

A01 **F/TH/18/0774**

PROPOSAL: Erection of 2no. 2-storey 3-bed dwellings

LOCATION: 16 Canterbury Road West RAMSGATE Kent CT12 5DY

WARD: Cliffsend And Pegwell

AGENT: Mr Ian Horswell

APPLICANT: Mr Sturge

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 Purchase Act 2004).

2 The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered P01 Rev D received 05/10/18, P02 Rev B received 08/08/18, P03 Rev B received 08/08/18 and P05 Rev A received 05/10/18.

GROUND;

To secure the proper development of the area.

3 Prior to the construction of the external surfaces of the development hereby approved samples of the materials to be used shall be 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

4 The construction of the development hereby permitted shall incorporate measures to prevent the discharge of surface water onto the highway.

GROUND;

In the interests of highway safety.

5 The area shown on the approved plan numbered P03 Rev B for vehicle parking and manoeuvring areas, shall be kept available for such use at all times and such land and access thereto shall be provided prior to the first occupation of the dwelling hereby permitted.

GROUND;

Development without adequate provision for the parking or turning of vehicles is likely to lead to parking inconvenient to other road users and detrimental to amenity and in pursuance of policy D1 of the Thanet Local Plan.

6 The development hereby approved shall incorporate a bound surface material for the first 5 metres of the access from the edge of the highway.

GROUND;

In the interests of highway safety.

7 Prior to the first occupation of the dwellings hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan including the vehicle crossing in the footway.

GROUND;

In the interests of highway safety.

8 The gradient of the vehicular access shall not exceed 1:10 for the first 5 metres into the site as measured from the highway boundary and no steeper than 1 in 8 thereafter.

GROUND;

In the interests of highway safety.

9 Prior to the first occupation of the dwellings hereby approved visibility splays of 1 metres by 1 metres behind the footway on both sides of the access with no obstructions over 0.6m above footway level shall be provided and thereafter maintained.

GROUND;

In the interest of highway safety.

10 The living room windows in the side elevations of both dwellings hereby approved shall be provided and maintained with obscured glass to a minimum level of obscurity to conform to Pilkington Glass level 4 or equivalent and shall be installed prior to first occupation of the development hereby permitted and permanently retained thereafter.

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.

11 The closeboarded fence to be provided on top of the terrace as shown on drawing numbered P01 Revision D shall be provided prior to the first occupation of the development hereby approved and maintained.

GROUND:

To safeguard neighbour amenity.

INFORMATIVES

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

The applicant is advised that separate prior approval is required from Kent Highway Services for the new vehicle crossing/removal of the existing vehicle crossing/works within the highway and in this regard they should contact KHS on 08458 247800

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 <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

SITE, LOCATION AND DESCRIPTION

The application site is located on the on the southern side of Canterbury Road West in Cliffsend, opposite the junction with King Arthur Road. At the present time a detached chalet bungalow occupies the site. The existing bungalow is positioned with the plot to the eastern side with a hard standing to the western side. It is noted that properties on this side of Canterbury Road West are at a lower level to the road, due to the natural fall in levels.

RELEVANT PLANNING HISTORY

None.

PROPOSED DEVELOPMENT

Full planning consent is sought for the erection of 2no two storey 3 bedroom dwellings following the demolition of the existing bungalow.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan (2006) Saved Policies

D1 - Design
D2 - Landscaping
H1 - Residential development sites
H4 - Windfall Sites
TR12 - Cycling
TR16 - Car parking provision
SR5 - Doorstep and local play space

NOTIFICATIONS

Neighbouring occupiers were notified of the application and a site notice was erected at the front of the site.

4 representations were received. Initial concerns relating to original plans can be summarised as follows:

- * Concerned about proximity to the new build to neighbouring property
- * Enough housing already allocated within the Local Plan
- * Add to dirt, dust and traffic problems within the area
- * Adversely affect privacy

Following revised drawings 3 representations were received. The concerns raised were:

- * Facing a brick wall from lounge windows
- * Loss of light
- * Properties are out of character
- * Should be positioned nearer the road
- * Request a brick wall or wooden fence to the boundary if approved

Cliffsend Parish Council: Objection - *Further comments* - The members of the planning committee agreed that the new plans did not alter their view expressed above and those submitted when considering the original plans that the development as submitted should be rejected as over development and excessive intrusion on adjacent properties.

Objection - *Initial Comments* 1) The proposed development will attempt to shoehorn two houses into a relatively small site currently occupied by one bungalow

2) The houses as shown on the plans are completely out of character with other adjacent bungalows and as such will not fit into the current street scene.

3) The proposed houses have been crammed into the site, such that at their outer extremities they are very close to the boundaries to existing adjacent properties on either side.

