

Public Document Pack



Date: 10 March 2014
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PLANNING COMMITTEE

19 MARCH 2014

A meeting of the Planning Committee will be held at **7.00 pm on Wednesday, 19 March 2014** in the Council Chamber, Council Offices, Cecil Street, Margate, Kent.

Membership:

Councillor Cohen (Chairman); Councillors: Campbell (Vice-Chairman), Alexandrou, Binks, Edwards, Everitt, Fenner, Gibson, Hayton, King, Kirby, Matterface, Sullivan, S Tomlinson and Wright

A G E N D A

Item
No

Subject

1. **APOLOGIES FOR ABSENCE**

2. **DECLARATIONS OF INTEREST**

'To receive any declarations of interest. Members are advised to consider the advice contained within the Declaration of Interest Form attached at the back of this Agenda. If a Member declares an interest, they should complete that form and hand it to the Officer clerking the meeting and then take the prescribed course of action.'

3. **MINUTES OF PREVIOUS MEETING** (Pages 1 - 10)

To approve the Minutes of the Planning Committee meeting held on 19 February 2014, copy attached.

4. **SCHEDULE OF PLANNING APPLICATIONS** (Pages 11 - 18)

To consider the report of the Director of Community Services, copy attached for Members of the Committee.

Note: Copies of correspondence relating to applications received will be available for members' perusal in the Members' Room from 5.00pm on the Friday before the meeting until the date of the meeting.

For Approval

4a **A01 GARAGES REAR OF 5 AND 7 ST MARY'S ROAD, MINSTER, RAMSGATE - F/TH/14/0103** (Pages 21 - 30)

4b **A02 GARAGE BLOCK BETWEEN 108 AND 110 CLEMENTS ROAD, RAMSGATE F/TH/14/0099** (Pages 31 - 38)

Item
No

Subject

- 4c **A03-GARAGE BLOCK BETWEEN 108 AND 110 CLEMENTS ROAD RAMSGATE - F/TH/14/0094** (Pages 39 - 46)
- 4d **A04 CAR PARK, VERE ROAD, BROADSTAIRS - F/TH/13/1035** (Pages 47 - 54)
- 4e **A05 GARAGES ADJACENT TO 34 PRINCE ANDREW ROAD, BROADSTAIRS F/TH/14/0091** (Pages 55 - 62)
- 4f **A06 GARAGE BLOCK ADJACENT 1 NORMAN ROAD, BROADSTAIRS - F/TH/14/0093** (Pages 63 - 70)
- 4g **A07 GARAGES AT KINGSTON CLOSE, RAMSGATE - F/TH/14/0096** (Pages 71 - 80)
- 4h **A08 GARAGES ADJACENT PIKES LANE, SUSSEX STREET, RAMSGATE - F/TH/14/0092** (Pages 81 - 88)
- 4i **A09 GARAGES AT ST JOHNS AVENUE, RAMSGATE - F/TH/14/0097** (Pages 89 - 96)
- 4j **A10 GARAGES ADJACENT 82 TO 90 CHICHESTER ROAD, RAMSGATE - F/TH/14/0087** (Pages 97 - 104)
- 4k **A11 REDUNDANT RAILWAY TUNNELS, MARINA ESPLANADE, RAMSGATE - F/TH/13/0980** (Pages 105 - 112)
- 4l **A12 VINCENT FARM, VINCENT FARM MEWS, MARGATE - F/TH/13/0909** (Pages 113 - 126)
- 4m **A13 LAND AND BUILDINGS ADJACENT TO THE OLD GRANARY, RAMSGATE ROAD, SARRE, BIRCHINGTON - F/TH/13/0785** (Pages 127 - 136)
- 4n **A14 THE OLD GRANARY, SARRE WINDMILL, RAMSGATE ROAD, SARRE, BIRCHINGTON - F/TH/13/0848** (Pages 137 - 146)
- 4o **A15 UNIT 36 BLENHEIM CLOSE, BROADSTAIRS - F/TH/14/0015** (Pages 147 - 152)

For Refusal

- 4p **R16 91 WESTBROOK AVENUE, MARGATE - F/TH/14/0026** (Pages 155 - 160)

Declaration of Interests Form

PLANNING COMMITTEE

Minutes of the meeting held on 19 February 2014 at 7.00 pm in Council Chamber, Council Offices, Cecil Street, Margate, Kent.

Present: Councillor Jack Cohen (Chairman); Councillors Campbell (Vice-Chairman), Alexandrou, Binks, Coleman-Cooke, Edwards, Everitt, Fenner, E Green, Hayton, Kirby, Matterface, D Saunders and Sullivan

In Attendance: Councillors D Green, Hornus & Wiltshire (*who spoke under Council Procedure Rule 24.1*) and Councillor M Tomlinson

295. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Gibson, King, S Tomlinson and Wright.

Councillor E Green was present as substitute for Councillor Gibson; Councillor Coleman Cooke, as substitute for Councillor S Tomlinson; and Councillor D Saunders, as substitute for Councillor Wright.

296. DECLARATIONS OF INTEREST

There were no declarations of interest.

297. MINUTES OF PREVIOUS MEETING

On the proposal of Councillor Campbell, seconded by Councillor Matterface, the minutes of the meeting of the Planning Committee held on 15 January 2014 were approved and signed by the Chairman.

298. PROPOSED INTERIM APPROACH TO INTERPRETING SAVED POLICY H11 OF THE THANET LOCAL PLAN

Councillor D Green spoke under Council Procedure Rule 24.1.

In response to a query from Councillor Matterface, Simon Thomas, Planning Manager, confirmed that the 100 metre radius referred to in the recommended interim approach would be measured as from the centre point of the proposed property.

Councillor D Green and the Planning Officers were thanked for their work on this item.

It was **RESOLVED:**

“THAT the officer’s recommendation, as set out at paragraph 5.1 of the report, be adopted, namely:

‘That the Planning Committee adopts the recommended interim approach when deciding planning applications under saved policy H11 of the Local Plan’ ”.

299. 88 THE SILVERS, BROADSTAIRS CT10 2LZ - F/TH/13/0843

PROPOSAL: Retrospective application for the change of use from dwelling house to house of multiple occupation (C4), and extension of vehicular access to allow for additional parking provision

Councillor Wiltshire spoke under Council Procedure Rule 24.1.

Simon Thomas, Planning Manager, displayed the floor plans *[plans subsequently published on the Council's website as a meeting document]*, and responded to Members' queries in relation to bedroom and living room space.

It was proposed by Councillor Cohen, and seconded by the Vice-Chairman, Councillor Campbell:

"THAT the officer's recommendation be adopted, namely:

'That the application be APPROVED subject to the following conditions:

1. No more than five persons shall occupy the property as principal or main residents at any one time.

GROUND:

In the interests of highway safety.

2. Within 3 months of the date of this decision notice, 3no. off-street parking spaces shall be provided and thereafter maintained in accordance with the approved plan numbered 8893 received 26 November 2013.

GROUND:

In the interests of highway safety.

3. Pedestrian visibility splays of 2 m x 2 m shall be provided and maintained, in accordance with the approved plan numbered 8893 received 26 November 2013.

GROUND:

In the interests of highway safety."

Following debate, this motion was upon being put to the vote declared LOST.

Adjournment of meeting

On the proposal of Councillor Campbell, seconded by Councillor Matterface, it was AGREED to adjourn the meeting for 5 minutes.

Resumption of meeting

Upon the meeting being resumed, it was proposed by Councillor Campbell and seconded by Councillor Matterface:

"THAT the application be refused on the GROUNDS that there is insufficient accommodation for five unrelated adults".

Upon being put to the vote, this motion was ADOPTED.

300. SCHEDULE OF PLANNING APPLICATIONS

(a) **A01 - 17 The Silvers, Broadstairs CT10 2PF - F/TH/13/0946**

PROPOSAL: Retrospective application for the change of use from single dwelling to house in multiple occupation (C4)

Miss Rebecca Fay-Reed spoke in support of the application

Mr David Heeney spoke against the application
Councillor Wiltshire spoke under Council Procedure Rule 24.1

Simon Thomas, Planning Manager, displayed the floor plan *[now published as part of the meeting details on the Council's website]*.

It was proposed by the Chairman, and seconded by the Vice-Chairman:

“THAT the officer’s recommendation be adopted, namely:

‘That the application be approved subject to the following conditions:

1. Within 3 months of the date of this decision notice, the existing dropped kerb should be extended in order to provide 3no. independently accessible off-street parking spaces, in accordance with plan numbered 8931, received 05 February 2014. The parking spaces shall thereafter be maintained.

GROUND:

In the interests of highway safety.

Following debate, the motion was put to the vote and ADOPTED.

(b) **A02 - Land Adjacent 5, Barn Crescent, Margate - F/TH/13/1007**

PROPOSAL: Erection of 3-storey, 4-bed attached dwelling, with associated parking

Mr Ian Horswell spoke in favour of the application
Mr Julian Smith spoke against the application
Councillor Hornus spoke under Council Procedure Rule 24.1

It was proposed by the Chairman and seconded by the Vice-Chairman

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED

subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The proposed development shall be carried out in accordance with the revised drawing nos. AG1-A-007 01 Rev A; AG1-A-007 02 Rev A; AG1-A-007 03 Rev A; AG1-A-007 04 Rev A; AG1-A-007 05 and AG1-A-007 06 Rev B received by the Council on 31 January 2014.

GROUND:

To secure the proper development of the area.

3. The external materials and external finishes to be used in the erection of the dwelling hereby approved shall be of the same, colour, finish and texture as those on the existing property.

GROUND:

In the interests of visual amenity in accordance with Policies D1 of the Thanet Local Plan and paragraph 56 of the National Planning Policy Framework.

4. The first floor bathroom window on the east elevation of the dwelling hereby permitted shall be provided and maintained with obscure glass, and shall be non opening below 1.7m above finished floor level.

GROUND:

To safeguard the privacy and amenities currently enjoyed by the occupiers of adjoining residential properties in accordance with policy D1 of the Thanet Local Plan.

5. Prior to the first occupation or use of the development the first 5 metres of the access from the edge of the highway shall be constructed of bound surface material.

GROUND:

In the interests of highway safety.

6. Prior to the first occupation or use of the development, the secure cycle parking facilities, as shown on approved drawing no. AG1-A-007-06-Rev B shall be provided, and thereafter maintained as approved.

GROUND:

In the interest of promoting increased cycling in accordance with policy TR12 of the Thanet Local Plan.

INFORMATIVE

The applicant is advised that this planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council – Highways and Transportation (web:www.kent.gov.uk/roads-transport.aspx or telephone: 03000418181) in order to obtain the necessary application pack.

Following debate, the motion was put to the vote and ADOPTED.

(c) **A03 - Land Adjacent 149, Sea Road, Westgate on Sea - F/TH/13/1053**

PROPOSAL: Erection of a detached two storey dwelling with associated car parking

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered 002revA; 003revA; 004revA; 005revA; 006revA dated 20 January 2014.

GROUND:

To secure the proper development of the area.

3. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with the Thanet Local Plan policies HE11 and HE12.

4. Prior to the commencement of the development details of the measures proposed to prevent discharge of surface water onto the highway shall be submitted and approved in writing by the Local Planning Authority. Development shall only take place in accordance with details approved.

GROUND:

In the interest of highway safety.

5. The parking and turning areas shown on the approved plans shall be provided prior to the first occupation of the dwelling hereby approved and thereafter maintained for such purposes.

GROUND:

In the interest of highway safety.

6. The development hereby approved shall incorporate a bound surface material for the first 5 metres of the access from the edge of the highway.

GROUND:

In the interests of highway safety.

7. Prior to first occupation of the dwelling hereby approved the visibility spays shown on the approved plans shall be provided and thereafter maintained with no obstruction above 1.05 metres in height.

GROUND:

In the interests of highway safety.

8. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to, and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

GROUND:

In the interests of visual amenity in accordance with Policy D1 and D7 of the Thanet Local Plan.”

INFORMATIVE

A formal connection to the public sewerage system is required in order to service this development, please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester SO23 9EH (Tel: 01962 858688) or www.southernwater.co.uk

(d) **A04 - St Anthony, 6 Berkeley Road, Birchington CT7 9JN - F/TH/13/0912**

PROPOSAL: Erection of detached dwelling following demolition and conversion of part of existing dwelling, together with formation of vehicular access.

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawing number DB/BL/13/06a and drawing entitled ‘Amended Detailed Plans of a Proposed Single Storey Extension With a View to a Proposed Separation’, received on 6th November 2013.

GROUND:

To secure the proper development of the area.

- 3 The area shown on drawing number DB/BL/13/06a, received on 6th November 2013, for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 4 Prior to the first occupation of the development the visibility splays shown on the drawing number DB/BL/13/06a, received on 6th November 2013, shall be provided and thereafter maintained to the access to Berkeley Road with no obstruction above a height of 0.6 metres.

GROUND:

In the interest of highway safety.”

(e) **A05 - Revolution Skate Park, Lead Centre, Dane Valley Road, Broadstairs CT10 3JJ - F/TH/13/0812**

PROPOSAL: Retrospective application for change of use of premises for wheel-based (i.e inline skating, BMX etc) and climbing leisure facility (Use class D2) together with ancillary retails outlet and café.

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

1. The premises shall be used as a wheel based and climbing leisure facility, and for no other purpose including any other purpose in Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

GROUND:

To prevent the unacceptable loss of identified employment sites in accordance with Thanet Local Plan Policy EC12.

2. The area shown on the deposited plan for the parking and manoeuvring of eleven vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.”

(f) **A06 - Unit 3, Goodwin Park, Continental Approach, Margate CT9 4HX - F/TH/13/0956**

PROPOSAL: Change of use from general industrial (B2) to MOT testing station vehicle servicing, repairs and safety facility.

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004)”

(g) **A07 - Castle Lodge, Joss Gap Road, Broadstairs CT10 3PG - F/TH/13/1002**

PROPOSAL: Application for roof alterations to incorporate pitched roof, solar tiles and rooflights, together with the erection of front and rear porches.

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application and the plan numbered CL003 Rev 11, Design and Access Statement and manufacturers details relating to solar roof tiles and velux conservation rooflights received by the local Planning Authority on 9th December 2013.”

(h) **A08 - 6 Eastern Esplanade, Broadstairs CT10 1DP - F/TH/13/1006**

PROPOSAL: Change of use and conversion of existing single dwellinghouse to 3no. self-contained flats including the erection of a 3 storey rear/side extension, single storey side porch and single storey rear extension, together with second floor front terrace, lantern light on roof and velux rooflights.

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application drawings.

GROUND:

To secure the proper development of the area.

- 3 The external materials and external finishes to be used in the erection of the extensions hereby permitted shall be of the same make, colour, finish and texture as those on the existing property, unless otherwise agreed in writing by the Local Planning Authority.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 4 The area shown on the deposited plan for the parking and manoeuvring of vehicles shall be operational prior to the first occupation of the development hereby permitted. The area agreed shall thereafter be maintained for that purposes.

GROUND:

In the interests of highway safety in accordance with Thanet Local Plan Policy TR 16.

- 5 Prior to the first occupation of any of the units hereby approved and in accordance with the applicants agents e-mail dated 30 January 2014 a bound gravel surface shall be provided for the first 5 metres of the access driveway taken from the back edge of the highway.

GROUND:

In the interest of the highway safety and convenience.

- 6 Prior to the commencement of development hereby approved details of a covered and secure cycle storage facility shall be submitted to and approved in writing by the Local Planning Authority. Development shall only take place in accordance with the details approved and shall be provided prior to the first occupation of any of the units hereby approved.

GROUND:

To promote the opportunities for cycling to residents in accordance with policy TR12 of the Thanet Local Plan.”

(i) **A09 - 4 Fort Crescent, Margate CT9 1HN - L/TH/13/0941**

PROPOSAL: Retrospective application for listed building consent for replacement front door.

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED.’ “

(j) **D10 - 4 To 15 Royal Crescent, St Augustines Road, Ramsgate - L/TH/13/0840**

PROPOSAL: Application for listed building consent for external alterations to fencing, installation of entrance gate with intercom.

It was proposed by Councillor Campbell, seconded by Councillor Everitt and **RESOLVED:**

“THAT the officer’s recommendation be adopted, namely:

‘That the application be APPROVED subject to the following conditions:

To be referred to the Secretary of State for Communities and Local Government with a recommendation for approval, subject to the following conditions:

- 1 The works to which this consent relates shall be begun not later than the expiration date of three years beginning with the date on which this permission is granted.

GROUND:

In pursuance of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawing numbered 13/612/MG/PO1 Rev A, received 17 December 2013, and the additional drawing numbered 13/612/MG/PO3, received 02 December 2013.

GROUND:

To secure the proper development of the area.”

301. COMMITTEE ENFORCEMENT DECISIONS

It was proposed by the Chairman, seconded by Councillor Everitt and **RESOLVED:**

“That the report be received and NOTED”.

Meeting concluded : 8.50 pm

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THANET DISTRICT COUNCIL

PLANNING COMMITTEE

19 MARCH 2014

BACKGROUND PAPERS TO SCHEDULE OF APPLICATIONS

The Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 (as amended)

- (A) Standard Reference Documents - (available for inspection at the Council offices)
1. Thanet District Council Local Plan saved policies
 2. Cliftonville Development Plan Document
 3. Government Circulars and the National Planning Policy Framework issued by the Department of Communities and Local Government.
- (B) Register of Applications for Planning Permission (Article 36 of the Town and Country Planning (Development Management Procedure) (England) Order 2010))
- (Copy of applications together with accompanying plans or drawings are available for inspection at the Council offices)
- (C) Background Papers in relation to specific reports in the Schedule of Planning Applications
- (Copies of background papers and any appeal decisions referred to are available for inspection at the Council offices)
- I certify that the above items are not exempt information.
- (D) Exempt information in accordance with paragraph of Schedule 12 (A) of the Local Government Act 1972.

N/A

I certify that the above items are exempt information.

Prepared by: SIMON THOMAS

SIGNED:.


Proper Officer

DATE: 10 MARCH 2014

THANET DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF COMMUNITY SERVICES

TO: THE PLANNING COMMITTEE

DATE: 19/03/2014

PART A

App. No.	Address and Details	Recommendation
A01	F/TH/14/0103 GARAGES REAR OF 5 AND 7 ST MARYS ROAD, MINSTER, RAMSGATE Erection of 3No. single storey dwellings together with associated car parking Ward: Thanet Villages	Approve
A02	F/TH/14/0099 GARAGE BLOCK BETWEEN 108 AND 110, CLEMENTS ROAD, RAMSGATE Erection of 1No. two storey attached dwelling, 1No. single storey attached dwelling, and 1No. detached single storey dwelling to rear, with associated off-street parking, following demolition of existing garage block Ward: Northwood	Approve
A03	F/TH/14/0094 GARAGE BLOCK BETWEEN 108 AND 110, CLEMENTS ROAD, RAMSGATE Erection of 1No. two storey attached dwelling and 1No. single storey attached dwelling Ward: Northwood	Approve
A04	F/TH/13/1035 CAR PARK, VERE ROAD, BROADSTAIRS MAJOR Variation of condition 7 attached to planning permission F/TH/10/1085 to remove pedestrian access during construction	Approve

Ward: Bradstowe

- A05 F/TH/14/0091 GARAGES ADJACENT TO, 34 PRINCE ANDREW ROAD, BROADSTAIRS, KENT, CT10** Approve

Erection of 2No. two storey semi detached dwellings following demolition of existing garage block.

Ward: Beacon Road

- A06 F/TH/14/0093 GARAGE BLOCK ADJACENT, 1 NORMAN ROAD, BROADSTAIRS, KENT, CT10 3BY** Approve

Erection of 2No. two-storey dwellings with associated car parking.

Ward: Beacon Road

- A07 F/TH/14/0096 GARAGES AT KINGSTON CLOSE, RAMSGATE** Approve

Erection of 9No. dwellings and associated parking following demolition of existing garages

Ward: Newington

- A08 F/TH/14/0092 GARAGES ADJACENT PIKES LANE, SUSSEX STREET, RAMSGATE**

Erection of 2No. 3 storey buildings to accommodate 6No. 2 bed flats and erection of 2No. 2 Storey houses together with associated parking

Ward: Eastcliff

- A09 F/TH/14/0097 GARAGES AT ST JOHNS AVENUE, RAMSGATE** Approve

Erection of 2No. two-storey dwellings with associated car parking

Ward: Newington

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|------------|---------------------|--|---------|
| A10 | F/TH/14/0087 | GARAGES ADJACENT 82 TO 90,
CHICHESTER ROAD, RAMSGATE, CT12
6NZ | Approve |
| | | Erection of 3No. dwellings | |
| | | Ward: Newington | |
| A11 | F/TH/13/0980 | REDUNDANT RAILWAY TUNNELS,
MARINA ESPLANADE, RAMSGATE | Approve |
| | | Change of use of tunnels to provide visitor attraction (D2 use class) and alterations to include installation of metal entrance gates, creation of vehicular access, parking provision and landscaping works. | |
| | | Ward: Eastcliff | |
| A12 | F/TH/13/0909 | VINCENT FARM, VINCENT FARM MEWS,
MARGATE, CT9 4GS | Approve |
| | | Change of use of two agricultural buildings to 5No. dwellings, together with the erection of new roofs, the insertion of windows and doors, and formation of hardstandings | |
| | | Ward: Thanet Villages | |
| A13 | F/TH/13/0785 | LAND AND BUILDINGS ADJACENT TO
THE OLD GRANARY, RAMSGATE ROAD,
SARRE, BIRCHINGTON, CT7 0JU | Approve |
| | | Change of use of buildings to 2No. dwellings, erection of two rear dormer windows to "The Bakery" and erection of a side extension and external stairs to "The Granary", together with the insertion of windows and doors to both buildings and the formation of hard standings without compliance with condition 2 of planning permission F/TH/11/0848 to allow changes to the design | |
| | | Ward: Thanet Villages | |
| A14 | F/TH/13/0848 | THE OLD GRANARY, SARRE WINDMILL,
RAMSGATE ROAD, SARRE,
BIRCHINGTON, CT7 0JU | Approve |

Change of use of buildings to 2No. dwellings, erection of two rear dormer windows to "The Bakery" and erection of a side extension and external stairs to "The Granary", together with the insertion of windows and doors to both buildings and the formation of hard standings without compliance of condition 2 attached to planning permission reference number F/TH/11/0848 to allow alterations to the internal layout, insertion of a window to side elevation and to retain the existing external staircase

Ward: Thanet Villages

**A15 F/TH/14/0015 UNIT 36, BLENHEIM CLOSE,
BROADSTAIRS, CT10 2YF**

Approve

Change of use from office to laundrette

Ward: St. Peters

THANET DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF COMMUNITY SERVICES

TO: THE PLANNING COMMITTEE

DATE: 19/03/2014

PART B

App. No.	Address and Details	Recommendation
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R16	F/TH/14/0026 91 WESTBROOK AVENUE, MARGATE, CT9 5HD	Refuse
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Erection of a single storey rear extension

Ward: Westbrook

THANET DISTRICT COUNCIL

PLANNING COMMITTEE

15 JANUARY 2014

BACKGROUND PAPERS TO SCHEDULE OF APPLICATIONS

The Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 (as amended)

(A) Standard Reference Documents - (available for inspection at the Council offices)

1. Thanet District Council Local Plan saved policies
2. Cliftonville Development Plan Document
3. Government Circulars and the National Planning Policy Framework issued by the Department of Communities and Local Government.

(B) Register of Applications for Planning Permission (Article 36 of the Town and Country Planning (Development Management Procedure) (England) Order 2010))

(Copy of applications together with accompanying plans or drawings are available for inspection at the Council offices)

(C) Background Papers in relation to specific reports in the Schedule of Planning Applications

(Copies of background papers and any appeal decisions referred to are available for inspection at the Council offices)

I certify that the above items are not exempt information.

(D) Exempt information in accordance with paragraph of Schedule 12 (A) of the Local Government Act 1972.

N/A

I certify that the above items are exempt information.

Prepared by: SIMON THOMAS

SIGNED:.


Proper Officer

DATE: 6 JANUARY 2014

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A01 **F/TH/14/0103**

PROPOSAL: Erection of 3No. single storey dwellings together with associated car parking

LOCATION: GARAGES REAR OF 5 AND 7 ST MARYS ROAD, MINSTER, RAMSGATE

WARD: Thanet Villages

AGENT: KUDOS Architectural Design

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawing numbered 13/102/MG/PL01 Revision D, received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 The area shown on drawing number 13/102/MG/PL01 Revision D, received on 10th March 2014 for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 4 Prior to the first occupation of the development, the secure cycle parking facilities, as shown on drawing number 13/102/MG/PL01Revision D, received on 10th March 2014, shall be provided and thereafter maintained.

GROUND:

In the interests of promoting increased cycling in accordance with policy TR12 of the Thanet Local Plan.

- 5 Prior to the commencement of the development hereby permitted, details of a residential sprinkler system for each dwelling shall be submitted to and approved in writing by the local planning authority. The sprinkler systems, as agreed, shall be installed and fully operational prior to the first occupation of each dwelling.

GROUND:

To ensure a satisfactory standard of accommodation for future occupiers, in accordance with Thanet Local Plan Policy D1.

- 6 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 7 No further alterations to the building, whether approved by Classes A, B or C of Part One of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking and re-enacting that Order), shall be carried out without the prior permission in writing of the Local Planning Authority.

GROUND:

To ensure a satisfactory external treatment and in the interests of the visual amenities of the locality in accordance with Policy D1 of the Thanet Local Plan.

- 8 Prior to the commencement of the development hereby approved, details of the decommissioning or relocation of the street lighting columns within the site shall be submitted to and approved in writing by the Local Planning Authority. The decommissioning or relocation of the street lighting columns shall be carried out concurrently with the development, in accordance with the approved details.

GROUND:

In the interests of highway safety.

