

DESIGN ACCESS STATEMENT

TDC Car Park, High Street, Dovercourt CO12 4AA

Easting: 625050 Northing: 231345



In Conjunction with
Chelmer Housing Partnership



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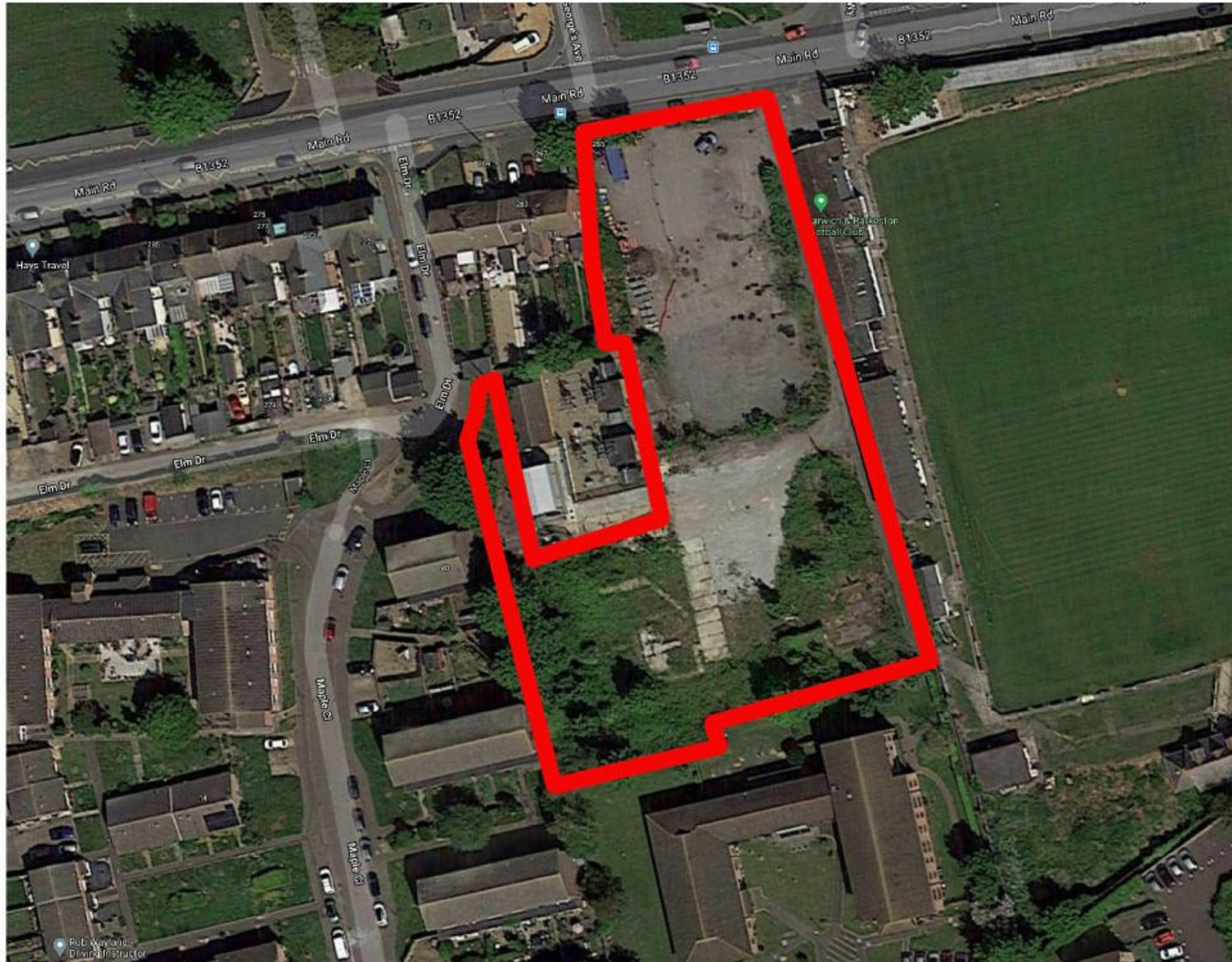


Clarkehaus



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1.0 The Site



Clarkehaus

The Site currently a car park and disused Council storage depot, lies to the south of the High Street set between the Royal Oak football ground and Maple Close bounded on 3 sides by residential dwellings. Access to the Sub station, Football ground and the PRow all have to be maintained within the proposed Master Plan.

