

A01

F/TH/20/0426

PROPOSAL: Change of use from 1No. 5 bed dwelling into 3No. 2-bed self contained flats and 2No. 1 bed self-contained flats, together with erection of single storey rear extension, 2No. dormer windows to the north west roofslope, alterations to fenestration, formation of vehicular access and associated landscaping and external works

LOCATION:

15 Approach Road MARGATE Kent CT9 2AN

WARD: Cliftonville West

AGENT: Mr Daniel Bragg

APPLICANT: Mr N Kronic

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 20/2508/PL/04 Rev A, 20/2508/PL/05 Rev A, 20/2508/PL/06 Rev A received 03 July 2020 and 20/2508/PL/08 Rev B and 20/2508/PL/09 Rev A received 21 August 2020.

GROUND;

To secure the proper development of the area.

3 The cheeks of the 2No. Dormers hereby approved shall be finished in cladding of a similar colour, texture and finish to the existing roof tiles as confirmed in the email correspondence received from the agent dated 20 July 2020.

GROUND

In the interests of visual amenity in accordance with Policy QD02 of the Thanet Local Plan.

4 The external materials and external finished to be used in the single storey rear extension and altered existing extension hereby approved shall be of the same colour, finish and texture as those on the existing property.

GROUND

In the interests of visual amenity in accordance with Policy QD02 of the Thanet Local Plan.

5 Prior to the construction of the cycle and refuse store, details of this store including elevational plans and details 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 unless otherwise agreed in writing by the Local Planning Authority.

GROUND

In the interests of visual amenity in accordance with Policy QD02 of the Thanet Local Plan.

6 Prior to the first occupation of the dwellings hereby approved, full details of both hard and soft landscape works, to include

- o species, size and location of new trees, shrubs, hedges and grassed areas to be planted.
- o the treatment proposed for all hard surfaced areas beyond the limits of the highway. This shall include block paving to the hard standing to provide off street parking to the rear of the site hereby approved, with an alternative colour/finish to the pathway to the refuse and cycle store, as agreed in the email correspondence received from the agent dated 20 July 2020.
- o walls, fences, other means of enclosure proposed.

shall be submitted to, and approved in writing by, the Local Planning Authority. 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 first occupation of the dwelling hereby approved. 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.

GROUND;

In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with Policy QD02 of the Thanet Local Plan.

7 The refuse storage and cycle storage facilitates as specified upon the approved drawing numbered 20/2508/PL/08 Rev B received 21 August shall be provided prior to the first occupation of the 5No. Self-contained flats hereby approved and shall be kept available for that use at all times.

GROUND

To safeguard the residential amenities currently enjoyed by the occupiers of nearby residential properties and provide a satisfactory standard of development for future occupiers in accordance with Policy QD03 of the Thanet Local Plan.

8 The areas shown on the approved plan numbered 20/2508/PL/08 Rev B received 21 August 2020 for vehicle parking and manoeuvring, 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 5No. self-contained flats hereby approved.

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 Policies QD03 and TP06 of the Thanet Local Plan.

9 Prior to the commencement of any development on site details to include the following shall be submitted to and approved by the Local Planning Authority and should be carried out in accordance with the approved details.

- (a) Routing of construction and delivery vehicles to / from site
- (b) Parking and turning areas for construction and delivery vehicles and site personnel
- (c) Timing of deliveries
- (d) Provision of wheel washing facilities
- (e) Temporary traffic management / signage
- (f) Measures to control noise affecting nearby residents
- (g) Dust control measures
- (h) Access arrangements

GROUND

In the interests of highway safety and neighbouring amenity, in accordance with Policy QD03 of the Thanet Local Plan and the advice contained within the NPPF.

10 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, in accordance with the advice contained within the NPPF.

11 Prior to the first occupation of the 5No. self-contained flats hereby approved, the vehicular access and associated vehicle crossing point onto the highway, as shown on the approved plan numbered 20/2508/PL/08 Rev B received 21 August 2020 should be completed and made operational.

GROUND

In the interests of highway safety, in accordance with the advice contained within the NPPF.

12 Prior to the first occupation of the 5No. Self-contained flats hereby approved 2m visibility splays, either side of the access, with no obstructions over 0.6m above footway level, as shown on the approved plan numbered 20/2508/PL/08 Rev B received 21 August 2020, shall be provided and thereafter maintained.

GROUND

In the interest of highway safety in accordance with the advice contained within the NPPF.

SITE, LOCATION AND DESCRIPTION

15 Approach Road is a substantial two storey semi-detached early 20th century property, located on a large corner plot at the junction of Approach Road and Cliftonville Avenue. The property addresses both Approach Road and Cliftonville Avenue with a gabled roof, bay window features and a balcony to the north west elevation. There is existing off street parking to the frontage, accessed via Approach Road and an original low, rising to a high brick boundary wall to the north west side boundary facing Cliftonville Avenue, with a soft landscaped rear garden.