INFORMATIVE

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is within a predominantly residential area, although there are numerous commercial premises to the north and east on the High Street and Monkton Street. The residential area to the south and west of the site has a strong character with terraces of four dwellings of identical scale and design, albeit, alterations have been made to these dwellings over time. The area has a spacious character with dwellings set well back from the road with large front gardens. The buildings are typically constructed of brick work, under a concrete tile roofs.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application

PROPOSED DEVELOPMENT

This application is for the erection of a pair of semi-detached single storey dwellings, each providing two bedrooms and one detached single storey dwelling, which would provide one bedroom. Car parking for eight vehicles, together with manoeuvring areas, would be provided to the front of the properties, which would be accessed via the existing vehicular access to St Marys Road. The dwellings would be finished in brick work, with cladding to their gables, under a concrete tile roof. The design and access statement confirms that the dwellings are intended to provide affordable housing.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - New Residential Development
H4 - Windfall Sites
TR12 - Cycling
TR16 - Car Parking Provision
D1 - Design Principles
D2 - Landscaping
SR5 Doorstep Play Space
CC2 - Landscape Character Areas

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. Four representations have been received in response, raising the following concern:

- Ability to connect to utilities
- Insufficient access to the site
- Too much car parking is proposed
- The proposed dwellings are too close to neighbours
- No flood risk assessment has been carried out
- Impact on wildlife
- Potential for contamination to be present
- Potential for asbestos to be present on site
- Harm to highway safety and the free flow of traffic, both during construction and for the long term.
- Loss of access to neighbouring gardens
- Lack of car parking
- Loss of trees
- Potential structural problems to neighbouring properties
- Impact on neighbouring properties of odours, rodents etc. from the location of refuse stores

CONSULTATIONS

Kent County Council Highways and Transportation - Raise no objection, subject to any grant of permission having conditions attached requiring measures to prevent the discharge of water onto the highway, wheel washing facilities, details of parking areas for construction vehicles and site personnel, provision and permanent retention of vehicle parking and turning areas, use of a bound surface material for the first 5m of the access, provision of covered cycle storage, and details of the widening of the access and relocation of the street light to be submitted and agreed.

Southern Water - No objection

Minster Council - No objection, subject to access being retained to the rear of No.22 Monkton Road and a condition ensuring local lettings. Concern has been raised regarding whether lawful access rights exist to other dwellings

COMMENTS

This application is reported to Planning Committee as the applicant is Thanet Council.

It is considered that the main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The land is occupied by numerous garage buildings and associated hard standing and I am satisfied that the land is therefore previously developed. The site also lies within the built-up confines of Minster, as shown on the Local Plan Proposals Map. The principle of the proposal is therefore acceptable.

Character and Appearance

The site lies at the end of an existing access road off St Marys Road, which is currently in use as an access to the garages on site and open parking areas on the site. It is proposed to erect a pair of semi-detached single storey dwellings and a detached single storey dwelling on the site, following the demolition of the existing garages. The area generally has a character of street frontage development; however, there are also several examples of cul-de-sacs, such as Norton Drive and Singleton Close. It is not, therefore, considered that the erection of dwellings which don't front directly onto a road would be significantly out of character. Furthermore, the site is characterised by the existing garages on the site which also produce a degree of activity, adding further weight to the case that the proposed dwellings would not harm the character of the area.

Concern has been raised that the location of the refuse stores would give rise to unacceptable odour and pest problems. However, it is considered that the small scale of the storage, together with the relationship with neighbouring properties, relating to single dwellings, this would not be materially harmful

Whilst the development to the south and west of the site has a strong degree of uniformity

to its two storey dwellings, other adjacent sites, such as 11 and 11a Norton Drive and 3 Taylor Road, single storey dwellings can be found. Given this mixed character, it is considered that the scale of the dwellings is compatible with the character of the area. The dwellings are single storey and would not therefore be highly visible from public areas. It is considered that their uncomplicated individual design and use of materials would not be out of character with other properties in the area, having particular regard for the appearance of the other bungalows in the area.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed dwellings would be set away from the boundaries of the site by a minimum of 2.5m, whilst the buildings would only be of limited height, being single storey under shallow pitched roofs, with a ridge height of 5.5m above ground level. Having regard for the height of the proposed dwellings, their locations and their relationship with neighbours, it is not considered that any loss of light or sense of enclosure would be caused. Furthermore, as no upper floor windows are proposed, it is not considered that any significant overlooking would be caused. However, should alterations be made to the properties at a later date under permitted development rights, harm could be caused to the residential amenity of neighbouring properties and, as such, should permission be granted it is considered that it would be reasonable to remove permitted development rights for alterations to, or extension of, the roof.

The proposed dwellings would provide an acceptable layout and benefiting from natural light. The development would include a garden area for each property which would provide general amenity space and adequate door step play space for the two bedroom dwelling.

Highways

The proposal would utilise the existing access road off Saint Marys Road to provide vehicular access to the site. At present, the site has the potential to generate its own level of vehicle movements and it is considered unlikely that the proposal would significantly increase movements using the access. KCC Highways have raised concerns with the existing access, which is considered to be substandard. The proposal would include the provision of an extended vehicle access to provide a passing place, improving the visibility out of the access and allowing vehicles to wait within the site, as opposed to on the highway. It is considered that this would improve the existing access ensuring the free flow of traffic on St Marys Road. It is therefore considered that the proposed access would be suitable to service the proposed development.

A total of eight car parking spaces would be provided. The design and access statement confirms that each property would be provided with two dedicated spaces, with the remaining two spaces being shared visitor parking. The proposed access and parking layout would provide sufficient space for manoeuvring. It is considered that two parking spaces per dwelling, plus two additional shared visitor spaces, is sufficient to meet the needs generated by the development.

KCC Highways have raised no objections to the development; however, they have recommended that several conditions are attached to any grant of permission to ensure

that a bound surface material is used for the parking areas which prevents the discharge of water onto the highway, the car parking, access and turning areas are provided prior to the first occupation of the dwellings, provision is made for loading and unloading areas and site personnel parking during construction, wheel washing facilities are provided during construction, cycle parking is provided and the off-site highway works take place. It is considered that the majority of the proposed conditions are reasonable and necessary. However, it is noted that wheel washing facilities, used to prevent the deposition of material on the public highway, is covered under separate legislation and, as such, it would be unreasonable duplication to attach this condition to any grant of permission. Furthermore, the application form states that it is proposed to utilise permeable paving and tarmac for the parking areas and, as such, conditions requiring the use of a bound surface material are unnecessary. Whilst the permeable paving would drain water away, the site would retain a large area of tarmac and it is considered that it would be reasonable to require details of drainage from this area.

The proposed access, whilst of sufficient width, includes a kink which would make access for large fire appliances difficult. As such, the applicant has agreed to provide residential sprinkler systems to the dwellings to ensure that there is not an unacceptable risk of fire. This can be secured by condition.

Other Matters

Minster Parish Council have requested that the properties should be occupied in accordance with a local letting plan to ensure that Minster residents get priority in all allocations of the properties. However, as this application falls under the threshold where there is a requirement for the properties to be affordable dwellings, it would be unreasonable to require this through the imposition of a condition. It is, however, understood that it is the intention for the dwellings to be affordable units, which will be rented at affordable rates below market value.

Concern has been raised that a flood risk assessment should have been submitted with the application. The site is not within a flood risk area and falls below the threshold where an assessment is required. Furthermore, given the site area, which is covered by hardstanding already, it is not considered that the proposal would pose a risk of localised flooding.

Concern has been raised that the development would impact wildlife. There are no features of interest within the site which are identified by Natural England Standing Advice and I do not, therefore, consider that the development would cause any harm to protected species or habitats.

Trees have been identified within the site, which would be lost through the development. These trees are small, located close to a boundary of the site and not highly visible from public areas. These trees are not covered by a Tree Preservation Order and are not located within a Conservation Area and could therefore be removed at any time without consent. For these reasons, it is not considered that their loss would be materially harmful, whilst the trees are not considered to be worthy of a Tree Preservation Order.

Concern has been raised that there may be contamination on site, whilst the garages may contain asbestos. Having visited the site, it is not considered likely that harmful levels of contamination would be present on site. The removal of hazardous materials, such as asbestos, is covered under separate legislation and is not a material planning consideration.

Concern has been raised that existing accesses to neighbouring properties would be lost should this development be permitted. Rights of access are a civil matter and are not a material planning consideration.

The likelihood of the development, including the removal of any trees, causing structural problems to neighbours is a civil issue which is not material to this planning application.

Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

The Freehold

F/TH/14/0103

GARAGES REAR OF
5+7 ST MARYS
ROAD, MINSTER



F/TH/14/0103 – Garages R/O 5 and 7 St Marys Road,
Minster



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A02

F/TH/14/0099

PROPOSAL: Erection of 1No. two storey attached dwelling, 1No. single storey attached dwelling, and 1No. detached single storey dwelling to rear, with associated off-street parking, following demolition of existing garage block

LOCATION: GARAGE BLOCK BETWEEN 108 AND 110, CLEMENTS ROAD, RAMSGATE

WARD: Northwood

AGENT: Mr Baker

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawings numbered 022/LOT1/001A, 022/LOT1/002A and 022/LOT1/003A, received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 The area shown on drawing number 022/LOT1/002A, received on 10th March 2014 for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 4 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 5 Prior to the commencement of the development hereby approved, details of the decommissioning or relocation of the street lighting columns within the site shall be submitted to and approved in writing by the Local Planning Authority. The decommissioning or relocation of the street lighting columns shall be carried out concurrently with the development, in accordance with the approved details.

GROUND:

In the interests of highway safety.

INFORMATIVE

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is within a wholly residential area. The western side of Clements Road predominantly comprises terraces, with a mixture of single storey and two storey dwellings. The properties on this side of the road are street fronting, with front gardens providing a set back from the road. To the eastern side of the road, there is a mixed character of terraces of two storey dwellings, set either parallel or perpendicular to the road, and three storey L-shaped blocks of flats. The area has a spacious character with dwellings set back from the road and large open areas being provided adjacent to the flat blocks. The buildings are typically constructed of brick work of various colours, under a concrete tile roofs, although some weatherboarding and render can also be found in the area.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application

PROPOSED DEVELOPMENT

This application is for the erection of a two storey dwelling which would be attached to the end of the existing terrace of two storey dwellings, a single storey dwelling which would be attached to the existing terrace of bungalows and a further single storey dwelling to the rear of the site. These dwellings would provide two bedrooms, one bedroom and two bedrooms respectively. Car parking for seven vehicles, together with two garages and manoeuvring areas, would be provided to the rear of Clements Road, which would be accessed via the existing vehicular access to Clements Road. The dwellings would be finished in brick work, under a concrete tile roof.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - New Residential Development
H4 - Windfall Sites
TR12 - Cycling
TR16 - Car Parking Provision

D1 - Design Principles
D2 - Landscaping
SR5 Doorstep Play Space

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. Six representations have been received in response, raising the following concerns:

- The proposed demolition of garages would remove walls which form boundaries of neighbouring properties
- Loss of access to neighbouring properties
- Overlooking
- Loss of light
- Noise and disturbance
- Loss of property value
- Impact on drains
- Loss of existing garages

CONSULTATIONS

Kent County Council Highways and Transportation - No objection, subject to conditions requiring: the provision of a pram crossing to the access, the provision of measures to prevent the discharge of surface water onto the highway; wheel washing facilities are provided during construction; the first 5m of the access is constructed of a bound material; cycle parking facilities are provided, the vehicle parking and turning facilities shown on the plan are provided and the existing KCC maintained light columns situated within the site are relocated.

Southern Water - No objection

COMMENTS

This application is reported to Planning Committee as the applicant is Thanet Council.

It is considered that the main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The site is within the built up confines of Ramsgate. Whilst the site includes numerous garage buildings and associated hard standing, the proposal also includes areas of grass which are not considered to be previously developed. The development of these areas is therefore considered to be contrary to Policy H1. However, the development, being within the urban confines, is considered to constitute sustainable development in accordance with the National Planning Policy Framework and, as such, it is considered that principle

of housing is acceptable on this site.

Character and Appearance

The site incorporates land which fronts onto Clements Road and extends to the rear of No.'s 96 to 108 Clements Road. It is proposed to extend two existing terraces of dwellings, one two storey and the other single storey. These dwellings would be each front the road and be set back from the road by the same distance as their neighbours, continuing the pattern of development to this side of Clements Road. It is not considered that the loss of this area of open space would harm the character of the area, as several other areas of open space exist within the immediate vicinity, whilst the openness to the fronts of the properties would be retained. The scale and mass of these two dwellings would replicate that of the dwellings within the respective terraces onto which they would adjoin. Whilst the detailed design of these dwellings would be similar to their respective neighbours, the design would differ in some respects. Neither dwelling would have the single storey open porch and storage areas which are present on the existing properties onto which they would attach, however, it is not considered that this change would detract from the character and appearance of the properties.

A further single storey dwelling is proposed to the rear of No's 96 to 108 Clements Road. At present, there is a row of single storey garages together with parking and manoeuvring areas. The south western side of Clements Road has a character of street fronting development, albeit the character to the north eastern side of the road is more mixed whilst there is a cul-de-sac to the south of the site which is accessed from Ramsgate Road. This character is disrupted by the presence of the existing garages to the rear. This site is to the rear of properties with no street frontage. However, there are blocks of garages in the approximate location of the proposed dwelling which themselves provide a degree of built form and activity. It is considered that the proposal would not significantly increase the amount of development or activity in this area and, on balance, the development would not significantly harm the character of the area. The scale and height of the development is also considered to be appropriate for this location and would relate to the bungalows in Martin's Close which would directly adjoin the site and form the proposed dwellings visual context. The design and use of materials of this dwelling is also considered to be appropriate.

There is a tree to the front of the site, adjacent to No.110 Clements Road, which would need to be felled to allow for the proposed development. Whilst it is considered that this tree is of some aesthetic value, it is not protected by a tree preservation order and could therefore be removed at any time, without requiring consent.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed dwellings fronting Clements Road would extend the existing form of development and, as such, the front and rear elevations would be in line with the front and rear elevations of the neighbouring properties. Having considered the location, scale and design of the dwellings and their relationship with neighbouring properties, it is not considered that any significant loss of light or sense of enclosure would occur. Equally, whilst new first floor windows are proposed within the two storey dwelling, given the location and relationship with neighbours, no unacceptable direct overlooking would be

caused.

The proposed dwelling to the rear of Clements Road would be single storey with an eaves height of 2.5m and a ridge height of 4.3m. The building would be set to the rear of properties on Clements Road, at its closest point being 11.6m away from the rear elevation of the existing properties. To the south is No.6 Martins Close, which would be 6.6m away and No.8 Martins Close which would be 18.4m away. Whilst some neighbouring properties are relatively close to this proposed dwelling, it is considered that given its limited height, the separation distances are sufficient to ensure that no unacceptable loss of light or sense of enclosure would be caused. Furthermore, given the single storey nature of the development, no overlooking would be caused.

It is not considered that the construction phase would be likely to cause an unacceptable degree of noise or disturbance. Furthermore, any affect would be temporary.

The proposed dwellings would provide an acceptable standard of accommodation.

Highways

The proposal would utilise the existing access road off Clements Road to provide vehicular access the site. Seven car parking spaces, together with two garages would be provided to the rear of the site.

At present, the site has the potential to generate its own level of vehicle movements and it is considered unlikely that the proposal would significantly increase movements using the access. It is considered that the proposal includes adequate car parking to meet the needs of the development; however, it is also considered that there is a capacity for additional on-street car parking. Therefore, it is not considered that the proposal would lead to unacceptable harm to highway safety or the free flow of traffic.

KCC Highways have raised no objections to the development; however, they have recommended that several conditions are attached to any grant of permission. It is considered that the majority of the proposed conditions are reasonable and necessary. However, it is noted that wheel washing facilities, used to prevent the deposition of material on the public highway, is covered under separate legislation and, as such, it would be unreasonable duplication to attach this condition to any grant of permission. Furthermore the application form states that it is proposed to utilise permeable paving for the new hard surfaced areas and, as such, conditions requiring the use of a bound surface material are unnecessary. All new areas of hard standing would be constructed in permeable paving which would drain water away and, as such, details of drainage from this area is not considered to be reasonable. It has been requested that cycle storage details are submitted; however, no cycle storage is proposed and it is therefore not considered reasonable to require such details by condition. However, both properties include large rear gardens capable of accommodating safe and secure cycle storage. It has also been requested that new pram crossings are provided across the access road. As the access is existing and the proposed development would not create a significant increase in use, it is not considered reasonably necessary for these new crossings to be formed.

The site also contains a lamp post which is maintained by KCC. KCC Highways and Transportation have requested that this lamp post, which would be impacted by the development, should be relocated as part of this application. It is considered that this condition is reasonable and necessary.

Other Matters

Concern has been raised that existing accesses to neighbouring properties would be lost should this development be permitted. Rights of access are a civil matter and are not a material planning consideration.

Concern has been raised that the development would lead to the loss of existing boundary treatments, leading to boundaries being open. Again, this is a civil issue which can not be considered as part of this application. However, it is noted that the submitted plans show fences to the majority of the boundaries.

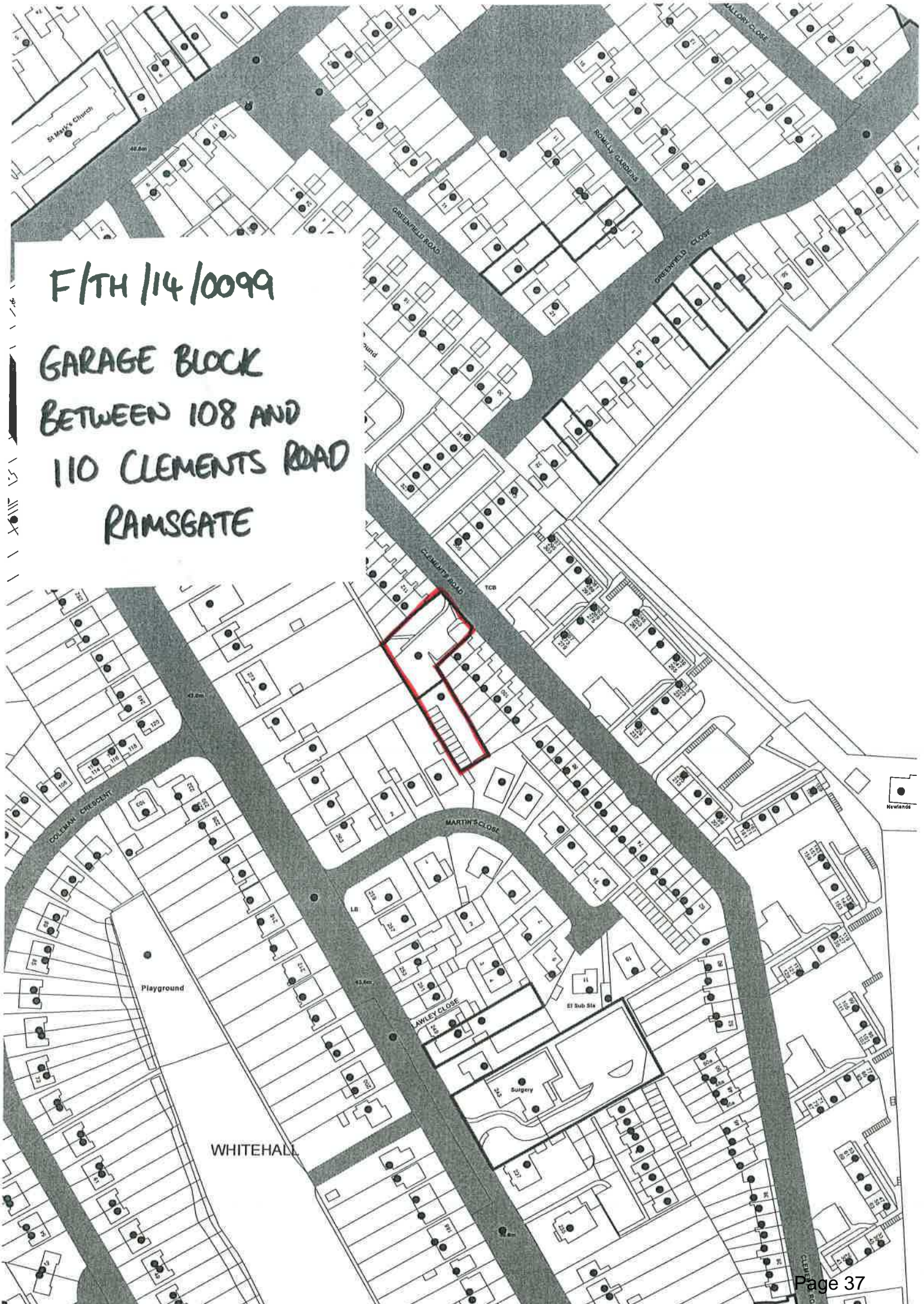
The loss of property value is not a material planning consideration.

Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

F/TH 114/0099
GARAGE BLOCK
BETWEEN 108 AND
110 CLEMENTS ROAD
RAMSGATE



F/TH/14/0099 – Garages Between 108 and 110
Clements Road, Ramsgate



A03

F/TH/14/0094

PROPOSAL: Erection of 1No. two storey attached dwelling and 1No. single storey attached dwelling

LOCATION: GARAGE BLOCK BETWEEN 108 AND 110, CLEMENTS ROAD, RAMSGATE

WARD: Northwood

AGENT: Cube Architecture

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawings numbered 022/LOT1/004A, 022/LOT1/005A and 022/LOT1/006A, received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 The area shown on drawing number 022/LOT1/005A, received on 10th March 2014 for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 4 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 5 Prior to the commencement of the development hereby approved, details of the decommissioning or relocation of the street lighting columns within the site shall

be submitted to and approved in writing by the Local Planning Authority. The decommissioning or relocation of the street lighting columns shall be carried out concurrently with the development, in accordance with the approved details.

GROUND:

In the interests of highway safety.

INFORMATIVE

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is within a wholly residential area. The western side of Clements Road predominantly comprises terraces, with a mixture of single storey and two storey dwellings. The properties on this side of the road are street fronting, with front gardens providing a set back from the road. To the eastern side of the road, there is a mixed character of terraces of two storey dwellings, set either parallel or perpendicular to the road, and three storey L-shaped blocks of flats. The area has a spacious character with dwellings set back from the road and large open areas being provided adjacent to the flat blocks. The buildings are typically constructed of brick work of various colours, under a concrete tile roofs, although some weatherboarding and render can also be found in the area.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application

PROPOSED DEVELOPMENT

This application is for the erection of a two storey dwelling which would be attached to the end of the existing terrace of two storey dwellings, a single storey dwelling which would be attached to the existing terrace of bungalows. These dwellings would provide two bedrooms and one bedroom respectively. Car parking for two vehicles would be provided to the rear of the dwellings which would be accessed via the existing vehicular access to Clements Road. The dwellings would be finished in brick work, under a concrete tile roof.

The application site excludes the majority of the parking, turning and garaging site to the rear of No.'s 96 to 108.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

- H1 - New Residential Development
- H4 - Windfall Sites
- TR12 - Cycling
- TR16 - Car Parking Provision
- D1 - Design Principles

D2 - Landscaping
SR5 - Doorstep Play Space

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. Three representations have been received in response, raising the following concerns:

- The proposed demolition of garages would remove walls which form boundaries of neighbouring properties.
- Loss of access to neighbouring properties

CONSULTATIONS

Kent County Council Highways and Transportation - No objection, subject to conditions requiring: the provision of a pram crossing to the access, the provision of measures to prevent the discharge of surface water onto the highway; wheel washing facilities are provided during construction; the first 5m of the access is constructed of a bound material; cycle parking facilities are provided and the vehicle parking and turning facilities shown on the plan are provided.

Southern Water - No objection

Kent Police - No objection; however, it is recommended that private areas remain fenced off and the creation of recessed areas are avoided.

COMMENTS

This application is reported to Planning Committee as the applicant is Thanet Council.

It is considered that the main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The site is within the built up confines of Ramsgate. Whilst the site includes areas of hard standing, the proposal also includes areas of grass which are not considered to be previously developed. The development of these areas is therefore considered to be contrary to Policy H1. However, the development is considered to constitute sustainable development in accordance with the National Planning Policy Framework, within the built up confines, and, as such, it is considered that principle of housing is acceptable on this site.

Character and Appearance

The site incorporates land which fronts onto Clements Road and extends to the rear of

No.'s 96 to 108 Clements Road. It is proposed to extend two existing terraces of dwellings, one two storey and the other single storey. These dwellings would each front the road and be set back from the road by the same distance as their neighbours, continuing the pattern of development to this side of Clements Road. It is not considered that the loss of this area of open space would harm the character of the area, as the openness to the fronts of the properties would be retained and there are several other areas of open space exist within the immediate vicinity. The scale and mass of these two dwellings would replicate that of the dwellings within the respective terraces onto which they would adjoin. Whilst the detailed design of these dwellings would be similar to their respective neighbours, the design would differ in some respects. Neither dwelling would have the single storey open porch and storage areas which are present on the existing properties onto which they would attach, however, it is not considered that this change would detract from the character and appearance of the properties, which would remain largely coherent.

There is a tree to the front of the site, adjacent to No.110 Clements Road, which would need to be felled to allow for the proposed development. Whilst it is considered that this tree is of some aesthetic value, it is not protected by a tree preservation order and could therefore be removed at any time, without requiring any permission.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed dwellings would extend the existing form of development and, as such, the front and rear elevations would be in line with the front and rear elevations of the neighbouring properties. Having considered the location, scale and design of the dwellings and their relationship with neighbouring properties, it is not considered that any significant loss of light or sense of enclosure. Equally, whilst new first floor windows are proposed within the two storey dwelling, given the location and relationship with neighbours, no unacceptable overlooking would be caused.

The proposed dwellings would provide an acceptable standard of accommodation, being of a reasonable overall size and having reasonable sized rooms, benefiting from natural light. The development would include a garden area for each property which would provide general amenity space and adequate door step play space for the two bedroom dwelling.

Highways

The proposal would utilise the existing access road off Clements Road to provide vehicular access to the site. Two car parking spaces would be provided to the rear of the site. The majority of the area to the rear of properties fronting Clements Road would remain unaltered by the proposed development.

At present, the site has the potential to generate its own level of vehicle movements and it is considered unlikely that the proposal would significantly increase movements using the access. It is considered that the existing access to the site is adequate to meet the needs of the development. One car parking space would be provided for each dwelling; however, it is considered that there is a capacity for additional on-street car parking and, as such, it is not considered that the proposal would lead to unacceptable harm to highway safety or

the free flow of traffic.

