the creation of safe, sustainable, livable and mixed communities. Good design should be indivisible from good planning. Recognised

principles of good design seek to create a high quality built environment for all types of development. This is supported by policies D1 and H4 of the Maldon District LDP and the Maldon District Design Guide (MDDG).

- 5.3.2 Policy D1 of the LDP states that all development must, amongst other things, respect and enhance the character and local context and make a positive contribution in terms of: (b) Height, size, scale, form, massing and proportion; (d) Layout, orientation, and density; (2) Provide sufficient and useable private and public amenity spaces; (4) Protect the amenity of surrounding areas taking into account privacy, overlooking, outlook, noise, smell, light, visual impact, pollution, daylight and sunlight.
- 5.3.3 The above policy should also be read in conjunction with Policy H4 of the LDP in relation to Backland and Infill Development. The policy states that backland and infill development will be permitted if the relevant criteria are met.
- 5.3.4 The proposed dwelling would front George Cardnell Way, a residential street which is mainly made up of chalet style dwellings of differing designs. However, the property to the south of the application site is a two storey detached dwelling. Properties within the street are generally constructed from brick and tile cladding.
- 5.3.5 The main part of the dwelling would measure 10.9 m in depth, 6.8m in width with a pitched roof built to an eaves height of 2.5m and a maximum height of 6.5m. To the rear would be a smaller gable projection that would measure 4.4m in width and 3.5m in depth and built to a height of 5.3m. The proposal would include 2 velux windows within the roof slope of the southern elevation and high level glazing within the apex of both the front and rear gables.
- 5.3.6 The application form states that the dwelling be constructed from brick and render. The windows and doors will be UPVC and the roof will consist of slate tiles. However, drawing No. TS 3, appears to show that the top part of the dwelling will entail some form of cladding. The ridge heights are fairly consistent along the road, and the roof styles are generally gabled. The boundary treatments within the road vary from hedges, to low brick walls and high fencing where rear gardens are sited adjacent to the highway.
- 5.3.7 The application site has a maximum width of 9m. Site widths along Cardnell Way range from around 7m to 13m. The siting and layout of the proposed development consists of the subdivision of the existing site from east to east with the proposed dwelling located in-line with the existing linear pattern of development, fronting George Cardnell Way. Whilst the proposed dwelling would be situated close to both the northern (1m) and southern (1.2m) boundaries, given the distances between properties, some of which are semi-detached, and plot sizes along Cardnell Way it is considered that the proposal will follow the development pattern within the streetscene. Furthermore, it is not considered that the siting and layout of the proposed development appears out of keeping or cramped when viewing the site from public vistas.
- 5.3.8 In terms of design, the proposed dwelling is considered to be of adequate architectural merit, traditional in appearance and symmetrical when viewed from the front. The principle elevation of the property makes reference to the front elevations of properties Tamarisk and Romas. Whilst it is noted that the proposed first floor

glazing within the apex of the front gable is a more modern feature in comparison to the neighbouring properties, the window itself is considered to be an interesting architectural addition to the dwelling which will add character and makes suitable reference to the fenestration patterns of other dwellings within the vicinity of the site.

