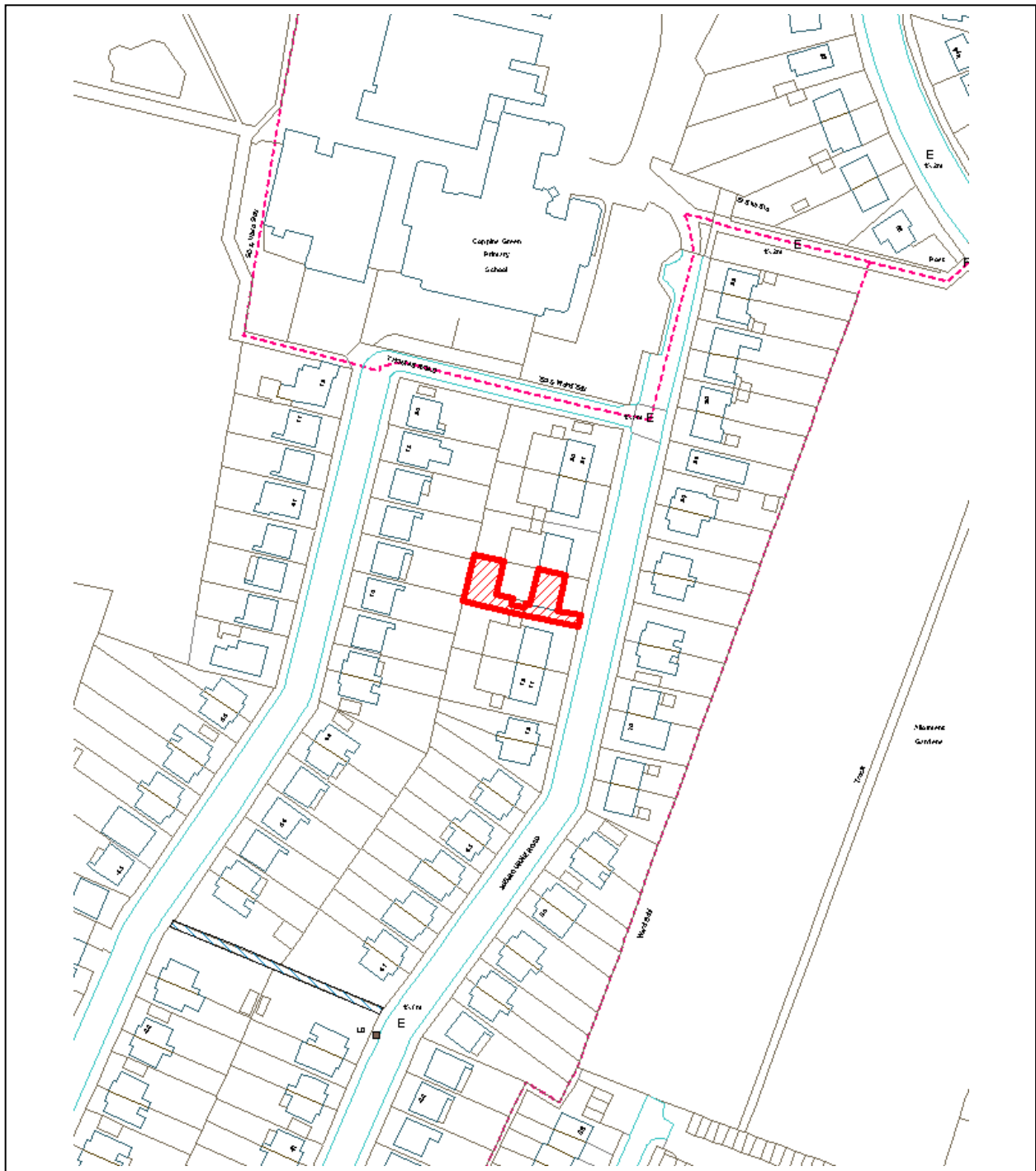


PLANNING COMMITTEE

27 MAY 2014

REPORT OF THE HEAD OF PLANNING

A.3 PLANNING APPLICATION - 14/00429/FUL - 83 MELBOURNE ROAD CLACTON ON SEA, ESSEX, CO15 3JA



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Application:	14/00429/FUL	Town / Parish: Clacton Non Parished
Applicant:	Building Services - Housing Portfolio Holder	
Address:	83 Melbourne Road Clacton On Sea CO15 3JA	
Development:	Proposed disabled access ramp to main entrance.	