KCC Highways have raised no objections to the development; however, they have recommended that several conditions are attached to any grant of permission. It is considered that the majority of the proposed conditions are reasonable and necessary. However, it is noted that wheel washing facilities, used to prevent the deposition of material on the public highway, is covered under separate legislation and, as such, it would be unreasonable duplication to attach this condition to any grant of permission. Furthermore the application form states that it is proposed to utilise permeable paving for the new hard surfaced areas and, as such, conditions requiring the use of a bound surface material are unnecessary. All new areas of hard standing would be constructed in permeable paving which would drain water away and, as such, details of drainage from this area is not considered to be reasonable. It has been requested that cycle storage details are submitted; however, no cycle storage is proposed and it is therefore not considered reasonable to require such details by condition. However, both properties include large rear gardens capable of accommodating safe and secure cycle storage. It has also been requested that new pram crossings are provided across the access road. As the access is existing and the proposed development would not create a significant increase in use, it is not considered reasonably necessary for these new crossings to be formed.

The site also contains a lamp post which is maintained by KCC. On a separate application for this site, KCC Highways and Transportation have requested that this lamp post, which would be impacted by the development, should be relocated as part of this application. Whilst they have not made the same comment on this application, it is considered that such a condition would be reasonable for this application also.

Other Matters

Concern has been raised that existing accesses to neighbouring properties would be lost should this development be permitted. Rights of access are a civil matter and are not material planning consideration.

Concern has been raised that the development would lead to the loss of existing boundary treatments, leading to boundaries being open. Again, this is a civil issue which can not be considered as part of this application. However, it is noted that the submitted plans show fences to the majority of the boundaries.

Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

F/TH/14/0094

GARAGE BLOCK
BETWEEN 108 AND
110 CLEMENTS ROAD
RAMSGATE



F/TH/14/0094 – Garages Between 108 and 110
Clements Road, Ramsgate



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A04

F/TH/13/1035

PROPOSAL: Variation of condition 7 attached to planning permission F/TH/10/1085 to remove pedestrian access during construction

LOCATION: CAR PARK, VERE ROAD, BROADSTAIRS

WARD: Bradstowe

AGENT:

APPLICANT: Uprise Limited

RECOMMENDATION: **Approve**

Subject to the following conditions:

1 The development hereby approved shall be constructed in the following materials are approved in letter dated 29th April 2013:
Bricks – Wienerberger Tabasco Multi Red for units 3,4,7,8,13 & 14, Wienerberger Olde Alton Yellow Multi units 1,2,5,6,9,10,11 & 12

Weatherboarding – Marley Eternit Cedral, Sand yellow (C08) for unit 11, Lavender Blue (C12) for units 5,9,12 & 14, Lilac blue (C13) for units 1,2,4 & 7

Render – Render through colour Light Ivory (RAL 1025) for units 3,6,8,10 & 13

Roofing – Redland Rosemary red plain tiles for units 3,7,8,11,13 & 14, Blue/black Spanish slate for units 1,2,4,5,6,9,10,& 12.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

2 The vehicle parking spaces and garages, including car parking spaces for the dwellings, hereby approved, public car parking spaces and coach parking spaces, shown on the submitted plan, shall be operational prior to the first use of the site and thereafter maintained for that purpose.

GROUND:

To ensure that sufficient parking provision is made for the development, in accordance with Thanet Local Plan policies TR10 and TR16.

3 The turning facilities, shown on the submitted plan, shall be operational prior to the first use of the site and thereafter maintained for that purpose.

GROUND:

In the interests of highway safety.

4 Prior to the first occupation of any of the residential units, hereby approved, the:

- (a) footways and/or footpaths, with the exception of the wearing course;
- (b) carriageways, with the exception of the wearing course, but including turning facilities, highway drainage, visibility splays, street lighting, street name plates and highway structures (if any)

shall be operational.

GROUND:

In the interests of highway safety.

- 5 Parking facilities for construction workers and temporary arrangements for car parking shall be provided, in accordance with drawing titled Annex 1 submitted on 25th March 2013.

GROUND:

In the interests of highway safety and to ensure the proper development of the site without prejudice to the amenities of the public.

- 6 A safe route for pedestrians between the footpath to the east of the site and Vere Road shall be provided and maintained free of obstruction subsequent to completion of the development.

GROUND:

To ensure the protection of this public amenity.

- 7 The development shall be carried out concurrently with the provisions made in the Archaeological Evaluation Report (Ref 76970.01) submitted on 25th March 2013.

GROUND:

To ensure that the archaeological history of the site is recorded in accordance with Policies HE11 and HE12 of the Thanet Local Plan and the National Planning Policy Framework.

- 8 The proposed means of surface water drainage shall be carried out in accordance with details in drawing no.613843/sk02 submitted 25th March 2013.

GROUND:

To reduce any impact of flooding and to prevent pollution in accordance with the National Planning Policy Framework.

- 9 All hard and soft landscape works shall be carried out in accordance with the approved landscaping details shown in drawing 022A submitted on 19th February 2014. The works shall be carried out prior to the occupation of any part of the development, or in accordance with a programme of works to be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives any written consent to any variation.

GROUND:

In the interests of the visual amenities of the area in accordance with Policy D1 of

the Thanet Local Plan.

- 10 The development hereby approved shall be carried out in accordance with the submitted plans as amended by revised drawings numbered 1464-01-1, 02-1, 03-1, 04-1, 05-1, 07-1, 08-1 received 19 January 2011 and 1464-06-1 received 1 March 2011 and 1464-10-0 received 14 March 2011.

GROUND:

To secure the proper development of the area.

- 11 Prior to the first occupation of the development hereby approved, the toilet block shall be provided in accordance with the submitted details.

GROUND:

To ensure retention of a community facility in accordance with Thanet Local Plan Policy CF2.

- 12 The measures as agreed with Southern Water as confirmed in correspondence dated 22nd April 2013 shall be undertaken to protect the public sewers.

GROUND:

To prevent pollution in accordance with guidance within National Planning Policy Framework.

SITE, LOCATION AND DESCRIPTION

The site is located at the northern end of Vere Road, Broadstairs. It is a coach and car park, and is a mixture of hard surfaced treatments. The site also contained recycling and public toilet facilities. The principle vehicular access to the site is via Vere Road, a predominantly residential street, containing a mix of houses and bungalows. Vere Road has a steep gradient dropping down into the site. To the north east of the site are allotment gardens, and to the north and west are the rear gardens of properties fronting Bradstow Way and Carlton Avenue. To the east of the site is a pedestrian access to the seafront via Alexandra Road. The site is currently under development.

RELEVANT PLANNING HISTORY

F/TH/09/0465 - an application was approved for the erection of 14 dwellings, the erection of toilet building together with resurfacing of the car park.

F/TH/10/0753 - an application was approved for the erection of 14 dwellings, the erection of toilet building together with resurfacing of the car park

F/TH/10/1085 - an application was approved for the erection of 14 dwellings, the erection of toilet building together with resurfacing of the car park. This is the planning application with has been implemented on site, and the proposed variation to condition 7 of this permission is the subject of this application.

PROPOSED DEVELOPMENT

The proposal is for the variation of Condition 7 attached to planning permission

F/TH/10/1085, which states that 'a safe route for pedestrians between the footpath to the east of the site and Vere Road shall be provided and maintained free of obstruction both during the course of development and subsequent to completion'. The proposal is for the variation of this condition, which would allow for the closure of the pedestrian link connecting Vere Road and the footpath to the east of the site (leading from Alexandra Road) during the construction period of the development in Vere Road car park. The completion date of the development has been estimated as being the 19th December 2014. Following the completion of the development, the pedestrian link will again be open to the public.

The applicant has stated that they are unable to retain a pedestrian link through the site during the construction period on grounds of health and safety. The applicant has submitted a phasing plan with his application which shows that within the area previously accommodating the pedestrian link there will be significant plant movement (including construction delivery vehicles and forklift trucks), deep excavation (required across the full width of the site for new drainage pipes and soakaways, scaffolding (which is required for the construction of the new WC block on land immediately adjacent to the eastern footpath), the storage of construction material, along with the need to lay the car parking surface material.

The applicant has also advised that they have discovered a large electrical cable running through the site, close to the eastern footpath, which is currently exposed and could cause a fatality if the site were accessed by unauthorised personnel.

The Health and Safety Advisors of the developer have commented that it is a severe risk to public safety to allow anyone access to the construction site at this stage of the development, as a number of potentially hazardous operations will be taking place and it is not possible to provide a safe route whilst this is happening.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan

D1 – Design

NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice has been posted. 44 objections have been received, outlining the following concerns:

- Loss of footpath during construction.
- Closure is inconvenient and unnecessary.
- Loss of allotments from within the site with no viable alternative.
- Development of the site is unacceptable.
- Loss of link through the site to the beach.
- General reduction in public amenity.
- Footpath is a public right of way.
- Harm to Broadstairs as a tourist destination.
- Footpath closed without consent being granted allowing for the closure.

9 letters of support were received for the application, raising the following points:

- Closing the footpath is necessary and helps to expedite the development.
- Dangerous to allow public access to a construction site.

- Improvement to footpath once properly surfaced.

Broadstairs Town Council - Recommend the refusal of the application. Site safety is a legal duty, but appropriate phasing of the works can ensure safety and compliance with Condition 7.

Broadstairs Society - Object to the application on the grounds that Condition 7 was specifically put there by Thanet District Council to protect public amenity.

CONSULTATIONS

KCC Highways - The removal of pedestrian access is undesirable from a pedestrian permeability perspective, however I understand that health and safety is also a strong consideration that needs to be balanced. The pedestrian route does not appear to be part of the registered highway or public right of way network, however I would advise that some advisory signs is provided at the top of Vere Road (junction with High Street) and Alexandra Road (junction with Albion Street) to warn pedestrians that this route is closed for the duration of the works.

Environmental Health - No objections.

Public Protection Health and Safety Officer - Having spoken to a Health and Safety Executive construction officer, there MUST be clear and defined separation between any construction works and any public footpath or other access to the site. If the footpath runs across the site, then there must be a temporary reroute of the path keeping the non construction people off the site. There have been exceptions to this e.g. where a fire escape route has had to cross a construction site - this apparently was the subject of a documented and practiced risk assessment procedure.

COMMENTS

This application has been called before members by Councillor David Saunders due to the loss of convenience and the level of public interest that has been generated following the temporary closure of the access route.

The condition to retain a pedestrian link through the site, between Vere Road and the footpath, was imposed to ensure the protection of this public amenity, both during and after the construction of the development. The presumption therefore is to seek to ensure that the footpath be provided unless it would be impractical and unreasonable to do so. In consideration of this application to vary the condition, however, we must give full consideration to the health and safety concerns raised about the practicalities of providing this link across the site, and to conclude whether it would be reasonable to maintain the requirement for a footpath to be provided for the duration of construction works.

The health and safety requirement is that there must be a clear and defined separation between any construction works and any public footpath or other access to the site. The Council's Environmental Officer has advised that he has spoken with the Health and Safety Executive Construction Officer, and states that if the footpath runs across the site, then there must be a temporary rerouting of the path keeping the non construction people off the site.

It is clear that a path could not reasonably be retained across the centre of the site whilst construction takes place as this would cause a significant and unacceptable risk to public

safety. However, officers have asked the applicant to provide further detail about the potential to re-phase the works, and provide a footpath from Vere Road around the perimeter of the site along the western side of the access road to the north, running east above the approved terrace of the three dwellings, then following the fence line of the allotments to the footpath.

The applicants have responded that there would be a conflict with site plant moving up and down the access road into the coach park (to be used as a store of building materials during construction) at the only entry point, which means that a safe access would not be possible through the site. It is also the case that the building of the three new dwellings adjacent to the potential path would make this route unavailable during the construction of these dwellings. An additional constraint relates to the new toilet block at the eastern edge of the site, which would not be possible to be carried out without restricting access to the site, due to its position.

Due to the approved position of the row of 11 dwellings, no route is feasible during construction along the southern boundary of the site. The location of the car parking area, and the need to move the electrical cable plus the use of the car park for construction traffic, means that a route across this part of the site is also not possible. Therefore having carefully considered all possible options, it is clear to officers that a pedestrian route through the site during construction would be unpractical and unreasonable.

Other matters

A number of residents have raised concern with the lack of access to the allotments, however, this was not a requirement of the condition, and is not a material consideration to this application. The closure of the footpath will only be temporary, and it is not considered that this will significant harm the provision of tourist facilities within Broadstairs.

In regard to the objection on the grounds that the development has already occurred, the Local Planning Authority are obliged to consider the planning application on its merits, irrespective of whether the change to the condition has already occurred.

KCC Highways have advised that the footpath is not a registered public right of way.

Conclusion

It is considered that it would be unpractical and unreasonable, having regard to the issues relating to the provision of a path, to require a path to be open during construction. However the proposed variation to the condition does not remove the obligation on the developer to ensure that access is provided following completion of the development. The developer will be providing a good quality pedestrian link following the completion of the development, which will again allow for pedestrian movement between Vere Road and the footpath, however, in the meantime, the potential risk to human safety through the provision of a pedestrian link through the construction site and the significant practical difficulties are considered to outweigh the temporary loss of this public amenity.

Therefore the proposed variation is considered to be appropriate, and members are recommended to approve the variation of the condition.

Case Officer

Emma Fibbens

Title: F/TH/13/1035

Project name: Car Park, Vere Road, Broadstairs

Notes:

Scale: 1:1,250

Author:



Legend

F/TH/13/1035

CAR PARK, VERE ROAD, BROADSTAIRS



A05 **F/TH/14/0091**

PROPOSAL: Erection of 2No. two storey semi detached dwellings following demolition of existing garage block.

LOCATION: GARAGES ADJACENT TO, 34 PRINCE ANDREW ROAD,
BROADSTAIRS, KENT, CT10

WARD: Beacon Road

AGENT: Cube Architecture

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawings numbered 022/LOT6/001A and 022/LOT6/003, received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 4 Prior to the first occupation or use of the development, the area shown on drawing number 022/LOT6/003, received on 10th March 2014. for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 5 Prior to the commencement of the development hereby approved, details of the areas for the loading and unloading of vehicles, vehicle turning facilities and

parking facilities for site personnel and visitors to be used during the construction of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The areas as approved, shall be provided prior to the commencement of the development and shall be kept available for the duration of the construction of the development.

GROUND:

In the interest of highway safety.

INFORMATIVE

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is within a wholly residential area. The area has a strong degree of uniformity, with a character of spacious two storey dwellings which are a mixture of semi-detached and terraced. The dwellings are set well back from the road with large front gardens. The buildings are typically constructed of brick work to their ground floors with either painted render or hanging tiles to their first floors, under a concrete tile roofs.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application

PROPOSED DEVELOPMENT

This application is for the erection of a pair of semi-detached two storey dwellings, each providing three bedrooms. The dwellings would be of similar scale and layout as the existing pairs of semi-detached dwellings to the north east. Each dwelling would be provided with car parking for two vehicles together with manoeuvring areas to the front of the each property. The dwellings would be finished in brick work and render, under a concrete tile roof. The design and access statement confirms that the dwellings are intended to provide affordable housing.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - New Residential Development
H4 - Windfall Sites
TR12 - Cycling
TR16 - Car Parking Provision
D1 - Design Principles
D2 - Landscaping
SR5 - Doorstep Play Space

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. Two representations have been received in response, raising the following concerns:

- The existing garages form a boundary to neighbouring gardens
- Loss of parking
- Loss of access

CONSULTATIONS

Kent County Council Highways and Transportation - Raise no objection, subject to conditions requiring details of the new vehicle crossovers, provision of loading, unloading and parking areas during construction, ensuring that the parking areas proposed are provided in a manner which does not lead to water or other material being deposited on the highway, the provision and retention of car parking and turning areas and details of cycle parking.

Kent Police - The sides and rear of the site should be secured with a fence or wall of at least 1.8m in height. The development should also incorporate appropriate lighting, secure locking devices and bin and cycle storage.

Southern Water - No objection.

Broadstairs and St Peters Town Council - Recommend that the application is approved.

COMMENTS

The application is reported to Planning Committee as the applicant is Thanet Council.

It is considered that the main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The land is occupied by numerous garage buildings and associated hard standing and I am satisfied that the land is therefore previously developed. The site also lies within the built-up confines of Broadstairs, as shown on the Local Plan Proposals Map. The principle of the proposal is therefore acceptable.

Character and Appearance

The site lies at the end of a short spur off Prince Andrew Road, which is currently in use as an access to the garages on site. It is proposed to erect a pair of semi-detached two storey dwellings of similar scale to the existing pairs of semi-detached dwelling adjacent to the site. The existing pairs of semi-detached properties are staggered back from each other so that they retain a generous set back from the road. The proposal seeks to

continue this pattern of development, setting the buildings back from their immediate neighbours by a comparable distance, with car parking provided to their fronts.

The area has a strong degree of uniformity to the scale, form and design of the buildings. The scale of the buildings also seeks to replicate that of the neighbouring properties, being two storeys in height and of comparable width. Equally, the design mimics the simple style of the neighbouring properties, with brick to its ground floor and pale render to its upper floor, under a concrete tile roof. These materials are exhibited on the neighbouring properties and in the wider area. Front and side gardens, together with generous rear gardens, continue the spacious landscaping between properties.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed dwellings would be set away from neighbouring properties. The side elevation of the closest property, which is No.34 and is to the north east, would be set 4m away from the side elevation of the proposed development, with the proposed dwellings being set back in the plot. No.34 has no side facing windows. Whilst the proposal would intersect the 45 degree line from the closest rear facing windows of this neighbouring property, given the separation distance between dwellings of 4m, it is not considered that this would cause an unacceptable degree of loss of light or sense of enclosure. The original proposal did include side facing windows which would have caused an unacceptable degree of overlooking, however, amendments have been made to the scheme to remove these windows and, as such, I am satisfied that no unacceptable overlooking would be caused.

The properties to the north west, the closest of which is No. 32 Westover Gardens, would be set a significant distance from the proposed development, at a distance of approximately 23m between the front elevation of the proposed dwellings and the side elevation of No.32. Given the separation distance between properties, it is not considered that any loss of light, sense of enclosure or overlooking would be caused to the properties in Westover Gardens. The properties to the south are set even further away and therefore the impact would lessen further.

It is considered that the proposed dwellings would provide an acceptable standard of accommodation, being of a reasonable overall size and having reasonable sized rooms, benefiting from natural light. The development would include a garden area for each property which would provide general amenity space and adequate door step play space.

Highways

The existing site has been used for open car parking and garaging. Whilst existing parking areas would be lost, within this location there are no policies which require the retention of existing car parking. Furthermore, there is evidence that the area is little used and, as such, its loss would not cause any material harm.

The proposal would utilise the existing spur off Prince Andrew Road to provide vehicular access the site. Each property would be provided with two car parking spaces. The proposed access and parking layout would provide sufficient space for manoeuvring, whilst it is considered that two parking spaces is sufficient to meet the needs generated by

the development. KCC Highways have raised no objections to the development; however, they have recommended that several conditions are attached to any grant of permission to ensure that the parking and turning areas integrates with the public highway, a bound surface material is used for the parking areas which prevents the discharge of water onto the highway, the car parking and access areas are provided prior to the first occupation of the dwellings, provision is made for loading and unloading areas and site personnel parking during construction, and wheel washing facilities are provided during construction. It is considered that the majority of the proposed conditions are reasonable and necessary. However, it is noted that wheel washing facilities, used to prevent the deposition of material on the public highway, is covered under separate legislation and, as such, it would be unreasonable duplication to attach this condition to any grant of permission. Furthermore application form states that it is proposed to utilise permeable paving for the parking areas and, as such, conditions requiring the use of a bound surface material and details of measures to prevent the discharge of water onto the highway are unnecessary.

The dwellings include large rear gardens capable of providing sufficient cycle parking facilities for the development.

Other Matters

Concern has been raised that existing accesses to neighbouring properties would be lost should this development be permitted. Rights of access are a civil matter and are not a material planning consideration.

Concern has been raised that the development would lead to the loss of existing boundary treatments, leading to boundaries being open. Again, this is a civil issue which can not be considered as part of this application. However, it is noted that the submitted plans show fences to the majority of the boundaries.

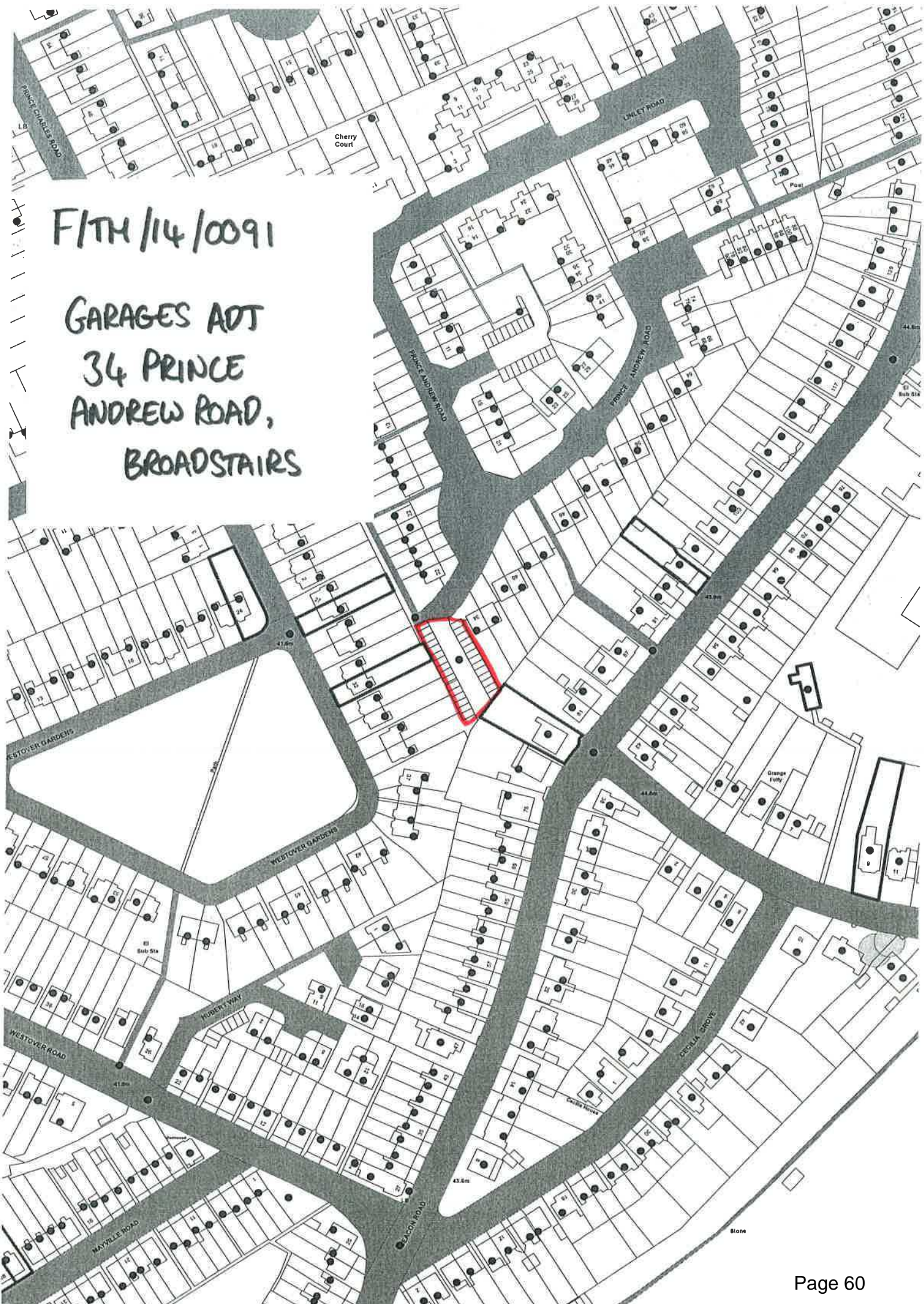
Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

F/TH /14 /0091

GARAGES ADT
34 PRINCE
ANDREW ROAD,
BROADSTAIRS



F/TH/14/0091 – Garages adj. 34 Prince Andrew Road,
Broadstairs



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A06

F/TH/14/0093

PROPOSAL: Erection of 2No. two-storey dwellings with associated car parking.

LOCATION: GARAGE BLOCK ADJACENT, 1 NORMAN ROAD,
BROADSTAIRS, KENT, CT10 3BY

WARD: Beacon Road

AGENT: Cube Architecture

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawing numbered 022/LOT6/004a, 022/LOT6/005a and 022/LOT6/006a, received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 4 The area shown on drawing number 022/LOT6/006a, received on 10th March 2014 for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 5 Prior to the commencement of the development hereby approved, details of the decommissioning or relocation of the street lighting columns within the site shall be submitted to and approved in writing by the Local Planning Authority. The

decommissioning or relocation of the street lighting columns shall be carried out concurrently with the development, in accordance with the approved details.

GROUND:

In the interests of highway safety.

- 6 Prior to the commencement of the development hereby approved, details of the areas to be used for the loading, unloading and turning of construction vehicles shall be submitted to and approved in writing by the Local Planning Authority. The areas as are agreed shall be provided prior to the commencement of the development and shall be kept available for the duration of the construction of the development.

GROUND:

In the interests of highway safety.

- 7 No development shall take place until all off-site highway works have been completed. These works include the provision of new dropped kerbs and the reinstatement of kerbs and footpaths.

GROUND:

In the interests of highway safety.

- 8 Prior to the first occupation of the proposed development, an acoustic fence, which shall achieve a minimum of a 10dB(A) reduction in the contribution of noise from the railway, shall be installed, and thereafter maintained, to the south western boundary of the site.

GROUND:

To ensure a satisfactory standard of accommodation for future occupiers, in accordance with Thanet Local Plan Policy D1.

- 9 Prior to the first occupation of the proposed development, acoustic trickle vents shall be installed, and thereafter maintained, to all windows within the south western elevation of the dwellings, hereby permitted.

GROUND:

To ensure a satisfactory standard of accommodation for future occupiers, in accordance with Thanet Local Plan Policy D1.

- 10 No further alterations to the building, whether approved by Classes A, B or C of Part One of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking and re-enacting that Order), shall be carried out without the prior permission in writing of the Local Planning Authority.

GROUND:

To ensure a satisfactory external treatment and in the interests of the visual amenities of the locality in accordance with Policy D1 of the Thanet Local Plan.

- 11 The first floor windows to the south west elevation, serving bathrooms, as shown on drawing number 022/LOT6/004a, received on 10th March 2014, shall be

provided and maintained with obscure glass and opening restrictors which allow the windows to be opened no more than 45 degrees.

GROUND:

To safeguard the privacy and amenities currently enjoyed by the occupiers of adjoining residential properties in accordance with policy D1 of the Thanet Local Plan.