The surrounding area is predominantly characterised by substantial two and three storey Victorian/early 20th century semi-detached and terraced properties set within large, yet relatively narrow plots.

RELEVANT PLANNING HISTORY

F/TH/07/1367 - Change of use and conversion of single dwelling to one No. one-bed, three No. two-bed flats and one No. three-bed flat, together with three storey rear extension and parking area to rear - 19/11/2007. This permission does not appear to have been implemented.

PROPOSED DEVELOPMENT

The application originally proposed the change of use of the existing 5 bed single dwelling into 5No. 2 bed flats together with the erection of a dormer and balcony to the north western roofslope, together with the installation of rooflights.

The proposal has been amended through the course of the application and now proposes the change of use of the existing single dwelling to 3No. 2 bed self contained flats and 2No. 1 bed self-contained flats, together with the erection of a single storey rear extension, the erection of 2No. dormer windows to the north west roofslope, alterations to fenestration, the formation of vehicular access and associated landscaping and external works.

The proposed flats will be arranged as 2No. 2 bed flats on the ground floor, 2No. 1 bed flats on the first floor, and 1No. 2 bed flat on the second floor, within the roofspace, which will be served by 2No. Dormer windows, rooflights and a window within the existing gable. A single storey rear extension is proposed to infill the existing 1.5m separation distance to the eastern side boundary.

An additional off-street parking area will be provided to the end of the rear garden to provide 3No. Parking spaces, accessed via Cliftonville Avenue. To the rear of the parking area a refuse and cycle store will be provided. The proposed off-street parking will involve the demolition of part of the existing high brick boundary wall measuring approximately 9m in length. It is proposed that the reduced rear garden will provide a communal garden for the occupants of the flats.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2020

HO1 - Housing Development
GI04 - Amenity Space/Equipped Play
QD02 - General Design Principles
QD03 - Living Conditions
QD04 - Technical Standards
TP03 - Cycling
TP06 - Car Parking

NOTIFICATIONS

Letters were sent to neighbouring property occupiers and a site notice was posted near the site. 19 letters of objection and one letter of support were received relating to the original scheme.

The letters of objection raise the following concerns:

- The proposed dwelling would involve the loss of a family dwelling.
- Approach Road is a busy through road and an extra 5 flats would result in additional parking pressure and vehicular movements at a busy junction, where parking is already at a premium, which could result in highway safety concerns.
- Inadequate parking is proposed for the proposed 5 flats.
- The proposal would result in an increase in air and noise pollution.
- There are few houses on this road that are converted into flats of this nature. The proposal will be out of keeping with the character of the street and neighbourhood.
- The proposed development would irreversibly diminish the quality of the local housing stock.

The letter of support states: 'Approach Road is made up of a mix of properties including houses, flats and AirBnBs and I therefore see no reason to object to this proposal'.

8 letters of objection have been received relating to the amended scheme. These letters raise the following concerns:

- The proposal will increase the occupation of the existing property, leading to increased parking pressure in an area with existing parking pressure, together with increased vehicular traffic.
- Through creating the additional off street parking spaces, the proposal will involve the removal of 3-4 on street parking spaces to create the vehicular crossover. This is therefore not considered to overcome the parking concerns.
- The amended proposal has met the minimum standards of KCC Highways but it is likely that each household will have more than one car, which will increase parking pressure.

- The junction of Cliftonville Avenue and Approach Road is a dangerous junction, which the additional parking and vehicular movements could increase.
- Consider that the parking and cycle store should be enclosed to reduce the impact on the adjacent neighbours rear garden.
- The proposed parking spaces will result in the loss of trees in the rear garden resulting in a loss of privacy.
- Consider that the proposed development is overdevelopment.
- Concern regarding the additional noise and disturbance which will arise from the occupation of multiple units and the associated vehicular movements.
- The proposed dropped kerb will involve the demolition of part of the existing 1910 Edwardian wall.

CONSULTATIONS

Southern Water - Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. Request that informatives are attached to the decision notice, should the proposal be approved.

KCC Highways –

Final comment in Response to Amended Scheme 27/07/2020: -

'Thank you for submitting the revised plans in relation to the above planning application. I am satisfied that the additional information provided addresses the concerns raised in my previous response.

Consequently, I confirm that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority:-

Submission of a Construction Management Plan before the commencement of any development on site to include parking and turning areas for delivery vehicles and site personnel and timing of deliveries.

Completion and maintenance of the access shown on the submitted plans prior to the use of the site commencing.

Provision of measures to prevent the discharge of surface water onto the highway.

Use of a bound surface for the first 5 metres of the access from the edge of the highway.

Provision and permanent retention of the vehicle parking spaces and/or garages shown on the submitted plans (20/2508/PL/08) prior to the use of the site commencing.

Provision and permanent retention of the cycle parking facilities shown on the submitted plans (20/2508/PL/08) prior to the use of the site commencing.

Provision and maintenance of 2m pedestrian visibility splays, either side of the access, with no obstructions over 0.6m above footway level, prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.