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1.1 Site Photographs



261 -270 Main Road



Site Entrance



1.1 Site Photographs



Existing Frontage



Existing Entrance



1.1 Site Photographs



Flank of Football ground



Rear of Site



1.1 Site Photographs



Hanover Court to rear



3 Storey Flats on Maple Close



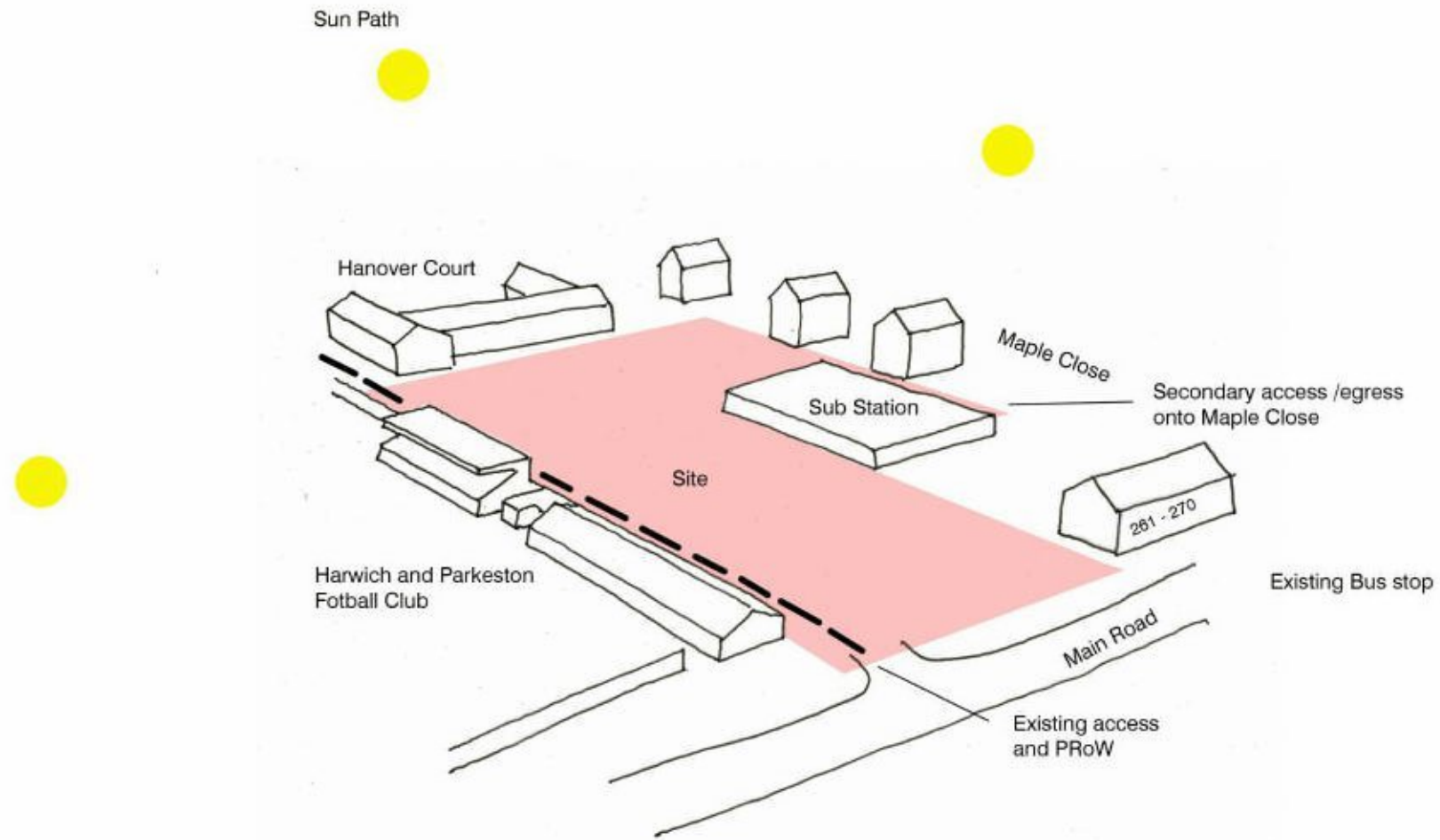
1.1 Site Photographs



Electricity Sub Station on Western Boundary

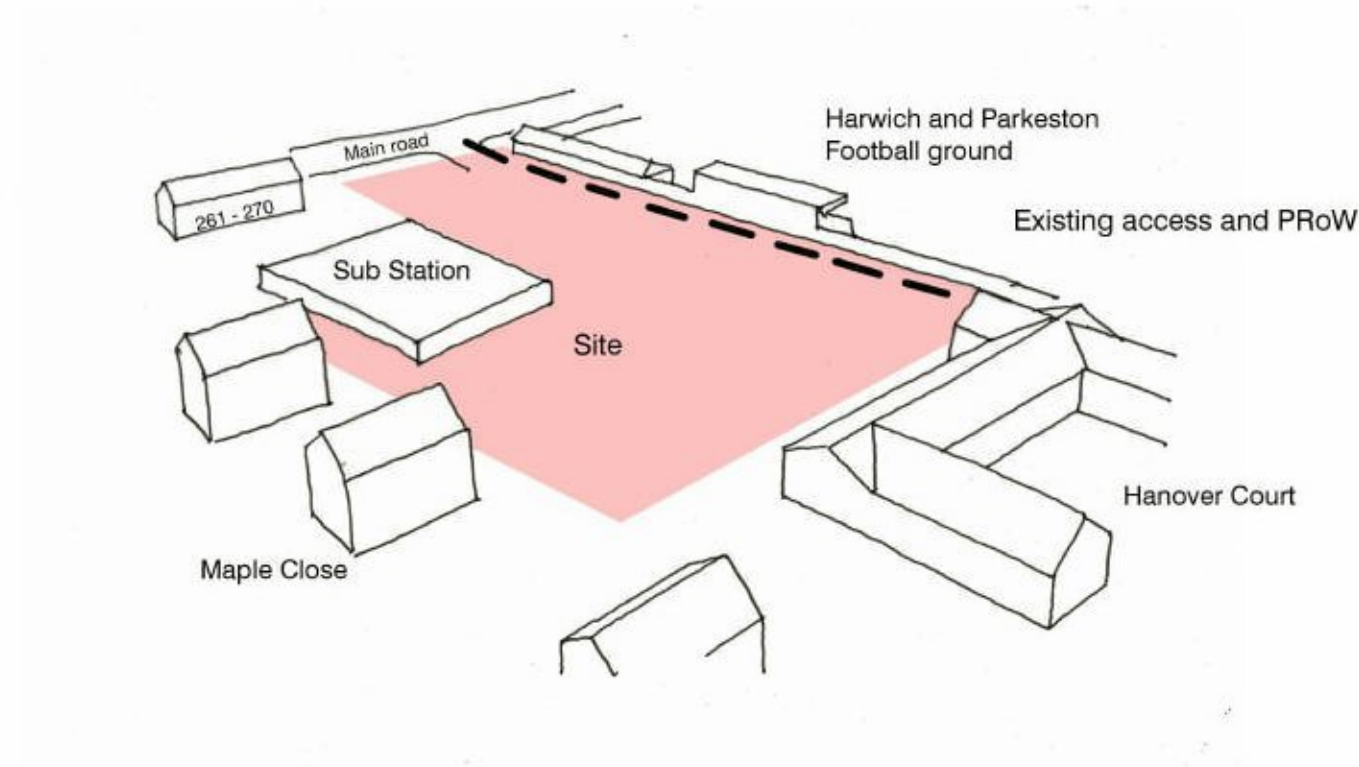


1.2 Site Constraints



Site Constraints

1.2 Site Constraints



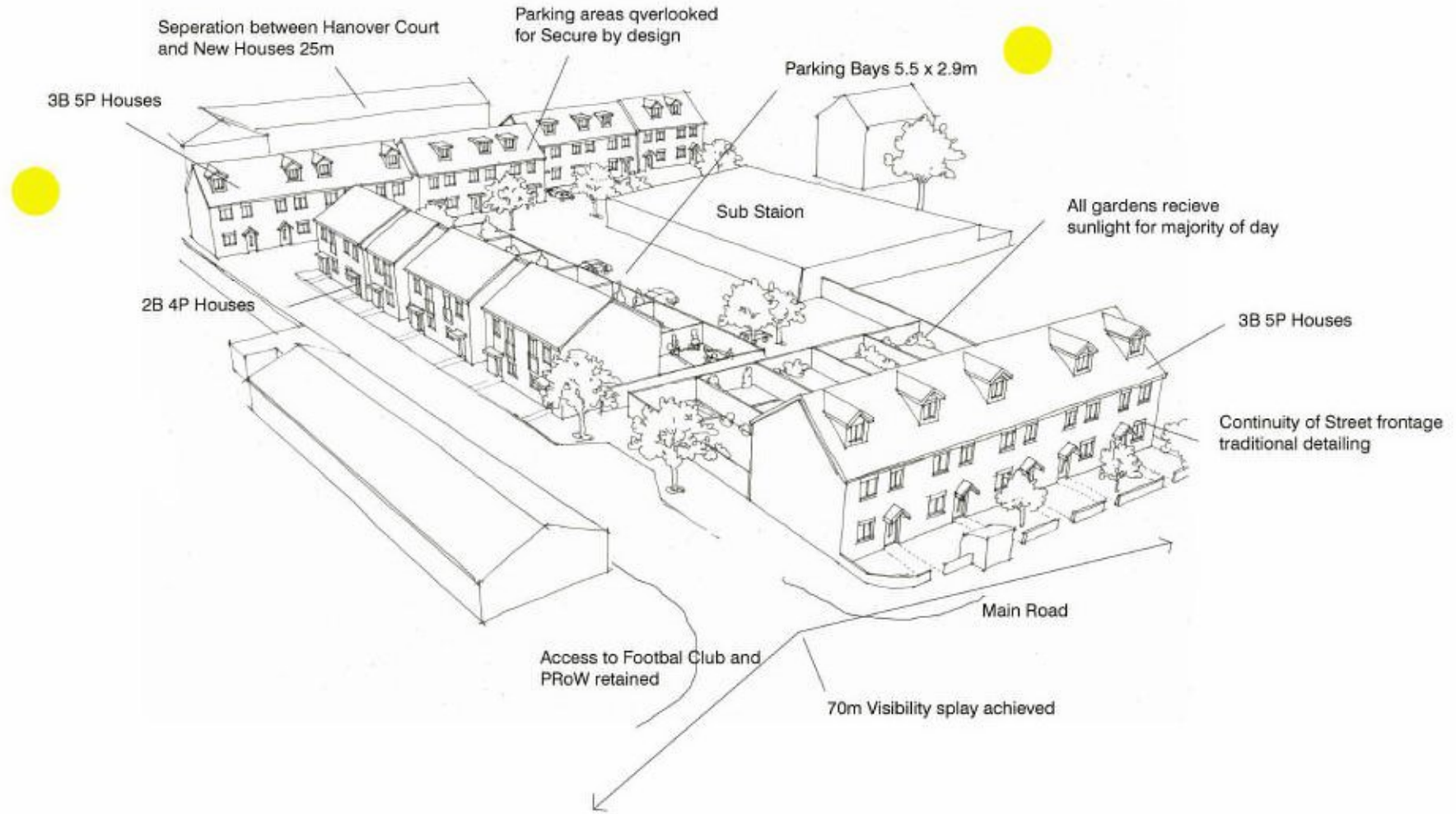
 Sun Path

Site Constraints

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2.0 Site Description



Site Description



2.1 Site Perspectives



TDC Car Park Redevelopment



Project : TDC Car Park Redevelopment
Title : View from North
Drg No : BN276 24_01
Date : 14.03.21
Rev : -
Scale : NTS

2.1 Site Perspectives



TDC Car Park Redevelopment



Project : TDC Car Park Redevelopment
Title : View from South
Drg No : BN276 24_02
Date : 14.03.21
Rev : -
Scale : NTS

3.0 Site Plan

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Rev	Date	Description	By	Rvw