INFORMATIVE

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is located on Norman Road close to the junction with Beacon Road. The area is predominantly residential, with a strong character of two storey dwellings. Norman Road has a strong character, with two storey terraces occupying both sides of the road, which are of similar design. The properties towards the junction of Beacon Road, however, are semi-detached and have an alternate design.

The site itself lies to the southern side Norman Road and to the north of a railway cutting. The site is currently occupied by garages and associated car parking.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application

PROPOSED DEVELOPMENT

This application is for the erection of a pair of semi-detached two storey dwellings, each providing three bedrooms. The dwellings would occupy roughly triangular plots, with the dwellings fronting Norman Road and having tapering rear gardens. Each of these dwellings would be provided with one off-street car parking space which would be located to the side of each dwelling. The dwellings would be finished in brick work, under a concrete tile roof.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

- H1 - New Residential Development
- H4 - Windfall Sites
- TR12 - Cycling
- TR16 - Car Parking Provision
- D1 - Design Principles
- D2 - Landscaping
- SR5 - Doorstep Play Space

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. One general observation has been received in response, raising the following points:

- The proposal would lead to an overall reduction in parking spaces of 9
- There are already parking problems in the road

CONSULTATIONS

Kent County Council Highways and Transportation - Raise no objection, subject to any grant of permission having conditions attached requiring measures to prevent the discharge of water onto the highway, wheel washing facilities, details of parking areas for construction vehicles and site personnel, provision and permanent retention of vehicle parking and turning areas, use of a bound surface material for the first 5m of the access and relocation of the street light to be submitted and agreed.

Southern Water - No objection

Broadstairs and St Peters Town Council - Recommend that the application is approved, subject to the improvement of the design.

Environmental Health - No objection, subject to an acoustic vents and rear facing windows having trickle vents.

COMMENTS

This application has been called to Planning Committee as it has been submitted on behalf of the Council.

It is considered that the main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The land is occupied by numerous garage buildings and associated hard standing and I am satisfied that the land is therefore previously developed. The site also lies within the built-up confines of Broadstairs, as shown on the Local Plan Proposals Map. The principle of the proposal is therefore acceptable.

Character and Appearance

The area is wholly residential in character. To the east of the site the dwellings on Norman Road have a strong degree of unity, being two storey terraced dwellings of similar scale and design. However, around the junction of Norman Road and Beacon road, this character changes, with semi-detached properties becoming more prevalent. Equally, there is a range of materials within the locality. The site is considered to be at a junction in

terms of the character of the road, at the point where the matching rows of yellow brick terraces gives way to more mixed forms of development, including detached, semi-detached and terraced dwellings, in a range of styles and materials.

The proposed pair of dwellings would front onto Norman Road, following the pattern of development within the street. The scale of the dwellings would not be out of character with the dwellings to the east of the site, close to the junction of Beacon Road. It is therefore considered that the scale and layout of these building would be appropriate within this part of Norman Road, whilst the development would provide a welcome enclosure to the street. The detailed design moves away from the repeated design of the adjacent terraces; however, given that the character of these buildings aligns more towards the alternative character of properties around the Beacon Road junction, this variation is not unacceptable. The detailed design itself, is considered to be acceptable, having a degree of symmetry and being constructed of materials which references the character of the area successfully and responds positively to its setting.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed two storey dwellings would front Norman Road, set approximately 19m from Mizuri to the north. Whilst the dwellings are not considered to be capable of causing an unacceptable degree of loss of light or sense of enclosure to this property, they do have the potential to cause overlooking. The main windows at first floor level within the front elevation would be located towards the sides of the building. Given their location on the building, they would be set away from the private rear garden of Mizuri by approximately 21m and, as such, I am satisfied that no unacceptable overlooking would be caused by these windows. The other windows on this elevation, given the rooms they serve an relationship with Mizuri would equally cause no unacceptable overlooking.

The proposed development would be set at an angle to the existing terrace of dwellings and would be set approximately 5m from the eastern elevation of No.1 Norman Road. Having regard to the location of the proposal, its orientation and relationship with No.1, it is not considered that any unacceptable loss of light or sense of enclosure; however the rear elevation of the development is set at an angle to No.1 and therefore windows on the rear elevation have the potential to cause overlooking to the rear garden No.1. The proposal has been amended from the scheme originally submitted, removing the rear facing bedroom window closest to the eastern corner of the building and moving it to the side elevation. From this revised location, it is not considered that an unacceptable level of overlooking would be caused, subject to the rear facing windows closest to the neighbouring property, serving a bathroom obscure glazed and being fitted with opening restrictors, which restrict the opening of the windows to no more than 45 degree.

On balance, it is not considered that this relationship is so harmful that it would warrant the refusal of the application.

It is considered that the proposed dwellings would provide an acceptable layout, being of a reasonable overall size and benefiting from natural light. The development would include a garden area for each of the single dwellings which would provide general amenity space and adequate door step play space.

The site is adjacent to a railing cutting and, as such, there is a potential that the future

occupants of the proposed dwellings could be subjected to an unacceptable level of noise. Environmental Health have therefore requested that an acoustic fence is installed to the south western boundary of the site and trickle vents are installed to windows on the south western elevation. I am satisfied that, subject to these measures, the living conditions for future residents would be acceptable.

Highways

The existing site has been used for open car parking and garaging. Whilst existing parking areas would be lost, within this location there are no policies which require the retention of existing car parking. Furthermore, there is evidence that the area is little used and, as such, its loss would not cause any material harm.

The dwellings would both be served by one parking space to the side of the each property, which would be accessed directly from Norman Road. It is considered that this provision would be sufficient to meet the needs generated by the development, whilst additional parking can be achieved on the highway. The parking spaces would not incorporate any turning areas, requiring vehicles to either reverse into or out of the space. However, given the relatively low level of vehicle movements along Norman Road, it is not considered that this would be materially harmful to highway safety or convenience. The spaces also incorporate sufficient visibility.

The dwellings include large rear gardens capable of providing sufficient cycle parking facilities for the development.

There is a street light on the site which would need to be relocated. This can be secured by condition.

Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

F/TH/14/0093

GARAGE BLOCK
ADJ 1 NORMAN
ROAD, BROADSTAIRS



F/TH/14/0093 – Garage Block Adj. 1 Norman Road,
Broadstairs



A07

F/TH/14/0096

PROPOSAL: Erection of 9No. dwellings and associated parking following demolition of existing garages

LOCATION: GARAGES AT KINGSTON CLOSE, RAMSGATE

WARD: Newington

AGENT: Cube Architecture

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered 022/LOT3/003A and 022/LOT3/002A, received 10 March 2014; and the drawings numbered 022/LOT3/004 and 022/LOT3/005, received 06 February 2014.

GROUND:

To secure the proper development of the area.

- 3 Prior to the commencement of development hereby permitted, details of the measures to be undertaken to protect the public sewers and water apparatus shall be submitted to, and approved in writing by, the Local Planning Authority.

GROUND:

To prevent pollution in accordance with the National Planning Policy Framework.

- 4 Prior to the first occupation or use of the development, the area shown on the deposited plan for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety

- 5 Prior to the commencement of the development hereby permitted, a plan showing a turning head within the site, which shall be to adoptable standards, shall be submitted to and approved in writing by the Local Planning Authority. The turning

head shall be provided in accordance with the approved plans.

GROUND:

In the interests of highway safety.

- 6 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved details.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 7 Prior to the commencement of development hereby approved, full details of both hard and soft landscape works, to include:
- species, size and location of new trees, shrubs, hedges and grassed areas to be planted
 - the treatment proposed for all hard surfaced areas beyond the limits of the highway
 - walls, fences, other means of enclosure proposed

shall be submitted to, and approved in writing by, the Local Planning Authority.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies D1 and D2 of the Thanet Local Plan.

- 8 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development, or in accordance with a programme of works to be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives any written consent to any variation.

GROUND:

In the interests of the visual amenities of the area in accordance with Policies D1 and D2 of the Thanet Local Plan.

- 9 Prior to the first use of the development hereby permitted, a brick boundary wall, no less than 1.8m in height, shall be erected along the northern side boundary of the plot in the north-west corner of the site, adjacent to the pedestrian footpath leading to Conynghan Close, and the eastern boundary of the site adjacent to the end of Lancaster Close and forming the side boundary of the plot in the south-east corner of the site. Details of the wall shall be submitted to and approved in writing by the Local Planning Authority, and the walls shall be erected in

accordance with the approved details.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

Informative

A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, SO23 9EH (tel 01962 858688) or www.southernwater.co.uk.

SITE, LOCATION AND DESCRIPTION

The site is located at the end of Kingston Close, which is a small cul-de-sac consisting of 2-storey terraced dwellings, bungalows, and 4-storey blocks of maisonettes. The site itself is currently occupied by two blocks of garages, and a large area of hardstanding, with two islands of soft landscaping central to the hardstanding. To the north of the application site is a row of 5no. bungalows, and to the south and west of the site are 4-storey maisonettes, which front onto an area of communal open space.

RELEVANT PLANNING HISTORY

There is no relevant planning history.

PROPOSED DEVELOPMENT

The application is for the demolition of the existing two garage blocks, consisting of 37no. garages, and the erection of 9no. 2-storey dwellings. To the western side of the road 6no. dwellings are proposed, four of which are terraced, and the other two of which are semi-detached. To the eastern side of the road, one detached dwelling and two semi-detached properties are proposed. All of the dwellings front Kingston Close, apart from the 2no semi-detached dwellings on the eastern side of the road, which front Lancaster Close. The dwellings are 3-4 bedrooms in size, each with their own garden, and are to be constructed using brick, render, boarding and concrete tiles. Twenty-eight parking spaces are proposed in total, with 18no. being allocated to the proposed dwellings (2 parking spaces per dwelling), and 10no. of the spaces being for communal use.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan (2006)

H1 - Housing

H4 - Windfall sites

D1 - Design

SR5 - Doorstep play space

TR16 - Car parking provision

NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice has been posted. One letter of objection has been received. The main concerns are:

- has been on the waiting list for a garage for over 5 years, but has been advised that none are available,
- knows of locals who are happy to use the garages,
- bungalows would be more in keeping,
- more thought should be given to parking for existing properties.

CONSULTATIONS

KCC Highways - The limits of the adopted highway in Kingston and Lancaster Close appear to fall within the areas where the applicant is looking to redevelop. Whilst this isn't necessarily a problem in principle, they may wish to consider this in terms of complications with stopping up being required. Concerned with whether a pedestrian route is being provided between Kingston Close and Lancaster Close. Raise concern with the parking numbers. The number of parking spaces for the 9 units should be no more than 1 space per unit to accord to IGN3 for Residential parking, with 3no. visitor parking spaces and 2no. motorcycle parking spaces. An adoptable turning head should be provided on site.

Southern Water - No objections. Recommends that if consent is granted, a condition is attached to the planning permission requesting details of the measures to be undertaken to protect the public sewers.

Kent Police - Pedestrian and vehicular access between the eastern end of Lancaster Close, across the existing square, towards Coyningham Close and Kingston Road, may create an unwanted cut through of the area unless controlled.

COMMENTS

This application has been brought before planning committee as it is a Thanet District Council application.

Principle

Thanet Local Plan Policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The land is occupied by numerous garage buildings and associated hard standing and I am satisfied that the land is therefore previously developed. The site also lies within the built-up confines of Ramsgate, as shown on the Local Plan Proposals Map. The principle of the proposal is therefore acceptable.

Character and Appearance

The southern end of Kingston Close currently contains two long garage blocks, a large area of hardstanding which is used for parking, and two grassed islands. The garages all

appear to be unused, and along with the large areas of hardstanding, these currently detract from the visual amenities of the area, forming an area that lacks function and activity. The proposed development seeks to demolish the garages and erect in their place a row of 4no. 2-storey terraced dwellings, 4no. semi-detached dwellings and one detached dwelling, all of which are 2-storey in height. The proposed dwellings are set forward of the position of the existing garages, but generally follow a similar pattern of development. The proposed dwellings to the eastern side of the road, although staggered, follow the general building line within the street. On the western side of Kingston Close, a centrally located detached dwelling is proposed, next to which are two semi-detached properties which will front Lancaster Close. This layout responds well to the pattern of development in the area, as the staggered position of the buildings allows for a sense of space to be maintained around the properties, and the provision of units fronting Lancaster Close allows for development on both sides of the road, thereby increasing the presence of active frontages within the Close, and allowing for a more comprehensive form of development to be achieved.

The proposed development is 2-storey in height, which is in keeping with the height and scale of development in other parts of Kingston Close. The buildings are staggered in their positioning, and vary in width and design, which will help to break up the development, and provide an interesting design which contributes to the character and appearance of the area. Materials proposed include brick, render and eternit boarding. The existing buildings surrounding the site are constructed using brick and render, so these materials will be in keeping with the palette of materials in the immediate area. Eternit boarding is not a material that is present in the vicinity of the area, however, it is only being used on the setback buildings, and will add interest by introducing a further material, which will help to break up the development block.

It is considered that the proposed development is of a good design and layout, and will have a significant improvement to the character and appearance of the area when compared to the existing form of development present on the site. The proposed development is considered to be in keeping with the existing pattern of development, and the layout and materials add interest to the streetscene.

Living Conditions

The proposed block to the western side of the road is located at least 2m from the neighbouring property, number 28/32 Lancaster Close, and is set 3.6m forward of the front building line of the neighbouring building. The part of the neighbouring property closest to the proposed development serves a refuse store, and the front door to the building, with the nearest neighbouring window approximately 6m from the proposed development. The impact on light to and outlook from the nearest neighbouring property is therefore considered to be acceptable. There are first floor windows within the rear elevation of the proposed block, which look towards the front garden of 61/68 Conyngham Close. Although this would lead to some loss of privacy, the front gardens to the properties are not private areas, being enclosed by a 1m high boundary fence, and looking onto a large open green. The impact caused by this block on neighbouring privacy is therefore considered to be acceptable.

The pair of semi-detached dwellings fronting Lancaster Close are not within close proximity of any neighbouring property, and will therefore have no impact on light or outlook. First floor windows are located within the front elevation, that indirectly look towards the rear garden of no. 166a Newington Road, but given that the windows do not

directly overlook, and that there is a distance of at least 33m to the rear elevation of the neighbouring property, the impact on neighbouring privacy is considered to be acceptable.

The single detached dwelling is located within 11m and in front of the nearest neighbouring properties, nos. 28 and 29 Kingston Close, which are bungalows. One window is located within the front elevation of each of these bungalows, which look towards the development. However, 11m is considered to be an adequate distance to prevent any significant loss of outlook issues. A 1.8m high fence has been proposed along the side boundary of the site, and there were concerns that this would affect the light to the neighbouring windows, however, the amended plans show the boundary fence set at least 6m from the neighbouring dwelling, and at the point directly opposite the neighbouring bungalows window the fence angles away from the property. Overall, the impact on light and outlook is considered to be acceptable.

No first floor windows are proposed within the side elevation of the dwelling, so there will be no loss of privacy for the bungalows, and there is a distance of at least 39m between the proposed windows within the rear elevation, and the nearest property in Newington Road, so the overall impact on neighbouring privacy is considered to be acceptable.

Highways

The existing site has been used for open car parking and garaging. Whilst existing parking areas would be lost, within this location there are no policies which require the retention of existing car parking, plus communal parking is being provided as part of the proposed scheme. As such, the loss of these garages would not cause any material harm.

Part of the land within the application site, and to be built upon, forms part of KCC's adopted highway. The applicant will therefore need to serve a stopping up order on KCC in order to convert the land to unadopted highway, thus enabling the site to be developed. KCC Highways have advised that this is unlikely to be a problem, however, in replace of this land they would like to see a turning area provided within the cul-de-sac, which is constructed to adoptable standards, which KCC would then continue to maintain. The applicant has agreed to this, and therefore the requirement to submit a plan showing this turning area has been conditioned.

The application proposes the provision of 27no. parking spaces, with 17no. of the proposed parking spaces allocated for the proposed development, and 10no. spaces to be used as communal parking for the maisonettes and bungalows. KCC Highways have raised some concerns with the parking numbers proposed, as they exceed the parking ratio of 1 space per unit, which is advised within current parking guidance, which impacts upon the sustainability of the development. Although the number of parking spaces proposed exceeds the number required, the number proposed is far less than the 37no. garages that currently exist, and the communal spaces will replace the parking for the existing dwellings in the area, which currently have no allocated parking. Large wide spaces have been provided to the front of each dwelling, so even if each property were provided with one parking space, future occupants would be able to create a second parking space to the front of their property at any time under permitted development. Furthermore, it is not considered that the provision of these spaces would have any form of detrimental impact on the highway network, due to the location of the site within a small cul-de-sac, where vehicle movements are low. For these reasons, the proposed number of car parking spaces is considered to be acceptable.

The original plan showed a potential pedestrian link between Lancaster Close and the

application site. There are currently garages in this location, but the removal of the garages allows for a potential link to be created. KCC Highways have advised that visibility is far from ideal, and there is no footway within part of Lancaster Close, so should the applicant wish to provide this link then improvements to pedestrian facilities in Lancaster Close would be required. Kent Police have also raised concerns with the use of this link, as it may create an unwanted cut through. For these reasons the applicant has proposed to block this link by the erection of a boundary wall, as identified on the amended plan.

The dwellings include large rear gardens capable of providing sufficient cycle parking facilities for the development.

The overall impact on highway safety is considered to be acceptable.

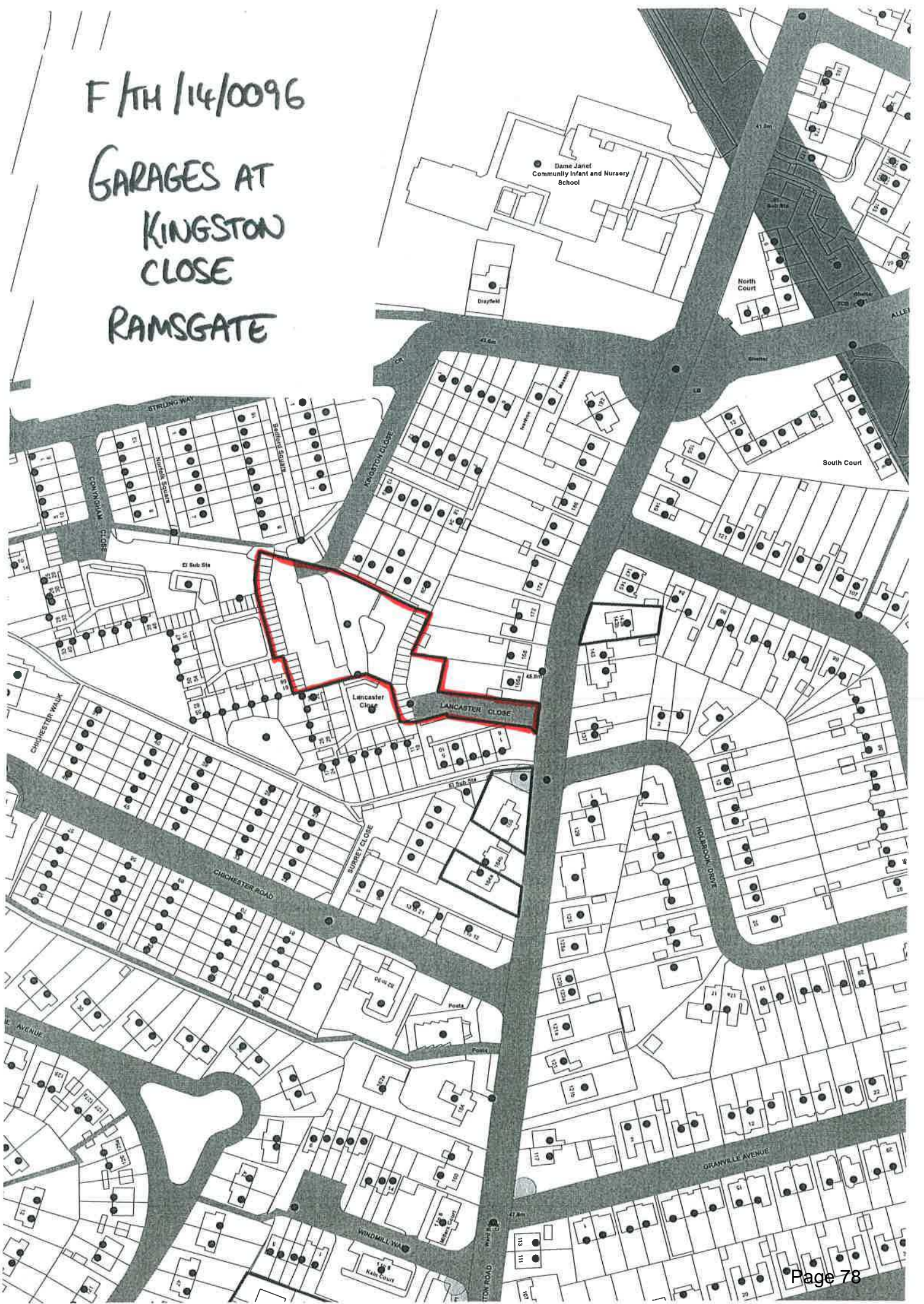
Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Emma Fibbens

F/TH/14/0096

GARAGES AT KINGSTON CLOSE RAMSGATE



F/TH/14/0096
GARAGES AT KINGSTON CLOSE, RAMSGATE



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A08 **F/TH/14/0092**

PROPOSAL: Erection of 2No. 3 storey buildings to accommodate 6No. 2 bed flats and erection of 2No. 2 Storey houses together with associated parking

LOCATION: **GARAGES ADJACENT PIKES LANE, SUSSEX STREET, RAMSGATE**

WARD: **Eastcliff**

AGENT: **Cube Architecture**

APPLICANT: **Thanet District Council**

RECOMMENDATION:

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawing numbered 022/LOT2/001B, 022/LOT2/002A and 022/LOT2/004, received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 4 The area shown on drawing number 022/LOT2/002A, received on 10th March 2014 for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 5 Prior to the first occupation of the development, details of the secure cycle parking

facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities, as are approved, shall be provided prior to the first occupation of the development and thereafter maintained.

GROUND:

In the interests of promoting increased cycling in accordance with policy TR12 of the Thanet Local Plan.

- 6 Prior to the commencement of the development hereby approved, details of the areas to be used for the loading, unloading and turning of construction vehicles shall be submitted to and approved in writing by the Local Planning Authority. The areas as are agreed shall be provided prior to the commencement of the development and shall be kept available for the duration of the construction of the development.

GROUND:

In the interests of highway safety.

- 7 No further alterations to the dwellings, whether approved by Classes A, B or C of Part One of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking and re-enacting that Order), shall be carried out without the prior permission in writing of the Local Planning Authority.

GROUND:

To ensure a satisfactory external treatment and in the interests of the visual amenities of the locality in accordance with Policy D1 of the Thanet Local Plan.

- 8 Prior to the commencement of the development hereby permitted, details of the proposed means of foul and surface water sewerage disposal shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with such details as are agreed and thereafter maintained.

GROUND:

To prevent pollution in accordance with the National Planning Policy Framework.

INFORMATIVES

A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is located to the Northern side of Sussex Street, either side of Pikes Lane which divides the site. The area is predominantly residential, although there is a large supermarket to the west, whilst commercial uses exist on King Street to the east. To the north of the site is a flatted development of varying heights, the reserved matters

application for which was approved in 2008. To the south are older flatted, four storey, buildings. To the east is a single storey ambulance station building. Within the wider area, two and three storey buildings are prevalent. The site is currently used as an informal car park and is finished with a tarmac and gravel hard standing across together with nine garages. The Eastern side of the site does not include any garages. To the rear of the site is a small line of trees. The Ramsgate Conservation Area, whilst not including the site, is directly to the east of the site. The buildings in the area are typically constructed of a mixture of materials, including red bricks, yellow bricks, render and hanging tiles.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application.

PROPOSED DEVELOPMENT

This application is for the erection of two three storey buildings to the west of the site, which would each accommodate three two-bedroom flats and attached two two-storey dwellings to the east of the site, which would each provide three bedrooms, each providing two bedrooms. Four off-street car parking spaces are proposed to serve the development, two of which would front onto Sussex Street with the remaining two fronting onto Pikes Lane. The dwellings would be finished in red brick work to their ground floors and render to their upper floors, under a concrete tile roof. The design and access statement confirms that the dwellings are intended to provide affordable housing.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - New Residential Development
H4 - Windfall Sites
TR12 - Cycling
TR16 - Car Parking Provision
D1 - Design Principles
D2 - Landscaping
SR5 - Doorstep Play Space

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. No representations have been received in response.

CONSULTATIONS

Kent County Council Highways and Transportation - Raise no objection, subject to the provision of six car parking spaces across the development.

Southern Water - No objection, subject to the inclusion of a condition requiring the applicant to ascertain the exact position of the public water main. The development shall not include any works within 4.5m of the water main without agreement.

COMMENTS

This application has been called to Planning Committee as it has been submitted on behalf of the Council.

The main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The site is within the built up confines of Ramsgate. Whilst the site includes areas of hard standing, the proposal also includes areas of grass which are not considered to be previously developed. The development of these areas is therefore considered to be contrary to Policy H1. However, the development is considered to constitute sustainable development in accordance with the National Planning Policy Framework, within the built up confines, and, as such, it is considered that principle of housing is acceptable on this site.

Character and Appearance

The area is predominantly residential in character with three and four storey flatted development, together with smaller terraced and semi-detached dwellings. A large retail store fragments this character to the east, whilst along King Street, the residential character gives way to mixed residential and commercial use. There is also a range of building styles and materials within the locality. The site is considered to be within a block which typifies the mixed character of the area, backing onto a relatively recent residential development of flats. It is considered that the existing site harms the character of the area, with the lack of development on the site being at odds with the dense development in the area. Furthermore, the relative lack of development on the site allows views of the blank elevations of the adjacent residential development.

The proposed flat blocks would be of comparable scale to the existing development at the rear of the site. It is considered that the development of the site, which would hide the detrimental blank elevations of the existing residential development, would allow the site to respond to the scale of development within the area. The layout of the buildings, which would be set back from Sussex Street, would allow for a degree of spaciousness in the street, whilst providing street fronting development. This layout, together with the break in built form between the two buildings, provides relief from the large scale of buildings in the locality, positively adding to the area. Furthermore, whilst the design of the buildings in the area varies considerably, the proposal would be of similar character and materials, being a mixture of brick and render, to the neighbouring development. It is therefore considered that the development would respond positively to the character and appearance of the area.

