

# DESIGN & ACCESS STATEMENT

ARTICLE 4C, THE TOWN & COUNTRY PLANNING ACT (GENERAL DEVELOPMENT PROCEDURE) 2015 AMENDED

## REPLACEMENT DWELLING:

20 Tower Estate, Point Clear Bay,  
St Osyth CO16 8NG

CLIENT: Mr and Mrs Collett - 20 June 2021

LOCAL AUTHORITY: Tendring DC

REF: D002/Collett/0621



Fig 1: Showing the Estuary and context of Point Clear Bay and Brightlingsea (by E Kingston) • Location of No. 20 Tower Estate

## 1.0

# Introduction

This is the required Design and Access Statement to accompany the Planning Permission Application for the demolition of an existing single dwelling to be replaced by a single dwelling with amenity space and increased parking. This statement is to be considered alongside the application design plans and detailed drawings.

The current dwelling is nearing the end of useful life and included a bedroom on the Lower ground floor which is contrary to the Environment Agency's Flood Risk Policy - please see the associated Flood Risk Assessment. Therefore this Planning Application is for a new replacement dwelling improved amenity and carparking allowance, to be built to modern building regulation standards, of similar size, but with an additional upper floor to allow the 2 proposed bedrooms to be positioned higher in order to fulfill the Environment Agency recommendations.



Fig 2: Aerial photo of the peninsular



Fig 3: Showing Tower Estate Nos 19, 20 and 21. Newly replaced 22 to the right and 24 in the background. Rear view of seawall



Fig 4: Showing Tower Estate newly replaced 22 to the left, 21 and No. 20. Front view from Tower Estate Road

## 2.0

# Constraints and Planning Policies

Flood Risk Zone 3a

Coastal Protection belt: RAMSAR, SSI

Plotland site: Policies HG20 (2007) replacement dwelling size (although not in 2017)

NPP and LPA policies, namely QL1, 2,3 and DP, HG14. SPL3

QL 9, 10 & 11 (Tendring LP 2007): All new development should make a positive contribution to the quality of the local environment and protect or enhance the local character. It should not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby property.



HG14 (Tendring LP 2007): 1 meter to the boundary. Policy is to ensure the proposed development is appropriate and does not create a cramped appearance, and to safeguard the amenities of adjoining residents.

The Local Plan coupled with National Planning Policy states the replacement of 1 dwelling with a modern, sustainable, well insulated dwelling would assist the local housing supply and considers SD1 the economic social and environmental issues allowing local people to remain in the area.

SD9 - Design, Practical Considerations and Impact on the surroundings following the local vernacular, using fitting proportion, scale and materials, and being accessible for all abilities and designed for full lifespan.

SD10 - Sustainable Construction considering latest building regulations including L1A (2014) thermal insulation, appliances and water usage, and space for bicycles, recycling facilities and drying amenities.

Site does not have a restrictive occupancy condition & is a lawful permanent residence.

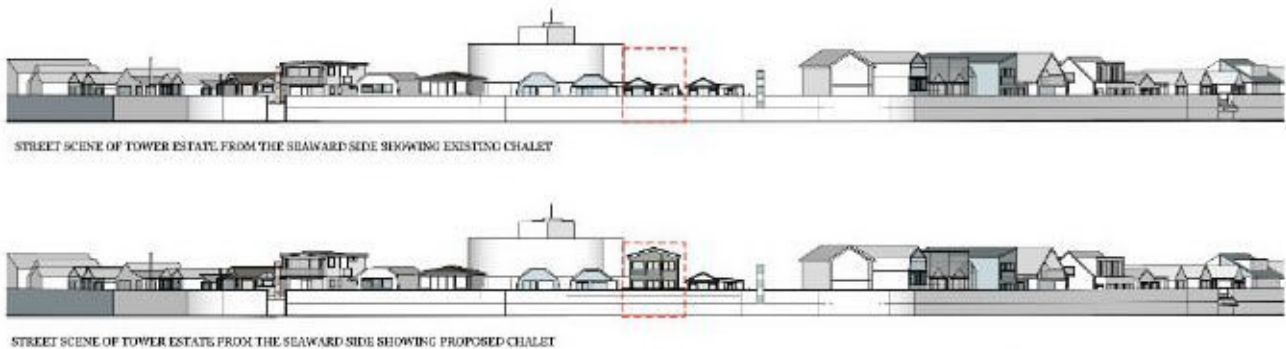


Fig 5: Constructed from a model of Tower Estate showing relative heights & sizes of existing & new dwellings with Martello Tower No1



Fig 6: View from No. 20 Tower Estate

## Summary of Site and Proposal

- Tower Estate is a private estate of dwellings at Point Clear
- Site is detached single dwelling & to remain residential use
- Point Clear dwellings are within tidal flood zone 3a behind sea defences in area D1b protected by the Environment Agency through through epoch 1 & 2 to 2105. See Flood Risk Assessment
- Site is 117.5m<sup>2</sup> and has an existing 2 storey residential chalet Lower Ground Floor at car level, Upper Ground Floor at seawall level.
- Site currently has one allocated off road parking space and will have 2.
- Site has 3 bedrooms, 1 currently on the LG floor at risk of flooding
- Existing dwelling is habitable, but built to below modern standards

Proposal is therefore a full planning application to demolish and rebuild one replacement dwelling with an additional floor to improved modern building standards, sustainability and flood resilience, along with associated amenity space and parking for 2 cars.