A	15/04/21	Final aligned with Elevation	OS	OS
B	27/04/21	Football Car Parking added	Org P-004	OS



Master Plan Scale 1:500



BN1 ARCHITECTS

200 Chiddingfold Road	
Basingstoke, Hampshire RG24 0LH	
TDC Redevelopment	
Master Plan	
DWG No	24_P-001
Rev	B
Issue	Planning
Date	11.08.21
Scale	1:500

3.1 Site Block Plan (1 Of 3)



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Rev.	Date	Description	By	Rev.
A.	15.04.21	Plans aligned with Conditions	OS	
B.	27.04.21	Car Charging note added	OS	



CAR CHARGING
 A provision of infrastructure for 10% Parking to be installed

Schedule of Accommodation
 7 No 2B 4P 79 sq m (Type 1)
 17 No 3B 5P 101 sq m (Type 2)

Key

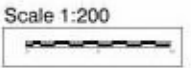
	Pavement - Tarmac
	Highway - Tarmac
	Parking - Permeable paving
	Traffic Calming



BN1 ARCHITECTS

Project Information	
Project Name	TDC Redevelopment
Block Plan (1 of 3)	
Reference	BN1/21/04_P_002
Date	15.04.21
Scale	1:200
Author	OS
Check	
Approved	

Block Plan Scale 1:200



3.2 Site Block Plan (2 of 3)

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Rev. Date:	Description:	By:	Rev:
A	15.04.21 Plans aligned with schedule	CS	01
B	27.04.21 Car Charging note added	CS	02



