

Design & Access Statement

**For Proposed 2 Bedroomed Detached Dwelling to Rear of 152 & 154
St. Osyth Road, Clacton-On-Sea. Essex. CO15 3HA.
For Mr C. Djemal.
Re-submission of Planning Application 23/00752/FUL.**

1. Introduction

This Design & Access Statement (DAS) accompanies a planning submission for a two bedroomed detached dwelling to the rear of 152 & 154 St. Osyth Road, Clacton-On-Sea. Essex. CO15 3HA following the refusal of our previous planning application **23/00752/FUL** on 13th September 2023. The DAS has been written to meet the requirements of Article 4C of the Town & Country Planning (Development Management Procedure) (England) Order 2015, & it is considered that this statement accords with the advice contained within the Development Management Policy Annex:- Information requirements & validation for planning applications issued on 16th March 2010.

Although the Town & Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2013 removed the requirement for Design & Access Statements to be submitted with minor planning applications, this Design & Access Statement has been prepared & submitted to help enable and assist the planning department in the processing of this planning application, & to help explain the rationale behind the proposals, the development sites links to local amenities & the local public transport system & thereby justify the overall sustainability of the proposed development site.

2. Site Location & Description

2.1. The application site proposed for development, which is shown edged in red on the accompanying location plan is situated on the site to the rear of numbers 152 & 154 St. Osyth Road, Clacton-On-Sea. Essex. CO15 3HA, & forms part of the site that is currently the rear garden area of host dwelling 152 St. Osyth Road & also part of the rear garden area of neighbouring property 154 St. Osyth Road. The remaining host dwelling 152 & garden area to be retained by the applicant is shown edged in blue on the location plan. The applicant has discussed & agreed the purchase of part of the rear garden of number 154 with the current owner Sharon Lynn Smith & the sale of this land, which will be subject to planning permission for this proposal being granted.

Historically this site is within the defined Settlement Development Boundary of Clacton On Sea. As shown on the accompanying aerial site plan view. The site is within easy walking distance of the main retail and entertainment area in the centre of Clacton on Sea, which can be accessed via the footpaths leading from Carr's Road & St. Osyth Road, which leads directly into these retail & leisure areas close by. The pattern of development along Carr's Road is formed by mainly pairs of semi-detached & terraced dwellings & the occasional detached dwelling. Carr's Road is similar in this regard to the other spur roads leading directly North Eastwards from the main St. Osyth Road including Branston Road, Beaumont Avenue, Astley Road, Victory Road, Dudley Road & Warwick Road etc. There have been other recent similar

schemes for development of parcels of land which are similar to our proposals that are listed in paragraph 3 (Local Planning History) which highlights other similar infill developments of parcels of land in the immediate area local to the proposed development site.

The proposed development site is ideally situated and is close to the existing public transport systems & local amenities, with bus services running along both sides of the main St. Osyth Road that links the site to the local area & main town centre, as well as the nearby local beaches, parks. Entertainments areas & venues etc for both commerce, retail & leisure etc. The local bus service also links the site to Clacton On Sea branch line station that has direct links to the other nearby resorts branch line stations in both directions as well as Colchester Main Line Railway Station approx. 2.4 miles away, linking the site to London Liverpool Street, Ipswich & Norwich for rail commuters, via the bus stops on both sides of St. Osyth Road close to the site. The aforementioned public transport services can be easily accessed via the existing & paved footpaths running along either side of St. Osyth Road. Which are relatively flat & don't present any onerous physical issues for pedestrians of all ages & levels of fitness. Therefore, in terms of the proposed development sites sustainability it can be clearly demonstrated that the site is in an extremely sustainable location with easy pedestrian access to all the local amenities & services, as well as the local public transport system, which are all within close proximity & travel distances of the site & link the site to the local & outlying districts beyond, which helps to negate the reliance upon motor vehicles as the main mode of transport for any future occupants living on the site.

3. Local Planning History

3.1. The site proposed for development itself does not appear to have any previous notable recent planning history? however, there is a history of previously approved similar forms of development on parcels of land in the gardens of existing dwellings in the immediate area, which are listed below: -

3.2. Application Reference: - **03/01516/FUL** at 39 Branston Road, Clacton-On-Sea. Essex. CO15 3HE.

3.3. Application Reference: - **07/01479/FUL** at 68-70 St. Osyth Road, Clacton-On-Sea. Essex. CO15 3HE.

3.4. Application Reference: - **07/01555/FUL** at 35 Beaumont Avenue, Clacton-On-Sea. Essex. CO15 3EY.

3.5. Application Reference: - **18/00740/FUL** at 92 Warwick Road, Clacton-On-Sea. Essex. CO15 3BP.

3.6. Application Reference: - **22/01246/FUL** Proposed 1 Bedroom Semi Detached Dwellings To Rear Of 152 and 154 St. Osyth Road. **Withdrawn 28th October 2022.**

3.7. Application Reference: - **22/02041/FUL** Proposed 1 Bedroom Detached Dwellings To Rear Of 152 St. Osyth Road. Withdrawn 28th October 2022. **Withdrawn 21st February 2023.**

3.8. Application Reference: - **23/00752/FUL** Proposed Two Bedroom Detached Dwelling **REFUSED 13th September 2023.**

3.9. Further to the refusal of the above planning application (**Planning Appeal Reference APP/P1560/W/3334557**) I received a telephone call from planning officer Alison Pope on the 3rd April 2024, followed by the email below :-

From: Alison Pope [REDACTED]
Sent: 03 April 2024 16:46
To: 'SIMON TANKARD' [REDACTED]

Subject: 23/00752/FUL - Land rear of 152 and 154 St Osyth Road Clacton On Sea Essex

Hi Simon,

Following our conversation this afternoon I can confirm that the Council will not be defending the reason for refusal on the above application at appeal as following an internal review since the refusal and further discussions with ECC-SUDs we are able to apply a suitably worded condition to cover the matter.

It should be noted that the appeal will be determined as if the application for permission had been made to the Secretary of State in the first instance. This means that the Inspector (or the Secretary of State) will come to their own view on the merits of the application. The Inspector (or the Secretary of State) will consider the weight to be given to the relevant planning considerations and come to a decision to allow or refuse the appeal. As Inspectors (or the Secretary of State) are making the decision as if for the first time, they may refuse the permission on different grounds to the local planning authority.

The proposal as submitted under the above application was acceptable to the local planning authority in all other respects and therefore should an application for planning permission be resubmitted to the Council for the same proposal it would be recommended for approval subject to external consultee responses which I do not envisage changing.

Please let me know if you decide to withdraw the appeal.

*Kind regards
Alison*

**Alison Pope, BA (Hons)
Planning Officer, Planning Services**

3.10. Following the receipt of Alison Pope's advice above the **Planning Appeal Reference APP/P1560/W/3334557** – was Withdrawn on 4th April 2024, & this latest planning application prepared for resubmission for planning approval.

4. Planning Policy Context.

4.1. Principle Of Development: - The Government on 27th March 2012 published the National Planning Policy Framework which took immediate effect with regards to the determination of planning applications. It is considered that the following provisions are relevant to the determination of this application. The presumption in favour of sustainable development – Paragraph 11 sets out that “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. This should be seen as a golden thread running through both plan making & decision taking.

Paragraph 7 aims to provide a definition of sustainable development & it sets out that there are three dimensions to sustainable development which are economic, social & environmental in order for a development to be classified as a sustainable development all three dimensions must be met.

4.2. Economic Role:- This planning application proposes the erection of a two bedroomed two storey chalet style detached dwelling on the development site & it is considered that allowing this application to be approved will have a direct economic benefit to the local economy particularly during the construction period. It is proposed that locally sourced labour will be used by the applicant and that it is envisaged that locally sourced materials/local merchants/firms will be utilised as appropriate.

Furthermore, whilst the use of the site for residential purposes does not have any direct economic output, allowing the additional properties to be built within a sustainable location within settlements provides an increase in the local population which in turn can have a positive impact upon local business & services by increasing the customer base & improving their ability to be self-sustaining. In this regard it is considered that the proposed development meets the economic role in terms of the definition of Sustainable Development & presents an excellent opportunity to re-invigorate this site.

4.3. Social Role:- The application proposal hereby submitted proposes the development of a parcel of land adjacent to Carrs Road, within the Settlement Development Boundary. The approval of this application will bring forward much needed housing for the local area and assist the council in helping to achieve & sustain its 5 year + housing land supply as requested by the NPPF. The application will although in a small way bring forward two well-designed two bedroomed chalet style detached property, which can assist in meeting the local housing need, & provide further diversity to the local housing stock. The addition of a two bedroomed property will add diversity to the mix of housing available within the settlement boundary which could provide a home for either a young or elderly single person or couple with close links to the local amenities & services, in this regard, it is considered that the application is in accordance with the social role in terms of the definition of Sustainable Development as set out within the NPPF. There have been similar developments in the immediate area & this proposal will help to regenerate this area of Clacton-On-Sea going forwards. Therefore, our proposal for two new semi-detached dwellings along Carrs Road is in keeping with other similar forms of development in this area.

The proposed site to the rear of 152 & 154 St. Osyth Road, Clacton-On-Sea is highlighted on the attached aerial site plan view.

4.4. Environmental Role:- The site is located in a sustainable location within the Settlement Development Boundary in Clacton-On-Sea & with direct access to many of the key service provisions & with direct access to the local public transport network. The site is at present an unused and neglected plot of land to the rear of the garden area of the host dwelling No.152 & also the rear garden of adjoining 154 St. Osyth Road. The proposed development is seen as the best way of making effective use of this piece of land in St. Osyth Road & Carr's Road, & therefore will enhance the visual & social area of the site with the construction of two new semi-detached two storey dwellings & well-manicured garden areas & drive areas etc. once the development has been completed.

The new dwelling proposals will be constructed to a high-quality utilising environmentally friendly construction methods & materials where appropriate. It is considered that allowing this application to be approved will enable the provision of a much-needed starter home/retirement dwelling on the site, which is environmentally sustainable & makes the best & most effective use of the land. The intention of the new dwelling proposals on this site is to provide accommodation for either a young or elderly single person or couple in a safe & sustainable location close to the main amenity and retail areas. Development on this site therefore is fully in accordance with the environmental role in terms of the definition of Sustainable Development.

4.5. The NPPF makes it clear that these three roles should not be taken in isolation because they are mutually dependent. Paragraph 14 sets out that at the heart of the NPPF is the presumption in favour of Sustainable Development which should be seen as a golden thread running through both plan making & decision taking. As set out above, it is considered that this proposed development fulfils all of these three roles & therefore the development as proposed is classified as "Sustainable Development"!

It is therefore considered that the presumption is in favour of the proposals hereby presented which fully comply with the principals of the NPPF and the application should therefore be considered favourably.

In terms of the hereby submitted application the NPPF also makes it clear at paragraph 17 that one of the core planning principals is to "proactively drive and support sustainable economic development to deliver the homes, business & industrial units, infrastructure and thriving local places the country needs. The application will assist in delivering much needed housing for the area and will have a positive impact upon the local economy during the construction phase & therefore this proposal should be supported.

Paragraph 50 of the NPPF relates to the need to deliver a wide choice of high-quality homes, widen opportunities for home ownership & create sustainable, inclusive & mixed communities. The application as proposed provides a one bed roomed home & is considered that the proposed dwelling will contribute towards a varied choice of housing within the local area.

The NPPF states that housing applications should be considered in the light of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the Local Planning Authority cannot demonstrate a five-year supply of deliverable housing sites. The basic thrust of the guidance is that where local planning authorities cannot demonstrate an up-to-date five-year supply of deliverable sites or there is less than five years supply of deliverable sites, they should consider favourably planning applications for housing. To consider the site to be

‘deliverable’, Paragraph 47 of the NPPF states that ‘sites should be available now, offer a suitable location for development and be achievable with a realistic prospect that housing will be delivered on the site within five-years and in particular that the development of the site is viable’. This application would meet this test as it is currently available and will be deliverable within the given timeframe once planning application is approved. It does mean that land being unallocated or located outside defined settlement boundaries could no longer be a sole reason for refusal. In judging whether a residential scheme should be granted, it would be necessary to set out the weight attributed to the planning benefits which the proposal offers in making up the current housing land supply shortfall against the harm identified arising from the proposed development.

Therefore, with the site being located within the Settlement Development Boundary the Council should consider the proposal on its merits, with assessment emphasis taken from the NPPF at Paragraph 49, which states that housing applications should be considered in the light of sustainable development. The NPPF states that the Council will take a positive approach that reflects ‘the presumption in favour of sustainable development’ as contained in the NPPF. Further, the Council will work proactively 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. Planning applications that accord with the policies in the Councils Local Plan will be approved without delay, unless material considerations indicate otherwise

With regard to the hierarchy of transport types, the Council will require that all proposals for new development will be required to maximize accessibility through their location to existing services and facilities and by providing safe pedestrian and cycle connections to existing networks as a priority over motorised forms of transport. Any development that fails to demonstrate that the provision of transport types in the policy’s hierarchy of transport modes has been given full consideration will not be acceptable. As previously demonstrated the proposed development site is in a very sustainable location

5. Design Principles & Concepts

5.1 The existing overall site to the rear of 152 & 154 St. Osyth Road, Clacton-On-Sea has an overall area of approximately 420.19 sq. metres (0.0420 hectares). The site area designated for the new dwelling will be 240.76 sq. metres (0.024 hectares) with the remaining area of approx. 71.47 sq.m being retained by the host dwelling No. 152 & a rear amenity area of approximately 107.9 sq.metres being retained by No. 154 as detailed on the existing & proposed site plans. The new detached dwelling is to be used for private residential use only by the owner & for no other purpose upon completion of the development.

5.2 The existing development running along St. Osyth Road & Carrs Road vary slightly in style but comprise of mainly semi-detached & terraced two storey dwellings, with the occasional detached two storey or single storey dwelling, & therefore the proposal for a new detached two bedroomed chalet style dwelling on this plot would not look out of place in the current street scene. The proposals are not too dissimilar to number 4 Carr’s Road opposite. We have added planting to the proposed site boundaries to the rear & sides in order to soften the site boundaries & to protect the other adjoining neighbour’s amenity areas & therefore enhance the overall street scene.

NPPF recognises that new development cannot be viewed in isolation, & seeks to promote designs & layouts that which make efficient use of the land available, including the encouragement of innovative design approaches that deliver high quality outcomes that are easily accessible & well connected to the local community facilities, services, & public transport systems, whilst at the same time providing a well laid out design that is safe, accessible & user friendly to the main users & the local community with regard to pedestrians, cyclists & other vehicle users, while providing safe parking for the main users of the buildings. NPPF also recognises the need for new buildings to be well integrated & to compliment the neighbouring buildings & properties & fit in well with the local community in terms of scale, density, layout & access in order to enhance the local character. It emphasises the wider context & townscape. These themes are also reflected in the adopted Tendring District Council's planning policies regarding development.

5.3. The current application proposals to build two semi-detached one bedroomed dwellings on the site comprises of the following:-

- a). Existing Site Area = **342.375 sq. metres/0.0342 hectares.**
- b). Existing Site Widths = **6.491 metres** measured at the St. Osyth Road front boundary, & expanding to **22.050 metres** to the rear boundary with No.1 Carr's Road to the rear.
- c). Existing Site Depth = **38.125m** to the left flank boundary & **10.930m** along the Carr's Road & neighbouring 154 site boundaries.
- d). Proposed Site Area = **240.76 sq. metres/0.0240 hectares.**
- e). Proposed Site Width = **10.930 metres.**
- f). Proposed Site Depth = **22.050 metres.**
- g). Proposed Ground Floor Area = **53.72 sq. metres**, comprising of a lounge, kitchen/dining area, bedroom 2/study, hall, & W.C, with a staircase leading to the first floor.
- h). Proposed First Floor Area = **32.82 sq. metres**, comprising of 1 bedroom, & a separate family bathroom & landing with airing cupboard with a staircase leading to the ground floor.
- j). The overall width of the new dwellings is **6.455 metres** with an overall depth of **10.000 metres**. The overall ridge height of the new dwelling will be 6.142 metres above ground level with an eaves height of **2.420 metres** above ground level. The internal storey heights are to be 2.385 metres at ground floor level, **2.3m** at first floor level. We have been keen to design out any potential overlooking issues in the overall design of the new dwellings & therefore all of the first-floor windows face towards the front & rear, & with obscure Plikington Level 4 or 5 glazing to the rear bathroom.

The proposed internal floor area & bedroom areas have been designed to meet the minimum space requirements for a two bedroomed dwelling.

5.4. From the accompanying aerial site photograph view it is clear that the properties along Carr's Road comprise of semi-detached & terraced dwellings finished in traditional materials sited on fairly small plots & with street parking for vehicles in front along Carr's Road.

Our proposed detached chalet style dwelling proposals are of a similar scale & design to the existing development in Carrs Road, finished with natural slate to the main pitched roofs, with Weinerburger Warnham Red facing bricks to the external walls . The rainwater goods are to be black PVC on white UPVC fascia & bargeboards etc. Windows & doors are to be white UPVC units generally, with a coloured composite front main door, & graphite grey UPVC rooflights.

The drives are to be finished in Marshalls block paving, colour to match facing brickwork to clients choice.

5.5. The designs fully respond to the most recent government guidance in PPS1. By building to the Eco Homes standard the design responds to the need for development to be sustainable as set out in PPS1. The design fully complies with policies TD1, TD2 & TD3 of the TDLP.

5.6. The circular accompanying the regulations refers to issues such as circulation routes, seating & lighting etc. but these issues are not applicable to a private dwelling house.

5.7. The re-development of this application site has the potential to provide a well-designed two bedroomed chalet style detached dwelling in a sustainable location to the overall benefit of the local & outlying communities & should therefore be supported by the planning department. With the current national demand & pressure to provide new housing we would think that it is imperative that the LPA actively seeks to grant planning approval for housing sites such as this one in order to ensure that it meets & maintains its 5 year housing supply targets going forward?.

5.8. In considering the proposals attention has also been given to crime issues. This is identified as a key issue in PPS1. The new dwelling has also been designed with reference to policy TD20 in the TDLP. Whilst this criterion is primarily for larger housing developments it is still considered that the criteria (i), (v), (vii) & (ix) are all addressed when considering the new design. Reference has also been made to "Safer Places-The Planning System and Crime Prevention" published by the OPDM in 2003. It should however be born in mind that this new development is on the site of an already established residential area & that we are not proposing to make the situation any worse than currently exists, & therefore much of the previously mentioned guidance will be fairly irrelevant. All of the doors & windows fitted into the new dwellings are to be in accordance with PAS 24 in order to ensure the security of the new dwellings once completed.

6. Planning Policy Context

6.1. Tendring District Councils recently adopted development plan comprises the Tendring District Local Plan 2013-2033 and Beyond, and encourages new development to be restricted to existing settlement areas. The Local Plan should also be considered in conjunction with the National Planning Policy Framework (here after referred to as the framework)

6.2. The Framework was published in March 2012 and sets out the governments planning policies for England and how they are expected to be applied (paragraph 1). The framework is a material consideration of considerable weight in the determination of this application.

Preparation of this planning application has been carried out with reference to the following policies:-

Relevant Policies

National Policies:

National Planning Policy Framework July 2021

National Planning Practice Guidance

Local Policies:

Tendring District Local Plan 2013-2033 and Beyond North Essex Authorities' Shared Strategic Section

1 Plan (adopted January 2021)

SP1 Presumption in Favour of Sustainable Development

SP2 Recreational disturbance Avoidance and Mitigation Strategy (RAMS)

SP3 Spatial Strategy for North Essex

SP4 Meeting Housing Needs

SP7 Place Shaping Principles

Tendring District Local Plan 2013-2033 and Beyond Section 2 (adopted January 2022)

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

LP1 Housing Supply

LP2 Housing Choice

LP3 Housing Density and Standards

LP4 Housing Layout

LP8 Backland Residential Development

PPL4 Biodiversity and Geodiversity

PPL5 Water Conservation, Drainage and Sewerage

PPL10 Renewable Energy Generation

CP1 Sustainable Transport and Accessibility

HP5 Open Space, Sports & Recreation Facilities

DI1 Infrastructure Delivery and Impact Mitigation

Supplementary Planning Documents:

Essex Design Guide

Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy SPD 2020 (RAMS)

Tendring Provision of Recreational Open Space for New Development SPD 2008

Local Planning Guidance:

Essex County Council Car Parking Standards - Design and Good Practice

6.3. In addition to applying the presumption in favour of sustainable development, the framework requires local planning authorities to approve applications for sustainable development where possible, working proactively to secure developments that improve the economic, social, and environmental conditions of the area. The Framework states that its contents taken as a whole, constitute the Governments view of what sustainable development means in practise.

6.4. The frameworks guidance in respect of housing, design, and sustainable transport and the conservation of the natural environment is particularly pertinent to the consideration of this application in a rural village location.

6.5. The provision of housing to meet needs contributes to the social dimension of Sustainable Development. Widening the choice of high-quality homes is recognised as a positive improvement.

6.6. The framework seeks to significantly boost the supply of housing and requires local authorities to maintain sufficient supply of specific deliverable sites to provide 5 years' worth of housing plus an additional buffer of at least 5%, or 20% where there is a record of consistent under delivery to ensure choice and competition in the market for land, & in areas where there has been a record of persistent under-delivery of housing (Like Tendring) a larger 20% buffer has to apply.

6.7. The framework makes clear that housing applications should be considered in the context of the presumption in favour of sustainable development. Critically where local authorities cannot demonstrate a five-year supply it states: "Relevant policies for the supply of housing should not be considered up to date"

6.8. The promotion of good design is one of the 12 core planning principles promoted by the framework. It provides guidance on what constitutes good design, stating the local planning policies and decisions should aim to ensure new developments achieve the following :-

- a). Will function well and add to the overall quality of the area
- b). Optimise the potential of the site to accommodate development
- c). Respond to local character and history
- d). Create safe and accessible environments
- e). Are visually attractive as a result of good architecture

6.9. The framework supports a pattern of development that facilitates the use of sustainable modes of transport and reduces greenhouse emissions and congestion. It aims for a balance of land uses, within an area so that people can be encouraged to minimise journey lengths for enjoyment, shopping, leisure, education, and other activities.

6.10. Based on an up to date, evidence-based analysis of the key social, economic and Environmental issues in TDC, the local plan identifies a number of basic issues which it is seeking to address. These include the need for good quality, spacious and attractive homes that will encourage young people to aspire to live, work or set up business in the district.

6.11. The plan proposed that the focus for growth will be the urban settlements of Clacton, Harwich, Dovercourt, Frinton, Walton, Kirby Cross, Manningtree, Lawford, Mistley and Brightlingsea followed by rural settlements.

6.12. The Local plan fixes the Council's housing requirement at 550 dwellings per annum in order to support economic growth and meet, as far as is sustainable, achievable, and practical, objectively assessed requirements for future housing in the district.

6.13. Policy LP3 requires all new residential and mixed-use developments to provide an appropriate housing density having regard to accessibility to local services, minimum internal floor areas, private amenity space standards, the character of the local area and on site infrastructure requirements. This policy is supplemented by specific policies requiring minimum amenity areas of 75 sq. metres per 2 bedroomed dwelling.

6.14. The framework requires LPAs to meet full assessed housing needs. Taking account of the substantial difference between the scale of housing need and the amount of housing delivery that the Council is currently planning for there is uncertainty about the soundness of the local plans modest target. What is not in dispute is there is a compelling need for more housing in the district that should be addressed wherever possible. This proposed development site offers an excellent opportunity to help address the Districts housing needs, as well as help in the re-development of an established rural village asset that will provide a boost to the local community once complete.

6.15. Taking account of the stark housing led supply situation there is clearly a pressing need to bring forward more land for housing, including the draft local plan allocations and the land included within its settlement development boundaries.

6.16. In accordance with the guidance of the framework, the presumption in favour of Sustainable development should apply and planning permission granted unless any Adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The scale of the needs to increase housing supply increases the importance of the benefits that will be accrued from the development of the application proposals.

7. Landscaping

7.1. The proposed new detached dwelling is to be sited towards the centre of the plot with a widened & modified vehicle access drive & on-site parking bays to the front & side of the new dwelling for both the new & host dwellings with direct access out onto Carr's Road via the widened & modified existing vehicle access. Due to the lack of vegetation on the existing site, in this instance we do not see the need for a Tree Report & Assessment for these proposals. The new dwelling will mean the loss of some area currently used as garden & a detached garage & parking area at present by the host dwelling, however the dwelling will be located in a similar line to the neighbouring Carr's Road dwellings & therefore their impact upon the overall street-scene & neighbouring dwellings will be fairly negligible. The plot will provide a minimum of **84.6 sq. metres** of rear amenity space to the new dwelling, with the existing host dwelling retaining approximately **72 sq. metres** of private rear amenity area, & neighbouring No. 154 retaining **107.9 sq. metres** of private rear amenity space which accords with the LPA's minimum requirements, & of a similar size to the amenity space of the other dwellings in this locality.

The drive areas will have a 6.0 m deep x 2.9m/3.4m wide parking bays to the site frontage of the new dwelling. The new driveway will be block paved up to the

proposed new vehicle access out onto Carr's Road, with 2No. 3.4m wide x 6.0m/5.5m deep parking bays to the host dwelling to the side of the new dwelling & its parking bays. All surface water on the site will discharge to soakaways within the site curtilage, with final details to be confirmed at building regs stage. All foul water from the new dwellings will be connected into the existing foul sewer, with final details to be confirmed at building regs stage. We have decided to put the on-site parking bays on the site adjacent to neighbouring property number one Carr's Road, & No. 150 St. Osyth road as this will have the added benefit of better and clearer visibility for access & egress for vehicles entering or leaving the site in terms of pedestrian & vehicle safety. Also, by orientating the new dwelling in the proposed site plan layout, we have minimised the impact of the dwelling upon neighbouring number one Carr's Road, & neighbouring 150 St. Osyth Road bedroom by creating a parking bay buffer between the two properties. We have positioned bedroom one & landing rooflights a minimum of 1.7 metres above finished first floor level to prevent overlooking of the neighbours private amenity space from the new dwelling closest to their property, which should not result in any loss of light or overbearing impact upon their property. In conclusion we feel that this layout is the most appropriate solution for this site.

7.2. The front gardens to the existing dwellings along the east side of Carr's Road vary, with most properties enjoying modest sized front paved or planted areas with small shrubs & bushes to borders that are situated alongside paved paths with occasional drives & on-site parking. By retaining the existing planting that merits retention & including a landscaping scheme as part of the scheme, the proposals meet & exceed the requirements of policy TD10 of the TDLP.

7.3. The circular accompanying the regulations says that a DAS must explain how landscaping will be maintained. In this instance all of the space will be within the new private dwelling & the new house owners will maintain the landscaping as in any normal domestic situation, and which will be a huge improvement on the current situation.

7.4. There is a defined building line along Carr's Road and from the site location plan there is a building line along Carr's Road running from north east to south west of the site which is already established. My client wishes to construct the new dwelling on the site as indicated on the proposed site plan in order to follow the existing building line & thereby minimise the impact of the new development on the existing Carrs Road dwellings once complete.

7.5. All paving on the site serving the new dwellings are to be in accordance with Approved Document Part M to ensure safe disabled access & egress too & from the new dwellings.

8. Biodiversity Net Gain & Geodiversity Assessment.

11.1. The existing site comprises of a dilapidated garage buildings & a concrete drive & an area of garden behind number 150 St. Osyth Road which is covered by brick rubble which is strewn across this area of the site (See Site Photos) which will be demolished & removed from the site, & the front & rear gardens & amenity space will be landscaped & planted by the applicant which will comprise of new natural flowering trees, shrubs & bushes planted to enhance the existing boundaries within the site upon completion of the building works, that will enhance the natural habitat on the site which will encourage insects & bat foraging & provide a suitable habitat for bird nesting to occur, as well as a safe habitat for mammals to migrate to & from

the site through gaps at the bottom of the boundary fences, as well as the installation of House Sparrow nest boxes in accordance with the RSPB recommendations (See attached guidance) which will lead to a modest boost in the local wildlife population, as shown on the proposed site plan, in order to provide a natural screen between the proposed new dwelling & the neighbouring properties. There will also be planting to the front garden in between the proposed parking bays that will soften the site frontage in the overall street scene & will also result in a modest boost to the local wildlife population (See Proposed Site Plans 27-2022-01PF & 02PF for details).

This additional on-site planting & landscaping will cover an area of approximately 106.4 sq. metres on the overall site area, which totals approximately 240.76 sq. metres in area, which means that approximately 44% of the site will have the benefit of additional planting, landscaping & enhanced habitat screening which equates to quite a substantial increase in Biodiversity net gain on the site once the existing hard paved areas have been removed from the site & converted to green spaces.

9. Green Credentials

9.1. The new dwelling is to be built to a very high thermally efficient standard in accordance with the latest Building Regs Approved Document L & will be heated by an energy efficient gas boiler central heating system. There will also an electric hook up point for electrically powered vehicles that will be powered via the grid which will be installed in accordance with Diagram 6.5 of Approved Document S1-S6, as well as the latest Gigabit-ready physical infrastructure fitted in accordance with Approved Document RA1 & RA2 which will further enhance the properties green credentials!

10. The Main Issues & The Overall Planning Assessment.

10.1. The application site is located inside of the SDB for Clacton On Sea & the principal of re-developing the site such as this has already been established by the granting of planning approval on the nearby sites listed in paragraph 3 over recent years, & with the site having direct access to the local public transport network as shown on the location plan & the aerial site plan view.

10.2. As previously stated, our new proposals follow the same linear pattern of development along Carr's Road & are similar in scale to recent previously approved developments.

10.3. The site is in a very sustainable location & is very close to local amenities & the local public transport system.

Taking account of the contribution that the proposed development could make towards addressing the identified shortage in local housing supply, supporting local services and community facilities and meeting the development objectives of the local plan, as well as going a long way to regenerating & tidying up a now very dilapidated and run-down site we would strongly contend that the benefits of the scheme "substantially outweigh" any adverse impacts that may arise. As such planning permission should be granted without delay.

