

**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](http://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.

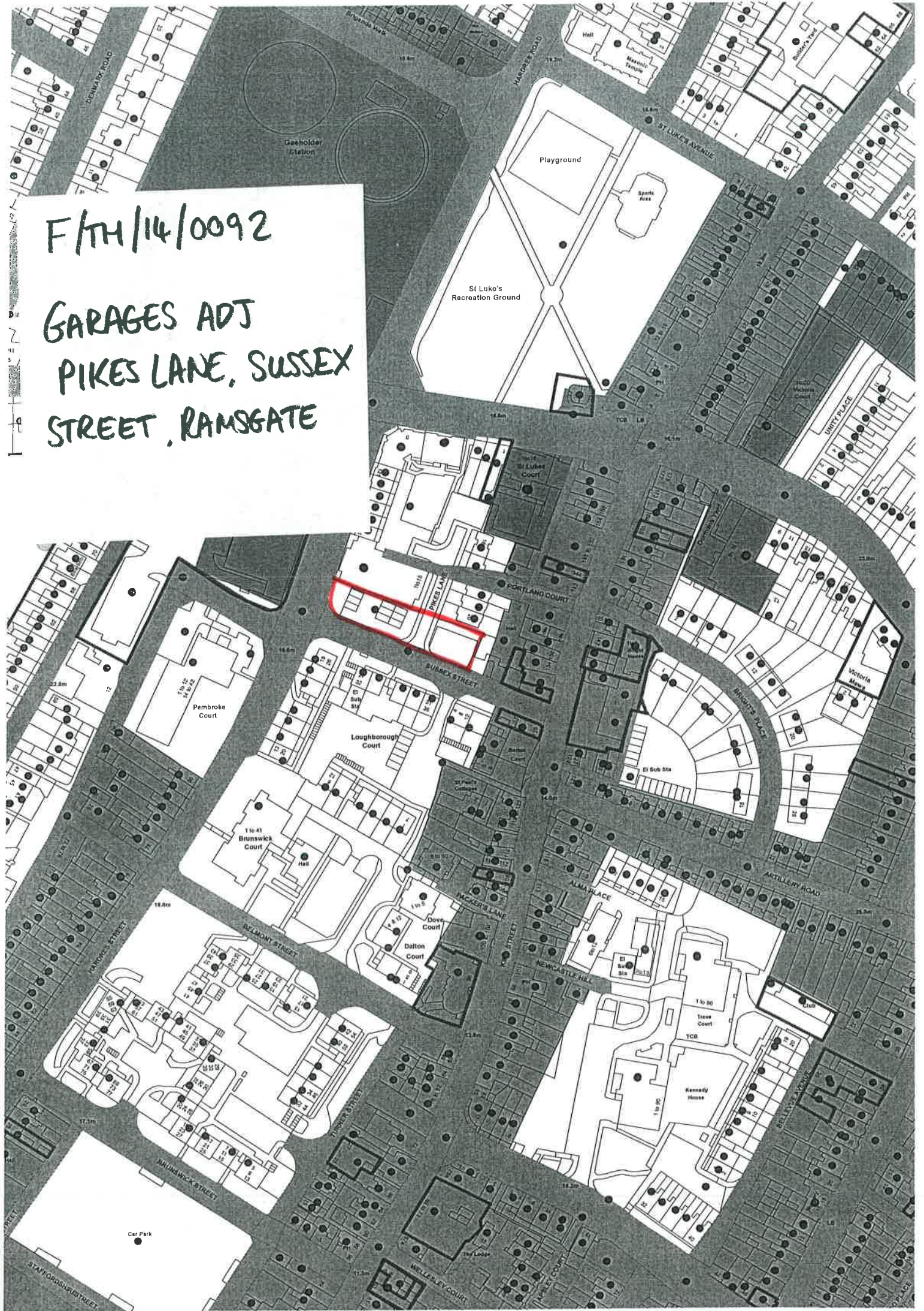
## **Conclusion**

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**

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GARAGES ADJ  
PIKES LANE, SUSSEX  
STREET, RAMSGATE



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