- 5.3.9 In terms of scale and bulk, the proposed dwelling would have a ridge height 0.28m taller than the dwellings located opposite the site at Tamarisk and Romas, which the proposal appears to have been modelled against. No.104, Imperial Avenue is situated to the north of the site and No.6 George Cardnell Way is to the south of the site. Whilst it is noted that the proposal will be 1.9m greater in height than No.104, it is lower in height than No.6. Furthermore, the dwellings within the street consist of different heights with some two storey and some single storey dwellings. Therefore, the height of the proposal is considered to be in keeping with the surrounding area to an acceptable degree.
- 5.3.10 In terms of width, the proposed dwelling is comparable, just slightly smaller than Tamarisk and Romas and 1m narrower than No.6. Furthermore, whilst the single storey rear element projects 1m further than the rear elevation of no. 101, given the modest projection and height of 2.5m to the eaves and the gable style roof, which projects away from the boundary with No. 101, the depth is considered acceptable.
- 5.3.11 Whilst it is noted that a pinch point will be created at the rear of the dwelling where the site steps in, which is not considered good design practice, given the siting of this element to the rear of the dwelling where views from the public realm would be limited, it is not considered that this would warrant a reason for refusal.
- 5.3.12 In regards to the proposed materials, the use of brick and render is considered acceptable as both materials are present within the streetscene. Currently weatherboard is not found within the streetscene, except 104 Imperial Avenue, which has its side elevation fronting George Cardnell Way. Therefore, the use of weatherboard would not be considered an out of keeping material within the streetscene, subject to its type and colour. However, due to the lack of clarity regarding the materials to be used, a condition should be applied requesting the details of materials prior to the commencement of the development.
- 5.3.13 Therefore, for the above reasons, the proposed development is considered to assimilate into the streetscene to an acceptable level in compliance with policies D1 and H4.

5.4 Impact on Residential Amenity

- 5.4.1 The basis of policy D1 of the approved LDP seeks to ensure that development will protect the amenity of its surrounding areas taking into account overlooking, loss of daylight to the main windows of the neighbouring dwelling and domination to the detriment of the neighbouring occupiers. This is supported by the MDDG.
- 5.4.2 The application site has four adjacent neighbouring properties. To the north of the application site is 104 and 102 Imperial Avenue, to the east is No. 100 Imperial Avenue and to the south is No. 6 George Cardnell Way.

- 5.4.3 The proposed dwelling would be located 1m from the shared boundary with No.104 Imperial Avenue and a minimum of 6.6m from the existing dwelling. The proposed dwelling would not have any first floor windows located on the northern elevation and so there are no concerns in regards to overlooking. Furthermore, given that the dwelling would be located to the rear of No.104, the orientation of the dwellings and the distance between the two properties, it is not considered that the proposal will be overbearing, or will result in a substantial loss of light. Although it is a close relationship, it is noted that this is not materially different to the relationship that was shown in approved application OUT/MAL/05/00812.
- 5.4.4 The proposed dwelling would be located 2.8m from the boundary with No.102 Imperial Avenue. The lower, rear projection would be adjacent to the shared boundary with the main part of the dwelling located further to the west. Given that this element is located around 13.1m from the neighbouring dwelling and there are no first floor windows proposed within this elevation, it is not considered that the proposal will result in any material harm by resulting in loss of privacy or by being overbearing. Whilst the proposed dwelling would be visible from within that property and cause some enclosure to the site, it is considered that the separation distance and the scale is adequate to ensure that the proposed dwelling is not overbearing.
- 5.4.5 No. 100, Imperial Avenue is situated to the rear of the development site and would be located 16m from the proposed dwelling. There is a window proposed at a height of 5.6m within the rear gable, a ground floor window and French doors, which will have views of two first floor windows of No. 100. However, the proposed window at first floor is to be obscure glazed, which could be secured via a condition, should the application be approved. This would mitigate any unacceptable levels of overlooking.
- 5.4.6 The proposal is located 1.3m from the boundary that is shared with No.6 George Cardnell Way. It is noted that objections have been received from the occupier of No.6 in regards to the development being overbearing and resulting in a loss of light and privacy to No.6. In terms of overlooking there are two velux windows proposed within the roof slope of the dwelling and two ground floor windows on the southern elevation. As there are no first floor windows situated on the northern elevation of No.6, the proposed roof lights are situated within the roof pitch and will not have readily available views into neighbouring sites and any ground floor windows are screened by 1.8m closeboard fencing, it is not considered that the proposal will result in any loss of privacy. However, as the rooflights would serve a bathroom and the landing is not habitable, a condition requiring obscure glazing is considered appropriate to mitigate against the harm.
- 5.4.7 The proposed dwelling would be located 4.2m from the existing dwelling at No.6 and would project 1m beyond the rear of the property. Given the limited height of the property, and that the bulk of the development will be situated away from the boundary due to the pitch roof of the property, it is not considered that there will be an overbearing impact on the neighbouring occupiers. Furthermore, given the orientation of the dwellings, it is not considered there will be a substantial reduction in light as the sun rises to the rear of the properties and sets at the front. It is also noted that the objector raises concerns over the possibility of future development on the site. However, the Council must assess the impacts of the development on its existing merits and cannot speculate the impacts of any future proposals.

