

A08

F/TH/16/1703

PROPOSAL: Variation of condition 2, 3, and 4 of planning permission F/TH/14/0087 for erection of 3No. dwellings to allow for changes to the design and layout together with the parking and highway works

LOCATION: Garages Adjacent To 82 To 90 Chichester Road RAMSGATE Kent CT12 6NZ

WARD: Newington

AGENT: Mr Philip Graham

APPLICANT: Thanet District Council

RECOMMENDATION: Approve

Subject to the following conditions:

1 The development hereby permitted shall be begun before the 24/03/2017.

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 amended plans numbered 21 Rev C and 22 Rev B received 25 January 2017 and the submitted plan numbered 20 Rev B received 14 December 2016.

GROUND:

To secure the proper development of the area.

3 The offsite highway works which include the stopping up of the existing bell-mouth vehicular access, the provision of new dropped kerbs and the reinstatement of footpaths shall be carried out concurrently with the development and shall be completed prior to the first occupation of the development hereby approved.

GROUND:

In the interest of highway safety.

4 The areas shown on plan number 22 Rev B for the parking and manoeuvring of vehicles shall be operational prior to the first occupation of the development hereby approved and shall be thereafter maintained for that purpose.

GROUND:

In the interest of Highway Safety.

5 All hard and soft landscape works shall be carried out in accordance with the approved details as shown on the approved plan numbered 22 Rev B received 25 January 2017 and the submitted material details outlined in the 'Chichester Road Development' document received 14 December 2016. The works shall be carried out prior to the first occupation 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.

6 The development shall be carried out in accordance with the submitted samples of materials outlined in the 'Chichester Road Development' Document received 14 December 2016 which include: Istock Funton Second Hard Stock Bricks, Istock Leicester Red Bricks, Creamy White Render BS 4800 : 10 B 1, Monier/Redland Concrete interlocking roof tiles Landmark Double Pantile, colour: Brown Brindle 44, 600 x 600mm Marshalls Regent Paving colour: Buff and Marshalls Drivesett Tegula Priora Permeable Block Paving, colour: Traditional. The materials hereby approved shall be used on the areas identified in the approved plans numbered 20 Rev B received 14 December 2016 and 21 Rev C and 22 Rev B received 25 January 2017.

GROUND:

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

7 All first floor side elevation windows shall be provided and maintained with obscure glazing and shall be non-opening up to a height of 1.7m above internal 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.

INFORMATIVES

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

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_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Please be aware that obtaining planning permission and complying with building regulations are separate matters - please contact building control on 01843 577522 for advice on building regulations

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 - 29/10/09

F/TH/14/0087 - Erection of 3no. dwellings - Granted - 24/03/14

PROPOSED DEVELOPMENT

This application follows the previously approved application F/TH/14/0087 for the erection of 2no. semi-detached dwellings and 1no. detached bungalow following demolition of the existing garage block reference and seeks to vary conditions 2, 3 and 4 to allow alterations to the site layout, and changes to the scale, location and design of the proposed dwellings.

The previous approval was for the erection of a pair of semi-detached dwellings, each providing two bedrooms. The dwellings would be of a 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 was proposed to the rear of the site, which would front the existing access serving the adjacent flat block. This dwelling would also provide two bedrooms.

The proposal is for the 2no. semi-detached dwellings to be increased in size by a further 1m in depth and 0.2m in width and set back from Chichester Road by a further 0.5m. The application will retain the form of the dwellings but will alter the internal layout and external design. The entrance doors to the front elevations will now be located in the centre of the pair of semi-detached properties, next to one another; the ground floor window will be relocated to the side of the entrance doors to each dwelling, and there is a reduction in the number of windows at the first floor level, resulting in one window positioned to the centre of the first floor front elevation. Alterations to the materials means that the dwellings will now be finished in brick facing to the ground floor, cream render to the first floor, white UPVC windows and will be set under a pitched tiled roof.

