

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