- 5.4.8 Objections have also been received from Tamarisk George Cardnell Way, which is situated opposite the site frontage. The objections relate to a loss of privacy, mainly due to the siting of the first floor window on the western elevation. Given that the proposed dwelling and neighbouring property will have a separation distance of 21m and that they both look upon the public highway, it is not considered that the dwelling will result in an unacceptable level of overlooking or loss of privacy. Furthermore, it is common for properties to be sited opposite one another within a streetscene as demonstrated by the other properties within George Cardnell Way.
- 5.4.9 For the reasons discussed, it is not considered that the proposed development will result in a significant loss of light or privacy and will not have overbearing impacts on neighbouring occupiers.

5.5 Access, Parking and Highway Safety

- 5.5.1 Policy D1 of the approved LDP seeks to include safe and secure vehicle and cycle parking having regard to the Council's adopted parking standards and maximise connectivity within the development and to the surrounding areas including the provision of high quality and safe pedestrian, cycle and, where appropriate, horse riding routes.
- 5.5.2 The proposed development would result in an additional vehicular access onto George Cardnell Way; the existing access serving no. 104 Imperial Avenue would remain in situ. The Highway Authority has been consulted and raised no objection to the proposal in terms of highway safety, subject to conditions.
- 5.5.3 The recommended parking provision standard for a three bedroom dwelling is a maximum of two car parking spaces. There is an area to the front of the proposed dwelling measuring a maximum of 9.2m by 6m which could accommodate two cars, in accordance with the recommended standard.
- 5.5.4 The proposed development would result in the division of the existing plot which accommodates no. 104 and removal of the existing garage which serves this property. However, there is currently no access from the highway to this garage and so it is not considered that there will be a reduction in parking provision within the site. Furthermore, there is still an area to the front of the site which could accommodate in excess of two vehicles.
- 5.5.5 Whilst objector comments regarding access to Tamarisk, the increase in on street parking and concerns regarding the mobile library have been noted. It is considered that the proposal will provide sufficient parking for the proposed development and will not result in any harm in regards to highway safety.
- 5.5.6 The Highways Authority have requested a condition, should the application be approved, that cycle parking is provided on the site, in accordance with Maldon District Council's adopted vehicle parking standards. A shed/ bike store is shown at the rear of the site which would meet this requirement.

5.6 Private Amenity Space and Landscaping

- 5.6.1 Policy D1 of the approved LDP requires all development to provide sufficient and usable private and public amenity spaces, green infrastructure and public open spaces. In addition, the adopted Essex Design Guide SPD advises a suitable garden size for each type of dwellinghouse, namely 100sq.m. of private amenity space for dwellings with three or more bedrooms. This is supported by section C07 of the MDDG (2017).
- 5.6.2 The proposed development would result in the division of the plot which accommodates no. 104; this would result in the loss of part of the private rear amenity space. However, the remaining space to the rear of the dwelling would measure 127sq.m, which is in excess of the recommended standard.
- 5.6.3 The rear amenity space to serve the proposed dwelling would measure 113.8sq.m. This is in excess of the recommended standard and therefore, no concerns are raised in relation to private amenity space.
- 5.6.4 Detailed landscaping details have not been submitted as part of the application. A condition will be imposed, should the application be approved, to ensure the details are submitted and approved by the LPA.

