



STANFORDS

Land adjacent No.59 Harwich Road Lawford

One dwelling (part submission of details following outline
planning permission 20/01630/OUT)

Planning Statement



Mollie Foley BA(Hons) MSc
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1.0 Introduction

- 1.1 This Planning Statement has been prepared on behalf of C. Rowland and R. Murfitt and is submitted in support of the part submission of details of the Reserved Matters following outline planning permission for the construction of a dwelling on land adjacent No.59 Harwich Road, Lawford (reference: 20/01630/OUT).
- 1.2 This statement should be treated as forming part of the application, and includes details on the site and its surroundings, the intended scheme and how it relates to national guidance and adopted and emerging planning policies.
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2.0 Site and Surroundings

- 2.1 The site measures approximately 0.1 hectares and is situated on the northern side of Harwich Road, and forms one of several properties developed as part of the Foxash Estate, a Land Settlement scheme developed immediately post First World War. The settlement scheme was disbanded in the 1990's since when numerous holdings have developed as alternative commercial businesses. There have also been 11 other infill residential schemes approved in the locality. The character of the area is therefore one of residential properties set within large plots positioned in a uniform manner on both sides of Harwich Road, between Ardleigh and Lawford.
- 2.2 The plot itself forms a western part of the garden to No. 59. It contains part of an extensive area of glasshouses which has now been removed as part of planning condition 5 of planning permission 20/01630/OUT. Currently, a shared access with No.60 Harwich Road leads to the parking area for the host property as well as the plot. The entrance is just within the national speed limit zone along Harwich Road. The frontage is enclosed by a hedgerow of conifers.
- 2.3 The property is located approximately 2 miles from the village of Ardleigh and 1 mile to Lawford, the latter which forms part of a larger conurbation together with Manningtree

and Mistley. Ardleigh contains a primary school, village shop and petrol station as well as a number of employment opportunities. Lawford and Manningtree contains a full range of services and facilities, including a secondary school within Lawford and a mainline railway station to London Liverpool Street with InterCity services stopping on the route between Norwich and London Liverpool Street.

- 2.4 Harwich Road is the principal A137 road linking Ardleigh, Manningtree, Mistley and Lawford with Colchester. It is served by three bus routes, namely 102, 103 and 104 which provide a half hourly service with 28 buses per day in each direction from 6.51am to 11.17pm from Colchester to Manningtree and Harwich. Directly opposite the site is a public footway which leads through to Lawford. To the south is the Foxash Social Club, the original community centre for the Foxash Estate, which continues to provide social and entertainment facilities. At the Craft Nursery, No.34 Harwich Road, there is a restaurant and café, providing a further facility within a very short walk.

3.0 The Reserved Matters

- 3.1 The issue to be considered in this case pursuant to the terms of the outline permission concerns the access of the development in accordance with Tendring Council's adopted Local Plan (2007) Policy QL9 – Design of New Development.
- 3.2 This application is the part submission of details in relation to access:

No development shall be commenced until plans and particulars of "the reserved matters" referred to in the above conditions relating to the access, appearance, landscaping, layout and scale 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.

- 3.3 Paragraph 110 of the NPPF seeks to ensure that safe and suitable access to a development site can be achieved for all users. Saved Policy QL10 of the adopted Tendring District Local Plan 2007 states that planning permission will only be granted, if amongst other things, access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate. These objectives are supported by emerging Policy SPL3 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft 2017.

Access

- 3.4 As approved under planning application 20/01630/OUT, the scheme currently has vehicular access from the joint access serving No.59 and No.60 Harwich Road. The proposal is for the plot to have a new private access from Harwich Road located 55m west of the existing access. The existing shared access has intensified with the use of the two host properties and the plot and thus the new private access would reduce this intensification. The entrance is just within the national speed limit zone with ample visibility in both directions. With the routine maintenance of the hedgerow, splays of 2.4m x 215m to the east and 2.4m x 215m to the west are available (see Figure 1 and 2 below). The scheme provides adequate turning space in order to ensure egress from the site in a forward gear in the interest of highway safety. The access will be surfaced with pea shingle and will be bound for the first 6m.



Figure 1: 2.4m x 215m east



Figure 2: 2.4m x 215m west

3.5 There is currently a conifer hedgerow flanking the highway where the private access is proposed. A short section of 7m of hedgerow is to be removed to accommodate the proposed private access at 5.5m wide. As shown on the submitted block plan, the position of the access has been chosen in order to retain the mature conifers in the hedgerow (see Figure 3 below). Landscaping is reserved for a further Reserved Matters application. However, the scheme will offer ample space for landscaping to offset the small loss of hedgerow in relation to the creation of a private access.



Figure 3: Image displaying the two mature conifers to be retained and flank the proposed private access.

3.6 Planning permission was granted on 18th December 2020 for the erection of one dwelling on land adjacent to 46 Harwich Road, just 570m east of the application site (reference: 20/0153/OUT). This scheme was approved with a new private access from Harwich Road. Essex County Council's Highway Department noted that the host and proposed dwelling would retain adequate off-street parking and turning. This would be the case for the application site, which provides far greater amenity and parking space than the aforementioned application at No.46 Harwich Road determined by the Council just 9 months ago. Furthermore, the Council also approved a new vehicular access from Harwich Road at land west of No.45 in October 2020 (reference: 20/01179/FUL). In the

ECC Highways consultation for this application it states that from a highway and transportation perspective that the impact of the proposal is acceptable to the Highway authority. Both of the aforementioned approvals were positioned 18m from the existing access, this proposal provides a distance of 55m in order to ensure there is no obstruction to the host access. Planning permissions 20/0153/OUT and 20/01179/FUL are material considerations in this instance.

4.0 Conclusion

- 4.1 It is concluded that the proposal for a new private access from Harwich Road to the plot located at land adjacent No.59 Harwich Road would comply with ECC Highways safety standards, paragraph 110 of the NPPF and both adopted and proposed Tendring District policies QL9, QL10 and SPL3. The consent for a new private access from the highway at No.46 Harwich Road, approved by the Council in December 2020, is a material consideration in this instance (reference: 20/01753/OUT). When compared to the use of the intensified shared access with No.59 and No.60, the impact would be significantly reduced with a separate private access for the plot.