



STANFORDS

Land rear of 43 Cliff Road

Holland on Sea

CO15 5QQ

**Outline Application with all Matters Reserved for a New
Detached Dwelling on Land to the Rear of 43 Cliff Road,
Holland on Sea, CO15 5QQ**

Planning Statement



Alison Cox

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.1.0 Introduction

1.1 This Planning Statement has been prepared on behalf of Mr Harry Price and is submitted in support of an outline planning application with all matters reserved for a detached single-storey bungalow on land forming part of the existing rear garden of No. 43 Cliff Road, Holland on Sea, CO15 5QQ.

1.2 The immediate family all reside on the same road and it is proposed that a family member will occupy the dwelling whilst also having his own plot/curtilage.

1.3 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 adopted planning policies. Although the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2013 removed the requirement for Design and Access Statements to be submitted with minor planning applications, this statement is submitted to explain the rationale behind the development to assist the Local Planning Authority in making its decision.

2.0 Site and Surroundings

2.1 Cliff Road is a typical post-war development with much-extended single storey bungalows and one two storey dwelling on the north side – the south side being similar but having three two storey dwellings. Dwellings have shallow front gardens with enough space to facilitate off-road parking in a number of instances. The majority of dwellings have red tiled roofs but aside from this commonality, the external appearance of the properties varies considerably.

2.2 Cliff Road suffers from a glut of on-road parking which limits traffic to manoeuvring in a single-file fashion only. Low level front boundary treatments in conjunction with wide pavements and retained grass-verges contribute to a sense of openness.

2.3 Cliff Road runs in an east/west direction with the easterly end being a very short distance from the beach.

2.4 The application site is a plot which is wider than the majority of plots; the dwelling sits closer to the right hand boundary with a detached garage and driveway providing a degree of separation with No. 45 to the right. To the left of the property there is a much greater degree of separation with No. 41 at 6.3m. Close-boarded timber fencing surrounds the perimeter of the plot and there are four spindly trees in the rear garden which offer very little in the way of visual amenity.

2.5 The site is within the settlement boundary of Holland on Sea.

3.0 Relevant History

3.1 There is no relevant planning history.

4.0 Policy Context

National Guidance

4.1 The National Planning Policy Framework advises that in determining planning applications for residential development, local planning authorities should consider the Development Plan Policies and all other material considerations. Local planning authorities should follow the approach of the 'Presumption in Favour of Sustainable Development' and that development which is sustainable can be approved without delay (Policy SP1). It emphasises the need to plan positively for appropriate new development; so that both plan-making and development management are proactive and driven by a search for opportunities to deliver sustainable development, rather than a barrier.

Local Planning Policy

4.2 The 'development plan' for Tendring comprises, in part, Sections 1 and 2 of the Tendring District Council 2013-33 and Beyond Local Plan (adopted January 2021 and January 2022, respectively), together with any neighbourhood plans that have been brought into force.

Relevant Section 1 Policies:-

Policy SP1	Presumption in Favour of Sustainable Development
Policy SP2	Recreational disturbance Avoidance and Mitigation Strategy (RAMS)
Policy SP3	Spatial Strategy for North Essex
Policy SP5	Meeting Housing Needs
Policy SP6	Infrastructure & Connectivity
Policy SP7	Place Shaping Principles

- 4.3 The Essex Coast RAMS sets out specific avoidance and mitigation measures by which disturbance from increased recreation can be avoided and mitigated thus enabling the delivery of growth without adversely affecting Habitats sites. These measures are deliverable, realistic, underpinned by robust up to date evidence, precautionary and provide certainty for developers around deliverability and contributions. Policy SP2 requires that contributions will be secured from development towards mitigation measures in accordance with the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy 2018-2038 (RAMS). The contributions are secured through a Unilateral Undertaking during the determination period.
- 4.4 The Spatial Strategy for Essex (Policy SP3) is that existing settlements will be the principal focus for additional growth across the North Essex Authorities area within the Local Plan period. Policy SPL2 of the Local Plan defines Holland on Sea as a district of the main Strategic Urban Settlement of Clacton. These settlements have the larger populations and a wide range of existing infrastructure and facilities, making them the most sustainable locations for growth. These settlements provide better opportunities for the use of public transport, walking and cycling to get from place to place and, because they have established town centres, employment areas and infrastructure, they provide locations where, with the right action, it is possible to create a significant number of additional new jobs and deliver sustainable housing growth on a larger scale.
- 4.5 Policy SP6 requires that all development must be supported by the provision of the infrastructure, services and facilities that are identified to serve the needs arising from the development. Paragraph D requires that all new properties will allow for the provision for ultrafast broadband in order to allow connection to that network as and when it is made

