

PLANNING, DESIGN & ACCESS STATEMENT

**PROPOSED ERECTION OF 4 NO. DWELLINGS (C3 USE) AND ASSOCIATED WORKS
AT
LAND ADJACENT TO 206 WELLESLEY ROAD, CLACTON-ON-SEA, CO15 3QF.**



June 2021

Report Ref: 2683/PDAS

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1. INTRODUCTION

- 1.1 This statement has been prepared by Ian Sullivan Architecture Ltd (ISA Ltd) on behalf of Mr Michael O'Brien proposing erection of 4 No. dwellings (C3 USE) and associated works on land adjacent to 206 Wellesley Road, Clacton-on-Sea, CO15 3QF.
- 1.2 It is submitted in support of an application for full planning permission.
- 1.3 In addition to the submitted plans, the CIL form is duly completed.
- 1.4 This statement also provides a summary of relevant planning policy and the case for the development.
- 1.5 The size of the site and the proposed scheme is appropriate in both cases.

2. THE SITE & LOCAL CONTEXT



Fig. 1

- 2.1 The site amounts to 464 m² and is located to the north of Wellesley Road, inside the development boundary of Clacton-on-Sea, on the one way system heading into Clacton Town Centre.
- 2.2 The property known as 206 Wellesley Road (adjacent to the site) is a semi-detached two storey dwelling, constructed of render with a tiled roof.
- 2.3 In order to improve and enhance Clacton-on-Sea Area (Policy SP1 Presumption in Favour of Sustainable Development) of Tendring District Local Plan 2013 – 2033 and beyond publication draft states that when considering development proposals, the Local Planning Authorities will

take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. They will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