CAR CHARGING
 A provision of infrastructure for 10% Parking to be installed

Schedule of Accomodation
 7 No 2B 4P 79 sq m
 17 No 3B 5P 101 sq m

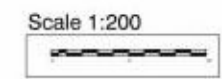
Key

- Pavement - Tarmac
- Highway - Tarmac
- Parking - Permeable paving
- Traffic Calming



BN1 ARCHITECTS

Block Plan Scale 1:200



BN1 Architects		TDC Redevelopment	
Block Plan (1 of 3)			
Project No:	BN178	Rev:	003
Date:	11/02/21	Scale:	1:200
Author:	CS	Check:	CS

3.2 Site Block Plan (3 of 3)

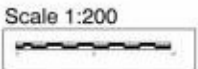
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Rev: Date: Description: By: Rvw:



Block Plan Scale 1:200
 Football Ground Car Park 39 Spaces (5.5 x 2.9m)

Note:
 Proposed works in conjunction with redevelopment of TDC to provide onsite parking for Harwich and Parkeston Football Club

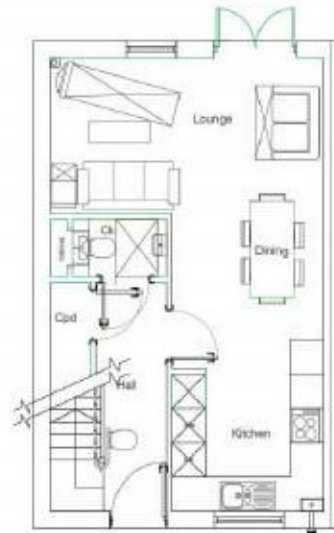


BN1 ARCHITECTS

200 Dorking Road Weybridge, Surrey TW20 3JF	
TDC Redevelopment	
Block Plan (3 of 3)	
BN1/715	34_P-004
Client/Ref:	Weybridge
Planning	210421 1:200 01/11/22

4.0 2B 4P House Type 1

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 Rev: Date Description By: Desc:
 A: 27/03/21 Drawing Number revised, Typical Elevation added. DJ



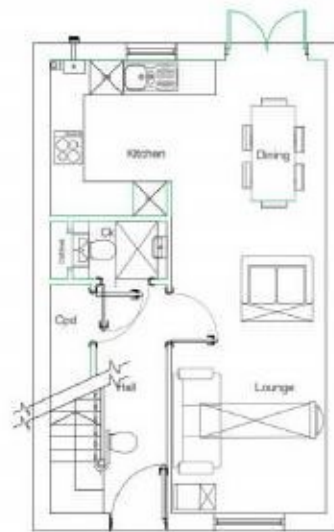
Ground Floor Option 2 Scale 1:50



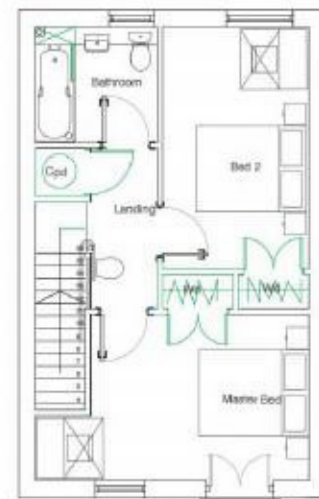
Front Elevation Scale 1:100



Rear Elevation Scale 1:100

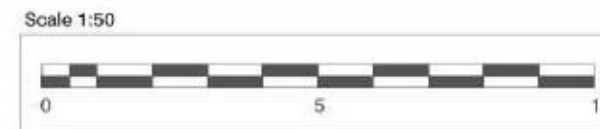
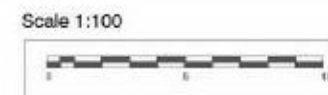


Ground Floor Option 1 Scale 1:50



First Floor Scale 1:50

2 Bed 4 Person 79 sq m

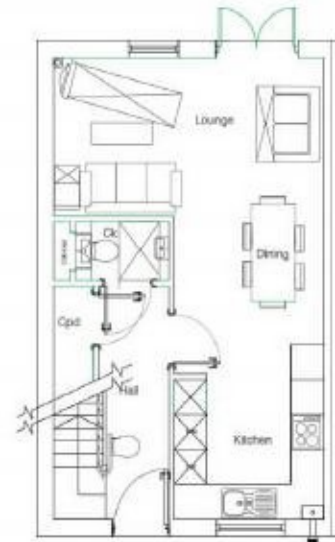


BN1 ARCHITECTS

BN1 Architects, 1000 1000, The Terrace, Brighton BN1 3QD	
100 Site - Harwood and Parkson FC	
House Type 1 - 2B 4P	
Reference:	1000-001
EN 2/6	24_P-005
Planning	1000-001-100

4.1 3B 5P House Type 2

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 Rev: Date: Description: By: TWC
 A: 27.04.21 Drawing number revised. Typical elevations added. CB



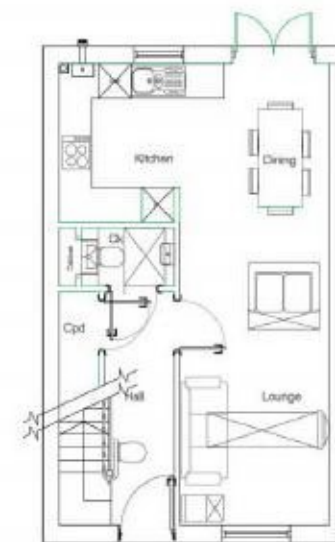
Ground Floor Option 2 Scale 1:50



Front Elevation Scale 1:100



Rear Elevation Scale 1:100



Ground Floor Option 1 Scale 1:50



First Floor Scale 1:50



Second Floor Scale 1:50

3 Bed 5 Person 101 sq m

Scale 1:100



Scale 1:50



BN1 ARCHITECTS

TDC Site - Harwich and Parkeston FC	
House Type 2 (3B 5P)	
Project	24_JUN_2021
Client	BN1
Drawn by	TWC
Checked by	CB
Scale	A
Plotting	10.05.21 1:00

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Rev: Date: Description: By: Rvc:

5.0 Block Elevations



South Block Plots 13 - 24 Scale 1:100



High Street Plots 1 - 5 Scale 1:100

East Block Plots 6 - 12 Scale 1:100

TDC Car Park - Proposed Block Elevations - House Types 1 & 2



BN1 ARCHITECTS

200 Dorking Road		Brighton, East Sussex BN1 3JL	
TDC Site - Harwich and Parkeston FC			
Block Elevations			
Project No:	BN 278	24_P - 008	1
Drawing Date:	15.08.21	1:100	0.45
Prepared:			

Design Principles

Foundations to SE Detail design

Sand Cement Screed on insulation on Beam and Block Ground Floor

MMC Cavity Wall Construction

Facing Brick to First Floor Render to Soffit / Colours TBA

Facing Brick to Soffit / Colours TBA

TGI Joists to First Floor

Timber Truss roof to Specialist design

Grey /Brown Concrete tiled roof

Timber stud internal walls

White Upvc double Glazed Windows and Doors.