1. **Executive Summary**

- 1.1 This application has been referred to the Planning Committee as the application is submitted by Tendring District Council.
- 1.2 The application site is located at No. 83 Melbourne Road within the Settlement Development Boundary for Clacton on Sea as established in the local plan. The site contains a maisonette flat and associated driveway. The surrounding area is characterised by dwellings of a similar appearance with low brick, front boundary walls and hedges.
- 1.3 The principle of a disabled access ramp at this location would accord with the Council's Saved Local Plan (2007) and Focused Changes Local Plan (2014), and would enable the building to function better, to the benefit of its current occupier. Its design impact is relatively minimal and would be in keeping with the host building and the surrounding area.

Recommendation: Approve

Conditions:

- 1) Standard time limit
- 2) Development in accordance with plans

2. **Planning Policy**

National Policy:

National Planning Policy Framework (2012)

Local Plan Policy:

Tendring District Local Plan (December 2007)

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

Tendring District Local Plan: Proposed Submission Draft (2012) as amended by the
Tendring District Local Plan: Pre-Submission Focussed Changes (2014)

SD8 Transport and Accessibility

3. **Relevant Planning History**

None

4. **Consultations**

None

5. **Representations**

None

6. **Assessment**

The main planning considerations are:

- Impact on the streetscene
- Benefit for the occupier

Context and Background

- 6.1 The application site amounts to 0.023 hectares, and is located along the western side of Melbourne Road within the Settlement Development Boundary for Clacton on Sea, as established in the saved (2007) and focused changes (2014) Tendring District Local Plans (TDLP). The site contains 2 No. maisonette flats. No. 85 Melbourne Road is at ground floor level and No. 83 is at first floor level with access gained from a side door. The site is bounded to the highway by a low brick wall and hedge, which is typical within the surrounding area.

Proposal

- 6.2 The application proposes the erection of a disabled access ramp to serve No. 83 Melbourne Road. The ramp extends 8.1m forward from the door it serves, of which 4.9m is forward of the front building line with a maximum gradient of 1:12. The associated railing height varies from 0.9m to 1.5m above ground and is of galvanised tubular steel.

Policy Context

- 6.3 The National Planning Policy Framework (NPPF) seeks to promote healthy and accessible buildings that function well. The NPPF also promotes the principles of sustainable development through high quality design. Proposals should ensure high standards of design and respond to local character, whilst being visually attractive as a result of good architecture and appropriate landscape design. In the Saved (2007) and Focused Changes (2014) versions of the TDLP, these aspects are considered under Saved Policies QL9, QL10 and QL11 and Focused Changes Policy SD9.

Impact on the streetscene

- 6.4 The ramp and handrail are functional and of a lightweight nature, with most of the bulk experienced at ground level. Built form of this scale and size are seen elsewhere in the streetscene through other low walls and fences. In recognition of these characteristics, the proposal would not be out of character with the streetscene. Whilst the proposed ramp and handrail would be visible within the streetscene, some of the impact is visually blocked.

Firstly, the existing building would block views of the proposal when viewed from the north. Secondly, the existing wall and hedge would screen the lower half of the proposal. Furthermore, when viewed directly from the pavement, the ramp and handrail would be viewed “front on”, which has the lowest visual impact.

Benefit for the occupier

- 6.5 The proposal would allow the existing occupier to more comfortably gain access to and from the building. In turn, this will encourage the occupier to be more active, with the ensuing health benefits that this will afford. The proposed design is such that it will retain the use of the existing off-street car parking spaces and allow free movement around the ramp by the neighbour.

Background Papers

None