6. ANY RELEVANT SITE HISTORY

- **OUT/MAL/04/00793**–Refused Erection of 3 no dwellings with garages
- **OUT/MAL/05/00812** – Approved. Demolition of existing dwelling and outline proposal for the erection of two new dwellings (Erection of 1no. 2 bedroom house and 1 no. 4 bedroom house) with siting not reserved for later submission.
- **OUT/MAL/05/00812** – Approved. Demolition of existing dwelling and outline proposal for the erection of two new dwellings (Erection of 1no. 2 bedroom house and 1 no. 4 bedroom house) with siting not reserved for later submission.
- **HOUSE/MAL/13/00210** – Approved. Proposed single-storey side/rear extension to existing bungalow, demolition of flat-roofed rear part and other cosmetic alterations including partly weather-board cladding

7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Mayland Parish Council	<ul style="list-style-type: none">• Object: The proposal is an overdevelopment of the site• The proposal will have a negative impact on the neighbouring properties• The proposal would provide inadequate parking• The proposal is out of	These matters are addressed above.

Name of Parish / Town Council	Comment	Officer Response
	keeping with street scene	

7.2 Statutory Consultees and Other Organisations

Name of Internal Consultee	Comment	Officer Response
ECC Highways	No objection subject to conditions	Noted

7.3 Internal Consultees

Name of Internal Consultee	Comment	Officer Response
Environmental Health	No objection subject to conditions	Noted

7.4 Representations received from Interested Parties

7.4.1 Letters were receiving objecting to the application from the following and the reasons for objection are summarised as set out in the table below:

- Colin Bates, Tamarisk, 11 George Cardnell Way, Maylandsea
- Linda Ruffle, 6 George Cardnell Way, Maylandsea

Objection Comment	Officer Response
Unrestricted access to 11 George Cardnell Way would be interrupted by the siting of a new access directly opposite.	Please see section 5.5
Views from No. 11 will be interrupted	Whilst this is noted, views are not a planning consideration and therefore cannot be assessed as part of this application.
Overlooking into the bedroom of No.11 from the proposed first floor window	Please see section 5.4
Off street parking will be reduced	Please see section 5.5
The market value of No.11 will be reduced as a result of the development	Property prices are not a planning consideration and therefore, cannot be assessed as part of this application.
The driveway will be located where the	Please see section 5.5.

mobile library stops	
Building work will impact on the neighbouring occupier's quality of life.	An informative can be applied to the decision notice advising of acceptable working hours.
Sole reason for the development is for private financial gain.	This is not a planning consideration and therefore, cannot be considered as part of this application.
The single storey projection is imposing and will reduce light to No.6.	Please see section 5.4
Velux windows will overlook No.6 and reduce privacy	Please see section 5.4
Insufficient parking provided on site	Please see section 5.5
The proposal is too close to No.6. If a dormer were constructed under permitted development in the future, the occupier's privacy would be further reduced.	Please see section 5.4
The proposal would result in over development of the site.	Please see section 5.3

8. **PROPOSED CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91(1) of The Town & Country Planning Act 1990 (as amended).
2. The development shall be carried out in accordance with the following approved plans and documents: Drawing Nos TS 2, TS 3, TS 4
REASON: To ensure that the development is implemented as applied for and to meet the requirements of policy D1 of the Maldon District Local Development Plan.
3. Prior to the construction of the dwellings hereby approved details and/or samples of the materials to be used in the construction of the external surfaces of the dwellings shall have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
REASON: To ensure that the details of the proposal are satisfactory in accordance with policies D1 and H4 of the Maldon District Local Development Plan.
4. No development shall commence until details of the siting, height, design and materials of the treatment of all boundaries including gates, fences, walls, railings and piers have been submitted to and approved in writing by the local planning authority. The screening as approved shall be constructed prior to the first use/occupation of the development to which it relates and be retained as such thereafter.
REASON: To ensure that the details of the proposal are satisfactory in accordance with policies D1 and H4 of the Maldon District Local Development Plan.