6.0 Design Principles



7.0 Football Ground Parking



In redeveloping the TDC Car Park Site the proposal includes the provision of car parking for the football ground within its boundary at the South Eastern Corner accessed via its current emergency access for ambulances.



**7.0 Football Ground Parking
Chairmans support**

From: Tony Armstrong [REDACTED]
Date: 14 May 2021 at 17:05:48 BST
To: Marcus Clarke [REDACTED]
Subject: Football Club Car Park

Good evening. Following your e mail on above I can confirm on behalf of Harwich and Parkeston Football Club we agree to the points you have raised in supporting us through what will be a difficult period whilst the new development will be constructing in the land adjacent to us and which will result in the loss of our car park. We thank you for your efforts to alleviate some of the difficulties we will undoubtedly will incur We feel working further with our cooperations together we will be able to hopefully progress the development and we will support the building application as we feel you are doing everything to help our Club and minimise any disruptions to our members and football Club. Harwich and Parkeston are satisfied you are working with us to secure the future of our historic club. Thank you for all your help. Tony Armstrong. Chairman Harwich and Parkeston FC

Sent from my iPhone

Clarkehaus

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Flood map for planning

Your reference	Location (easting/northing)	Created
TDC Car Park	625069/231369	18 Mar 2021 15:32

Your selected location is in flood zone 1, an area with a low probability of flooding.

This means:

- you don't need to do a flood risk assessment if your development is smaller than 1 hectare and not affected by other sources of flooding
- you may need to do a flood risk assessment if your development is larger than 1 hectare or affected by other sources of flooding or in an area with critical drainage problems

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

The Open Government Licence sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

Site Area 5,890 sq m = **0.589 Hectare**

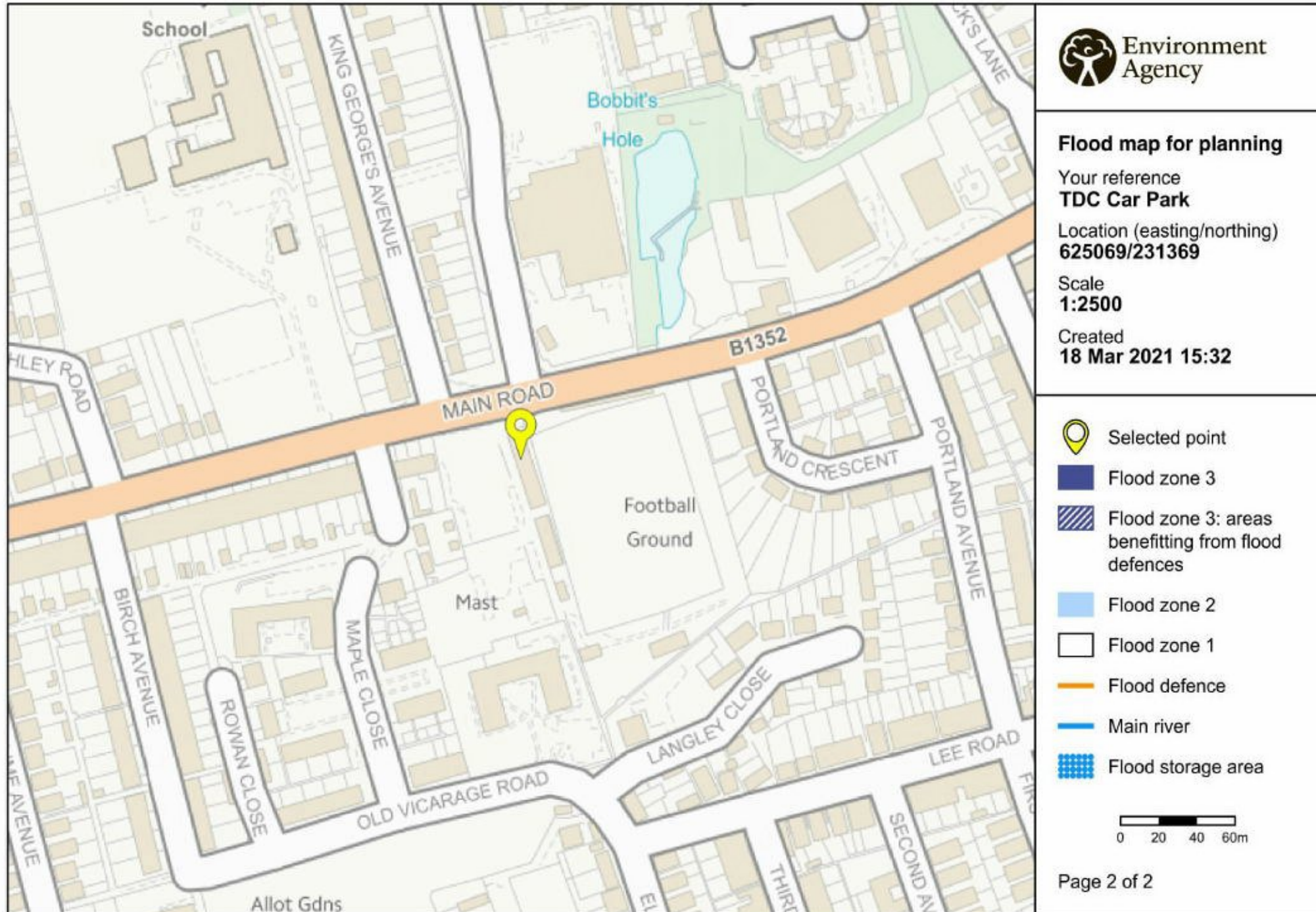
Flood Risk assessment therefore **not** required as less than 1.0 Hectare

Current percentage of Site hard standing **90%**

Proposed percentage of Soft and permeable paving **46%**

Therefore a beneficial **increase** of natural drainage. **36%**

8.0 Flood risk map



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Interactive Map of Bus Routes and Stops in Harwich,

Click on the stop markers for details about the bus stop. Click on lines for details about the bus routes.