4) The location of the houses on the site means that the existing adjacent properties will both suffer a considerable loss of privacy from the occupants of the new houses, in addition they will suffer a loss of light due to the shadows from the proposed new properties because they are two stories whereas the existing properties are both 1 storey.

5) Some of the above issues could be resolved by either limiting to building one house in the centre of the property or by building a semidetached house with garages on the outside. This would reduce the impact of the proposed new houses on the existing adjacent properties.

6) Also the impact of the new houses on the adjacent properties could be reduced if the proposed houses were moved closer to the road, which would not be out of step with other adjacent properties.

7) The proposed solution to the rear gardens division is not clever, the boundary fence should be installed at 90deg to the rear wall of the property, yes it does mean one property will have a smaller garden, but's life. Otherwise one can foresee that in a few years there will be boundary disputes.

CONSULTATIONS

KCC Highways and Transportation - I have no objection in respect of highway matters. Adequate visibility is available at the relocated access and whilst garages are not counted as providing car parking spaces, sufficient parking is available on the driveways. Conditions are recommended in respect of discharge of surface water, vehicle parking spaces, use of a bound surface, cycle parking, provision and gradient of access, closure of existing access and pedestrian visibility splays.

Southern Water - Request an informative in relation to connection public sewerage system

COMMENTS

This application is referred to the Planning Committee at the request of Cllr Brenda Rodgers due to concerns raised about neighbour amenity issues.

Principle

At the current time there is a detached chalet bungalow occupying the application site and full planning consent is sought to demolish this and erection two dwellings. At the current time the Council does not currently have a five-year supply of deliverable housing sites, housing applications such as this, should be considered in the context of the National Planning Policy Framework's (NPPF's) presumption in favour of sustainable development.

This is because local policies relating to the supply of housing are no longer considered up-to-date. Paragraph 11 of the NPPF states that where relevant local policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would 'significantly and demonstrably' outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted.

In this case the application site lies within an established residential area within the defined settlement of Cliffsend, a dwelling occupies the site currently and the site is between existing residential development, the general principle of development is considered acceptable, however, the proposal needs to be assessed with regard to the impact of the development

on the character and appearance of the area, impact on the living conditions of neighbours and all other relevant material considerations.

Character and Appearance

Paragraph 170 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The proposal seeks to demolish the existing chalet bungalow which is on site and erection a pair of semi-detached two storey dwellings. To the west of the application site is a detached hipped roof bungalow with rooms in the roof and to the east a detached bungalow, within the locality of the site there are also two storey dwellings. This side of the road is residential in character with dwellings of individual design character.

In terms of siting of the proposed semi-detached dwellings, in this location, their position would be similar to that of number 14 to the east; currently it projects forward of the two dwellings which flank it. Clearly the building of two dwellings to replace an existing bungalow on this site would increase the density in this section of the road.

The dwellings have an attached garage to their sides which are set back behind the principle elevation of the proposed dwellings and have a lower ridge level (parallel to the road) making it appear subservient within the street scene. In addition there is a distance of 1m to the side boundary which is in keeping with the pattern of development in the area.

The plot has a width of approximately 20.6 metres it is noted that other plots with semi-detached dwellings positioned on have a combined width which is less in direct comparison.

I consider that by virtue of this siting and design this would mean that the dwelling would not appear visually cramped within the street in comparison to neighbouring properties.

In terms of design the dwellings have a gable end fronting the road with the side garage element having the ridge parallel to the road. Dwellings within the street scene predominantly have hipped roofs although it is noted that the neighbouring bungalow is gabled. The incorporation of a gable would therefore not in my opinion be harmful to the character of the street scene and would reinforce the character where all properties in this section of the road are different.

In addition it is recognised that there are also many variations of building heights within the street scene. Due to the changes in levels on this side of Canterbury Road West the dwellings would be set down from the highway and have a similar eaves and ridge height to the adjoining properties. The provision of a two storey dwelling between chalet/bungalow style properties would not be dissimilar to other properties in the area and would be acceptable in the context of the street scene.

In terms of the front elevation the dwellings both have a feature front canopy entrance that would address the road, providing a focal point and provide some articulation. The design of

the dwellings utilise fenestration arrangements to also add interest to the front elevation. Due to the change in level of the application with the land fall away from Canterbury Road West, steps are provided down into the proposed garden areas of each plot. The dwellings' design do not seek to replicate those of surrounding properties but it is considered that they take sufficient reference from properties within the vicinity. It is proposed to have slate roof tiles, buff facing brick and dark brown Cedral cladding, and given the variety of materials in the area this is considered to be acceptable. I am satisfied that the proposed design of the dwellings is acceptable.

An area of hardstanding is provided to the front of each property, however, this will be softened by an area of soft landscaping.