This will improve safety in a rare 1 in 100 flood risk situation, and also add to the continuing efforts of the community to improve the area visually and sustainably.

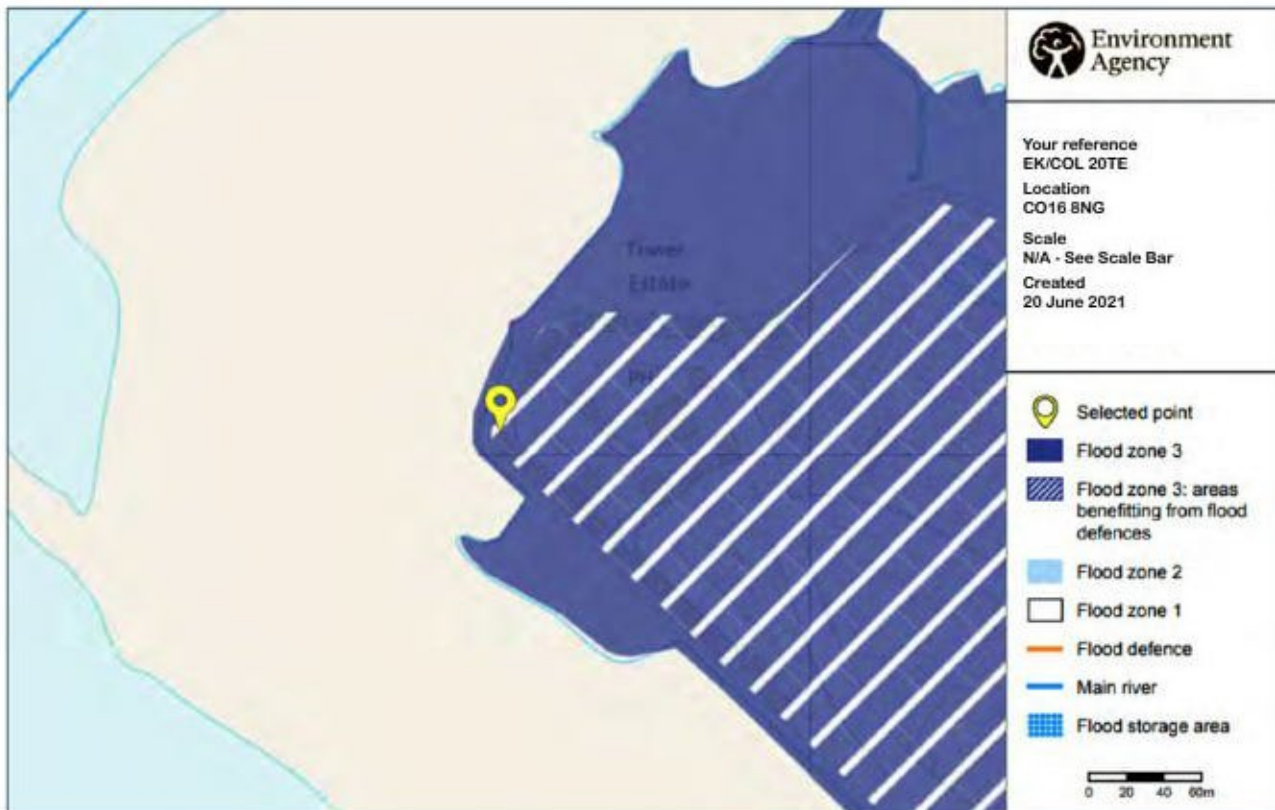


Fig 7: Reproduced from Environment Agency PDF download of Flood Map for postcode CO16 8NG.



---

## 4.0

# Point Clear Bay Background

Point Clear is a peninsula which extends from St Osyth towards Brightlingsea. It is historically an access point for the Colne Estuary - the existing Point Clear Stone ferry services are noted on maps prior to the C17.

Positioned overlooking the river estuary, it is geologically a promontory of sand and gravel within extensive marshland used for grazing since the bronze age. A Roman Fort a Napoleonic fort 'Martello tower No 1' were followed by some WW1 coastal development, defences and artillery ranges, which significantly reducing the ecological value of the area. Some chalets were built somewhat cheaply during the 1930's along with an extensive holiday caravan park. WWII and the immediate aftermath saw extensive use and some concrete buildings extending along a new seawall, including No 20. Other 'plot land' development has occurred since, leaving the area somewhat ramshackle and very eclectic but with a definite beachside character, special community and appeal.