The proposed location and site layout of the proposed bungalow to the South of the 2no. semi-detached dwellings has been altered, and the bungalow will now be located closer to the Southern boundary, with a approx. 1.5m separation to this boundary. The proposed car port will be relocated to the North of the bungalow, and will retain access from the block of flats. The bungalow has been increased in size by approx. 1.5m in depth at the deepest point and 0.3m in width at the widest point and the form has been amended, with the bungalow now incorporating an altered front projection, which will alter the design of the proposed hipped pitched roof. The bungalow will be constructed of brick, with white UPVC windows, a decorative red brick cill close below the windows, and a pitched tiled roof.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006 (Saved Policies)

H1 - New Residential Development

H4 - Windfall Sites

TR12 - Cycling

TR16 - Car Parking Provision

D1 - Design Principles

D2 - Landscaping

SR5 - Doorstep Play Space

NOTIFICATIONS

Letters were sent to neighbouring property occupiers and a site notice was posted near the site. No letters of objections have been received.

CONSULTATIONS

Southern Water - Southern Water has no objections to the above variation of condition. The comments in our response dated on 21/02/14 remain unchanged and valid.

Kent County Council Highways - No objections subject to informatives being attached to the consent. These informatives have been attached.

COMMENTS

This application is brought to Planning Committee, as Thanet District Council is the applicant. The main consideration with regard to this application will be the consideration of the principle of the development, the impact of the proposed development on the character and appearance of the area and the residential amenity of neighbouring property occupiers, and the impact on the local highway network.

Principle

The principle of development was assessed under the previous consent reference F/TH/14/0087 and found to be acceptable. There have been no material changes since.

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 hard standing and is used for car parking and previously incorporated garages. As such 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. The amended scale and location of the proposed dwellings will be a minor alteration to the previously approved dwellings, and the amended design and materials will reflect the render features to first floor elevations of properties and the range of materials within the locality. 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. For example the terraces within

Chichester Road are set at right angles to the road and are accessed via a pedestrian pathway. Having regard for the character of the area, it is not considered that the erection of one single storey dwelling would harm the character and appearance of the area. Furthermore, due to its location and scale, this dwelling would not be prominent in any public views. Whilst the scale, position and design of the bungalow has been altered, this is not to a significant extent, and the proposal will still appear unobtrusive in the street scene, with materials which will appear in keeping with the proposed 2no. semi-detached dwellings, together with referencing the range of materials in the area.

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

Living Conditions

The proposed two storey dwellings would front Chichester Road, set approx. 10m from the rears of numbers 79-81. This is a modest reduction of 0.5m from the 2014 consent, and will still retain sufficient separation distance to prevent any unacceptable loss of light or sense of enclosure to the occupiers of number 78-81. The only upper floor windows capable of causing overlooking to these dwellings would serve a bathroom, which will be obscure glazed and fixed shut up to a height of 1.7m above finished floor level, thereby preventing any adverse impacts of overlooking.

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.

The proposed dwellings are of a reasonable overall size, and all incorporate reasonable sized primary habitable rooms, all of which benefit from natural light. The proposed bungalow has been amended and will now be sited closer to the Eastern boundary to maximise the separation distance from the main bedroom window to the Western boundary. Whilst the separation distance of 2m is below what is normally expected, given there is another window serving this room, this is not considered to result in a significantly harmful lack of outlook. There will be a 11m separation distance from the two storey rear elevation of the semi-detached houses to the rear elevation of the bungalow. Whilst this may result in some impacts of overlooking, this is the same distance which was previously approved under F/TH/14/0087 and is therefore not considered to be so harmful to warrant refusal of the application. The proposal is therefore considered to be acceptable in terms of residential amenity, in accordance with Policy D1 of the Thanet Local Plan and the National Planning Policy Framework.

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.

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 car port. 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 of the block of flats. 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 previously 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. This was previously secured by condition in the previous application and will be conditioned as part of this application to be carried out concurrently with the development, to be completed prior to the first occupation of the development.

The impact upon highway safety is therefore 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 members approve this application.

Case Officer

Jenny Suttle

TITLE:

F/TH/16/1703

Project

Garages Adjacent To 82 To 90 Chichester Road RAMSGATE Kent CT12
6NZ

Scale:

