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80-83 Long Lane,
London,
EC1A 9ET

Via Planning Portal only

2nd April 2024

Dear Sir/Madam,

RE: FULL PLANNING APPLICATION – THE TOWN AND COUNTRY PLANNING ACT 1990

PART SINGLE PART TWO STOREY SIDE/ REAR EXTENSION TO PROVIDE TWO ADDITIONAL SELF-CONTAINED FLATS, ERECTION OF A BIN AND BICYCLE STORE, LANDSCAPING AND ASSOCIATED WORKS AT 34 THOROUGHGOOD ROAD, CLACTON ON SEA, ESSEX, CO15 6DT.

Please accept this planning covering letter as a planning and design and access statement and accompaniment to this planning application for a part single and part two storey side/rear extension and associated works to provide two additional dwellings at 34 Thoroughgood Road.

This letter provides a brief description of the site and the proposed development. Please also find enclosed for your consideration a set of existing and proposed plans, existing site photographs and a completed CIL Questions Form.

The Site:

The application site is located on the eastern side of Thoroughgood Road between the junctions with Skelmersdale Road and Walton Road. The site is irregularly shaped and comprises a two storey building with parking area to the front and side and a rear garden. The building currently comprises 3 flats. The site is located within 300 metres of Clacton Town Centre and Train Station. The building is not listed and is not located in a conservation area.

The Proposal:

The proposal is to erect a part single part two storey side/ rear extension, erection of a bin and bicycle stores, landscaping and associated works to facilitate the creation of two additional one bedroomed flats.

Planning History:

On the 18th of September 2023, pre-application advice was provided (reference 23/30063/PREAPP) in respect to the erection of a two storey side and rear extension to provide two additional self-contained flats.

The advice concluded that the principle of development is acceptable but concerns regarding design, amenity and other technical matters need to be addressed in a planning application. It is likely that an application for a well designed and reduced extension to provide additional residential accommodation on site would receive a recommendation of approval.

In response to the pre-application feedback, the scheme has been amended to reduce the width and scale of the extension and increase its set back from the shared boundary with the neighbouring building to the south. This increases the subserviency of the extension and minimises the neighbour amenity impacts. The proposed vehicle parking, cycle storage and bin storage arrangements have been included in the submission. The siting and design of the stores ensures that they would not be prominent in the streetscape. The parking arrangement seeks to retain 3 vehicle parking spaces.

Planning Legislation and Policy:

Section 38(6) of the Planning and Compulsory purchase Act sets out that determinations made under the planning Acts must be made in accordance with the adopted development plan unless material considerations indicate otherwise.

National Planning Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which incorporates three specific strands – economic, environmental and social.

Local Planning Policy

For the purposes of this application, the adopted Development Plan for Tendering District Council is the Tendering District Council Local Plan (2021) and the North Essex Authorities Shared Strategic Section 1 Plan (2022) and adopted Supplementary Planning Guidance/Documents.

Tendering District Local Plan:

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 SP4: Meeting Housing Needs

Policy SP7: Place Shaping Principles
Policy SPL1: Managing Growth
Policy SPL2: Settlement Development Boundaries
Policy SPL3: Sustainable Design
Policy HP5: Open Space, Sports & Recreation Facilities
Policy DI1: Instruction Delivery and Impact Mitigation
Policy LP1: Housing Supply
Policy LP2: Housing Choice
Policy LP3: Housing Density and Standards
Policy LP4: Housing Layout
Policy PPL1 Development and Flood Risk
Policy PPL4: Biodiversity and Geodiversity
Policy PPL5: Water Conservation
Policy PPL10: Renewable Energy Generation
Policy CP1: Sustainable Transport and Accessibility

Supplementary Planning Guidance Documents:

Essex Design Guide (2005)

Essex County Council Car Parking Standards – Design and Good Practice (2009)

Planning Assessment:

Principle of development

The National Planning Policy Framework requires Councils to significantly boost housing supply. The site is located in the Clacton-on Sea strategic urban settlement, as set out in the adopted policies map and Local Plan Policy SPL2. The policy sets out a general presumption in favour of new residential development. As such the general principle of the proposed development is acceptable, subject to the proposal being acceptable in light of all other material planning considerations. An assessment of these considerations is set out below.

Design and visual impact

Local Plan Policy SPL3 states that new development should make a positive contribution to the local environment and protect or enhance the local character. Policy SP7 seeks to ensure that new development achieves high standards of urban and architectural design and responds positively to its context.

The site comprises a detached two storey building with a front facing gable, side bay, decorative quoin and fascia detailing. The front/side and part of the rear of the site has been concreted to facilitate vehicle parking. The surrounding area is characterised by single and two storey residential development with variations in design, materials and detailing. Most of the frontages of properties have been hard surfaced to facilitate car parking. The application site has an irregular plot shape with an uncharacteristically wide and under used side garden.

The proposal includes the erection of a part single, part two storey side/ rear extension. The extension is set well back from the principal elevation of the building. The two storey component is less than half the width of the host building and the eaves and ridge are set down from the that of the main building. The two storey component will have a pitched roof and material finishes to match that of the main building. The single storey element has a flat roof and is set back from the shared boundary with neighbouring property. The extensions are clearly subservient to the host property and constitute a sympathetic form of extension that would harmonise with the existing building and the wider streetscape.

The proposed bin and cycle storage is integrated into the site layout and is discreetly located to minimise its visual impact. A parking area to the front/ side is retained which is in keeping with the appearance of the site and the character of the area.

The proposal constitutes high quality design in accordance with Local Plan Policies SPL3 and SP7.

Neighbour amenity

Local Plan Policy SP7 requires new development to protect the amenity of existing and future residents. Policy CL3(c) seeks to ensure that development will not materially harm privacy, daylight or other amenities of neighbouring properties.

The most affected neighbours would be the immediate neighbours at no.45 Skelmersdale Road, no.36 Thoroughgood Road and no.2 Walton Road. The two storey component of the extension is set back from the shared boundary with the neighbour at no 36 Thoroughgood Road by approximately 6 metres, the shared boundary of the neighbour at no.46 Skelmersdale Road by approximately 6.5 metres and the shared boundary with no.2 Walton Road by approximately 4.7 metres. The single storey component is set back off the boundary with no. 46 Skelmersdale Road by approximately 2.9 metres, at its closest point. First floor windows are proposed in the rear elevation. No new first floor windows are proposed in the flank elevations. Given the separation distances between the proposed extension and the neighbours and the relationship of the proposed windows with the habitable rooms and primary amenity areas of the neighbouring properties, the proposal would not give rise to any adverse neighbour amenity impacts with respect to loss of light, outlook, privacy or overbearing impacts.

The proposal would not harm neighbour amenity, in line with Local Plan Policy SP7.

Living conditions for the future occupants

Local Plan Policy SPL3 sets out that new development should ensure that adequate provision is made for private amenity space, waste storage and recycling, vehicle and bicycle parking. Policy LP3 requires development to achieve appropriate density, including meeting the nationally described space standards.

The proposed dwellings meet the nationally described space standards. The proposal retains a circa 170 square metre shared rear amenity area. Cycle parking and waste and recycling storage is proposed for both the existing and proposed dwelling. A proportionate amount of vehicle parking is proposed, when considering the highly accessible nature of the site. The proposal provides a high quality living environment for the existing and future occupants, in line with Local Plan Policies SPL3 and LP3.

Highway Safety

Local Plan Policy CP1 states that planning permission will only be granted if access to the site is practicable and the highway network will be able to safely accommodate any additional traffic generated by development and the design and layout of the proposal provides safe and convenient access for its users.

Essex Parking Standards (2009) requires 1 bedroomed dwellings to provide a minimum of 1 parking space. The guidance also contains guidance on space sizes.

The application site is in an accessible location with ready access to existing pedestrian, bicycle and public transport infrastructure and is in close proximity to the town centre. Three onsite parking spaces are retained, utilising the existing access and hard surface extent. The quantum of parking proposed is proportionate to the accessible nature of the site. The future occupants would have the option of utilising existing sustainable transport infrastructure. If deemed necessary, a condition could be attached to the permission requiring the future occupants to receive sustainable travel packs as part of any sale/ lease/ tenancy.

Bin storage is located to the eastern boundary of the site, in ready carry distance from the habitable space. The store is located in a secure location in proximity to the highway edge whereby containers will be presented for usual kerbside collection. A secure bicycle store is also proposed to serve the existing and future occupants. The proposal would not harm highway safety and accords with Local Plan Policy C1.

Energy and water efficiency

Local Plan Policy PPL10 and SPL3 require new development to consider renewable energy generation and conservation measures.

The proposal seeks to retain, re-use or recycle existing fabric. The new dwellings will be designed to meet or exceed building regulation requirements in respect to energy efficiency and seek to achieve the higher water efficiency building regulation requirement. If planning permission was to be forthcoming a planning condition could be imposed to secure on-site renewables such as solar panels and/or air source heat pumps for the new flats.

The proposed extension is to be constructed of relatively low embodied carbon materials and will be designed to meet or exceed building regulation requirements in respect to energy and water efficiency. The proposal accords with Local Plan Policies CC1 and CC2.

Ecology and Biodiversity

Local Plan Policy PPL4 sets out that an Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) has been adopted in accordance with the Habitats Directive and Habitats Regulations and that financial contributions will be sought from residential developments within the Zone of Influence.

The site is located within 6 kilometres of Colne Estuary SPA and RAMSAR site, therefore is in the Zone of Influence. It is generally assumed that new residential developments in this zone cumulatively increases the recreational pressure on the designated site. The applicant would like to work with the Authority to secure an appropriate financial contribution towards appropriate mitigation.

The site contains a limited amount of soft landscaping and is dominated by the main building and associated hard landscaping with limited pockets of grass and shrub planting. The proposal includes soft landscaping that would improve the appearance of the site and yield a biodiversity net gain.

The proposal will accord with Local Plan Policy PPL4.

Summary & Conclusion:

For the reasons set out in this letter it is considered that the proposed development constitutes sustainable development in accordance with the National Planning Policy Framework. The proposal is in accordance with the adopted development plan and there are no over-riding material planning considerations which suggest the development should not be determined anything but positively in accordance with the adopted development plan.

I trust this letter and the enclosed documents provide you with sufficient information to determine the application but if you require any points of clarification or have any questions please do not hesitate to contact me.

Yours faithfully

Stuart Minty
Director
SM Planning