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FTAO Julia Sergeant

Maldon District Council
Development Control (Planning)
Princes Road
Maldon CM9 5DL

RECEIVED

12 OCT 2009

October 9th. 2009

Re: Amended Access Ramp for Proposed Partial Front Extension & Alterations at
"Blackwater Medical Centre", Princes Road, Essex CM9 5GP **for Dr Vittorio Teatino**

Dear Julia,

Thank you very much for giving me your valuable time on Wednesday last to discuss the proposed Blackwater Medical Centre project, and your helpful comments at that time.

Regarding the new ramp as shown on my plan drawing **B'WATER/01/1** I understand your access officer is not satisfied with the current configuration. Therefore, as suggested, I have amended the plan to accord with the relevant parts of the current Building Regulations Approved Doc. M, and I now enclose four copies which are intended to replace the corresponding plan as previously submitted. The revision is based on the following criteria:

- 1 An overall rise from ground level to finished ground floor level within the surgery of 250mm approx.
- 2 Use a concrete ramp with non-slip surface, having a maximum gradient for the flights of 1 in 12, given that the flights do not exceed 5 metres in length, (where a maximum gradient of 1 in 15 would normally be required).
- 3 Provide level landings at the top, bottom and turn in the ramp, these to be at least as wide and deep as the clear width of the ramp going, this being 1300mm. The landing at the top of the ramp and outside the front of the entrance is actually 1300mm x 1700mm deep approximately.
- 4 The ramp also has, in addition to the 1300mm clear width, a 215mm wide x 300mm high brickwork kerb with rising tubular steel handrail at 1100mm above ramp level as shown.

Given the above requirements for gradients it may be seen from the plan that there is in fact an available overall going of approximately of 3650mm, equating to an approximate actual gradient of 1 in 14.6. This seems to be well within the limits of the requirement for a maximum gradient of 1 in 12.

You previously suggested that, given the satisfactory resolution of the ramp details, you would be able to issue an approval for the application without further ado, and I therefore hope that we are now in that position. However, should you have any further requirements, or knowledge of any additional planning obstacles, then please advise me at the earliest possible time. I am of course most anxious to avoid a situation where the current application has to be refused due to some relatively minor issue that can be easily overcome, either by some small amendment to the plans or by use of a suitably worded Condition.

Yours faithfully,

M. Crocker

cc

Vittorio Teatino