The two dwellings to the east of the site back onto a terrace of similarly sized dwellings. It is considered that the reduced scale of these buildings, compared to the larger flat buildings, provides a step in the scale of the development, with the larger flatted development to the west and the smaller single storey ambulance station to the east. Given the scale of both the existing and proposed neighbouring buildings, it is considered

that a two storey development is appropriate in this location. The buildings step forward of the existing ambulance station, with the front elevation of the buildings set close to the footpath. It is not considered that the street has an established character in terms of a building line and as such a degree of variation in this respect is acceptable. Furthermore, this part of the site is close to King Street, where the character changes to buildings which front directly onto the footpath. Whilst the location of the buildings towards the front of the site would allow views across the ambulance station fore court, it is not considered that this would be significantly harmful to the character, as the location of the ambulance station is itself uncharacteristically set back. For these reasons, it is considered that the layout of these dwellings is acceptable. In terms of the detailed design, this part of the proposal would have a relatively traditional appearance, being two storey dwellings under pitched roofs, which references the traditional architecture to the east. The choice of materials and finishes would be the same as those to the west and the development to the rear, responding to the developments immediate context.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed building containing flats back onto the blank side elevations of the residential development to the rear of the site. Furthermore, the development would be set a significant distance away from other properties, such as those to the southern side of Sussex Street. Having considered the relationship the proposal would have with neighbouring properties, it is not considered that any significant loss of light, sense of enclosure or overlooking would be caused from this part of the development.

The proposed two storey dwellings are also set a significant distance away from neighbouring properties, with the exception of No.20 Pikes Lane, which requires closer consideration, in particular the eastern most of the two dwellings proposed. This dwelling would be set approximately 6m from the side elevation of No.20 and would protrude around 1m beyond its rear elevation. Given this relationship, I am satisfied that no loss of light or sense of enclosure would be caused. The scheme as originally submitted included a rear facing window to the northern side of the rear elevation which would have caused unacceptable overlooking to the rear garden. This window has since been moved to the side, where it would face towards the ambulance station and, therefore, cause no unacceptable overlooking. It is not considered that any other windows would cause an unacceptable degree of overlooking.

It is considered that the proposed dwellings would provide an acceptable layout, being of a reasonable overall size and benefiting from natural light. The development would include a garden area for each of the single dwellings which would provide general amenity space and adequate door step play space. However, no door step play space is provided for each of the two bedroom flats. Whilst open areas are provided to the front of the flat blocks, this area would be open to the street and would not provide adequate, usable, safe amenity space.

Highways

The proposed flats would be served by four car parking spaces, two of which are designed for disabled users. The two dwellings will each have one car parking space. All of the spaces would be accessed directly from Sussex Street.

I have visited the site on several occasions and it is considered that the area is generally heavily parked up, with little capacity for additional on-street car parking. The proposal would provide less than one car parking space per dwelling. Whilst this level of car parking is not ideal, it is noted that the site is close to high quality bus routes and is a short walk from Ramsgate Town Centre. The site is therefore considered to be sustainable. KCC Highways and Transportation have commented that, subject to the provision of six car parking spaces, including four spaces provided to the flats where two had originally proposed, given the sustainable location of the site, no objection would be raised. On balance, having regard for the advice from KCC and the relatively sustainable location of the site, it is not considered that the proposal would cause significant harm to the local highway network and, as such, sufficient car parking has been provided.

The car parking spaces would directly access on the highway, with four spaces, serving the flats, accessed directly from Sussex Street and two spaces, serving the houses accessed directly from Pikes Lane. Whilst this arrangement would result in vehicles entering or leaving the site in a reverse gear, it is considered that as the road takes low levels of vehicle movements, this would not result in significant harm to highway safety or the free flow of traffic.

The dwellings include large rear gardens capable of providing sufficient cycle parking facilities for the development. Cycle storage is proposed between the two flat buildings. Details of this cycle storage can be secured by condition.

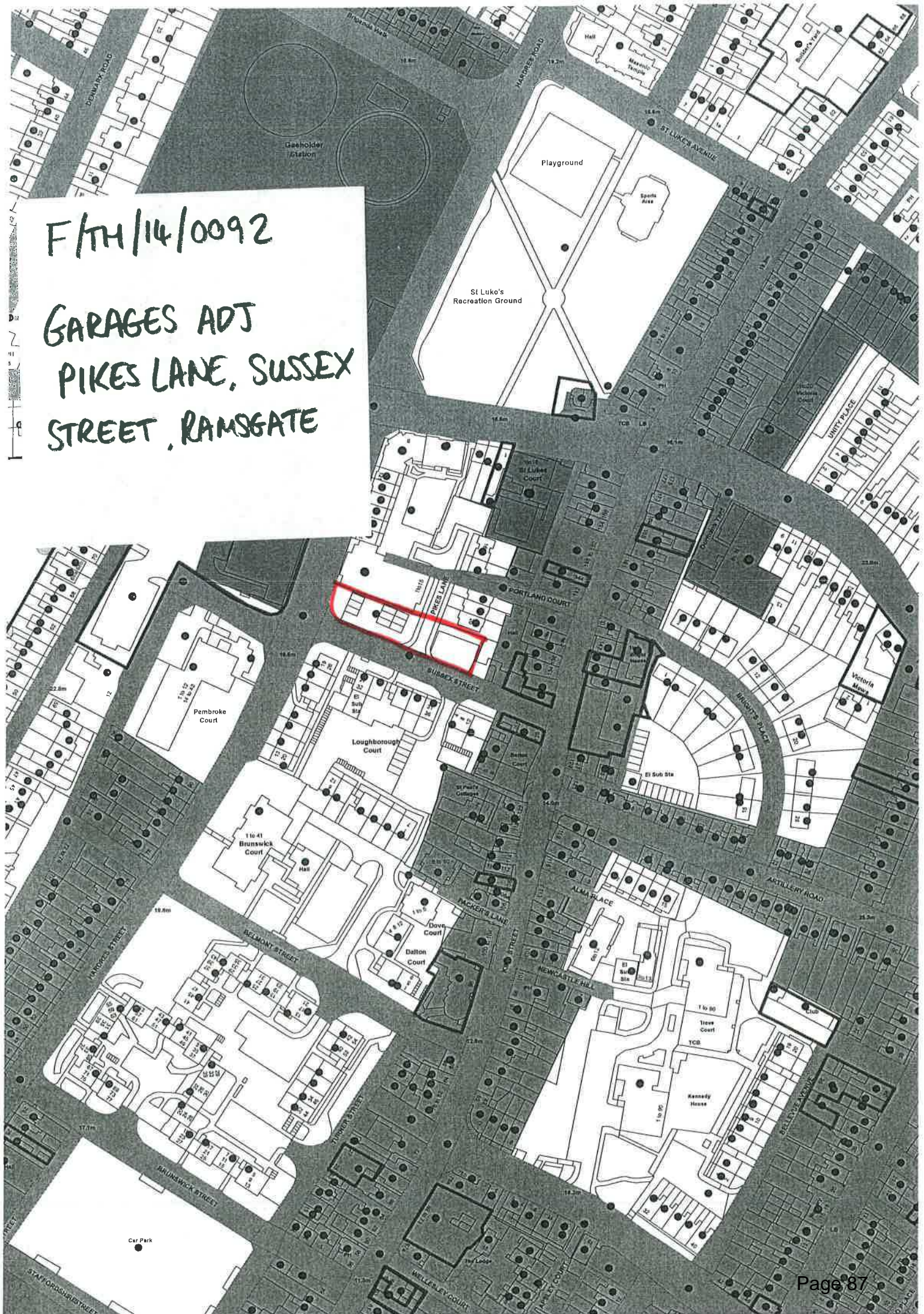
Conclusion

It is considered that the principle of the proposed development is acceptable. Whilst the proposal is contrary to Local Plan Policy SR5, it is considered that the development significantly contributes to the character and appearance of the area, bringing into use an existing site which is largely disused, whilst the site is close to a public park. It is not considered that the development could be successfully amended to incorporate doorstep play space. For these reasons, and on balance, it is not considered that it would be reasonable to refuse consent on this basis. It is considered that the proposal is acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

F/TH/14/0092

GARAGES ADJ
PIKES LANE, SUSSEX
STREET, RAMSGATE



F/TH/14/0092 – Garages Adj. Pikes Lane, Sussex Street, Ramsgate



A09 **F/TH/14/0097**

PROPOSAL: Erection of 2No. two-storey dwellings with associated car parking

LOCATION: GARAGES AT ST JOHNS AVENUE, RAMSGATE

WARD: Newington

AGENT: Cube Architecture

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawings numbered 022/LOT/007 and 022/LOT/008, received on 3rd February 2014, and 022/LOT/009B received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 The area shown on drawing numbers 022/LOT1/007 and 022/LOT1/008, received on 3rd February 2014 for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 4 Prior to the commencement of the development hereby approved, details of the areas to be used for the loading, unloading and turning of construction vehicles shall be submitted to and approved in writing by the Local Planning Authority. The areas as are agreed shall be provided prior to the commencement of the development and shall be kept available for the duration of the construction of the development.

GROUND:

In the interests of highway safety.

- 5 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by,

the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 6 All first floor side facing windows shall be provided and maintained with obscure glass and shall be non opening.

GROUND:

To safeguard the privacy and amenities currently enjoyed by the occupiers of adjoining residential properties in accordance with policy D1 of the Thanet Local Plan.

- 7 No further alterations to the building, whether approved by Classes A, B or C of Part One of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking and re-enacting that Order), shall be carried out without the prior permission in writing of the Local Planning Authority.

GROUND:

To ensure a satisfactory external treatment and in the interests of the visual amenities of the locality in accordance with Policy D1 of the Thanet Local Plan.

INFORMATIVE

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is located off St Johns Avenue, to the end of a short vehicular access. The area is wholly in residential use, and as a planned development has a strong character of two storey road fronting dwellings. The area is considered to be spacious with generous separations between pairs of semi-detached properties which are also set back from the road. Around the junction of access road with St Johns Avenue, this character alters, giving way to terraced properties which are smaller than the semi-detached properties which are prevalent in the wider area.

The site itself lies to the rear of properties on St Johns Avenue and is currently occupied by garages and associated car parking.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application

PROPOSED DEVELOPMENT

This application is for the erection of a pair of semi-detached two storey dwellings, each providing three bedrooms. The dwellings would occupy the south east of the site, with four car parking spaces, turning areas and access to the north west. The dwellings would be finished in brick and render, under a concrete tile roof.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - New Residential Development

H4 - Windfall Sites

TR12 - Cycling

TR16 - Car Parking Provision

D1 - Design Principles

D2 - Landscaping

SR5 - Doorstep Play Space

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. Three representations have been received in response, raising the following concerns:

- Some of the garages are rented by a scout group, who would be displaced by the development
- The development would be overlooked by back gardens on both sides
- Loss of access of neighbouring properties
- Inadequate access for service vehicles
- Loss of privacy to neighbours
- Loss of boundary treatments to neighbouring properties

CONSULTATIONS

Kent County Council Highways and Transportation - No objection, subject to conditions regarding measures to prevent surface water being discharged onto the highway; the provision of wheel washing facilities; the provision of construction vehicle loading and unloading areas during construction; and the use of a bound surface material for the first 5m of the access.

Southern Water - No objection; however, as there are no public surface water sewers capable of serving the site, an alternative means of surface water drainage will be required

COMMENTS

This application is reported to Planning Committee as the applicant is Thanet Council.

It is considered that the main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy HE1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The land is occupied by numerous garage buildings and associated hard standing and I am satisfied that the land is therefore previously developed. The site also lies within the built-up confines of Broadstairs, as shown on the Local Plan Proposals Map. The principle of the proposal is therefore acceptable.

Character and Appearance

The area is wholly residential in character. The area, generally, has a strong degree of unity, with two storey semi-detached dwellings of similar scale and design. This character alters to around the access to the site, with terraced housing introduced to the area. The site contains existing garages, together with parking and manoeuvring areas, which already disrupt the character of the area. This site is to the rear of properties with no street frontage. However, there are blocks of garages in the approximate location of the proposed dwelling which themselves provide a degree of built form and activity. It is considered that the proposal would not significantly increase the amount of development or activity in this area, albeit it is accepted that these dwellings would be two storeys in height, and, on balance, the development would not significantly harm the character of the area. The scale and height of the development is also considered to be appropriate for this location, although it is not considered that the dwellings would be prominent in any public views. The design and use of materials of this dwelling is also considered to be appropriate, relating well with the character of dwellings within the wider area.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed two storey dwellings would be located to the rear of properties on St Johns Avenue and Riversdale Road. The closest property to the proposed dwellings is No.23 Riversdale Avenue, which would be set approximately 12m from the side elevation of proposed development to the north east. To the south, the closest properties, No.'s 6 and 6a, would be set approximately 18m from the south western elevation. Given these separation distance, together with the relationship the proposal would have with these neighbours, I am satisfied that no unacceptable sense of enclosure or loss of light would be caused. Whilst side facing windows are proposed, which face towards neighbouring properties at relatively close distance, the applicant has confirmed that these windows would be obscure glazed and non-opening. Having regard for this, together with the separation distance to neighbouring properties, it is not considered that any unacceptable loss of privacy or perception of loss of privacy would result. Front and rear facing windows are also proposed, which would be clear glazed and openable; however, due to the location of these windows and their relationship with neighbouring properties and their gardens, only the rear parts of neighbouring gardens would be overlooked and it is not considered that this degree of overlooking is sufficient to warrant the refusal of the application.

The dwellings would be of an acceptable size, with rooms served by windows to provide natural light and ventilation. Each property would also have access to a rear garden which would provide door step play space and general amenity space. The rear gardens of

properties would, to a degree, be overlooked by existing neighbouring properties; however, it is not considered that this overlooking would be severe and would not result in an unacceptable standard of accommodation.

Highways

The existing site has been used for open car parking and garaging, which would generate its own vehicle movements. Whilst existing parking areas would be lost, within this location there are no policies which require the retention of existing car parking. Furthermore, there is evidence that the area is little used and, as such, its loss would not cause any material harm.

The dwellings would be served by four car parking spaces to the front of the properties. These spaces would utilise the existing vehicular access onto St Johns Avenue. It is considered that this provision would be sufficient to meet the needs generated by the development. The site also incorporates turning areas, sufficient to allow vehicles to enter and exit the site in a forward gear. It is considered that the access and turning areas are sufficient to ensure that the development would not be materially harmful to the local highway network or pedestrian safety.

The dwellings include large rear gardens capable of providing sufficient cycle parking facilities for the development.

Concern has been raised that the site access would be inappropriate for access by service vehicles. Having regard for the width of the access, it is considered that a fire appliance could access the site. Refuse vehicles could equally gain access to the site, although the refuse stores are within an acceptable carry distance to St Johns Avenue, where refuse vehicles can also stop.

Concern has also been raised regarding the loss of access to neighbouring properties. Access across the site for neighbouring properties is a civil issue, which can not be considered as part of this planning application.

Other Matters

Concern has been raised that some of the existing garages are used by a local scout group. The loss of storage space for an organisation is not considered to be a material planning consideration and can not, therefore, be given weight in the determination of this application.

Concern has been raised that existing accesses to neighbouring properties would be lost should this development be permitted. Rights of access are a civil matter and are not a material planning consideration.

Concern has been raised that the development would lead to the loss of existing boundary treatments, leading to boundaries being open. Again, this is a civil issue which can not be considered as part of this application. However, it is noted that the submitted plans show fences to the majority of the boundaries.

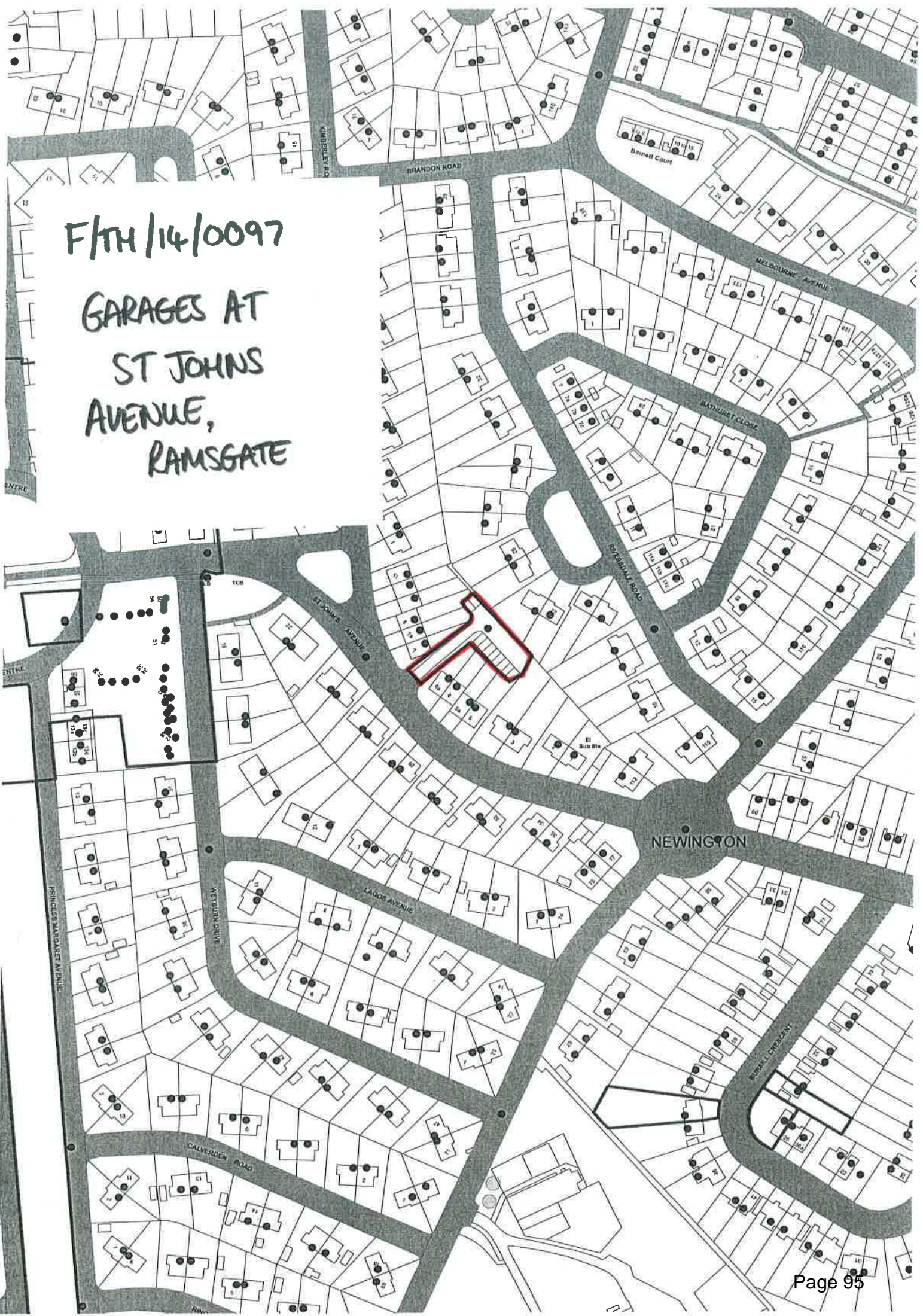
Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character

and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

F/TH/14/0097
GARAGES AT
ST JOHNS
AVENUE,
RAMSGATE



F/TH/14/0097 – Garages at St Johns Avenue, Ramsgate



A10 **F/TH/14/0087**

PROPOSAL: Erection of 3No. dwellings

LOCATION: GARAGES ADJACENT 82 TO 90, CHICHESTER ROAD,
RAMSGATE, CT12 6NZ

WARD: Newington

AGENT: Cube Architecture

APPLICANT: Thanet District Council

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawings numbered 022/LOT1/011a and 022/LOT1/012A, received on 10th March 2014.

GROUND:

To secure the proper development of the area.

- 3 No development shall take place until all off-site highway works have been completed. These works include the stopping up of the existing bell-mouth vehicular access, the provision of new dropped kerbs and the reinstatement of footpaths.

GROUND:

In the interests of highway safety.

- 4 The area shown on drawing number 022/LOT1/011a, received on 10th March 2014, for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 5 Prior to the commencement of development hereby approved, full details of both hard and soft landscape works, to include:

- species, size and location of new trees, shrubs, hedges and grassed areas to be planted

- the treatment proposed for all hard surfaced areas beyond the limits of the highway

shall be submitted to, and approved in writing by, the Local Planning Authority. Details of hardstandings shall show a consolidated surface material and shall include the method for draining surface water with the site.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies D1 and D2 of the Thanet Local Plan and in the interests of highway safety.

- 6 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development, or in accordance with a programme of works to be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives any written consent to any variation.

GROUND:

In the interests of the visual amenities of the area in accordance with Policies D1 and D2 of the Thanet Local Plan and in the interests of highway safety.

- 7 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 8 All first floor side facing windows shall be provided and maintained with obscure glass and shall be non opening.

GROUND:

To safeguard the privacy and amenities currently enjoyed by the occupiers of adjoining residential properties in accordance with policy D1 of the Thanet Local Plan.

INFORMATIVE

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

SITE, LOCATION AND DESCRIPTION

The site is located off Newington Road on Chichester Road. The area is wholly residential, with a mix of one, two and three storey buildings. To the east of the site there is a three storey block of flats, whilst to the west lies a terrace of two storey dwellings, which are set perpendicular to the road. The site is currently used as an informal car park and is finished with a concrete hard standing across its entirety. The buildings in the area are typically constructed of red brick work with areas of either painted render or hanging tiles, under a concrete tile roofs. The block of flats adjacent to the site and the bungalows opposite are, however, constructed in yellow brick work.

RELEVANT PLANNING HISTORY

OL/TH/09/0699 - Outline application for the erection of 1no. 4 bed dwelling following demolition of existing garages with all matters reserved - Granted

PROPOSED DEVELOPMENT

This application is for the erection of a pair of semi-detached two storey dwellings, each providing two bedrooms. The dwellings would be of similar scale as the dwellings which form the adjacent terraces. Each of these dwellings would be provided with one off-street car parking space. An additional single storey dwelling is proposed to the rear of the site, which would front onto the existing vehicular access serving the adjacent flat block. This dwelling would also provide two bedrooms. The dwellings would all be finished in yellow brick work, under a concrete tile roof, whilst the two storey dwellings would have a central panel of cladding which would replicate the neighbouring terraced dwellings. The design and access statement confirms that the dwellings are intended to provide affordable housing.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - New Residential Development
H4 - Windfall Sites
TR12 - Cycling
TR16 - Car Parking Provision
D1 - Design Principles
D2 - Landscaping
SR5 - Doorstep Play Space

NOTIFICATIONS

Letters have been sent to neighbouring properties and a site notice has been posted. No representations have been received in response.

CONSULTATIONS

Kent County Council Highways and Transportation - No objection, subject to moving the parking area so that it does not include areas of highway and moving front doors accordingly. The existing bell mouth vehicular access should be stopped up and a new vehicle crossing proved. The frontage should be finished in alternate materials to demarcate it from the highway.

Southern Water - No objection

Kent Fire and Rescue - The access road is less than 3.7m in width, below the width required for a fire appliance.

COMMENTS

This application is reported to Planning Committee as the applicant is Thanet Council.

It is considered that the main considerations in the assessment of the application are the principle of the proposed development and its impact on the character and appearance of the area, the living conditions of neighbouring properties and future occupiers and the local highway network.

Principle

Thanet Local Plan policy H1, states that on non-allocated sites, such as is the subject of this application, residential development will only be permitted on previously developed land within the built up confines.

The land is used for car parking and is covered by hard standing and I am satisfied that the land is therefore previously developed. The site also lies within the built-up confines of Ramsgate, as shown on the Local Plan Proposals Map. The principle of the proposal is therefore acceptable.

Character and Appearance

The area is wholly residential in character with a mix of detached, semi-detached and terraced houses, bungalows and blocks of flats. Equally, there is a range of materials within the locality. The site is considered to be located at the point where the matching rows of red brick terraces gives way to more mixed forms of development, including blocks of flats and bungalows, constructed in yellow brick. The proposed dwellings to the front of the site would be two storeys in height and of a design which references the terraced properties to the west, but constructed of yellow bricks, linking it with the properties to the north and east. It is considered that the scale and layout of these buildings would create an appropriate junction between the developments to either side and provide a welcome enclosure to the street. The detailed design and materials, likewise, references the character of the area successfully and responds positively to its setting.

The dwelling to the rear of the site would not front the street; however, it is considered that this relationship is not uncommon within the area. The terraces within Chichester Road are set at right angles to the road and are accessed via a pedestrian pathway, Surrey Close includes four dwellings which are served by a small vehicular access, whilst adjacent to the site, No.162a Newington Road is located to the rear of No.164. Having regard for the character of the area, it is not considered that the erection of one single storey dwelling in this location would harm the character of the area. Furthermore, due to its location and scale, this dwelling would not be prominent in any public views, whilst the detailed design and use of materials is also considered to be acceptable.

For the reasons outlined above, it is considered that the proposal would sit comfortably within the area, causing no harm to the character or appearance of the area.

Living Conditions

The proposed two storey dwellings would front Chichester Road, set approximately 10.5m from the rear of No.s 79 to 81. This separation is comparable with that of the approved 2009 application for the erection of one dwelling. It is considered that this separation distance is sufficient to ensure that no unacceptable loss of outlook or sense of enclosure is created. The proposed dwellings would be located to the east of the No.'s 79 to 81, with the tall three storey block of flat to the east of the proposal. Given this relationship, it is not considered that the proposal would cause any unacceptable loss of light. The only upper floor window capable of causing overlooking to these dwellings would serve a bathroom. Provided that this window is obscure glazed and non-opening, which can be secured by condition, it is not considered that any unacceptable overlooking would be caused.

Having regard for the scale and location of the bungalow, it is not considered that this dwelling would cause any loss of light, sense of enclosure or overlooking to neighbours.

It is considered that the proposed dwellings would provide an acceptable standard of accommodation, being of a reasonable overall size and having reasonable sized rooms, benefiting from natural light. The development would include a garden area for each property which would provide general amenity space and adequate door step play space. Concern is raised that the two storey dwellings would cause a degree of overlooking to the garden and lounge/kitchen/diner of the bungalow, with these windows being approximately 11m from the side elevation of the bungalow. However, on balance, whilst this is not ideal, this relationship is not so harmful that it would warrant the refusal of the application.

Highways

The existing site has been used for open car parking and garaging. Whilst existing parking areas would be lost, within this location there are no policies which require the retention of existing car parking. Furthermore, following visits to the site on several occasions, it appears that this area is little used and, as such, its loss would not cause any material harm.