available. Confirmation of 'superfast broadband' connection is included within the submission.

- 4.6 The requirement for high design standards applies across all scales of new development as well as to infrastructure projects. Policy SP7 requires all new development to reflect relevant place shaping principles such as * responding positively to local character and context to preserve and enhance the quality of existing places and their environs * incorporating biodiversity creation and enhancement measures * the inclusion of parking facilities that are well integrated as part of the overall design and are adaptable if levels of private car ownership fall * the protection of the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, overbearing and overlooking.

Relevant Section 2 Policies:-

Policy SPL1	Managing Growth - Settlement Hierarchy
Policy SPL2	Settlement Development Boundaries
Policy SPL3	Sustainable Design
Policy LP1	Housing Supply
Policy LP4	Housing Layout
Policy LP8	Backland Residential Development
Policy PPL4	Biodiversity And Geodiversity
Policy PPL5	Water Conservation, Drainage And Sewerage
Policy CP1	Sustainable Transport And Accessibility
Policy CP3	Improving The Telecommunications Network

- 4.7 The Settlement Hierarchy (Policy SPL1) and Settlement Boundaries (Policy SPL2) prioritises locations with access to the strategic road network, public transport and which have the potential to offer the widest range of services. Holland on Sea is categorised as a district of the main Strategic Urban Settlement of Clacton which makes it located within the most sustainable location for growth.
- 4.8 The Council stipulate high design standards within Policy SPL3. This Policy seeks to ensure that development 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.

- 4.9 The Local Plan's strategic objectives for Housing Delivery are "To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population" and "To deliver high quality sustainable new communities". Policy LP1 stipulates that the Council is required to provide a five years supply of deliverable housing.
- 4.10 To ensure a positive contribution towards the District's 'sense of place', Policy LP4 requires that the design and layout of new residential developments in the Tendring District will be expected to provide for private amenity space of a size and configuration that meets the needs and expectations of residents and which is commensurate to the size of dwelling and the character of the area.
- 4.11 As a consequence of sub-dividing a plot for the purposes of providing an additional dwelling there is a requirement that both the donor and the proposed dwelling provide appropriate levels of private amenity space. No. 43's resultant dwelling would have a rear garden in the region of 114sqm; the proposed dwelling's garden would be around 81sqm. Garden sizes vary in the locale in terms of both width and size. For example, the result from 18 York Road being sub-divided to create 1a Cliff Road have gardens in the region of 81sqm and 77sqm respectively. No. 4 Cliff Road – 85sqm. Whilst these smaller gardens are the exception rather than the rule it is considered that the size will still meet the needs and expectations of the occupiers of this two-bedroom dwelling.
- 4.12 "Backland" developments are, for the purposes of Policy LP8 below, defined as the proposed erection of one or more dwelling houses on a parcel of land: which lies generally behind the line of existing frontage development; has little or no frontage to existing public highway; and which would constitute piecemeal development in that it does not form part of a large area allocated for development. Typical sites include the back gardens of existing dwellings. The main problems that can arise as a result of backland development include: undermining the established character of an area (especially if similar schemes were to be repeated elsewhere

in a locality); dwelling plots appearing cramped relative to their surroundings; the fragmentation of established gardens with a loss of mature landscaping; and the infringement of neighbouring residents' amenities. Development behind an established building line can also appear incongruous, particularly isolated dwellings. To avoid these problems, backland development requires particularly thorough planning, and Policy LP8 provides specific criteria that the site must comply with:-

a	where the development would involve the net loss of private amenity space serving an existing dwelling, that dwelling must be left with a sufficient area of private amenity space having regard to the standards in this Local Plan	✓
b	a safe and convenient means of vehicular and pedestrian access/egress must be provided that does not cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will not be permitted	✓
c	the proposal must avoid "tandem" development using a shared access	✓
d	the site must 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	✓
e	the site must not be on the edge of defined settlements where likely to produce a hard urban edge or other form of development out of character in its particular setting	✓
f	the proposal must not be out of character with the area or set a harmful precedent for other similar forms of development	✓

