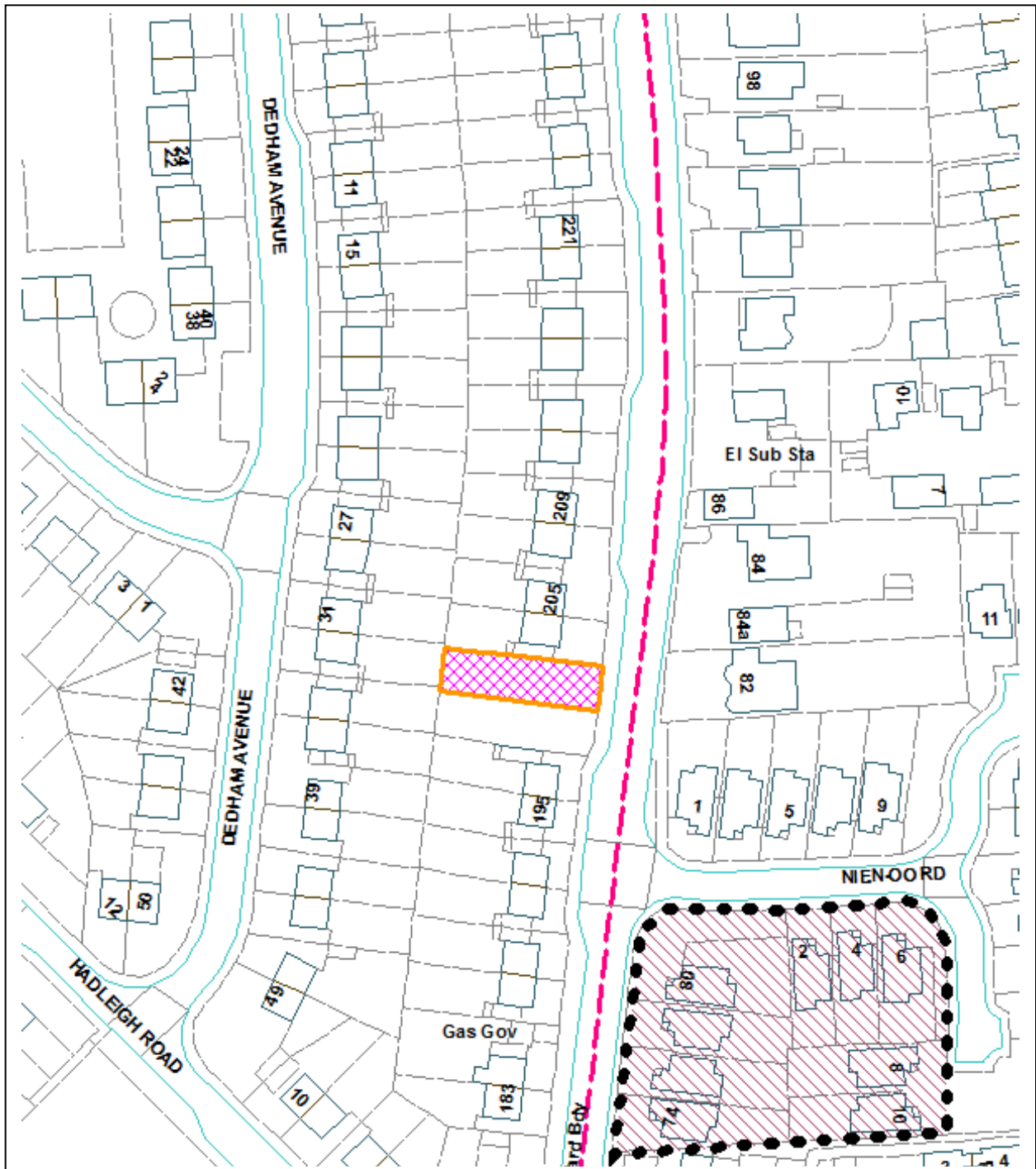


PLANNING COMMITTEE

2 FEBRUARY 2016

REPORT OF THE HEAD OF PLANNING

A.5 PLANNING APPLICATION – 15/01603/FUL 201 CLOES LANE, CLACTON ON SEA, CO16 8AG



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Application:	15/01603/FUL	Town / Parish: Clacton Non Parished
Applicant:	Mr Barry Eldridge - Tendring District Council	
Address:	201 Cloes Lane, Clacton On Sea, CO16 8AG	
Development:	Reconstruction of one half of a two-storey, 3 bed semi-detached house.	

1. **Executive Summary**

- 1.1 This application is referred to the Planning Committee as the applicant is Tendring District Council.
- 1.2 The application is for the re-construction of a 3 bed semi-detached dwelling and carport. The dwelling is one of a pair that were extensively damaged in an unfortunate gas explosion in February 2014, requiring both to be completely demolished. The adjoining owner is unable to commit to a rebuild of their half at the present time. The proposal is therefore to re-construct the council owned property lost, with the potential to re-build the other half at a later date.
- 1.3 The proposal has been amended to address concerns with design and street scene impact. The amended design will not result in any material harm to visual or residential amenity or the overall character of the area and is therefore recommended for approval.