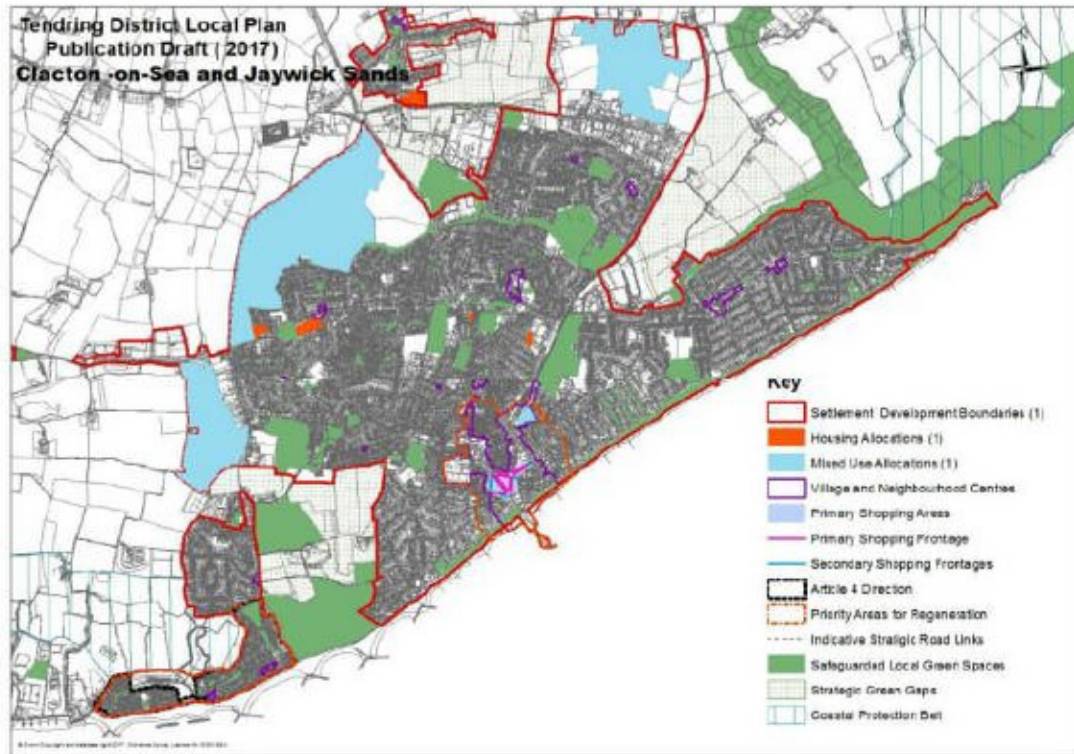


Fig. 2

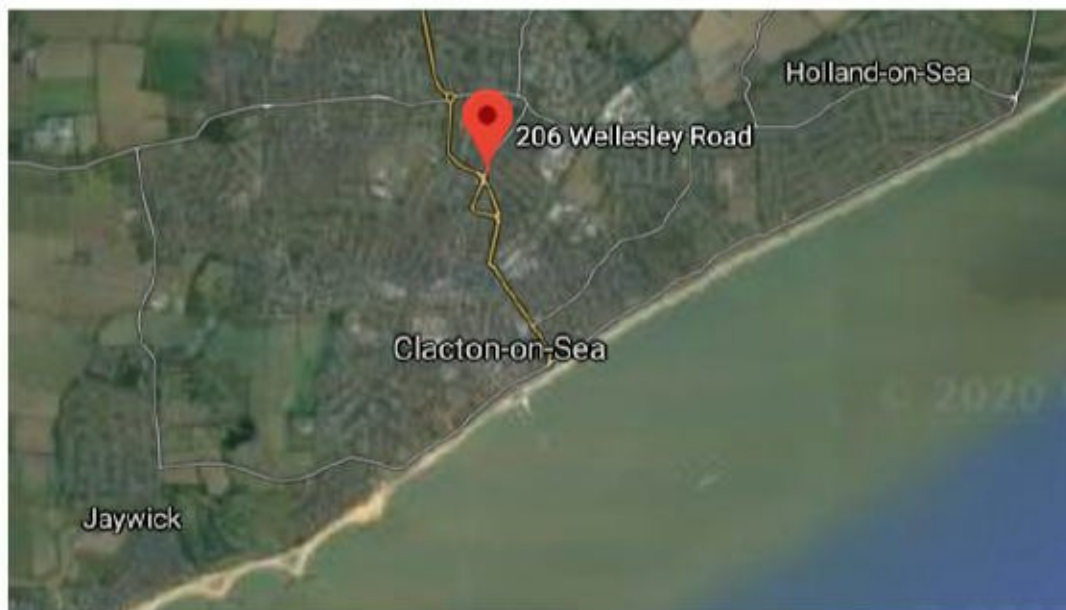


Fig. 3

- 2.4 The North Essex authorities are committed to plan positively for new homes and to significantly boost the supply of housing to meet the needs of the area, including the need to provide a workforce for forecast jobs. The site lies in direct line of the 'Priority Area for Regeneration' of the Tendring District Local Plan.
- 2.5 The proposals comprise erection of 4 No. 1 bedroom dwellings (C3 USE) and associated works on land adjacent to 206 Wellesley Road, Clacton-on-Sea, CO15 3QF.
- 2.6 The site is roughly a triangular shaped plot and is surrounded by overgrown foliage. There are existing residential properties surrounding the area, which are well established within Wellesley Road and along Old Road on the A133.



Fig. 2 (206 Wellesley Road)



Fig. 3 (Old Road – A133)

2.7 The site is bounded: -



Fig. 4

- To the north by existing residential properties and a local 'Spar shop'
- To the south by residential and commercial properties, Clacton-on-Sea Train Station and leading through to Clacton Pier.
- To the west by Lewellens Household Stores - (Commercial)
- To the east by again existing residential houses, including 206 Wellesley Road.

2.8 The housing on Wellesley Road comprises of 2 storey dwellings and then continuing residential on to London Road/ Old Road. The town expanded substantially in the 1980s, 1990s and first decade of the 21st century, with new housing estates on the rural margins of town, and some brownfield developments.

- 2.9 The site benefits from extensive road frontage (Wellesley Road) with a vehicular access point at the north-western end.



Fig. 5

- 2.10 The site has potential to connect to and enhance the wider area context and character.