A substantial concrete seawall defence and promenade was constructed after the 1953 flood. Point Clear is categorised as a minor settlement with the majority of land centering around The Orchards Holiday Caravan park, who are working with the local community to improve the sightliness, sustainability and general community spirit of the peninsula.

## 5.0

# Transport Network

- The site is located on the seafront seawall promenade frequented by coastal walkers and has direct access to this promenade and the beach.
- Road access is via the private Tower Estate Road.  
Cycles feature as regular transport and the residence is in view of the estuary foot-ferry to Brightlingsea and Mersea Island.
- Point Clear has regular all year bus services to St Osyth, Clacton and Colchester, principle settlements with a large variety of primary and secondary schools, superstores, shops, restaurants, services, medical facilities and places of worship.
- Trains are available at the nearby stations providing connections through Colchester to London Liverpool Street and Norwich.
- For cars, there is a single road out of Point Clear to St Osyth. It is then a short drive to the A120 with access to the A12 and A14 main transport routes. The A12 North additionally accesses the Harwich European ferry services.

## Local eclectic Vernacular

The north end of Point Clear has no discernable vernacular design style, however the majority of chalets follow a massing and use pattern due to the possible floodable nature of the site: the Tower Estate beach chalets are set behind the sea wall.



Fig 8: Photograph demonstrating the pattern of original short chalets and the newly build chalets all set behind the seawall.

The original WWII chalets are gradually being replaced. All newer dwellings are of 3 stories; a lower ground floor of engineering brick or block below the environment agencies flood levels, with promenade level and an upper habitable floor of timber, brick or block, usually clad in cement board being a most suitable material for the exposed marine environment. Marine colours predominate; greys/blues/pale greens/cream/white. Larger areas of glass and balconies maximise the estuary views. Roofs are of lower pitch with variable shaping and of tiling, slate or grey GRP, often with flat roof elements.



Fig 9: No. 37

No. 42

No. 24

and No. 22, examples of some re-builds.

## Scale

The scale of the new proposal has been carefully considered against the adjacent new builds, height to be no higher than No. 22, 2 doors away. The relationship of the building will appear a modest 2 storeys when viewed from the sea wall, with the third storey hidden away below the sea wall providing parking and storage. This fits is well with the character of the developing vernacular of the area. The proposal sits over the existing plan - however the width is reduced to create a new 1 meter separation between 20 and No.19. There will be 109m<sup>2</sup> of living accommodation over 2 floors, 54.5m<sup>2</sup> per floor with utility room, shower and storage on the Lower Ground Floor (see plans).



## 8.0

# Access

Access on the lower ground floor is from the private road with one car parking space alongside. The proposal will create an additional second car parking space in the undercroft along with bicycle storage. Timber steps alongside the building provide access up to a timber patio deck with balustrading. This decking provides flat access to the front of the dwelling and a second entry/exit to/from the sea wall promenade.

## 9.0

# Landscaping

There is very limited space for creating new landscaping. The marine environment and shadowing limits planting. The lower ground area will be substantially smartened with new hardlandscaping in concrete, with an area of SUDS gravel drainage running alongside the length of the proposal. The seawall, currently left to weed, will be smartened and improved with weed protection. Hard landscaping will be natural, timber stairs, decking and balustrading with form the amenity area, leaving drainage to the lower ground floor continuing flood resilience measures.

## 10.0

# Materials and Appearance

The colour scheme takes it's precedence from the most successful of the newbuild designs, aimed at using materials suitable for the harsh marine environment with colours to blend with the coastal location and enhance, not impact on the local surroundings.



Recycled Synthetic Slate Roof Tiles



Grey-Green Cedral Cladding



Blue/Grey Engineering Brick Lower Ground Floor



Concrete finish chosen for sustainability and some SUDS drainage

White pvc Doors and Windows



Natural Timber stairs & Patio Deck



White modern Garaging



Natural Stone aggregate chosen for sustainability/SUDS



Window positions have been carefully considered safeguarding neighbouring properties.

---

## 11.0

# Sustainability

- The proposed new dwelling to comply with the latest Building Regulations including increased thermal insulation requirements, and boiler/sanitaryware and kitchenware selected to reduce energy and water use.
- Storage has been incorporated to provide provision for bicycle storage, recycling, and a laundry area with natural drying amenities.
- Materials chosen with recycling, sustainability and location considered, such as upper floor construction in timber, natural suds, sustainable concrete and recycled roof tiles.

## 12.0

# Conclusion

The Planning Application is for the replacement of a single dwelling which is below modern building standards, has outlived its lifespan and has one of the bedrooms on the lower ground level. The replacement would be the next dwelling to follow the pattern of many of the re-built chalets along the waterfront seawall of Tower Estate. It has been designed for the marine environment, fits well with the vernacular style of the area and considers neighbouring properties.

If approved, the new dwelling would be constructed to modern building standards, sustainability and Environment Agency requirements and would provide another modern dwelling helping to improve the area of the peninsula.

We believe the application complies with all the adopted policies and seek successful approval for this dwelling.

---