Living Conditions

Since the original submission of the application the plans have been amended to take into account concerns raised by officers. The revised plans have moved the garages with rooms in the roof to the border the adjacent dwellings and reduction in height of this element.

The properties and their occupiers most affected by this proposal nos. 14 and 18 Canterbury Road West and "Cliff House" which fronts Cliff View Road.

Looking firstly with the relationship with no. 14 Canterbury Road West, this has a high level window (bedroom) and a door with window, serving a kitchen (clear glazed) facing the site. It is recognised that a level of overlooking currently exists from these window and into the site, no objection is therefore raised to this relationship. The proposal will see the height of the built form increase on site, however the highest point of the two storey dwelling is approximately 4.2m from the boundary and would be just over 0.5m higher than the existing. Given the orientation I am of the view the proposal would not result in significant loss of daylight or sense of enclosure that would be unacceptable.

With regard to no. 18; to the west of the application site, along this boundary are a number of conifer trees. The property has two windows which currently face out onto the hardstanding area for the existing dwelling. These windows serve the living room with French doors to the rear. This property also has a rear conservatory adjacent to the site boundary, having windows to all three elevations. The impact to the conservatory is not considered to create harm, in terms of loss of light, due to the nature of the site, as the proposed dwellings would not protrude significantly past the rear building line of no. 18.

The application proposes a rear terrace area which would extend out at the same level of the finished floor level of the dwelling before descending by steps into the garden area. In order to address potential overlooking to the conservatory the plans illustrate a 1.8m fence to the edge of the terrace. The closeboarded fence and wall would be 2.6m above ground level at its maximum and extend 4 metres past the rear building line of no.18. This has the potential to limit light from the conservatory at number 18. It is acknowledged that the existing conifer trees at present prohibits any overlooking, but also limits the amount of natural daylight to the conservatory. It is therefore considered that the proposed closeboarded fence on top of the terrace would not result in a greater harm to the occupier than the current situation in terms of the creation of a sense of enclosure or loss of light.

The proposed dwellings also have a side living room windows which face towards the neighbour properties - however these will be conditioned to be fitted with obscure glazing for both plots and this are not the sole windows to this room.

With regard to the two windows within the side elevation of no.18 facing towards the site, it is appreciated that built form will be coming closer to this property than exists currently, which together with the height and orientation would result in some loss of sunlight in the morning, however this is not considered sufficient harm to warrant refusal given the existing relationship and outlook afforded to these windows. Windows are proposed to an entrance hall in the proposed property however this is a non-habitable area and would not result in harm that would justify a refusal.

With regard to Cliff House, which front Cliff View Road, due to the nature of the plot this extends back and results in the depth of the application site being lesser as its southwestern side. This property was approved in 2006. The plans indicated that trees will be planted along this boundary to afford the garden of Cliff House some privacy. A partial screen is currently formed by the conifer trees, but this does not extend the full length and a close boarded fence with trellis on top is present at the rear of the garden. A bedroom is proposed to the first floor of the nearest proposed dwelling with bi-folding doors. Given the angle of this to Cliff House it is considered some overlooking would result but this would be to the rear section of their garden and not the area immediately outside the rear of the property. This rear garden is also already directly overlooked by a first floor window within the rear of no. 18 Canterbury Road West with longer views also afforded by the rear dormer in the existing bungalow of no. 16 to be demolished. On this basis it is not considered that the proposed first floor windows would cause significant overlooking to the private amenity spaces of "Cliff house" over and above the existing overlooking afforded by the current relationship between properties.

Transportation

The proposal has an individual vehicular access for each dwelling, this means that the existing vehicular crossover would be utilised but there would be a requirement of an additional vehicular access. Both properties would be provided with an area of hardstanding in front of the garage and main pedestrian entrance. It is considered that the hardstanding would be sufficient to provide the required parking for each dwelling. It is confirmed that KCC Highways and transportation have also confirmed that they are satisfied with the arrangement subject to planning conditions related to retention of parking, visibility and gradient maximums, which are considered appropriate.

Conclusion

The proposal seeks to demolish the existing detached hipped roof chalet bungalow which is positioned on the site and replace it with a pair of semi-detached two storey dwellings with attached garages. The site is located within the defined built environment and would provide a continuation of residential development that fronts Canterbury Road West. The principle of residential development is therefore accepted. In terms of density, layout, scale and design the proposal is considered acceptable and would not appear out of character within the varied context of Canterbury Road West. Aspects relating to neighbour amenity and

highways safety are considered acceptable subject to safeguarding conditions and therefore the application is recommended for approval.

Case Officer

Gill Richardson

TITLE:

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Project

16 Canterbury Road West RAMSGATE Kent CT12 5DY