4.13 Private Amenity Space (a)

No. 43's resultant dwelling would have a rear garden in the region of 114sqm; the proposed dwelling's garden would be around 81sqm. Garden sizes vary in the locale in terms of both width and size. For example, the result from 18 York Road being sub-divided to create 1a Cliff Road have gardens in the region of 81sqm and 77sqm respectively. No. 4 Cliff Road – 85sqm. Whilst these smaller gardens are the exception rather than the rule it is considered that the size will still meet the needs and expectations of the occupiers of this two-bedroom dwelling.

Vehicular and Pedestrian Access/Egress (b)

Access – both vehicular and pedestrian would be to the west side of the donor dwelling. Off-street parking for two vehicles is proposed in addition to a single detached garage. The driveway is a little over 12m long and, sited to the side of the donor dwelling, replicates the location of off-street parking provided for a significant number of properties in the area. The parking area would be located alongside (opposite side of the boundary) from the off-street parking area for No. 41 Cliff Road. There are no side-facing windows in the east elevation of No. 41 Cliff Road and no greater degree of overlooking (loss of privacy) would occur from the parking area when compared to that experienced by casual passers-by.

Tandem Development & Shared Access (c)

Tandem development is where one property lies directly behind and in-line with the front dwelling (as per a tandem push-bike). The proposed dwelling is behind No. 41 but off-set to the left hand side. The proposed block plan shows that both the existing and proposed dwellings have their own access.

Awkward Shape or Fragmented Parcel of Land (d)

The site is rectangular shape not comprise an awkwardly shaped or fragmented parcel of land.

Edge of Defined Settlements (e)

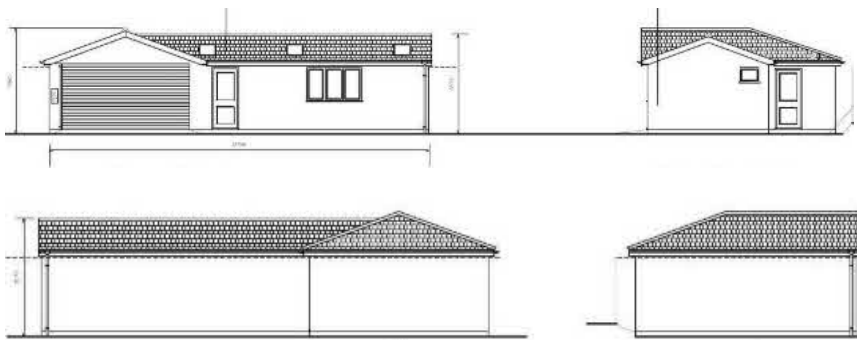
The site is located entirely within the settlement boundary of Clacton.

Character of the Area (f)

This is an outline scheme with all matters reserved; accordingly the block plan is purely indicative only. Outbuildings towards the rear boundary are extremely commonplace in the immediate locale of the site. The following map, rather than indicating the location of every outbuilding in the vicinity, limits the results to the larger buildings (for example those which occupy the entire width of the plot).



Of particular relevance is the development at the rear boundary of 141 Kings Parade – this is approximately 82m (ridge of existing outbuilding to proposed siting of new dwelling) due south of the application site. The building is roughly L-shaped and occupies the full-width of the plot (circa 12.7m); 6.2m at its deepest and 4m deep for the remainder; it has a footprint in the region of 61.6sqm.



