

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