- 2.11 The proposed dwellings will provide a net internal gross area as follows: -

NEW BUILD Plot Schedule (C3 use)

- Plot 1 (1 Bed)
- GF – 52.1 m²

- Plot 2 (1 Bed)
- FF – 42.1 m²

- Plot 3 (1 Bed)
- GF – 56.2 m²

- Plot 4 (1 Bed)
- SF – 66.8 m²

- Total New Build Area – 217.2 m²

- 2.12 In summary the proposed development would cause no detrimental impact upon the amenity of neighbouring properties.

3. PLANNING POLICY

3.1 Planning Policy relevant to this small scale development proposal is contained within: -

- Adopted Tendring Local Plan Policies (2007);
- Essex County Council Car Parking Standards – Design and Good Practice (2009);
- Revised National Planning Policy Framework (February 2019);
- National Design Guide (September 2019);

Current Planning Policy Position

3.2 Tendring District Council is in the process of producing a new Local Plan document to replace the Local Plan which was adopted in 2007 (TDLP 2007). Although the draft Local Plan document has completed the consultation process, the development policies and site allocations document are unlikely to proceed to examination and adoption before spring 2020 respectively. Therefore, policies contained within the adopted Tendring District Local Policy (TDLP) 2007 have been regarded within our statement.

Adopted Tendring Local Plan Policies (2007)

3.3 Policy QL9 concerning the design of new development considers that all new development should make a positive contribution to the quality of the local environment and protect or enhance local character. It states that permission will only be granted if the following criteria are met:

- i. new buildings, alterations and structures are well designed and should maintain or enhance local character and distinctiveness;
- ii. the development relates well to its site and surroundings particularly in relation to its siting, height, scale, massing, form design and materials;
- iii. the development respects or enhances views, skylines, landmarks, existing street patterns, open spaces and other locally important features;
- iv. the design and layout of the development incorporates important existing site features of landscape, ecological or amenity value such as trees, hedges, water features, buffer zones, walls and buildings;
- v. boundary treatments and hard and soft landscaping are designed as an integral part of the development.

3.4 Policy QL10 – (Designing New Development to Meet Functional Needs) requires that all new development should meet functional requirements. Planning permission will only be granted if the following criteria are met, or can be shown not to apply to the proposed development:

- i. access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate;
- ii. circulation within the site and convenience of access to the development reflects the hierarchy of transport users set out in Policy QL2;
- iii. the design and layout of the development maintains and/or provides safe and convenient access for people with mobility impairments;
- iv. the development contributes to community safety by incorporating or providing measures to minimise opportunities for crime and anti-social behaviour;
- v. buildings and structures are orientated to ensure adequate daylight, outlook and privacy;
- vi. provision is made for functional needs including private amenity space, waste storage, separation and recycling facilities, servicing, vehicle and cycle parking; and
- vii. the site will be served by utility services and other infrastructure necessary for the development proposed.

3.5 Policy QL11 ensures that development is located where the proposal will be compatible to the surrounding uses. It should be of a scale appropriate to its setting and protect the privacy daylight and amenity of surrounding occupiers. The proposal should not result in the loss of important buildings of architectural interest or other landscape or ecological value. In addition, the development should not have a materially damaging impact on road traffic safety or cause pollution or a nuisance to nearby residents.

3.6 Policy HG3 – (Residential Development within Defined Settlements) requires that within the defined development boundaries of towns and villages, residential development will be permitted provided it satisfies amenity, design, density, environmental, highway, local housing needs and sustainability criteria, as appropriate, and can take place without material harm to the character of the local area.

- Proposals for development of infill plots should ensure that the scale, design and intensity of any new building are in harmony with existing surrounding development.
- The residential development of sites protected for non-residential uses by other policies in this plan will not be permitted unless it can be demonstrated that the community's need for a particular non-residential use in that location no longer exists and that residential use would be the preferred alternative.

