

**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](http://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 1/14/0096

# GARAGES AT KINGSTON CLOSE RAMSGATE





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GARAGES AT KINGSTON CLOSE, RAMSGATE