It cannot be denied that the external appearance of this building is that of a dwelling; this is entirely relevant in the context of the proposal not being out of character with the area. In response to the risk of setting a harmful precedent for other similar forms of development; there are no other properties along Cliff Road that have a layout which mimics No. 43 inasmuch as having wide separation distances between the dwelling and its side boundary. For this reason it is unlikely that any dwelling could replicate the development hereby proposed.

- 4.14 Policy PPL4 requires (as a minimum) that there should be no significant impacts upon any protected species and proposals for new development should be supported by an appropriate ecological assessment. A Unilateral Undertaking can be agreed during the determination of the application to secure the mitigation required for likely recreational impacts arising from the development. The application is accompanied by an appropriate ecological assessment.
- 4.15 Policy PPL5 states that proposals for development must demonstrate that adequate provision exists, or can be provided in time, for sewage disposal to a public sewer. The site is an area where adequate provision exists to connect the new dwelling to mains drainage.
- 4.16 Policy CP1 requires that proposals for new development must be sustainable in terms of transport and accessibility and therefore should include and encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport. There is a bus service along the sea-front which is a short walk of just over 220m away – this route provides a twice-hourly service to Clacton and Holland on Sea. There is ample space within the proposed garage to provide secure cycle and/or powered mobility modes of transport.
- 4.17 Policy CP3 requires that all new dwellings and non-residential buildings must be served by at least a ‘superfast’ broadband (fibre optic) connection, installed on an open access basis. Superfast broadband refers to a fast internet connection that normally exceeds 30Mbps and goes up to speeds of 300Mbps. There is open access broadband which, depending on the provider and the monthly payment, ranges from 35Mbps up to 67Mbps.

5.0 Proposed Development

- 5.1 The application is outline in form and seeks to establish the principle of siting one detached bungalow in the rear garden of the donor dwelling No. 43 Cliff Road.
- 5.2 In accordance with the Town & Country Planning (Development Management Procedure) (England) Order 2015, Part 3, Article 5 (3) the application is for outline planning permission with all matters reserved and the area where access points to the development proposed will be situated are shown on drawing PCR-01.

5.3 A single storey bungalow with a shallow roof pitch of 25degrees could enable a ridge of 4m and eaves of 2.1m. The bungalow would be sited approximately 22m to the south of 28 Canterbury Road, 19m north of 41 Cliff Road. These distances, in conjunction with an anticipated ridge height are such that a development of this scale in this location would unlikely harm the amenities of adjoining occupiers by reason of being overbearing. Boundary treatment(s) are proposed to the north, east and west boundaries which are indicated as 1.8m high and, although no design details have been finalised at this stage the majority of the glazing windows would be contained 'under' the height of the fence. Further, any seeming loss of privacy must be considered in view of the area already being used as a garden with the boundary trees shown as retained.

5.4 Off-street parking for the new dwelling is shown in a tandem format, forward of the proposed garage to the left hand side of the donor dwelling, accessed from a new crossover. The existing parking which serves the donor dwelling remains unchanged.

5.5 The in terms of specific heights and materials the details of the proposed boundary treatments at this stage are indicative but show the site will be divided. The block plans also indicates trees for retention and removal and those areas set aside for amenity space for donor and proposed dwellings.

6.0 Conclusion

6.1 In conclusion, it is considered that the proposed development will ensure the following: -

- a development, the scale, design and external appearance of which respects the character of the area which will not affect the amenities of neighbouring occupants through loss of light, aspect, overlooking, noise and disturbance;
- no impact upon any identified features of historical or architectural importance either on this site or within the immediate locality;
- no conflict with any conservation or landscape protection policies identified by the Council through its sensitive siting and layout design;
- enhancement of the natural environment through soft landscaping; and
- sustainable growth of a site within the development boundary of a Strategic Urban Settlement over the plan period.

- sufficient car parking to meet the needs of this property in a sustainable location.

6.2 Policy SP2 requires that contributions will be secured from development towards mitigation measures in accordance with the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy 2018-2038 (RAMS). The contributions are secured through a Unilateral Undertaking during the determination period.

As such, the development should be embraced by the Council in accordance with its adopted policies.