3.7 Policy HG13 – (Backland Residential Development Proposals) confirms that for the residential development of "backland" sites will be permitted where all of the following criteria are met:

- i. the site lies within a defined settlement development boundary and does not comprise land allocated or safeguarded for purposes other than a residential use;
- ii. where a proposal includes existing private garden land which would not result in less satisfactory access or off-street parking arrangements, an unacceptable

- reduction in existing private amenity space or any other unreasonable loss of amenity to existing dwellings;
- iii. a safe and convenient means of vehicular and pedestrian access/egress can be provided that is not likely to cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will be discouraged;
- iv. the proposal does not involve “tandem” development using a shared access;
- v. the site does not comprise an awkwardly shaped or fragmented parcel of land likely to be difficult to develop in isolation or involve development which could prejudice a more appropriate comprehensive development solution;
- vi. the site is not on the edge of defined settlements and likely to produce a hard urban edge or other form of development out of character in its particular setting; and
- vii. the proposal would not be out of character with the area or set a harmful precedent for other similar forms of development.

3.8 Policy TR1a – (Development Affecting Highways Proposals) states that for development affecting highways will be considered in relation to the road hierarchy to reducing and preventing hazards and inconvenience to traffic and to the effects on the transport system including the physical and environmental capacity to accommodate the traffic generated.

3.9 Policy TR7 – (Vehicle Parking at New Development) requires that for residential development within town centres and for all non-residential development, the adopted car parking standards will be applied.

Tendring District Local Plan 2013 – 2033 and Beyond Publication Draft (June 2017)

3.10 The emerging policies that are particularly relevant to this application are as follows: -

- SPL1 Managing growth
- SPL3 Sustainable Design
- LP3 Housing Density and Standards
- LP4 Housing Layout
- LP8 Backland Residential Development
- CP1 Sustainable Transport and Accessibility

Essex County Council Car Parking Standards – Design and Good Practice (2009)

3.11 Reductions of the vehicle standard may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport.

3.12 Section 2.5 (Parking Standards in Urban Areas) states that for main urban areas a reduction to the vehicle parking standard may be considered, particularly for residential development.

Main urban areas are defined as those having frequent and extensive public transport and cycling and walking links, accessing education, healthcare, food shopping and employment.

- 3.13 Allocated cycle parking for residents is secure and covered, located in easily accessible locations throughout the development.

Revised National Planning Policy Framework February 2019 (NPPF)

- 3.14 The NPPF states that, at its heart, is the presumption in favour of sustainable development (Paragraph 10). In seeking to achieve this, the NPPF stresses that it does not change the status of the Development Plan as the starting point for decision making (Paragraphs 12 and 47).
- 3.15 In terms of decision making, the NPPF requires that Local Planning Authorities approach decisions on proposed development in a positive and creative way. This includes working proactively with applicants (including through their agents) to secure developments that will improve the economic, social and environmental conditions of the area (Paragraph 38).
- 3.16 Paragraph 11 emphasizes that proposed development that accords with an up-to-date Local Plan should be approved without delay, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. The NPPF itself is a material consideration.
- 3.17 The NPPF confirms the Government's objective of significantly boosting the supply of homes. This is seen in the context of ensuring that a sufficient amount and variety of land comes forward where it is needed, that the needs of groups with specific housing need requirements are addressed and that land with planning permission is developed without unnecessary delay (Paragraph 59). In terms of different groups in the community, the NPPF indicates that due regard be given to size, type and tenure (Paragraph 61).
- 3.18 Paragraph 68 makes specific reference to small to medium sized sites (being less than 1ha) as making an important contribution to meeting the housing requirements of an area because they can be built-out relatively quickly. It emphasizes the need to support development of windfall sites where great weight should be given to the benefits of using suitable sites within existing settlements for homes.
- 3.19 Paragraph 85 (Ensuring the vitality of town centres) states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption. Planning policies should:
- (a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow, including housing.

- (d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead.
- (f) confirm that it recognises that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

- 3.20 Paragraph 117 requires planning decisions should promote the efficient use of land.
- 3.21 Paragraph 118d states to promote and support development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.
- 3.22 Paragraph 124 stresses that good design is a key aspect of sustainable development. The NPPF also stresses that planning permission should be refused for poor design (Paragraph 130).