The proposed two storey dwellings would be served by parking spaces accessed directly from Chichester Road, at one space per dwelling. The bungalow to the rear of the site includes one garage which is of sufficient size to accommodate a car. It is considered that this provision would be sufficient to meet the need of the development, with some availability of on-street parking within the vicinity of the site.

The car parking spaces serving the two storey dwellings would access directly onto the highway, with no turning space. However, given the level of traffic movements on the road, it is not considered that this access would be materially harmful. The bungalow would be accessed via the existing vehicular access. All accesses would have sufficient visibility to ensure that they would not cause unacceptable harm to highway safety.

The dwellings include large rear gardens capable of providing sufficient cycle parking facilities for the development.

The existing parking court is served by a bell-mouth access to the road. KCC Highways have requested that, should permission be granted, this access should be removed and a new vehicular access across the front of the site should be constructed. It is considered

that this can be secured by condition. It is also considered that the parking areas must be made available prior to the first occupation of the development.

Other Matters

KCC Fire and Rescue have commented that the access is too narrow to allow a fire appliance to access the rear of the property. However, all the dwellings are within 45m of an accessible area and could, therefore, be reached by crews in the event of an emergency.

Conclusion

It is considered that the principle of the proposed development is acceptable. Furthermore, it is considered that the proposal would be of no detriment to the character and appearance of the area, the living conditions of neighbouring properties or future residents, or the local highway network, and would be acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer
Luke Blaskett

F/TH/14/0087

GARAGES ADT
82-90
CHICHESTER ROAD,
RAMSGATE



F/TH/14/0087 – Garages Adj. 82 to 90 Chichester Road, Ramsgate



A11 **F/TH/13/0980**

PROPOSAL: Change of use of tunnels to provide visitor attraction (D2 use class) and alterations to include installation of metal entrance gates, creation of vehicular access, parking provision and landscaping works.

LOCATION: REDUNDANT RAILWAY TUNNELS, MARINA ESPLANADE, RAMSGATE

WARD: Eastcliff

AGENT: Mr K Read

APPLICANT: Ramsgate Heritage Regeneration Trust Ltd

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The development hereby approved shall be carried out in accordance with the submitted plans dated 3rd December, 23rd December 2013 and 11th February 2014.

GROUND:

To secure the proper development of the area.

- 3 Prior to the commencement of the development hereby approved, the applicant, or their agents or successors in title, shall secure the implementation of a watching brief to be undertaken by an archaeologist approved by the Local Planning Authority so that the excavation is observed and items of interest and finds are recorded. The watching brief shall be in accordance with a written programme and specification, which has been submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with Policies HE11 and HE12 of the Thanet Local Plan and the National Planning Policy Framework.

- 4 Prior to the first use of the development, the area shown on the deposited plan for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety

INFORMATIVE:

The applicant is advised that this planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council- Highways and Transportation (web: www.kent.gov.uk/roads-transport.aspx or telephone: 03000418181) in order to obtain the necessary application pack. Before the development hereby approved is commenced, all necessary highway approvals and consents shall be obtained where required to avoid enforcement action being taken by the Highway Authority.

SITE, LOCATION AND DESCRIPTION

The section of tunnels run along underneath Victoria Road and part of Bellevue Road, with a section also underneath Marina Road, and an access point at ground level on Marina Esplanade. Two current blocked access points in Arklow Square and on Boundary Road are also included.

RELEVANT PLANNING HISTORY

The railway tunnel opened in 1863, and was closed to mainline traffic in 1926. It was then opened as a scenic railway in 1935, and was closed in 1968. The tunnels have been redundant ever since.

There is no relevant planning history for the site.

PROPOSED DEVELOPMENT

The proposal is to re-open the tunnels to allow for public access in the form of walking guided tours through the tunnels. It will be a visitor attraction, with video and audio installations, historic furniture, and visitor guide talks along the route.

DEVELOPMENT PLAN POLICIES**Thanet Local Plan**

D1 – Design
EC8 - Ramsgate Waterfront
T1 - Tourist Facilities
TR16 - Car Parking Provision

NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice has been posted. No objections have been received from this notification.

Ramsgate Town Council - Resolved that Ramsgate Town Council fully supports this much needed visitor attraction in the town of Ramsgate.

CONSULTATIONS

KCC Highways - No objections.

KCC Structures Management - Request that the following points to be addressed before the tunnels are opened for tours: A detailed structural/geotechnical inspection and condition report is provided to the Highway Authority demonstrating that the tunnels are stable and continue to provide safe support to the public highway; details of the proposed structural/geotechnical inspection regime necessary to demonstrate that the tunnels will continue to provide safe support of the public highway; all additional barriers installed within the tunnels shall include lockable gates to allow access for inspection and maintenance; the application indicates that it is proposed that the tunnels will be handed over from Thanet District Council to Ramsgate (Heritage Regeneration) Trust Ltd. The applicant shall either confirm that the tunnels are to remain owned by Thanet District Council, or will demonstrate that the Trust will have sufficient income from its assets to fund not only the running of the tours and day to day maintenance costs but also their obligations to inspect and maintain the tunnels.

KCC Senior Archaeological Officer - Thoroughly supports the raising of awareness of the historic importance of these tunnels. The proposed works towards the Marina Esplanade area may encounter archaeological remains because some of the Roman remains have been located c.100m to the north. I also suggest that 19th or 20th century features of interest may be encountered throughout the works, such as interesting fixtures and fittings, former workings or cultural material. In view of the range of heritages sites here, I suggest that it would be useful to have a formal watching brief maintained during works.

KCC Biodiversity Officer - We have reviewed the ecological information and are satisfied that there is limited potential for the site to be used by hibernating bats.

Southern Water - No objections.

Environment Agency - Have assessed the application as having a low environmental risk, therefore they have no comments to make.

Contaminated Land Officer - No objections, but would recommend a condition requesting the use of personal gas monitors during the tour.

COMMENTS

This application has been brought before members as Thanet District Council is the owner of the land.

Principle

The proposed change of use to allow public access is supported by Policy T1 of the Thanet Local Plan, which supports development that will extend the range of tourist facilities, and increase the attraction of tourists to the area. The proposal is also supported by Policy EC8 of the Thanet Local Plan, which supports development for tourism on land adjacent to Ramsgate Harbour. The proposed change of use is therefore considered to be acceptable in principle.

Character and Appearance

The proposal incorporates the erection of new metal entrance gates to the tunnel. The gates will be set just inside the tunnel entrance and will extend the full height and width of the tunnel entrance for security reasons. The gates are simple in design, and bear reference to the historic use of the tunnels for a railway line, whilst also advertising the presence of the tunnels. The gates are considered to be of an acceptable design, and will have a positive impact on the character and appearance of the area, in accordance with Policy D1 of the Thanet Local Plan and the NPPF.

Highway Safety

The plans show the provision of 4no. car parking spaces to the front of the site, along with an area that can be used for the parking of motorcycles. Two of the spaces are shown as tandem spaces, with the front car parking space to be used for staff only. KCC Highways raise no objections to the proposed scheme subject to the provision and permanent retention of the vehicle parking spaces as shown on the submitted plans. The impact on highway safety is therefore considered to be acceptable.

Health and Safety

The Environmental Protection Manager has inspected the tunnels, and raises no objections to the proposed scheme. He requests, however, that a safeguarding condition be attached regarding gas monitoring during guided tours, which should be alarmed for hydrogen sulphide, carbon monoxide, methane and oxygen. With respect to the report into findings of Contamination Surveys it is noted that there is a requirement for a licensed company to remove Asbestos in accordance with Control of Asbestos Regulations 2012 and for the creation of a robust and relevant Asbestos Management Plan. Structures Management at Kent County Council recommend that a detailed structural/geotechnical inspection and condition report is provided to the Highway Authority demonstrating that the tunnels are stable and continue to provide safe support to the public highway. These are considered to be operational matters for the owner of the land, and are not material planning considerations relevant in the determination of this application.

It is intended that a lease will be granted, under which responsibility for the safety of visitors to the tunnels with regards to gas monitoring, asbestos management and structural stability within the tunnels will rest with the applicant, who will need to put in place appropriate public liability insurance cover together with measures to ensure public safety. The applicant will also be required to comply with all relevant health and safety statutes in relation to the area in question.

Ecology

The KCC Ecology Officer originally raised concerns that no ecology information had been submitted with the application, particularly whether there would be any impact on hibernating bats.

A hibernation check has since been carried out by a member of Kent Bat Group, who advised that no bats were found. He further advised that this is likely to be due to the temperature record throughout the tunnel, which ranged from 10 to 12C, which is too high for hibernating organisms. He concluded that the warm internal temperature in the tunnel and paucity of bat feeding habitat throughout the Isle of Thanet means the likelihood of the railway tunnel being used as a hibernation site for bats is negligible.

The KCC Ecology Officer has responded that they are satisfied that there is limited

potential for the site to be used by hibernating bats, but encourages the applicant to carry out additional bat hibernation surveys if the internal temperature within the tunnels were to change.

Other Matters

The Senior Archaeology Office at KCC considers the proposal to be a wonderful heritage project and an excellent scheme. She thoroughly supports the raising of awareness of the historic importance of these tunnels. They are part of the development of Ramsgate as a 19th and early 20th century leisure resort and part of the industrial heritage too. The proposed works towards the Marina Esplanade area may encounter archaeological remains because some of the Roman remains have been located c.100m to the north. She also suggests that 19th or 20th century features of interest may be encountered throughout the works, such as interesting fixtures and fittings, former workings or cultural material. In view of the range of heritages sites here, she suggests that it would be useful to have a formal watching brief maintained during works.

Conclusion

The proposed change of use will support tourism in Ramsgate. There are no detrimental impacts on highway safety or the character and appearance of the area. It is therefore recommended that Members approve the application.

Case Officer

Emma Fibbens

Title: F/TH/13/0980

Project name: Redundant Railway Tunnels, Marina Esplanade, Ramsgate

Notes:

Scale: 1:3,750

Author:



Legend

F/TH/13/0980

REDUNDANT RAILWAY TUNNELS, MARINA
ESPLANADE, RAMSGATE



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A12

F/TH/13/0909

PROPOSAL: Change of use of two agricultural buildings to 5No. dwellings, together with the erection of new roofs, the insertion of windows and doors, and formation of hardstandings

LOCATION: VINCENT FARM, VINCENT FARM MEWS, MARGATE, CT9 4GS

WARD: Thanet Villages

AGENT: John Elvidge Planning Consultancy

APPLICANT: Ms Lear

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered 02/44/2013 Rev A, 08/44/2013 Rev A, 06/44/2013 Rev A, 07/44/2013 Rev A, and 05/44/2013 Rev A, received 12 December 2014.

GROUND:

To secure the proper development of the area.

- 3 Prior to the commencement of development hereby permitted, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be

undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development hereby permitted shall be implemented in accordance with the approved details.

GROUND:

To ensure that the proposed development will not cause harm to human health or pollution of the environment, in accordance with the National Planning Policy Framework.

- 4 No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

GROUND:

To ensure that the proposed development will not cause harm to human health or pollution of the environment, in accordance with the National Planning Policy Framework.

- 5 In the event that contamination is found that was not previously identified at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall be undertaken at that time in accordance with a site characterisation report that shall be submitted to and approved in writing by the Local Planning Authority and where remediation is necessary a remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of the approved development and following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that the proposed development will not cause harm to human health or pollution of the environment, in accordance with the National Planning Policy Framework.

- 6 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be

given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

GROUND:

To ensure that the proposed development will not cause harm to human health or pollution of the environment, in accordance with the National Planning Policy Framework.

- 7 The repairs to, and the refurbishment of, the buildings shall be carried out in accordance with the structural appraisal report, submitted 23 January 2014.

GROUND:

To ensure the conversion of the buildings, in accordance with Para 55 of the NPPF.

- 8 No development shall take place (including any ground works, site clearance) until a precautionary mitigation strategy for bats, produced by an experienced ecologist, has been submitted to and approved in writing by the local planning authority. The content of the precautionary mitigation strategy shall include the:
- a) Purpose and objectives for the proposed works:
 - b) Detailed working method(s) necessary to achieve stated objectives
 - c) Extent and location of proposed works shown on appropriate scale maps and plans;
 - d) Timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
 - e) Persons responsible for implementing the works;

The works shall be carried out strictly in accordance with the approved details.

GROUND:

In order to safeguard protected species that may be present within or adjacent to the building in accordance with the National Planning Policy Framework.

- 9 The materials to be used in the construction of the external surfaces of the development hereby permitted shall include timber doors and windows, natural slate roof, yellow stock brickwork, and timber boarding, in accordance with the submitted application form.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 10 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to, and approved in writing by, the Local Planning Authority.

Development shall be carried out in accordance with the approved details.

GROUND:

In the interests of visual amenity in accordance with Policy D1 of the Thanet Local Plan.

- 11 Prior to the first occupation or use of the development, the area shown on the deposited plan for the parking and manoeuvring of vehicles shall be operational prior to any part of the development hereby approved being brought into use. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety

- 12 Prior to the commencement of development hereby approved, full details of both hard and soft landscape works, to include:
- species, size and location of new trees, shrubs, hedges and grassed areas to be planted
 - the treatment proposed for all hard surfaced areas beyond the limits of the highway
 - walls, fences, other means of enclosure proposed

shall be submitted to, and approved in writing by, the Local Planning Authority.

GROUND:

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policies D1 and D2 of the Thanet Local Plan.

- 13 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development, or in accordance with a programme of works to be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives any written consent to any variation.

GROUND:

In the interests of the visual amenities of the area in accordance with Policies D1 and D2 of the Thanet Local Plan.

- 14 Prior to the commencement of the development hereby approved joinery details including sections through glazing bars, frames and mouldings at a scale of 1:5 of all new external windows and doors shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be carried out concurrently with the development and fully implemented prior to the first occupation of any part of the approved development.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a non-designated heritage asset in accordance with the National Planning Policy Framework.

- 15 The rooflights hereby approved shall be 'conservation style' rooflights, set flush with the roof plane.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a non-designated heritage asset in accordance with the National Planning Policy Framework.

- 16 No further alterations to the building, or the erection of garden buildings or the installation of satellite antennae, or erection of boundary or internal fences or means of enclosure, whether approved by Classes A, B, C, D, E or H of Part One or Class A of Part Two of Schedule 2 to the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking and re-enacting that Order), shall be carried out without the prior permission in writing of the Local Planning Authority.

GROUND:

To ensure a satisfactory external treatment and in the interests of the visual amenities of the locality in accordance with Policy D1 of the Thanet Local Plan.

- 17 Prior to the commencement of development, details of parking facilities to be provided for site personnel and visitors, shall be submitted to and approved in writing by the Local Planning Authority. The parking facilities shall be provided in accordance with the approved details, and shall remain in place for the duration of construction.

GROUND:

In the interests of highway safety.

Informative

Preliminary Risk Assessments

The applicant should provide sufficient information to satisfactorily demonstrate to the local planning authority that the risks to Controlled Waters are fully assessed and understood and can be addressed through appropriate measures. These should include, as a minimum, a preliminary risk assessment that identifies all historic and current uses with the potential to contaminate and to determine whether additional, intrusive investigation may be required.

We recommend that developers should:

1. Follow the risk management framework provided in the Contaminated Land Report 11(CLR11), Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the [Environment Agency Guiding principles for land contamination](#) for

the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.

3. Refer to our website at www.environment-agency.gov.uk for more information.

SITE, LOCATION AND DESCRIPTION

The site is located outside of the urban confines, within the countryside. It is on the corner of Vincent Road and Manston Road, with the application site accessed from Vincent Farm Mews, a road leading off from Vincent Road. The application site is located centrally within an existing housing settlement, with 13no. dwellings surrounding the application site. The dwellings are terraced and 2-storey in height, and all front the application site. The application site consists of two redundant agricultural buildings with an open grassed space in between. One of the buildings (Building 1) is single storey and brick built, and adjacent to the western boundary of the site. The other building (Building 2) is also single storey, although it consists of two elements, with the northern part of the building brick built and low level with a lean to roof, and the southern part of the building higher in level, with a pitched roof and timber clad.

RELEVANT PLANNING HISTORY

F/TH/01/0292 - Conversion and alterations to existing farm buildings to create 10no. dwellings with associated access and external works - Granted 02/01/02

F/TH/01/0747 - Erection of detached dwellinghouse with attached double garage, for livery manager - Refused 01/10/01. Dismissed at appeal - 30/05/02

F/TH/04/1271 - Erection of attached 4 bedrooomed chalet style dwelling amendment to design of proposed units 3, 4 and 5 approved under previous planning permission ref F/TH/01/0292 for the provision of front gables, together with extension to previously approved garage block to provide additional garage space - Granted - 21/07/05

F/TH/07/0674 - Conversion of former agricultural buildings and existing farmhouse to 7no. dwellings, together with erection of 3no. car ports and associated parking and landscaping - Refused - 24/07/07. The reasons for refusal were:

The site is outside the confines of any settlement on land that is not previously developed and, as such, represents an unsustainable and inappropriate form of development within the open countryside, detrimental to the amenities of the rural location, and in the opinion of the District Planning Authority there are no circumstances which justify the granting of permission in this case. As such, the proposal is contrary to policies SP1, SS8, HP2, HP5, EN1 and TP3 of the Kent and Medway Structure Plan and policies H1, H4, CC1, R1, TR1, TR11, TR12 and D1 of the Thanet Local Plan.

The application was dismissed at appeal on the 21/08/08. The Inspector doubted whether the buildings could be converted in their current state, and raised serious concerns with the unsustainable location of the proposed development.

F/TH/07/1528 - Change of use of dwelling to 2no. dwellings together with 2no. garages - Granted - 16/01/08.

PROPOSED DEVELOPMENT

The proposal is to convert Building 1 into 2no. 3-bed dwellings, and Building 2 into 2no. 3-bed dwellings and 1no. 1-bed dwelling. Each dwelling will be provided with a small area of open garden space to the front of their property, and 2no parking spaces, which will be provided partly within the courtyard area and partly to the side of the development.

The proposal to convert Building 1 into 2no. dwellings will result in minor external alterations, including the removal of 2no. windows and one door, and it's replacement with pairs of French doors in the inward facing south east elevation, and the insertion of a new pair of doors within the south-west side elevation. Other than this all works will involve the refurbishing of the existing building.

Building 2 (northern section) is proposed to have the most extensive external works, with the inward facing wall being increased in height, the construction of a new pitched roof with veluxes, and the insertion of five new window openings. The existing opening is to be infilled with new doors and cladding.

Building 2 (southern section) will be subject to minor alterations, including the insertion of a new first floor window in the gable end and velux windows in the roof.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan (2006)

CC1 - Countryside

H1 - Housing

D1 - Design

D2 - Landscaping

SR5 - Doorstep playspace

NOTIFICATIONS

Neighbours have been notified, and a site notice posted. One letter of support and two petitions (with 24 signatures) which are in support of the development of the site have been submitted. The main reasons for supporting the development include:

- site is an eyesore,
- health and safety risk to children,
- concerned about building materials blowing off the buildings in high winds

CONSULTATIONS

KCC Highways - No concerns with the number of parking spaces proposed. Tandem spaces are not ideal, but given the space constraints I don't think that they will be objectionable in this case. The access layout is all very constrained, however, with the two spaces per dwelling as suggested below, I don't think that this proposal will have a significant impact on access. In terms of transportation, this site is not particularly sustainable, as such the majority of the trips to and from the development are likely to be by private vehicles, however it appears that the principle of development has been tested at appeal in the past (albeit before the NPPF) therefore on that basis I don't think that we would sustain an objection given the precedence that has already been set. Cycle parking should be provided on a basis of one space per bedroom (for each dwelling).

Southern Water - There are no public foul and surface water sewers in the vicinity of the site. The applicant is advised to examine alternative means of foul and surface water disposal.

Heritage Advisor - Building 1 is a distinctive feature in the local landscape - an 'undesigned heritage asset'. All three structures I suggest are still in a stable enough condition to be converted and they are part of the layout of the historic farm.

Building Control Surveyor - I've not visited since early last year but I have passed the properties on several occasions and despite the continuous weather damage, I would generally agree with the contents of the structural survey report.

However, conversion would not be easy as it is likely that all the roof structures would need complete replacement having been left exposed for so long and although the report suggests that the walls are sound, I doubt they have adequate foundations which would mean that the walls therefore require underpinning.

Natural England - No objections

KCC Biodiversity - From the photos it appears that the remaining building is in a very bad state of repair and has a hole in the roof – as such there is a low potential of the inside of the building being used by roosting bats such as long eared bats. The building is covered in weather boarding so there is potential that bats may occasionally roost under the weather boarding. As there is limited connectivity to the site I'd recommend, if you are proposing to grant planning permission, that there is a need for a precautionary mitigation approach to be carried out when the buildings are demolished. Details of the precautionary mitigation approach must be produced and submitted for comments as a condition of planning permission.

Manston Kent International Airport - No objections.

COMMENTS

This application has been brought to planning committee as it is a departure from Policy CC1 of the Thanet Local Plan.

Principle of Development

The site is located within the countryside, outside of the urban confines. The proposal is to convert the existing two buildings from an agricultural use to a residential use, to create 5 no. dwellings. Para 55 of the National Planning Policy Framework states that Local Planning Authorities should avoid new isolated homes in the countryside unless there are special circumstances, such as where development would represent the optimal viable use of a heritage asset, or where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting. Para 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy CC1 of the Thanet Local Plan states that new development will not be permitted unless there is a need for the development that overrides the need to protect the countryside.

A similar scheme to that proposed has previously been refused by Thanet District Council, and the decision was upheld by the Inspectorate in 2008. The Inspector doubted whether the buildings could be converted in their current state, and raised serious concerns with

the unsustainable location of the proposed development, in that there are no local services in the immediate locality, the site is not served by public transport, the local roads are not provided with footways, and although it would be possible to cycle to Westwood Cross, there are no specific facilities for cyclists and the road is relatively narrow. Current NPPF guidance broadens considerations of sustainable development, requiring the consideration of the acceptability of the location, but also looking at the desirability of reusing existing buildings and retaining heritage assets.

The application site falls within the countryside, where the Council would generally seek to avoid new development. The application is for the conversion of 2no. existing redundant agricultural buildings to create 5no. dwellings, and the Council's Heritage Advisor has commented that Building 1 is a distinctive feature in the local landscape - an 'undesigned heritage asset', and that all three structures are part of the layout of the historic farm. Para 131 of the NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. It is considered that a residential use is likely to be the optimal viable use of these buildings, as a commercial use is unlikely to be compatible with the surrounding residential use. The proposal will see the redundant non-designated heritage assets being brought back into use, which will make a contribution to sustainability through the saving and re-use of building materials, and support the retention and enhancement of a heritage asset. The principle of conversion therefore accords with the NPPF to that extent, and consideration will also need to be given to the degree of impact on the countryside, and whether or not the proposal as a whole constitutes sustainable development.

- Ability to Convert

In determining this application, consideration will need to be given as to whether the conversion of the buildings is possible.

A similar scheme to that proposed has previously been refused by Thanet District Council, and the decision was upheld by the Inspectorate in 2008, with the Inspector doubting whether the buildings could be converted in their current state.

A structural appraisal has been submitted in support of the application. It states that Building 1 was previously used as a cow house, and whilst the roof has been completely removed leaving just the main timber trusses standing, which are showing signs of deterioration, the walls to the sides and gable ends appear to be in relatively good condition. The proposal to convert the building into 2no. dwellings will result in only minor external alterations to the walls, with the main works being the refurbishment of the existing building, including its replacement roof. Building 2 is set further back into the site. The northern section of Building 2 was previously used as a shelter shed, and whilst the secondary roof members will need to be fully replaced, and some repairs may be needed to some of the primary roof beams, the walls will need little attention. The southern section of Building 2 was previously used as a granary, and the timber frame to this building may need some local repairs, particularly where there is a hole in the roof. The structural appraisal concludes that the three buildings are similar in that they may all be repaired and improved in order to form the dwellings, therefore suggesting that a conversion of the buildings is possible.

Thanet Council's Heritage Advisor has commented that he would suggest that all three structures are still in a stable enough condition to be converted, and the Council's Building Control Surveyor has commented that he would generally agree with the contents of the

structural survey report, however, he has advised that the conversion would not be easy as it is likely that all the roof structures would need complete replacement having been left exposed for so long and although the report suggests that the walls are sound, he doubts that they have adequate foundations which would mean that the walls would need underpinning. The agent has advised that the buildings will not be underpinned, but instead new internal walls are to be constructed within the buildings in order to support the first floor accommodation, whilst also providing necessary insulation.

Based on the advice received, it would therefore appear that the works proposed can be considered as a conversion, and therefore can be considered under paragraph 55 of the NPPF.

Impact on Character of Area

The proposal is to convert the existing buildings on the site to residential use, so the external alterations to the buildings consist mainly of the insertion of new windows and doors, and replacement of roofs. Building 1 is located adjacent to Manston Road. The elevation facing the road will not be altered, and the new roof is of the same height and design as the original roof. The only minor alteration proposed that would be visible from the road is the insertion of a new door in the southern side elevation. Building 2 is set further back into the site, although part of the building is still visible from Manston Road. Development of the southern part of Building 2 will again involve only minor alterations, including the insertion of new window openings. The most extensive works are to the northern section of Building 2, which include the increase in height of the western wall by 0.5m and the creation of a new pitched roof, which is 2.1m higher than the existing roof. The agent has submitted evidence to attempt to show that the original roof to the building was initially much higher than that now existing. The photo evidence shows a patch of alternative brick work on the side elevation of the Granary, which indicates that the front wall was originally higher and the roof was originally pitched, and as such there is arguably some historical significance to increasing the height of the building.

The courtyard area will consist of soft landscaping to the front of the dwellings, and an area between the soft landscaping of loose gravel, which will accommodate car parking. Car parking is also proposed to the side of the development. Full landscaping details are required as a part of a condition, but the provision of an open space within the courtyard, and a mixture of soft landscaping and permeable hard surfacing, is generally considered to be acceptable, and in keeping with the rural setting of the site.

Overall, the development will result in the re-use of these redundant buildings within this countryside setting, including the renovation and occupation of an undesignated heritage asset, resulting in a positive enhancement of the character and appearance of the area, and surrounding countryside.