11. Consultations

11.1. The proposed development site lies within the existing site area of the existing host dwellings 152 & 154 St. Osyth Road. Clacton On Sea & therefore as this is an already established dwelling site that is an already established “Brownfield” site we have not commissioned a phase 1 habitat survey in this instance.

11.2. We have discussed the proposals with Planning Officer Alison Pope at TDC planning department regarding the site layout, house design, On-parking & amenity space prior to the withdrawal of our previous planning application & the re-submission of this current planning application.

11.3. The Local Town Council & other parties will no doubt be consulted during the planning application process and their comments and views taken into account when considering this latest application.

11.4. We have not consulted with ECC Highways department in this instance as the existing vehicle access to the site is already established this site already. We propose to widen & modify the width of the existing vehicle access & egress onto this site, as well as provide on-site parking on the site as part of these proposals, & there is ample parking provision on the site for both the new & host dwelling which are in accordance with the latest Highways parking standards, which will hopefully be acceptable to ECC Highways?

It should be noted that some of the previously approved similar developments highlighted in Paragraph 3 do not have the benefit of on-site parking & rely solely on street parking?

11.5. The environment agency has not been consulted, however as this site is already established dwelling site in St. Osyth Road & does not have a history of flooding. We therefore consider that the risk of flooding is extremely negligible, & therefore no separate consultation will be required?

11.6. We have consulted the neighbour at 154 St. Osyth Road, Clacton On Sea Sharon Lynn Smith regarding the purchase of the end area of her garden in order to facilitate the proposed development, which I can confirm will now go ahead. The sale of the rear part of the garden area to No.154 is being dealt with by the applicant & his Solicitors at the moment.

We have not consulted the owners of neighbouring No.1 Carr’s Road & their views will no doubt be taken into account when considering this planning application. This latest submission has been designed to minimise the impact of the new dwelling on their property as previously stated.

11.7. As this site is an existing dwelling site in an urban town centre location & there is no history of contamination evident. We have therefore not commissioned a contamination report in this instance,

12. Conclusion

12.1 The proposals for a new detached two bedroomed chalet style dwelling represents the most suitable and viable option for this existing residential site. The proposed new dwelling will also provide new thermally efficient homes for the local community in a low-level impact setting to the overall benefit of the local community and environment. The proposed green credentials that will be built into the design will help reduce the carbon footprint of these proposals.

12.2 The proposed two bedroomed detached chalet style dwelling will add diversity to the local housing stock & will almost certainly appeal to either single occupants or married young couples starting out on the housing ladder in a low maintenance energy efficient modern dwelling, and with the added benefit of a separate study/bedroom 2 area to enable home working, which is rapidly becoming the norm now since the recent pandemic. Likewise, the new dwelling would also likely appeal to older retired single people or couples who could downsize from their existing family sized homes, which has the added benefit of freeing up much needed family homes for younger families to move into & to keep the housing chain moving forward sustainably. The recent advent of Home Working during the pandemic is likely to continue going forward & this also has the added benefit of reducing the overall carbon footprint by helping to negate the need to travel to work, & at the same time alleviate traffic congestion.

If approved, the scheme to provide a new thermally efficient detached home on the site to the rear of the existing host dwelling along Carrs Road & would not give rise to material harm by way of any great additional traffic generation, visual disharmony, or any other issue of acknowledged planning importance. The proposed re-development & tidying up of this parcel of land will result in the overall improvement of this site to the overall benefit of the other residents & wider community once completed.

There would appear to be a large number of positives & the potential for a good degree of overall public benefit in granting planning approval for this development, which will help to regenerate & enhance the local community & outlying area without any foreseeable negatives? The previous reason for refusal of our previous planning application reference 23/00752/FUL regarding the Critical Drainage Area (CDA) has now been withdrawn by TDC Planning, & therefore it is respectfully requested that with all of the above taken into account, and with consideration given to the very positive public benefits of this proposal, & the positive impact that this proposal will have on TDC planning demonstrating a sustainable 5-year supply of housing going forward, that planning permission be granted for our proposals.

13. Planning Fee.

With regards to the planning fee payable for this latest planning re-submission I can confirm that planning officer Alison Pope confirmed the following on Friday 5th April 2024.

Hi Simon,

The applicant would actually benefit from a free-go. Although the new planning fees came into force on 6th December 2023 removing the free-go, an applicant will still be able to benefit from a free-go if their application has been refused or withdrawn in the preceding 12 months, subject to all other conditions for the free-go being met.

Kind regards

Alison

*Alison Pope, BA (Hons)
Planning Officer, Planning Services*