National Design Guide September 2019 (NDG)

- 3.23 The NDG was issued in September 2019. It is intended to complement the Revised NPPF.
- 3.24 The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The design guide, the National Design Guide (NDG), illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
- 3.25 The NDG states that ‘the long-standing, fundamental principles for good design are that it is: fit for purpose; durable; and brings delight. It is relatively straightforward to define and assess these qualities for a building. We can identify its activities and users, the quality of detail, materials, construction and its potential flexibility. We can also make judgements about its beauty’.
- 3.26 As well as helping to inform development proposals and their assessment by local planning authorities, it supports paragraph 130 of the National Planning Policy Framework which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 3.27 Paragraph 40 (Understand and relate well to the site, its local and wider context) requires that well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones.

- 3.28 It also makes reference that well-designed development proposals are shaped by an understanding of the context that identifies opportunities for design as well as constraints upon it. This is proportionate to the nature, size and sensitivity of the site and proposal. A simple analysis may be appropriate for a small scale proposal.
- 3.29 The NDG identifies 10 characteristics as the basis for well-designed places. These include context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan (Paragraph 36 and Part 2).

4. CONSTRAINTS AND OPPORTUNITIES

- 4.1 The site represents an opportunity for the development involving erection of 4 No. 1 bedroom dwellings (C3 USE) and associated works, within the physical limits of a settlement that is, due to its accessibility and sustainability, a location where development is directed and encouraged to locate. Consequently, the proposal accords with the provisions of Policy QL9 – (Design of New Development) that all new developments should make a positive contribution to the quality of the local environment and protect or enhance local character of the Tendring District Local Plan 2007.
- 4.2 Clacton-on-Sea is located at the terminus of the A133 road, which runs between Clacton and Colchester. The town is served by Clacton-on-Sea railway station (90 minutes to London Liverpool Street station). The town is also served by various bus routes, including the National Express coach.
- 4.3 Clacton-on-Sea is the largest town in the Tendring peninsula and district in Essex, eastern England. The town's economy continues to rely significantly on entertainment, day trip facilities and strong in the service sector with a large retired population. The north-west of the town has two business/ industrial parks and there are other links that provide further employment.
- 4.4 Tendring District Local Plan 2013 – 2033 and Beyond Publication Draft (June 2017) paragraph 1.11 (Meeting the Need for New Homes) states that the provision of sufficient housing is critical to meet the needs of a growing population and for the effective functioning of local economies.
- Paragraph 1.40 (The North Essex Authorities) confirm that they are committed to plan positively for new homes and to significantly boost the supply of housing to meet the needs of the area, including the need to provide a workforce for forecast jobs.
 - To meet the requirements of national policy to establish the number and type of new homes, the authorities commissioned Peter Brett Associates to produce an Objectively Assessed Housing Need Study building on earlier work. This was first

published in July 2015 and updated in November 2016. It meets the requirements of the NPPF to prepare a Strategic Housing Market Assessment (SHMA).

4.5 Paragraph 59 of the NPPF is therefore invoked and confirms that:

“Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date if the LPA cannot demonstrate a five-year supply of deliverable housing sites”.

4.6 Paragraph 85 of the NPPF also states that:

“Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption”

4.7 An opportunity exists to layout the buildings in a fashion that will retain and reflect the character of the street and the grain of the surrounding area. The separation distances required are considered achieved. For these reasons it is deemed that the proposal is acceptable in design terms with the structure appearing in character with the surrounding area in compliance with Policy QL9 of the adopted TDLP 2007.

4.8 Taking account of national and local planning policy, including the ‘weight’ that should be afforded to such, we would submit that the balance of material considerations indicate that the proposed residential development is acceptable, in-principle.

4.9 There are no proposals to alter the levels upon the site. As such, topography does not therefore pose a constraint to the development.

4.10 The site is in a sustainable location and is accessible by alternative modes of transport, close to the railway station (Clacton-on-Sea). It is also within close proximity of Clacton-on-Sea Town Centre, employment opportunities and local facilities, including shops, schools, churches, restaurants, public houses and other local community facilities.