Bus routes, Railway and Port Connections

Bus Stop outside Site

Railway 10mins walk

Port 15-20mins walk



10.0 Environmental report

A Desktop study and a preliminary Environmental Intrusive Site Investigation Report was carried out in 2006 for Tendring District Council

REC Report 50398/report 2.1 October 2006

A copy of the report is attached to the application.

Subject to approval a Full Intrusive investigation will be carried out and the findings will dictate the extent of any remediation necessary to ensure the site is suitable for its proposed purpose





Planning Department
Council Offices
Weeley
Essex
CO16 9AJ

Please ask for: Jonathan Doe



Chris Brooks - BN1 Architects
202 Ditchling Road
Brighton
BN1 6UE

15th October 2020

Dear Chris Brooks,

PRE-APPLICATION ENQUIRY

REFERENCE NUMBER:	20/30099/PREAPP
ENQUIRY:	PROPOSED REDEVELOPMENT OF EXISTING CAR PARK TO PROVIDE 26 DWELLINGS.
LOCATION:	MAIN ROAD CAR PARK, MAIN ROAD, HARWICH, ESSEX

Thank you for your pre-application enquiry as detailed above. Below I have outlined the main planning policies that are relevant to your proposal, detailed the main planning considerations and noted the information required to support a planning application for your proposal.

Relevant Policies

National Planning Policy Framework

National Planning Practice Guidance

Local:

Adopted Local Plan Policies

- QL1 Spatial Strategy
- QL2 Promoting Transport Choice
- QL6 Urban Regeneration Areas
- QL9 Design of New Development
- QL10 Designing New Development to Meet Functional Needs
- QL11 Environmental Impacts and Compatibility of Uses
- QL12 Planning Obligations
- HG1 Housing Provision

Chief Executive
Ian Davidson



11.0 Pre App response

- HG3 Residential Development Within Defined Settlements
- HG3A Mixed Communities
- HG4 Affordable Housing in New Developments
- HG6 Dwelling Size and Type
- HG7 Residential Densities
- HG9 Private Amenity Space
- COM2 Community Safety
- COM3 Protection of Existing Local Services and Facilities
- COM6 Provision of Recreational Open Space for New Residential Development
- COM26 Contributions to Education Provision
- EN6A Protected Species
- EN11A Protection of International Sites European Sites and RAMSAR Sites
- EN12 Design and Access Statements
- EN13 Sustainable Drainage Systems
- TR1A Development Affecting Highways
- TR1 Transport Assessment
- TR2 Travel Plans
- TR7 Vehicle Parking at New Development
- TR8 Public Car Parking
- Draft Local Plan Policies:
- SP1 Presumption in Favour of Sustainable Development
- SP3 Meeting Housing Needs
- SP5 Infrastructure & Connectivity
- SP6 Place Shaping Principles
- SPL1 Managing Growth
- SPL2 Settlement Development Boundaries
- SPL3 Sustainable Design

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11.0 Pre App response

LP1	Housing Supply
LP2	Housing Choice
LP3	Housing Density and Standards
LP4	Housing Layout
LP5	Affordable and Council Housing
CP1	Sustainable Transport and Accessibility
CP2	Improving the Transport Network
CP3	Improving the Telecommunications Network

Supplementary Planning Guidance:

- Parking Standards Design and Good Practice Guide (2009)
- Essex Design Guide (2005)
- Urban Place Supplement (2007)
- Public Open Space SPD (2008)
- Crime Reduction Through Environmental Design (2001)
- Schools Contributions from Residential Developments (2004)

Planning History:

93/00171/FUL	(Ex Council Depot, rear of Royal Oak Football Ground Car Park, Main Road, Dovercourt) Change of use from open storage area to an extension of existing market site	Approved	30.03.1993
94/00230/FUL	(Ex Council Depot, rear of Royal Oak Football Ground Car) Continued use of former open storage area as an extension of existing Market Site (Renewal of permissionTEN/93/0171)	Approved	19.04.1994
94/00551/FUL	(Council Depot, Main Road, Dovercourt) Change of use for vehicle recovery service and storage only with no crash repairs, servicing or other activity	Refused	12.07.1994
94/00824/FUL	(Royal Oak Ground, Main Road, Dovercourt) Additional use of premises for market trading two days a week	Approved	24.01.1995
96/00302/FUL	(Land and Buildings at rear of Market, Main Road, Dovercourt) Use of buildings to Class B1 Use	Approved	27.05.1997
96/00713/FUL	(Ex-Council Depot, rear of Royal Oak Football Ground Car Park, Main Road, Dovercourt) Renewal of TEN/94/0230 - continued use of	Withdrawn	24.01.1997

former open storage area as extension to existing market site

97/01469/FUL	(Car park adjacent to Royal Oak Football Ground, Main Road, Dovercourt) Use as Friday market renewal of TEN/91/0340	Approved	27.01.1998
99/00718/ADV	Direction sign	Approved	21.07.1999
91/00340/DEE MED	Use as Friday Market.	Determination	17.07.1991

Main Issues

Principle of development

The site lies within the Settlement Development Boundary for Dovercourt as established in the saved (2007) Tendring District Local Plan and the draft (2017) Tendring District Local Plan.

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 213 of the NPPF (2019) allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 48 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018 and the Inspector's initial findings were published in June 2018. They raise concerns, very specifically, about the three 'Garden Communities' proposed in north Essex along the A120 designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033. Further work is required to address the Inspector's concerns and the North Essex Authorities are considering how best to proceed.