5. No development shall commence until details of the materials to be used for the hard surfacing of the site have been submitted to and approved in writing by the local planning authority. The scheme as approved shall be implemented and completed in accordance with the approved scheme within 3 months following the first occupation of the development hereby permitted and retained and maintained as such thereafter.
REASON: To ensure that the details of the proposal are satisfactory in accordance with policies D1 and H4 of the Maldon District Local Development Plan.
6. Prior to the first occupation of the building hereby permitted, the first floor window in the eastern elevation and the south facing roof lights shall be glazed with opaque glass and of a non- openable design with the exception of a top hung fanlight (which shall be at least 1.7m above internal floor level) and shall be retained as such thereafter.
REASON: To protect the amenity of the occupiers in accordance policy D1 of the Submitted Local Development Plan.
7. Prior to occupation of the proposed dwelling, the vehicular access on George Cardnell Way 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 and no more than 6 metres, and shall be provided with an appropriate dropped kerb vehicular crossing of the footway.
REASON: In the interests of highway safety and in accordance with policies T1 and T2 of the Maldon District Local Development Plan.
8. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
REASON: In the interests of highway safety and in accordance with policies T1 and T2 of the Maldon District Local Development Plan.
9. Prior to the commencement of the development details shall be submitted to and approved in writing by the local planning authority showing the means to prevent the discharge of water from the development onto the highway. The approved scheme shall be undertaken and completed prior to the first use of the access and retained as such thereafter.
REASON: To reduce the risk of flooding or the presence of ice on the highway and in the interests of highway safety.
10. Notwithstanding the provisions of Article 3 of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking or re-enacting that Order) no window or other form of opening shall be formed in the rear gable wall of the at first floor level of the dwellings hereby permitted without planning permission having been obtained from the local planning authority.
REASON: In the interests of the residential amenity of adjacent properties and in accordance with policies D1 and H4 of the Maldon District Local Development Plan.
11. No development shall commence until details of existing ground levels and proposed finished ground, and its relation to the adjoining land, and floor levels have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
REASON: To ensure that the details of the proposal are satisfactory in accordance with policies D1 and H4 of the Maldon District Local Development Plan.
12. Prior to the commencement of the development details of the surface water drainage scheme to serve the development shall be submitted to and agreed in

writing by the local planning authority. The agreed scheme shall be implemented prior to the first occupation of the development. The scheme shall ensure that for a minimum:-

- 1) The development should be able to manage water on site for 1 in 100 year events plus 40% climate change allowance.
- 2) Run-off from a greenfield site for all storm events that have a 100% chance of occurring each year (1 in 1 year event) inclusive of climate change should be no higher than 10/l/s and no lower than 1/l/s. The rate should be restricted to the 1 in 1 greenfield rate or equivalent greenfield rates with long term storage (minimum rate 11/s) or 50% betterment of existing run off rates on brownfield sites (provided this does not result in a runoff rate less than greenfield)

You are advised that in order to satisfy the soakaway condition the following details will be required:- details of the area to be drained, infiltration rate (as determined by BRE Digest 365), proposed length, width and depth of soakaway, groundwater level and whether it will be rubble filled.

Where the local planning authority accepts discharge to an adopted sewer network you will be required to provide written confirmation from the statutory undertaker that the discharge will be accepted.

REASON: To ensure that adequate provision is made for surface water drainage in accordance with policies D1 and D5 of the Maldon District Local Development Plan.

13. Prior to the commencement of the development details of the foul drainage scheme to serve the development shall be submitted to and agreed in writing by the local planning authority. The agreed scheme shall be implemented prior to the first occupation of the development.

REASON: To ensure that adequate provision is made for foul water drainage in accordance with policies D1 and D5 of the Maldon District Local Development Plan.

INFORMATIVE

The applicant should ensure the control of nuisances during construction works to preserve the amenity of the area and avoid nuisances to neighbours:

- a) No waste materials should be burnt on the site, instead being removed by licensed waste contractors;
- b) No dust emissions should leave the boundary of the site;
- c) Consideration should be taken to restricting the duration of noisy activities and in locating them away from the periphery of the site;
- d) Hours of works: works should only be undertaken between 0730 hours and 1800 hours on weekdays; between 0800 hours and 1300 hours on Saturdays and not at any time on Sundays and Public Holidays.