4.11 A safe and satisfactory pedestrian access is provided from Wellesley Road which is a 30mph speed limit into the development.

6. THE DEVELOPMENT PROPOSAL – DESIGN AND ACCESS

6.1 The application proposes:

‘Development involving erection of 4 No. 1 bedroom houses (C3 USE) and associated works at land adjacent to 206 Wellesley Road, Clacton-on-Sea, CO15 3QF’

Layout



Fig. 7

- 6.2 The layout of the buildings will be formed with regard to the adjacent buildings and surrounding buildings. An appropriate separation between relevant buildings has been provided.
- 6.3 The new dwellings have been carefully designed within the building perimeters to ensure satisfactory living conditions for new residents, whilst also maintaining the amenity enjoyed by surrounding buildings.

Amount

- 6.4 It is considered that the development of the site properly maximises its full potential, taking account of the general character of surrounding development, the scale of buildings and the identified constraints.
- 6.5 The development seeks to utilise the site with regard to the footprint, scale and mass, in particular levels and heights.

Scale

- 6.6 There will be no unacceptable impact on surrounding residential properties as a result of the development.

Appearance



Fig. 8

- 6.7 The development of the site takes reference from the local area itself surrounding the application site, which is considered to be appropriate to the area in terms of scale and appearance.

6.8 Design features include: -

- Facing brickwork with concrete roof tiles.
- White UPVC windows.
- Stone heads over windows with stone cills.
- Velux rooflights.
- The appearance is such that it reflects a palette from local vernacular.
- Composite cladding to dormers
- Balcony

Access & Parking

6.9 Pedestrian and vehicular access will be provided from Wellesley Road.

6.10 Disabled access will be provided in accordance with the current building regulations.

6.11 The proposal would provide 1 car parking space per dwelling and 1 visitor space. 5no. Total.

6.12 Having regard to the location of the site, which is within walking distance of local amenities and bus stops, it is considered that there is sufficient car parking at the site. There are two bus stops located very close to the site, one being on Burcart Corner (Wellesley Road) and the other on Knox Road, which is just off Old Road.

6.13 As mentioned above (section 3) *Parking Standards in Urban Areas of Essex County Council Car Parking Standards – Design and Good Practice (2009)* Section 2.5 states that for main urban areas a reduction to the vehicle parking standard may be considered, particularly for residential development.

6.14 Secure enclosed cycle storage has been provided within the development.

Landscape

6.15 A hard and soft landscaping scheme is necessary in this location and can be dealt with by way of an appropriately worded condition.

Waste Management

6.16 Enclosed storage space is provided for bins within the site for each of the new dwellings. There is a bin collection point provided within the site.

- 6.17 A Community Infrastructure Levy (CIL) is liable and the CIL form is duly completed, accompanying this application.

7. CONCLUSIONS

- 7.1 In this case, the balance of material planning considerations clearly confirms that residential development upon the site is acceptable in-principle. It accords with both national and local planning policy, in particular the policies of the National Planning Policy Framework, and the adopted Tendring District Local Plan 2007.
- 7.2 The application proposal will seek to assist in 'Residential Development within Defined Settlements' in accordance with the thrust of the advice provided within Policy HG3 of the Local Plan and Paragraph 85 (Ensuring the vitality of town centres) of the NPPF.
- 7.3 For the reasons set out in Section 4 of this statement (constraints and opportunities), we would submit that the site is capable of accommodating 4 no. quality dwellings. The intention is that the proposed dwellings will complement, rather than detract from its setting, and we would therefore submit that the application proposal complies with Policy QL9 of the Local Plan 2007.
- 7.4 The site is located within the development boundary of Clacton-on-Sea, on the one way system heading into Clacton Town Centre. The character on Wellesley Road is predominantly residential.
- 7.5 A safe and convenient access can be provided into the site, along with cycle parking.
- 7.6 There are no other overriding constraints to the development of the site by way of ecology, flood risk, arboriculture or drainage.
- 7.7 In conclusion, we would therefore submit that the application scheme is acceptable in all respects and request that full planning permission is granted subject to conditions.

Ian Sullivan

June 2021