With more work required to demonstrate the soundness of the Local Plan, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications. The examination of Section 2 of the Local Plan will progress once matters in relation to Section 1 have been resolved. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 48 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

In relation to housing supply, the NPPF requires Councils to boost significantly the supply of housing to meet objectively assessed future housing needs in full. In any one year, Councils must be able to identify five years' worth of deliverable housing land against their projected housing requirements (plus an appropriate buffer to ensure choice and competition in the market for land). If this is not possible, or housing delivery over the previous three years has been substantially below (less than 75%) the housing requirement, paragraph 11 d) of the NPPF requires applications for housing development needing to be assessed on their merits, whether sites are allocated for development in the Local Plan or not. At the time of this decision, whilst housing delivery over the last three years has exceeded requirements, the supply of deliverable housing sites going forward that the Council can demonstrate still falls below 5 years and so the NPPF says that planning permission should be granted for

11.0 Pre App response

development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework as a whole. Determining planning applications therefore entails weighing up the various material considerations. The housing land supply shortfall is relatively modest when calculated using the standard method prescribed by the NPPF. In addition, the actual need for housing was found to be much less than the figure produced by the standard method when tested at the recent Examination In Public of the Local plan. Therefore, the justification for reducing the weight attributed to Local Plan policies is reduced as is the weight to be given to the delivery of new housing to help with the deficit.

Policy QL1 sets out that development should be focussed towards the larger urban areas and to within development boundaries as defined within the Local Plan. The proposal accords with Policy QL1.

Policy QL2 promotes transport choice and states that all new development proposals should be located to avoid reliance on the use of the private car. The proposal accords with this policy. The proposal is sustainable development in that it is in a sustainable location. Paragraph 103 of the NPPF states that the planning system should actively manage patterns of growth in support of objectives to promote sustainable transport.

The site is designated in an inset map (2a) of the Proposals Map for the adopted Local Plan as land to which Policy HG1 will apply. Policy HG1 is concerned with Housing Provision and refers to how housing needs will be met by the development of sites allocated for residential or mixed use development including housing as set out in Appendix 2 of the adopted Local Plan. The site is one itemised in Appendix 2 as "Car Park beside Harwich Town Football Club Ground, Main Road, Dovercourt. The site has an indicative dwelling capacity of 13. However, in the light of guidance in the NPPF to make effective use of land, I consider that the indicative capacity of the site is not, in itself, problematic to your proposal.

The site is designated in the draft Proposals Map for the emerging Local Plan (https://www.tendringdc.gov.uk/sites/default/files/documents/planning/Planning_Policy/SDTDC_011%20Policies%20Map%203%20North%20East%20Tendring.pdf) as land which, in combination with land at the Harwich Town Football Club Ground, as an Housing Allocation site.

In conclusion with regard to the principle of development, the proposal is acceptable. Indeed, the use of this sustainable site on "brown field" land to make effective use of land to assist to deliver a sufficient supply of homes would be supported in principle by the NPPF.

Design

I note that the documentation to your enquiry includes drawings from a massing model (BN 276 SK/009) showing two-storey houses, most with front dormers, in gable ended terraces. Based on the information available, the design appears, in my opinion, to be to a high standard although detailed points would have to be addressed.

However, it is evident that the back to back distance between the two lines of housing at the northern end of the site is inadequate to meet the standard of 25m as outlined in the Essex Design Guide. For example, the distance between plot 6 and plot 7, rear elevation to rear elevation, is only 17m. Plot 12 has a rear garden depth of only 8m.

Furthermore, it appears that a large number of the gardens serving the properties are undersized and no amenity space is provided for the two block with undercroft parking. Amenity space should be provided as follows;

1 bed – 50sqm
2 bed – 75 sqm

3 bed and above – 100sqm
Flats – 25sqm each communally or balconies (5sqm in footprint).

This needs to be resolved as a deficit in the amount of amenity space may mean that 26 units represents an over-development of the site.

There are also concerns in respect of the car dominated nature of the development. The large central parking area serving the properties would be detrimental to the overall appearance of the scheme and results in residents having to traverse this large space to access their properties. This is not particular functional or desirable for future residents. Those properties fronting onto Main Road in particular would have parking provision sited a fair distance from the dwelling.

Landscape Impact & Visual Impact

I note that trees would be lost along the site frontage. Whilst this is regrettable, the site is set within a built up and relatively "hard" townscape where a significant extent of landscaping to new development could look out of place. Any offer from you to pay for alternative tree planting outside the site may be considered since there is a small open area on the opposite side of the road.

I would comment that care to retain landscaping screening between the site and Hanover Court, to the south and facing onto Old Vicarage Road, would be particularly important as this assists with regard to back to back views between proposed and existing development.

I note that the proposed built form would be set closer to Main Road than the built form of the short terrace of 261-267 Main Road but in the wider streetscape I consider that the design could be successful.

Sustainable construction & design

If you were to make a planning application, this aspect should be addressed. It would appear that much of the site is hard surfaced. A design incorporating sustainable drainage could therefore offer some benefit. Given that any subsequent planning application would be for more than ten dwellings, a major application, the proposal would need to include a flood risk assessment addressing surface water drainage.

Crime/anti-social behaviour issues

Some of the houses would be relatively close to the footway of Main Road. I note that some "defensible space" is to be provided for properties at the front of the site. Care would be needed with the detail of this element of the design.

Impact upon neighbours

The setting of the front terrace may create an impression of a loss of outlook, a certain "hemming in", to occupiers of properties to the west, to no. 261 in particular. Looking at the orientation of neighbouring properties, I am of the opinion that there would be no material loss of sunlight. The massing model appears to show built form clear of a first floor side window to no. 261. If you were to make a planning application, it would be most helpful if a block plan showed the proposed built forms in relation to neighbouring property. I would even ask if you could consider presenting even more detail in relation to showing central points of windows at 261 Main Road in relation to your proposed design. Overall concerns do remain in respect of the set forward nature of the Main Road block and the adverse impact this would have upon the outlook of adjoining residents.