Recommendation: Approve

Conditions:

1. Standard Time Limit
2. Approved plans
3. No unbound materials within 6 metres of the highway/throughout
4. Construction Method Statement

2. **Planning Policy**

National Policy:

National Planning Policy Framework
National Planning Practice Guidance

Local Plan Policy:

Tendring District Council Local Plan (2007)

HG3	Residential Development Within Defined Settlements
HG9	Private Amenity Space
HG14	Side Isolation
QL9	Design of New Development
QL10	Designing New Development to Meet Functional Needs
QL11	Environmental Impacts and Compatibility of Uses

TR1A	Development Affecting Highways
TR7	Vehicle Parking at New Development
COM6	Provision of Recreational Open Space for New Residential Development

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

SD1	Presumption in Favour of Sustainable Development
SD2	Urban Settlements
SD5	Managing Growth
SD8	Transport and Accessibility
SD9	Design of New Development
PEO1	Housing Supply
PEO4	Standards for New Housing
PEO22	Green Infrastructure in New Residential Development

Other guidance:

Essex County Council Car Parking Standards - Design and Good Practice

3. Relevant Planning History

3.1 No relevant history.

4. Consultations

4.1 Highways Comments – No objections subject to conditions (officer response in italics);

1. No unbound materials shall be used in the surface treatment of the proposed vehicular access within 6m of the highway boundary / throughout.

This is considered necessary to ensure that loose materials are not brought out onto the highway, in the interests of highway safety.

2. All off street car parking shall be in precise accord with the details contained within the current Parking Standards.

This will be covered by the approved plans condition and is not necessary.

3. Prior to commencement of the proposed development, details of the provision for the storage of bicycles for each dwelling, of a design this shall be approved in writing with the Local Planning Authority. The approved facility shall be secure, convenient, covered and provided prior to the first occupation of the proposed development hereby permitted and shall be maintained free from obstruction at all times for that sole purpose in perpetuity.

The proposed car port will provide suitable storage of bicycles and this condition is not considered necessary.

4. No development shall take place, including any works of demolition, until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials

- iii. storage of plant and materials used in constructing the development
- iv. wheel and under body washing facilities

This is considered necessary to ensure that on-street parking of these vehicles in the adjoining streets does not occur, in the interests of highway safety.

5. Representations

- 5.1 The site is within the non parished area of Clacton on Sea.
- 5.2 One letter of representation has been received. The concerns can be summarised as follows (officer response in italics);

- What plans will be in place to limit noise early/late hours?

As a single dwelling, the scale of development would not justify restricting construction hours as a planning condition. Environmental health legislation can be used to prevent any statutory noise nuisance.

- Will there be plans to protect the properties and cars of adjacent properties?

This is not a planning matter.

- Will the Council be putting the property up for sale/what will be the plans to occupy the property?

This question has been sent to Barry Eldridge to reply directly to the neighbour.

6. Assessment

- 6.1 The main planning considerations are:-

- Principle of Development
- Design and Appearance
- Residential Amenity/Neighbouring Amenity
- Highway Safety
- Provision of Recreational Open Space for New Residential Development

Principle of Development

- 6.2 The proposal is for a replacement dwelling within the defined Development Boundary of Clacton on Sea. The principle of residential development in this location is therefore established and accepted.

Design and Appearance

- 6.3 The design of the proposed replacement dwelling has been amended (removing the accommodation within the roof space) to reduce the height as far as possible to be more in line with the existing neighbouring dwellings. The windows have been enlarged, again to appear more in keeping with the existing pattern of development and the finish of the dwelling has been amended so that the render strip sits horizontally.
- 6.4 The height difference of the proposal when compared with the immediate neighbours is marginal and not considered harmful. There are differing height and designed properties in the vicinity and throughout Cloes Lane.

- 6.5 The overall appearance and finish of the replacement dwelling will not appear out of character or harmful within the street scene.

Residential Amenity/Neighbouring Amenity

- 6.6 The proposed dwelling is a replacement and therefore any impact on neighbouring amenity is almost directly comparable to the demolished dwelling having a neutral impact.
- 6.7 The replacement dwelling will be served by a rear private garden area of 138m² being in excess of policy requirements for a 3 bedroom dwelling.

Highways

- 6.8 The adopted Essex County Council parking standards require a dwelling of this size to be served by two off-street parking spaces 2.9m by 5.5m. The proposal includes a car port and parking area in front being in excess of these requirements. The Highway Authority raise no objection subject to conditions as set out above (4. Consultations).

Provision of Recreational Open Space for New Residential Development

- 6.9 As the proposed dwelling is a replacement, a financial contribution is not required in this instance.

Conclusion

- 6.10 In the absence of any material harm resulting from the development, the application is recommended for approval.

Background Papers

None