Impact on Living Conditions

The area surrounding the application site is currently occupied by significant residential development, so the proposed use would be compatible with the existing use on the site. The majority of the proposed development involves the conversion of the existing buildings, so there will be limited impact on the living conditions of neighbouring occupiers. In terms of new external building works, the front wall of the northern section of Building 2 is being increased in height by 0.5m, and the ridge height of the roof is being increased by 2.1m. The nearest neighbouring property is 7.4m from the site, however, the property has two separate windows in the front elevation serving a lounge and two

separate windows serving a bedroom, allowing for varying levels of light into the room. The design of the proposed roof is also as a full pitch roof means that there is unlikely to have a significant impact on the light to or outlook from the neighbouring property.

A few new window openings are proposed within the buildings, however, they are mainly at ground floor level, or in the form of velux windows, and either face inwards towards the central courtyard, or towards the front elevations of the neighbouring properties. There will be no overlooking of private amenity space. The impact on neighbouring privacy is therefore considered to be acceptable.

Impact on Highway Safety

The proposal incorporates the provision of 10no. parking spaces to serve the five dwellings. KCC Highways have commented that they have no concerns with the number of parking spaces proposed, and whilst tandem spaces are not ideal, they are not objectionable in this case. The proposal will not have a significant impact on access, and therefore overall, the impact on highway safety is considered to be acceptable.

The site is located within the countryside, a significant distance from any bus route, and there are no pedestrian or cycle path links to the site. The site is not within close proximity of any village or smaller settlement. Overall the site is not considered to be sustainable in highway terms.

Para 34 of the NPPF does advise, however, that whilst decisions should ensure that developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, decisions need to take account of policies set out elsewhere in the NPPF, particularly in rural areas.

Ecology

KCC's Biodiversity Officer has advised that there appears to be a low potential for the inside of Building 1 to be used by roosting bats, such as long eared bats. Building 2 is covered in weather boarding so she has further advised that there is potential that bats may occasionally roost under the weather boarding. As there is limited connectivity to the site, KCC have suggested the need for a condition requiring details of the precautionary mitigation approach to be carried out when the buildings are demolished.

Natural England have raised no objections to the proposed scheme.

Doorstep play space

A small garden area has been provided for each of the units. The garden areas will not be completely private, although they are relatively secure, as they are located to the front of the properties within the courtyard area and so have natural surveillance. Although the areas are small, the restricted size of the site, and the existing presence of the buildings, means that a larger doorstep play space area is not possible. The areas provided are therefore considered to be acceptable, and in accordance with Policy SR5 of the Thanet Local Plan.

Conclusion

Whilst the proposed development is located in an unsustainable location, the proposal

consists of the re-use of redundant buildings, and allows for the optimum viable use of a heritage asset.

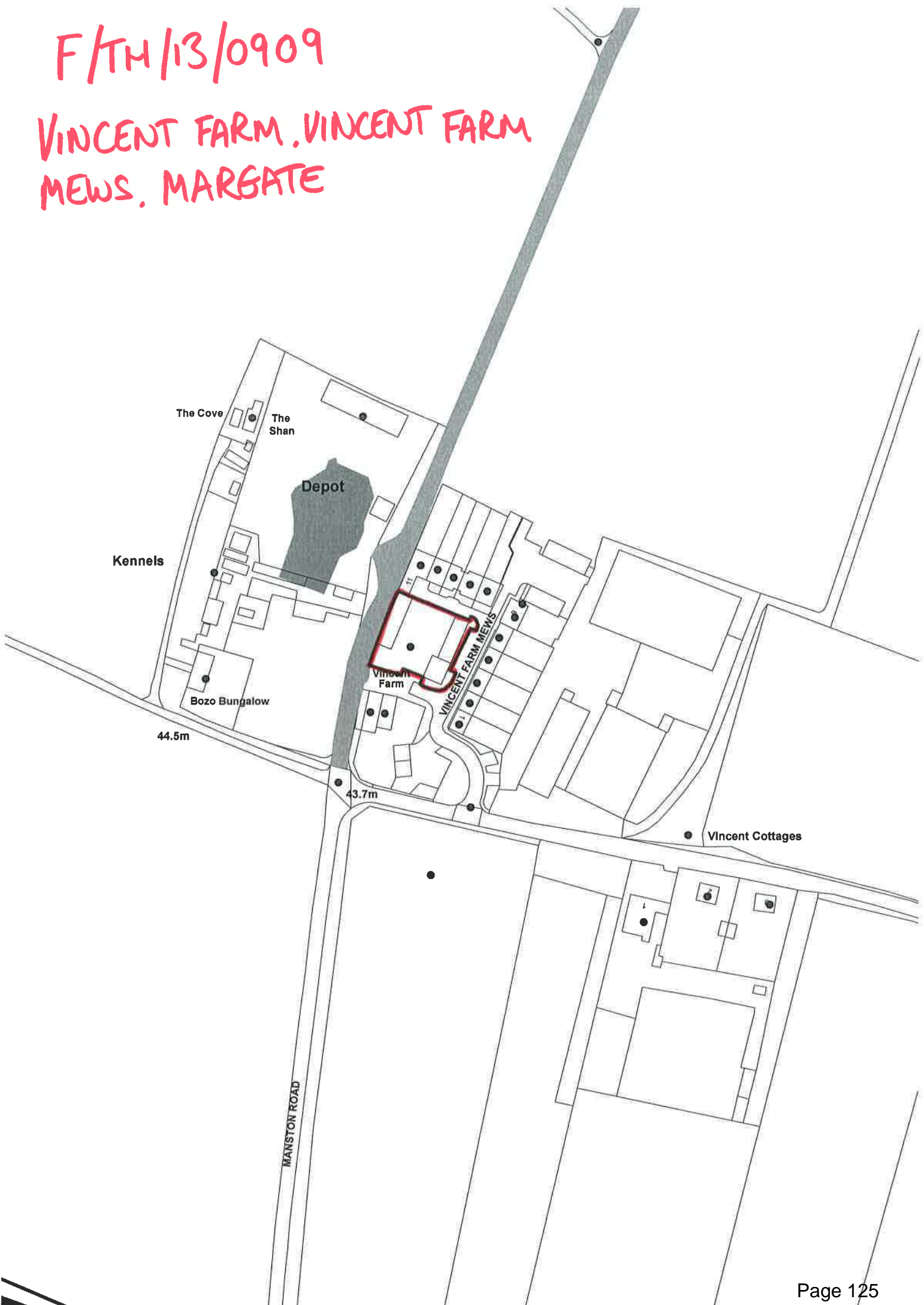
The proposed development will consist of mainly minor alterations to the buildings, and the alterations to Building 2 will bring the building closer to its historic design, so the impact on the character and appearance of the area is considered to be acceptable. There will be no significant impact on the living conditions of neighbouring occupiers, and the doorstep play space and car parking/access provision is considered to be acceptable.

Whilst the unsustainable location of the proposed development is a concern, on balance, the benefits from bringing the buildings back into use are considered to outweigh these concerns. It is therefore recommended that members approve the application. .

Case Officer
Emma Fibbens

F/TM/13/0909

VINCENT FARM, VINCENT FARM
MEWS, MARGATE



F/TH/13/0909
VINCENT FARM, VINCENT FARM MEWS, MARGATE



A13

F/TH/13/0785

PROPOSAL: Change of use of buildings to 2No. dwellings, erection of two rear dormer windows to "The Bakery" and erection of a side extension and external stairs to "The Granary", together with the insertion of windows and doors to both buildings and the formation of hard standings without compliance with condition 2 of planning permission F/TH/11/0848 to allow changes to the design

LOCATION: LAND AND BUILDINGS ADJACENT TO THE OLD GRANARY, RAMSGATE ROAD, SARRE, BIRCHINGTON, CT7 0JU

WARD: Thanet Villages

AGENT: John Elvidge Planning Consultancy

APPLICANT: Mr Baes

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the 20th June 2016.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawings numbered P/111/01(1) Revision B and P/111/01(2) Revision B received on 8th October 2012, 'Canterbury Road, Sarre', received on 18th April 2013, and P/110/01 (1) Revision C and P/110/01 (2) Revision C, received on 19th September 2013.

GROUND:

To secure the proper development of the area.

- 3 No development shall take place to "The Granary" until details of foundations designs and any other proposals involving below ground excavation have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with the National Planning Policy Framework.

- 4 No development shall place until, the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has first been submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with the National Planning Policy Framework.

- 5 Prior to the first occupation or use of the development, the area shown on the drawing entitled 'Canterbury Road, Sarre', received on 18th April 2013, for the parking and manoeuvring of vehicles shall be fully operational. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 6 Prior to the first occupation of the development the visibility splays shown on the drawing entitled 'Canterbury Road, Sarre', received on 18th April 2013, shall be provided and thereafter maintained to the access to Canterbury Road with no obstruction above a height of 1 metre.

GROUND:

In the interest of highway safety.

- 7 Prior to the occupation of the development hereby approved, the redundant vehicle crossing to Canterbury Road shall be removed and the footway reinstated in accordance with the specifications set out in the Kent Design Guide.

GROUND:

In the interests of highway safety.

- 8 The vehicular access proposed to Canterbury Road shall be constructed of a bound surface material for the first five metres of the access from the edge of the highway and shall provide for the disposal of surface water within the site so as to prevent its discharge onto the highway.

GROUND:

In the interest of highway safety.

- 9 Prior to the commencement of the development hereby approved, details of the parking for site personnel, operative and visitors, including the access, parking and manoeuvring space, shall be submitted to and approved in writing by the Local Planning Authority. The approved parking shall be provided prior to the commencement of the development.

GROUND:

In the interest of highway safety.

- 10 No gates shall be provided to the access onto Canterbury Road within 6m from the edge of the highway.

GROUND:

In the interest of highway safety.

- 11 At the time of development the access to Canterbury Road shall be provided at a gradient of 1 in 10 for the first 1.5m from the highway boundary and no steeper than 1 in 8 thereafter.

GROUND:

In the interest of highway safety.

- 12 The development shall be carried out in accordance with the submitted weatherboarding, concrete roof tile and natural roofing slate samples.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 13 Prior to the commencement of the development of "The Bakery", hereby approved, joinery details including plans, elevations and sections through glazing bars, frames and mouldings at a scale of 1:5 of all new external windows and doors shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be carried out concurrently with the development and fully implemented prior to the first occupation of any part of the approved development.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 14 Prior to the commencement of the development of "The Granary", hereby approved, joinery details including plans, elevations and sections through glazing bars, frames and mouldings at a scale of 1:5 of all new external windows and doors shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be carried out concurrently with the development and fully implemented prior to the first occupation of any part of the approved development.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 15 Prior to the commencement of the development of "The Granary", hereby approved, joinery details including plans, elevations and sections of the tread, handrail, baserail, balusters, newel posts and balcony at a scale of 1:5 of the new external staircase shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be carried out concurrently with the development and fully implemented prior to the first occupation of any part of the approved development.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 16 At the time of the development the roof light within the southern elevation of the

extension to 'The Granary' shall be fitted flush with the external plane of the roof slope.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 17 All rainwater goods installed shall be constructed of cast iron or aluminium.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 18 Prior to the commencement of the development hereby approved, details of the location of bin storage, shall be submitted to and approved in writing by the Local Planning Authority. The refuse storage facilities and clothes drying facilities as approved shall be provided prior to the first occupation of the dwellings hereby approved and shall be kept available for that use at all times.

GROUND:

To secure a satisfactory standard of development and in the interests of the amenities of the area, in accordance with policy D1 of the Thanet Local Plan.

SITE, LOCATION AND DESCRIPTION

The site lies outside of the village confines of Sarre, within a loose group of agricultural buildings around Sarre Windmill. This group is set between Canterbury Road and Ramsgate Road and is distinct from the built up area of the village and the dwellings which address Ramsgate Road. The site is also within the Former Wantsum North Shore Landscape Character Area. The land rises steadily from west to east across the site.

'The Granary', also known as the Mill Shop, is Grade II Listed, dating from the late C18th or early C19th.

To the East of the site is the Grade II Listed Sarre Windmill, which dates from 1820. Also to the east is the site of an Anglo-Saxon cemetery, parish Church of St Giles and associated remains, which is a Scheduled Ancient Monument.

RELEVANT PLANNING HISTORY

F/TH/82/0140 - Conversion of disused farm building into residences and erection of one new dwelling - Refused

F/TH/90/0825 - Erection of 2 single storey buildings to form retail shop and granary store and change of use of the existing outbuildings to tearooms of use in connection with Sarre Mill- Granted

F/TH/11/0848 - Change of use of buildings to 2no. dwellings, erection of two rear dormer windows to "The Bakery" and erection of a side extension and external stairs to "The Granary" together with the insertion of windows and doors to both buildings and the

formation of hard standings - Granted

L/TH/12/0262 - Application for listed building consent for the erection of single storey side extension, insertion of window, reconstruction of external stairs together with internal alterations, following demolition of existing side extension - Granted

PROPOSED DEVELOPMENT

This application seeks alterations to the previously approved proposal, under application number F/TH/11/0848, to allow alterations to the design of the proposal, including internal alterations to the existing building allowing additional living space for the property.

The variations to the scheme from that which has already been granted includes the installation of a new pair of doors to the front elevation, which would be a replacement for an existing door, and the insertion of two new windows to replace one existing larger window. To the rear it is proposed to remove a proposed set of French doors and install a smaller set of French doors towards the side of the building, insert new windows and replace one window with a small dormer to match the two dormers already granted.

No alterations are proposed through this application to "The Granary", which is understood to now be in different ownership.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - Residential Development Sites
TR12 - Cycling
TR16 - Car Parking Provision
D1 - Design Principles
D2 - Landscaping
HE12 - Archaeological Sites and Preservation
SR5 - Play Space
CC1 - Development in the Countryside
CC2 - Landscape Character Areas

NOTIFICATIONS

Letters have been sent to neighbouring properties, a site notice has been posted and an advert has been placed in the local newspaper. No representations have been received in response.

Ramsgate Conservation Area Advisory Group - Raise concerns the design is "plain and pedestrian".

CONSULTATIONS

KCC Highways and Transportation - No objection as no alterations are proposed from the previous approval.

KCC Archaeology - No objection, subject to conditions being attached to any grant of permission requiring the submission of details of a programme of archaeological work, details of foundation designs and submission of a programme of building recording.

COMMENTS

This application has been brought before Planning Committee as a departure from Thanet Local Plan Policy H1. The main issues for consideration are the principle of the development and its impacts on heritage assets, the character and appearance of the area, living conditions and transport.

Principle

Policy H1 of the Local Plan states that on non-allocated sites, such as that which is the subject of this application, residential development will only be permitted on previously developed land within the built-up confines, or where specifically permitted by other Local Plan Policies. Policy CC1 of the Local Plan states that within the countryside, new development will not be permitted unless there is a need for the development that overrides the need to protect the countryside.

The site lies outside of the village confines of Sarre, within the Countryside. The proposed development is therefore contrary to policies H1 and CC1 of the Thanet Local Plan. However, the principle for the development has already been established and an extant permission exists for the change of use of these buildings to dwellings. On this basis, it is therefore considered that the principle of the development is acceptable.

Heritage Assets

The site is adjacent to Sarre Mill, which is a Grade II Listed Building constructed in 1820 and heightened in 1856. The Granary is also Grade II listed, under the title 'Mill Shop', dating from between the late C18th and early C19th. The Windmill was first listed in 1963, whilst the Mill Shop was first listed in 1990. It is considered that, at the time of their listings, the bakery was within the curtilage of the Windmill and Granary and, as such, is considered to be curtilage listed. It is considered that the existing buildings, together with Sarre Windmill and other buildings, form part of an historic farmstead.

'The Bakery' is listed due to its location within the curtilage of the listed building and has heritage significance in its own right and as part of the complex of agricultural buildings around Sarre Windmill. This building is currently disused, although some renovation works have already taken place. The proposal would include significant further alterations to this building to facilitate its use for residential purposes; however, as identified in the previous application, these alterations would primarily be to the elevation which faces away from the primary listed buildings. It is considered that the residential use of this building would also, in principle, be appropriate and provide a viable use of the heritage asset.

The development would also include the removal of C20th accretions from the building, improving its immediate setting.

The National Planning Policy Framework requires that regard is had for whether development would cause harm to the significance of heritage assets. Where harm is identified, permission should be refused unless there are public benefits, such as securing the long-term viable use of the building, which outweigh the harm caused.

The front elevation of 'The Bakery', which addresses the listed buildings, would be little changed from its current appearance. In place of an existing timber door is proposed a pair of French doors. These doors would be to the western wing of the building, which is a subservient addition to the main, brick built part of the building. It is considered that this

replacement door would be identifiable as a modern introduction, allowing the development of the building to be read. Furthermore, it would act as an interesting counterpoint to the retained pair of double doors to the eastern wing of the building and, as such, it is considered that this alteration is acceptable. The replacement of the existing window to the front elevation with two smaller windows is considered a positive change, with these windows being of a proportion which relates better to those within the brick section of the building.

The main changes to this building are to its rear elevation where an extension, which appears to have been used as part of a piggery and considered to be of little merit, is to be removed. The relocation of the French doors into the western wing of the building is considered to be positive, retaining symmetry to the main brick section of the building. The introduction of small new windows and a third, central, dormer are considered to be neutral, affecting the least prominent elevation of this building which is considered to be of limited heritage significance and would not be readily visible in conjunction with the primary listed buildings. It is considered that these alterations would not harm the overall character of the building and provide an acceptable level of intervention which is required to allow the buildings viable reuse.

The proposed development would largely maintain the integrity of the two buildings and I consider that the conversion of the buildings for residential use and the scale and nature of the interventions is such that the proposals would not compromise this and would not cause unacceptable harm to the significance of the heritage assets or their settings. In my opinion, the proposal would represent the optimum viable use of these listed buildings.

KCC Archaeology have requested that programmes of work are secured for archaeological works, building recording and foundation design. Studies have been carried out in relation to archaeological works and building recording and, as such, no condition is required in this respect. Furthermore, it is only "The Granary" which is to be significantly extended and, as such, it is considered that the details submitted should be in respect of works to this building solely.

Character and Appearance

The site lies within the countryside where special regard must be had for preserving the rural character and appearance of the area. Additionally, the site is within the Former Wantsum Channel North Shore Area, where development will only be permitted where it would not damage the setting of the Wantsum Channel, and long views of Pegwell Bay, the Wantsum Channel, the adjacent marshes and the sea.

The proposals are considered to represent the optimum viable use of heritage assets and, given that the proposal would not add to the built form and its location which does not feature in long views, the proposal would not harm the character and appearance of the area.

Living Conditions

The application does not propose any significant enlargements to 'The Bakery'. Furthermore, only one new upper floor window is proposed, which would be a significant distance from the nearest neighbouring property and adjacent to two dormers which have already been granted permission. I am therefore satisfied that no significant overlooking, loss of light or sense of enclosure would be created to detrimentally affect the living conditions neighbours.

It is considered that the dwellings would provide adequate living conditions for future occupiers.

Transportation

The development would be served by a vehicular access onto Canterbury Road, as has been previously approved. At present, the site is served by an access onto Ramsgate Road, whilst an additional access is also provided to the north of the site onto Canterbury Road.

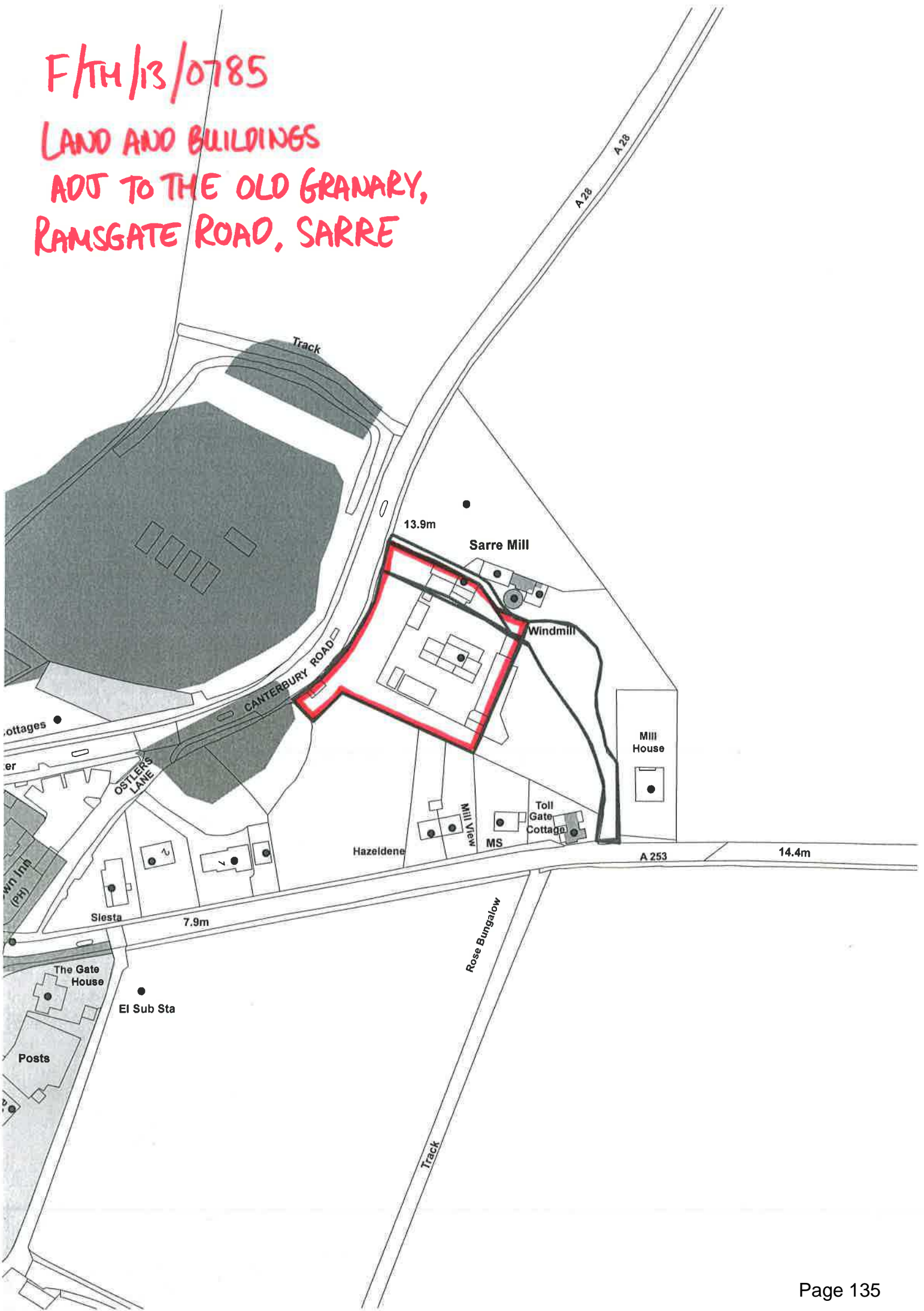
Conclusion

The proposed development would introduce additional residential units within the Countryside and therefore is not supported by Local Plan Policies H1 and CC1. However, there is extant permission for the conversion of these buildings, whilst the proposal is considered to be acceptable in all material respects. It is therefore recommended that permission is granted.

CASE OFFICER

Luke Blaskett

F/TH/13/0785
LAND AND BUILDINGS
ADJ TO THE OLD GRANARY,
RAMSGATE ROAD, SARRE



F/TH/13/0785 – Land and Buildings Adj. to the Old Granary, Ramsgate Road, Sarre



A14

F/TH/13/0848

PROPOSAL: Change of use of buildings to 2No. dwellings, erection of two rear dormer windows to "The Bakery" and erection of a side extension and external stairs to "The Granary", together with the insertion of windows and doors to both buildings and the formation of hard standings without compliance of condition 2 attached to planning permission reference number F/TH/11/0848 to allow alterations to the internal layout, insertion of a window to side elevation and to retain the existing external staircase

LOCATION: THE OLD GRANARY, SARRE WINDMILL, RAMSGATE ROAD, SARRE, BIRCHINGTON, CT7 0JU

WARD: Thanet Villages

AGENT: E K Drawing Service Ltd

APPLICANT: Mr M Aaronovich

RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 20th June 2016.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application as shown by the drawings numbered P/111/01(1) Revision B and P/111/01(2) Revision B received on 8th October 2012, 'Canterbury Road, Sarre', received on 18th April 2013, and BDG8886, received on 11th October 2013.

GROUND:

To secure the proper development of the area.

- 3 No development shall take place to "The Granary" until details of foundations designs and any other proposals involving below ground excavation have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with the National Planning Policy Framework.

- 4 No development shall place until, the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, in

accordance with a written scheme of investigation which has first been submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with the National Planning Policy Framework.

- 5 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of building recording in accordance with a written specification and timetable which has been submitted to and approved in writing by the Local Planning Authority.

GROUND:

To ensure that features of archaeological interest are properly examined and recorded in accordance with the National Planning Policy Framework.

- 6 Prior to the first occupation or use of the development, the area shown on the drawing entitled 'Canterbury Road, Sarre', received on 18th April 2013, for the parking and manoeuvring of vehicles shall be fully operational. The area agreed shall thereafter be maintained for that purpose.

GROUND:

In the interests of highway safety.

- 7 Prior to the first occupation of the development the visibility splays shown on the drawing entitled 'Canterbury Road, Sarre', received on 18th April 2013, shall be provided and thereafter maintained to the access to Canterbury Road with no obstruction above a height of 1 metre.

GROUND:

In the interest of highway safety.

- 8 Prior to the occupation of the development hereby approved, the redundant vehicle crossing to Canterbury Road shall be removed and the footway reinstated in accordance with the specifications set out in the Kent Design Guide.

GROUND:

In the interests of highway safety.

- 9 The vehicular access proposed to Canterbury Road shall be constructed of a bound surface material for the first five metres of the access from the edge of the highway and shall provide for the disposal of surface water within the site so as to prevent its discharge onto the highway.

GROUND:

In the interest of highway safety.

- 10 Prior to the commencement of the development hereby approved, details of the parking for site personnel, operative and visitors, including the access, parking and manoeuvring space, shall be submitted to and approved in writing by the Local Planning Authority. The approved parking shall be provided prior to the commencement of the development.

GROUND:

In the interest of highway safety.

- 11 No gates shall be provided to the access onto Canterbury Road within 6m from the edge of the highway.

GROUND:

In the interest of highway safety.

- 12 At the time of development the access to Canterbury Road shall be provided at a gradient of 1 in 10 for the first 1.5m from the highway boundary and no steeper than 1 in 8 thereafter.

GROUND:

In the interest of highway safety.