Pre App



11.0 Pre App response

The application scheme proposes 26 new dwellings on a site that lies within the Zone of Influence (Zoi) being approximately 600m from the Stour and Orwell Estuaries Ramsar site. New housing development within the Zoi would be likely to increase the number of recreational visitors to the Stour Estuary and, in combination with other developments it is likely that the proposal would have significant effects on the designated site. Mitigation measures must therefore be secured prior to occupation.

A proportionate financial contribution must be secured in accordance with the emerging Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) requirements.

Without such a financial contribution the proposal would be contrary to Policies EN6 and EN11a of the Saved Tendring District Local Plan 2007, Policy PPL4 of the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft and Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

Supporting information required with planning application

In addition to the application form and relevant fee you will need to submit with your application:

- Plans: 1:1250 Site Location Plan, 1:500 Block Plan, 1:100/1:50 Proposed Elevations, 1:100/1:50 Proposed Floor Plans
- Design and Access Statement
- Housing Statement
- Land Contamination Assessment
- Landscaping details
- Planning Obligation
- Transport Assessment
- Travel Plan
- Tree Survey/detailed arboricultural proposals
- Flood risk assessment addressing surface water drainage

Additional information which would assist the assessment of the proposal would include:

- Noise Assessment
- Photographs & Photomontages
- Statement of Community Involvement
- Supporting Planning Statement
- Sustainability Appraisal & Energy Statement
- Streetscene drawing showing proposed and existing neighbouring built form

Conclusion

Given the concerns raised above in respect of the parking layout, impact upon existing residents and inadequate garden sizes any future planning application is unlikely to receive officer support. It is strongly advised that the central parking layout is re-visited and the number of units reduced to provide sufficient amenity space and on-plot parking for the majority of the properties.

Please note that the Council have not consulted with Anglian Water Services or Essex County Council SuDs as part of this pre application enquiry as both companies now charge for their pre application service. If you require comments on your development from either company prior to a formal planning application being submitted, you may wish to make the necessary enquiries to fully inform your planning application submission. Further information can be found on the Anglian Water website:

<http://www.anglianwater.co.uk/developers/pre-planning-service-.aspx> or the Essex County Council SuDs website: <http://flood.essex.gov.uk/flood-and-water-management-products-and-services/>

Please note that this letter is not binding on the Council. Any final decision on a planning application will rest with authorised officers under the Council's delegation scheme or elected members on the Planning Committee. However, if an application is received within 12 months of this letter and there has been no material change in planning policy or site specific circumstances then the advice in the letter is unlikely to change.

We will not transfer plans and documents submitted with your pre-application enquiry across to a formal planning application. Any plans or documents will need to be resubmitted when the formal planning application is submitted.

We hope that the information contained within this letter proves useful. The pre-application enquiry file has now been closed, therefore if you have any further queries a fresh pre-application enquiry will need to be submitted.

Any views or opinions presented in this correspondence are solely those of the author and do not necessarily represent those of Tendring District Council. Any such communication is informal and is based exclusively on the information that has been provided. The informal views expressed are not binding in any way and the Council will not accept any liability in respect of such communication.

I hope you find the information above helpful, however if you have any queries please contact me.

Yours sincerely

Jonathan Doe

AGENCY PLANNING OFFICER

Clarkehaus

BN1
ARCHITECTS

Myriad House
33 Springfield Lyons Approach
Chelmsford, Essex, CM2 5LB



Creating homes
shaping places

Our Ref: Main Road Harwich
Direct Line No: 01245 208563
Email: Lawrence.Hember@chp.org.uk
Date: 4 May 2021

Attn Marcus Clarke

Dear Marcus,

We write further to our recent discussions conversations regarding CHP's proposed acquisition of the homes at Main Road Car Park Main Road Harwich on a package deal basis.

These discussions have been based on the following mix, which we understand has also recently been discussed with Tendring District Council;

- 7 No 2B 4p Houses 79m2
- 17 No 3B 5p Houses 101m2

CHP intend that these homes will be provided in perpetuity on an affordable rented basis on the understanding that Homes England grant funding will be available for all homes. For Homes England grant funding to be available for the entire scheme, it is important that none of the homes are governed by a S106 agreement. However, CHP would be happy to provide an assurance by way of a side letter or agreement, that all homes will be provided for affordable housing in line with the similar undertaking at the recently completed Delfords site at 606 Main Road Harwich.

We trust that this arrangement will be acceptable again to Tendring DC.

Please also note that the planning application will need to be tenure blind to ensure that CHP are able to borrow against the market value of the homes.

We look forward to hearing from you again in the near future.

Kind regards



Chelmer Housing Partnership Ltd
A Registered Society: Registration No. 8112 (England)



13.0 Conclusion

The proposal involves the redevelopment of a brownfield site in the centre of Dovercourt currently an eyesore set alongside the main access to the town centre.

7 No 2 Bed 4 Person and 17 No 3 Bed 5 Person totalling 24 dwellings all for Chelmer Housing Partnership. All dwellings comply with the National Housing Standards and are to be constructed with Modern Methods of Construction.

The Site is being developed in partnership with the Cliff Hotel in providing Affordable Housing of a preferred mix and tenure in with Chelmer Housing Partnership. By way of transferring affordable housing from the Cliff Hotel site One Bed Flats are being substituted by family housing and a substantial increase in bed spaces.

A letter of reliance from Chelmer housing partnership is attached

Access to the Football Ground, the Sub Station and Continuity of the Public right of way will be maintained.

Due to the sites town centre location a reduction in parking spaces is reduced in line with local Policy, Bays are in accordance with ECC Parking Standards and each property will be provided with a shed for secure cycle storage.

Refuse enclosures will be provided at the frontage of all dwellings to maintain transfer distances and collection.

In order to remove the loss of parking to the football ground the proposal includes for the provision of 39 spaces within the ground. Refer to Drg BN276 P—004

In conclusion the proposal is a major benefit to the current fabric of the town and provides an additional 113 bed spaces within the town centre.

Clarkehaus

BN1
ARCHITECTS