- 13 Prior to the commencement of the development hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved samples.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 14 Prior to the commencement of the development of "The Bakery", hereby approved, joinery details including plans, elevations and sections through glazing bars, frames and mouldings at a scale of 1:5 of all new external windows and doors shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be carried out concurrently with the development and fully implemented prior to the first occupation of any part of the approved development.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 15 Prior to the commencement of the development of "The Granary", hereby approved, joinery details including plans, elevations and sections through glazing bars, frames and mouldings at a scale of 1:5 of all new external windows and doors shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be carried out concurrently with the development and fully implemented prior to the first occupation of any part of the approved development.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice

contained within National Planning Policy Framework.

- 16 Prior to the commencement of the development of "The Granary", hereby approved, joinery details including plans, elevations and sections of the tread, handrail, baserail, balusters and newel posts at a scale of 1:5 of the new external staircase shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be carried out concurrently with the development and fully implemented prior to the first occupation of any part of the approved development.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 17 At the time of the development the roof light within the southern elevation of the extension to 'The Granary' shall be fitted flush with the external plane of the roof slope.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 18 All rainwater goods installed shall be constructed of cast iron or aluminium.

GROUND:

To secure a satisfactory external treatment and to safeguard the special character and appearance of the property as a Listed Building in accordance with advice contained within National Planning Policy Framework.

- 19 Prior to the commencement of the development hereby approved, details of the location of bin storage, shall be submitted to and approved in writing by the Local Planning Authority. The refuse storage facilities and clothes drying facilities as approved shall be provided prior to the first occupation of the dwellings hereby approved and shall be kept available for that use at all times.

GROUND:

To secure a satisfactory standard of development and in the interests of the amenities of the area, in accordance with policy D1 of the Thanet Local Plan.

SITE, LOCATION AND DESCRIPTION

The site lies outside of the village confines of Sarre, within a loose group of agricultural buildings around Sarre Windmill. This group is set between Canterbury Road and Ramsgate Road and is distinct from the built up area of the village and the dwellings which address Ramsgate Road. The site is also within the Former Wantsum North Shore Landscape Character Area. The land rises steadily from west to east across the site.

'The Granary', also known as the Mill Shop, is Grade II Listed, dating from the late C18th or early C19th.

To the East of the site is the Grade II Listed Sarre Windmill, which dates from 1820. Also to the east is the site of an Anglo-Saxon cemetery, parish Church of St Giles and associated remains, which is a Scheduled Ancient Monument.

RELEVANT PLANNING HISTORY

F/TH/82/0140 - Conversion of disused farm building into residences and erection of one new dwelling - Refused

F/TH/90/0825 - Erection of 2 single storey buildings to form retail shop and granary store and change of use of the existing outbuildings to tearooms of use in connection with Sarre Mill- Granted

F/TH/11/0848 - Change of use of buildings to 2no. dwellings, erection of two rear dormer windows to "The Bakery" and erection of a side extension and external stairs to "The Granary" together with the insertion of windows and doors to both buildings and the formation of hard standings - Granted

L/TH/12/0262 - Application for listed building consent for the erection of single storey side extension, insertion of window, reconstruction of external stairs together with internal alterations, following demolition of existing side extension - Granted

PROPOSED DEVELOPMENT

This application seeks alterations to the previously approved proposal, under application number F/TH/11/0848, to allow alterations to the internal layout of the building, the insertion of a window to the side elevation and the retention of the existing external staircase.

No alterations are proposed through this application to "The Bakery", which is understood to now be in different ownership.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006

H1 - Residential Development Sites
TR12 - Cycling
TR16 - Car Parking Provision
D1 - Design Principles
D2 - Landscaping
HE12 - Archaeological Sites and Preservation
SR5 - Play Space
CC1 - Development in the Countryside
CC2 - Landscape Character Areas

NOTIFICATIONS

Letters have been sent to neighbouring properties, a site notice has been posted and an advert has been placed in the local newspaper. No representations have been received in response.

CONSULTATIONS

KCC Archaeology - No objection, subject to conditions being attached to any grant of permission requiring the submission of details of a programme of archaeological work, details of foundation designs and submission of a programme of building recording.

COMMENTS

This application has been brought before Planning Committee as a departure from Thanet Local Plan Policy H1. The main issues for consideration are the principle of the development and its impacts on heritage assets, the character and appearance of the area, living conditions and transport.

Principle

Policy H1 of the Local Plan states that on non-allocated sites, such as that which is the subject of this application, residential development will only be permitted on previously developed land within the built-up confines, or where specifically permitted by other Local Plan Policies. Policy CC1 of the Local Plan states that within the countryside, new development will not be permitted unless there is a need for the development that overrides the need to protect the countryside.

The site lies outside of the village confines of Sarre, within the Countryside. The proposed development is therefore contrary to policies H1 and CC1 of the Thanet Local Plan. However, the principle for the development has already been established and an extant permission exists for the change of use of these buildings to dwellings. On this basis, it is therefore considered that the principle of the development is acceptable.

Heritage Assets

The site is adjacent to Sarre Mill, which is a Grade II Listed Building constructed in 1820 and heightened in 1856. The Granary is also Grade II listed, under the title 'Mill Shop', dating from between the late C18th and early C19th. The Windmill was first listed in 1963, whilst the Mill Shop was first listed in 1990. It is considered that, at the time of their listings, the bakery was within the curtilage of the Windmill and Granary and, as such, is considered to be curtilage listed. It is considered that the existing buildings, together with Sarre Windmill and other buildings, form part of an historic farmstead.

The National Planning Policy Framework requires that regard is had for whether development would cause harm to the significance of heritage assets. Where harm is identified, permission should be refused unless there are public benefits, such as securing the long-term viable use of the building, which outweigh the harm caused.

'The Granary' is two storeys in height, is finished with shiplap timber boarding and a clay tiled roof. Internally the timber frame of the building is visible, whilst the ground floor has been converted into a cafe, with an associated kitchen. An external timber staircase is provided, granting the only access to the first floor. The proposed development would largely retain the buildings in their current form and would also include the removal of C20th accretions from both buildings, improving their immediate setting. This application proposes changes to the 2011 permission. These changes are solely to 'The Granary', with the works to 'The Bakery' remaining unchanged by this application.

To 'The Granary', the granted works include the demolition of the existing side extension, including the part constructed toilet block and replace it with a single storey, pitched roof

extension of similar size. This extension would be finished in weatherboarding, under a fibre cement 'slate' roof. The main building would remain largely as existing, the only alterations being the insertion of a window at ground floor level. In addition, the current application seeks the erection of a new staircase, the insertion of a new side window and alterations to the internal layout.

Externally, it is proposed to erect a new staircase to serve the first floor door. A staircase with a landing area had previously existed in this location, although it was in a very poor state of repair. The previous scheme sought to replace this staircase like for like; however, this application alters the staircase. It is not considered that the design of the staircase added to the significance of the building, whilst similar staircases to that which is now proposed are not uncommon to agricultural buildings. A smaller, but similarly designed, staircase exists on the neighbouring windmill. Furthermore, the addition of one window within the side elevation, which already contains one window, is not considered to be harmful. Internally, it is proposed to remove the bathroom from the kitchen area, within the new extension and reintroduce anew bathroom at first floor level, together with alterations to the staircase. It is not considered that these changes would be of any material harm to the character of the building.

It is considered that the changes to this building, to enable its use as a dwelling, are relatively minor. Having regard for the existing condition of this listed building, it is not considered that the proposed changes, subject to conditions regarding materials and detailing, harm the significance of the building, the settings of other heritage assets or the character and appearance of the area.

The proposed development would largely maintain the integrity of the two buildings and I consider that the conversion of the buildings for residential use and the scale and nature of the interventions is such that the proposals would not compromise this and would not cause unacceptable harm to the significance of the heritage assets or their settings. In my opinion, the proposal would represent the optimum viable use of these listed buildings.

KCC Archaeology have requested that programmes of work are secured for archaeological works, building recording and foundation design. It is considered that these works should be secured by condition.

Character and Appearance

The site lies within the countryside where special regard must be had for preserving the rural character and appearance of the area. Additionally, the site is within the Former Wantsum Channel North Shore Area, where development will only be permitted where it would not damage the setting of the Wantsum Channel, and long views of Pegwell Bay, the Wantsum Channel, the adjacent marshes and the sea.

The proposals are considered to represent the optimum viable use of heritage assets and, given that the proposal would not add to the built form and its location which does not feature in long views, the proposal would not harm the character and appearance of the area.

Living Conditions

The application does not propose any significant enlargements to 'The Granary'. Furthermore, no new upper floor windows are proposed which would give rise to any unacceptable overlooking. I am therefore satisfied that no significant overlooking, loss of

light or sense of enclosure would be created to detrimentally affect the living conditions neighbours.

It is considered that the dwellings would provide adequate living conditions for future occupiers.

Transportation

No alterations are proposed to the previously approved access and car parking. It is therefore considered that this aspect of the proposal remains acceptable.

Conclusion

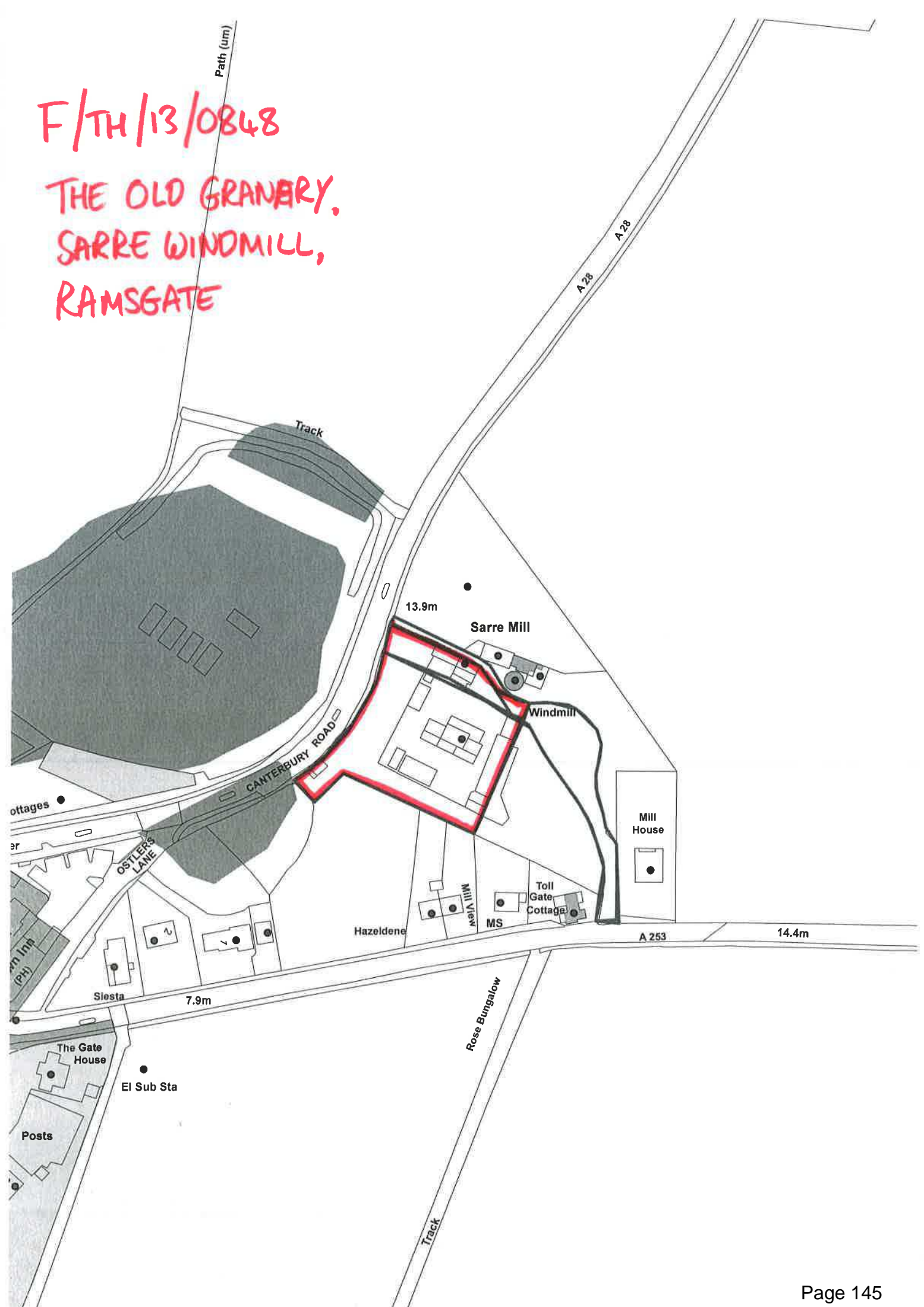
The proposed development would introduce additional residential units within the Countryside and therefore is not supported by Local Plan Policies H1 and CC1. However, there is extant permission for the conversion of these buildings, whilst the proposal is considered to be acceptable in all material respects. It is therefore recommended that permission is granted.

CASE OFFICER

Luke Blaskett

F/TH/13/0848

THE OLD GRANARY,
SARRE WINDMILL,
RAMSGATE



F/TH/13/0848 – The Old Granary, Sarre Windmill,
Ramsgate Road, Sarre



A15 **F/TH/14/0015**
PROPOSAL: Change of use from office to laundrette
LOCATION: UNIT 36, BLENHEIM CLOSE, BROADSTAIRS, CT10 2YF
WARD: St. Peters
AGENT: AM Design & Build Consultants
APPLICANT: Mr Simsek
RECOMMENDATION: **Approve**

Subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The proposed development shall be carried out in accordance with the submitted application, the plan numbered AM.456.01 received by the Local Planning Authority on 9th January 2014 and the plan numbered AM.456.02 received by the Local Planning Authority on 15th January 2014.

GROUND:

To secure the proper development of the area.

SITE, LOCATION AND DESCRIPTION

The site lies within the Pysons Road Industrial Estate. The estate is characterised by a mix of business uses, typically occupying metal and brick 'warehouse type' industrial buildings. There is parking available to the front of the site.

RELEVANT PLANNING HISTORY

It is not considered that there is any planning history relevant to the determination of the current application.

PROPOSED DEVELOPMENT

The proposal seeks permission for the change of use of the vacant industrial unit to a launderette. The scheme includes the provision of a 300mm metal ventilation grille for the dryers to the rear of the unit and this is the only external alteration proposed. The agent confirms, in an email dated 20th February 2014 that the launderette would employ 3-4 members of staff and no members of the public would visit the site. The hours of business would be Monday - Saturday 0800 until 1800.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan (2006)

EC12 - Retention of Employment Sites

D1 - Design Principles

EP13 – Groundwater Protection Zone

NOTIFICATIONS

No representations have been received.

CONSULTATIONS

Kent County Council Highways and Transportation - No objections

Environmental Health - No objections

Broadstairs Town Council – No objections

COMMENTS

This application has been brought before Planning Committee as a departure from Thanet Local Plan Policy EC12.

Principle

The site is within the built up confines and is identified under policy area EC12, as being retained for employment uses falling within use classes B1 and B8 in locations close to residential areas, with additional B2 use away from residential areas. The site is considered to be away from residential areas.

The proposal is to use the vacant unit as a launderette; which is contrary to Policy EC12. However, the proposal would bring a vacant unit back into use and it is not considered that this change would have any negative impact on the employment generated by the site. Thanet District Council's Employment Land Review (2010) indicates that every 20sqm of B1 use and every 50sqm of B8 use provides one job. The application unit has a site area of 128sqm and the proposed use is expected to provide employment for 3-4 people which is the mid point between the employment that would be expected to have been provided by the previous B1/B8 use. The proposed commercial launderette would not be visited by the public and is not a clearly defined town centre use.

Given this, the location of the site within the estate is considered to be appropriate and where this use would be expected to be located, situated away from residential properties and within an estate that can accommodate the associated vehicular traffic movements of the proposed use. For these reasons, it is considered that, whilst a departure from Policy EC12, the development is consistent with the aims of the Thanet Local Plan and is supported by the National Planning Policy Framework, constituting sustainable economic growth.

Character and Appearance

The development would not involve any alterations to the unit which would materially change the character or appearance of the area. The ventilation outlet proposed to the rear of the unit is the only proposed alteration and would not be highly visible from public vantage points.

Living Conditions

The scheme involves the provision of a 300mm outlet for dryers to the rear elevation of the unit. There are no neighbouring residential properties or other receptors immediately adjoining the site. There is a distance of approximately 40 metres between the application unit and the built form of the nearest neighbouring residential property; this is situated to the rear of the site. The residential properties to the rear of the site are separated from the industrial estate by trees and a path. The existing use of the site and surrounding businesses is associated with a degree of noise and disturbance. For these reasons, it is not considered that the proposal would cause any significant harm to neighbouring properties.

Transportation

Having regard to the proposed use and anticipated number of employees, Kent County Council Highways and Transportation raise no objection to the change of use. I am therefore satisfied that the development would not have any significant highway or transport implications.

Other Matters

The change of use does not involve any development and the Environmental Health Team have raised no objection given the locality and proposed use. It is therefore considered that the proposal is unlikely to cause harm to the Groundwater Protection Zone.

Conclusion

It is considered that the proposal is an acceptable departure from policy EC12, being a development which would bring back into use a vacant unit, supporting sustainable economic growth and providing employment. The application is acceptable in all other material respects. It is therefore recommended that planning permission is granted.

Case Officer

Helen Johnson

Title: F/TH/14/0015 - 36 Blenheim Close, Broadstairs

Project name:

Notes:

Scale: 1:1,250

Author:



Legend

F/TH/14/0015

36 Blenheim Close, Broadstairs



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THANET DISTRICT COUNCIL
SCHEDULE OF PLANNING APPLICATIONS
PART B

RECOMMENDED that planning permission be refused in respect of the following applications subject to the grounds stated.

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R16 **F/TH/14/0026**

PROPOSAL: Erection of a single storey rear extension

LOCATION: 91 WESTBROOK AVENUE, MARGATE, CT9 5HD

WARD: Westbrook

AGENT: In Touch (Family Mosaic)

APPLICANT: Mr Stokes

RECOMMENDATION: **Refuse**

For the following reason:

- 1 The proposed extension, by virtue of its height, depth and relationship with no. 93 Westbrook Avenue, would have an overbearing impact and result in the creation a sense of enclosure, significantly harmful to the living conditions of the occupiers of the neighbouring property, contrary to Thanet Local Plan Policy D1.

SITE, LOCATION AND DESCRIPTION

The application property is a two storey semi detached dwelling within a residential area. This part of Westbrook Avenue is largely characterised by street frontage development consisting of semi detached and detached dwellings.

RELEVANT PLANNING HISTORY

Permission was granted for the demolition of outhouses and erection of two storey side extension under reference TH/88/0747 in 1988.

PROPOSED DEVELOPMENT

The proposal is a single storey rear extension which would provide a bedroom and shower room.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan (2006)

D1 – Design

NOTIFICATIONS

Neighbouring occupiers have been notified and a site notice has been posted.

One letter of support has been received welcoming the extension as it is a necessity for the quality of life for the property occupier who is registered disabled and is chronically sick.

One letter of objection has been received from neighbouring property occupiers outlining the following concerns:

- No pre-application submission was made
- Application form has been completed incorrectly as there are trees on site
- Site and location plans fail to show relationship between site and neighbouring property
- Plans do not show whether boundary treatment will be retained or changed
- Poorly designed-will be out of keeping with existing dwelling
- Maintenance of the extension
- Does not comply with Part M Building Regulations
- The height, length and location of extension will be dominant and overbearing, restricting views and causing overshadowing
- Extract fan from shower room will discharge towards property boundary
- Would reduce daylight to the dwelling on site

COMMENTS

The application has been brought before planning committee because it has been called-in by Cllr Mick Thomlinson to consider the specific circumstances of the applicant and that it will not adversely impact the character and appearance of the surrounding area. The main considerations in assessing the application are character and appearance, living conditions, highway safety and the applicant's personal circumstances.

Character and appearance

The proposed extension would be to the rear of the property and as such would not be visible from the street. The property is constructed of red brick and render and the proposed extension would be constructed in brick. Conditions could be placed on a consent requiring the bricks to match that of the main dwelling. Therefore it is considered that the impacts upon the character and appearance of the surrounding area are acceptable.

Impact on living conditions

The proposed extension would have a depth of 5.77 metres and height of 2.75 metres. This has been reduced in depth from an original proposal for an extension of 6.775 metres. It is flat roof in design and would be 20cm from the property boundary between the site and no. 93 Westbrook Avenue which is currently treated by a timber fence. These properties are not attached; however no. 93 has a single storey rear extension which has a highly glazed rear elevation which adjoins the property boundary. Due to the proposed extension's height, the proposed depth and proximity to the neighbouring property, specifically in relation to the nearest rear facing habitable room window, it is considered that the proposed extension would have an overbearing impact and create a sense of enclosure to the occupiers of no. 93 Westbrook Avenue.

The objection letter received has also raised concerns that the extractor fan would be located at the boundary; however amended plans do not show this.

It is considered that the proposed extension would be detrimental to the living conditions of no. 93 Westbrook Avenue.

Highway safety

The proposal would provide an additional bedroom and bathroom. The property has a garage and off street parking to the front. Furthermore the surrounding area is considered to have capacity to absorb additional vehicles parked on street which could be generated by the proposal.

Other matters

The applicant is registered disabled as he has cardiovascular, pulmonary and respiratory conditions requiring a minimum of 12 hours per day on oxygen. He has difficulty with negotiating stairs to access bedroom, bathroom and toileting facilities. The proposed extension would provide these facilities at ground floor for the applicant. The need for this accommodation at ground floor and the personal circumstances of the applicant are a material consideration. In these circumstances, consideration of the need should be balanced against the harm.

The NPPF provides no advice regarding the weight to be given to personal circumstances. Previous guidance, in PPG1 (paragraph 38), the document "The Planning System – General Principles" (2005) and the extant Circular 11/95 on personal permissions make it very clear that whilst in some exceptional circumstances the personal situation of an occupier may be material to the consideration of a planning application, if the proposed development entails works of a permanent nature, they will remain long after the personal circumstances of the applicant have ceased to be material.

Whilst the applicant has not demonstrated whether other options were considered such as a reconfiguration of the internal layout, he has submitted amended plans which reduce the depth of the extension. The applicant's agent has confirmed that there is not scope to decrease the depth of the extension further.

Conclusion

The decision is finely balanced. Having taken into account the above guidance and policy objectives and the needs of the applicant, it is my view that the harm to the living conditions of the neighbouring property occupiers is such that the application is recommended for refusal.

Case Officer
Cheryl Macer

Title: 91 Westbrook Avenue

Project name: F/TH/0026

Notes:

Scale: 1:2,972

Author:



Legend

91 WESTBROOK AVENUE, MARGATE
F/TH/14/0026



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THANET DISTRICT COUNCIL DECLARATION OF INTEREST FORM

Do I have a Disclosable Pecuniary Interest and if so what action should I take?

Your Disclosable Pecuniary Interests (DPI) are those interests that are, or should be, listed on your Register of Interest Form.

If you are at a meeting and the subject relating to one of your DPIs is to be discussed, in so far as you are aware of the DPI, you **must** declare the existence **and** explain the nature of the DPI during the declarations of interest agenda item, at the commencement of the item under discussion, or when the interest has become apparent

Once you have declared that you have a DPI (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must:-**

1. Not speak or vote on the matter;
2. Withdraw from the meeting room during the consideration of the matter;
3. Not seek to improperly influence the decision on the matter.

Do I have a significant interest and if so what action should I take?

A significant interest is an interest (other than a DPI or an interest in an Authority Function) which:

1. Affects the financial position of yourself and/or an associated person; or Relates to the determination of your application for any approval, consent, licence, permission or registration made by, or on your behalf of, you and/or an associated person;
2. And which, in either case, a member of the public with knowledge of the relevant facts would reasonably regard as being so significant that it is likely to prejudice your judgment of the public interest.

An associated person is defined as:

- A family member or any other person with whom you have a close association, including your spouse, civil partner, or somebody with whom you are living as a husband or wife, or as if you are civil partners; or
- Any person or body who employs or has appointed such persons, any firm in which they are a partner, or any company of which they are directors; or
- Any person or body in whom such persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000;
- Any body of which you are in a position of general control or management and to which you are appointed or nominated by the Authority; or
- any body in respect of which you are in a position of general control or management and which:
 - exercises functions of a public nature; or
 - is directed to charitable purposes; or
 - has as its principal purpose or one of its principal purposes the influence of public opinion or policy (including any political party or trade union)

An Authority Function is defined as: -

- Housing - where you are a tenant of the Council provided that those functions do not relate particularly to your tenancy or lease; or
- Any allowance, payment or indemnity given to members of the Council;
- Any ceremonial honour given to members of the Council
- Setting the Council Tax or a precept under the Local Government Finance Act 1992

If you are at a meeting and you think that you have a significant interest then you **must** declare the existence **and** nature of the significant interest at the commencement of the

matter, or when the interest has become apparent, or the declarations of interest agenda item.

Once you have declared that you have a significant interest (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must**:-

1. Not speak or vote (unless the public have speaking rights, or you are present to make representations, answer questions or to give evidence relating to the business being discussed in which case you can speak only)
2. Withdraw from the meeting during consideration of the matter or immediately after speaking.
3. Not seek to improperly influence the decision.

Gifts, Benefits and Hospitality

Councillors must declare at meetings any gift, benefit or hospitality with an estimated value (or cumulative value if a series of gifts etc.) of £100 or more. You **must**, at the commencement of the meeting or when the interest becomes apparent, disclose the existence and nature of the gift, benefit or hospitality, the identity of the donor and how the business under consideration relates to that person or body. However you can stay in the meeting unless it constitutes a significant interest, in which case it should be declared as outlined above.

What if I am unsure?

If you are in any doubt, Members are strongly advised to seek advice from the Monitoring Officer or the Democratic Services and Scrutiny Manager well in advance of the meeting.

DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS, SIGNIFICANT INTERESTS AND GIFTS, BENEFITS AND HOSPITALITY

MEETING.....

DATE..... **AGENDA ITEM**

DISCLOSABLE PECUNIARY INTEREST

SIGNIFICANT INTEREST

GIFTS, BENEFITS AND HOSPITALITY

THE NATURE OF THE INTEREST, GIFT, BENEFITS OR HOSPITALITY:

.....
.....
.....

NAME (PRINT):

SIGNATURE:

Please detach and hand this form to the Democratic Services Officer when you are asked to declare any interests.