Relocation of the warning sign located within the proposed vehicle crossover on Cliftonville Avenue prior to the use of the site commencing.

Additional notes

There is a warning sign located within the proposed vehicle crossover on Cliftonville Avenue and it should be noted that the relocation of this sign would be at the expense of the applicant.'

Original Comment 01/05/2020: -

'The proposed parking provision for this development does not meet the minimum requirements for a suburban location. This proposal is for 5No. Self contained flats and as such 5 parking spaces are required (ratio of 1 space per flat). All parking spaces should measure a minimum of 5m long x 2.5m wide (increasing to 2.7m where a space is bounded on one side by a wall, fence or landscaping) with 6m reversing space behind each space. The applicant should note that as Approach Road is a classified road, all vehicles must be able to enter an exit the driveway in a forward gear.

The applicant should also consider including electric vehicle (EV) charging points, to future proof the site for the foreseen increase in electric vehicles, and in line with emerging vehicle parking standards.

No details have been submitted regarding bicycle storage. Secure, covered storage is required for 5 bicycles (ratio of one space per flat). This can be in the form of a shed in the rear garden and should be detailed on any further submitted plans.'

Kent Police -

Having reviewed the application on-line these issues need to be addressed, including:

1. Cycle Storage: The encouragement of cycling and charging for electric bikes along with SBD or Sold Secure approved storage is advised. Once bikes are vandalised or stolen, residents often seek safer storage and often within communal corridors.
2. Mail Delivery: Communal mail delivery to be "through the wall" or in the lobby, of robust construction, with anti-fishing design and of Secured by Design or Sold Secure standard.
3. Access Control: We strongly recommend that each unit of accommodation has an electronic audio visual visitor door entry system to minimise the opportunity for unauthorised access.
4. Doors: Each main access apartment door should be PAS 24:2016 Certified, STS 201 or LPS 2081 Security Rating B+. ADQ PAS 24: 2012 has been superseded.
5. Windows: On the ground floor to be of PAS 24:2016 certification standard and ground floor bedroom windows require defensive treatments.
6. Parking: Only 2 parking spaces is a concern as when the demand for "on street" parking in areas of high demand increase, tension often results in conflict.
7. If approved, site security is required for the construction phase. There is a duty for the principle contractor "to take reasonable steps to prevent access by unauthorised persons to the construction suite" under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

Natural England - On the basis of the appropriate financial contribution being secured to the relevant scheme, Natural England concurs with your authority's conclusion that this is suitable mitigation, as such the proposed developments will not have an adverse effect on the integrity of Thanet Coast and Sandwich Bay SPA and Ramsar site.

COMMENTS

This application has been called to Planning Committee by Councillor Alan Currie due to concerns regarding highway safety and highway amenity, environmental concerns regarding the loss of trees and concerns regarding overdevelopment.

The main consideration with regard to this application is the principle of development, the impact of the proposed development on the character and appearance of the area, the impact upon residential amenity, and the impact upon highway safety.

Principle

Policy HO1 of the Thanet Local Plan states that residential development on non-allocated sites within the confines of the urban area should be approved, subject to meeting other relevant Local Plan policies. The application proposes the extension and conversion of the existing building within the urban confines to provide 5No. Self-contained flats, and will therefore accord with this policy. There are no policies which restrict the creation of 1 bedroom flats in this location.

The principle of the development is therefore considered to be acceptable, subject to the consideration of all other material planning considerations.

Character and Appearance

The National Planning Policy Framework states that development should be sympathetic to local character and the surrounding built environment and establish and maintain a strong sense of place. Policy QD02 of the Thanet Local Plan outlines that the design of all new proposals must respect or enhance the character or appearance of the area particularly in scale, massing, rhythm and use of materials.

The proposed amended development proposes the erection of 2No. dormer windows within the north western roofslope to serve the proposed flat at this level. These dormers are modest in scale and are considered to be proportional and set comfortably within the roofslope. The dormers will be sited in line with windows to the first floor below, and will maintain the design of the existing windows and are therefore considered to be in keeping with the existing pattern of fenestration. The dormer cheeks will be clad in boarding of a similar colour and finish as the existing roof tiles, which will suitably assimilate with the existing property.

The proposal will involve the relocation of an existing rooflight to the north western roofslope to the south by approximately 1.5m, positioned above the corner bay window feature. This is considered to be a minor alteration which will suitably relate to the design and pattern of

fenestration of the property. The proposal will involve the reinstatement of the former circular window to the existing front gable at roof level which will reinstate this design feature.

The proposed single storey rear extension is modest in scale, and will extend a width of 1.5m to infill the separation from the existing extension to the side boundary. The proposal will involve the removal of the existing pitched roof to this extension, to be replaced with a flat roof, with parapet walls to each side. This will provide a cohesive form and design to the extended extension, which through its single storey height will appear clearly subservient to the existing property, and will have reduced prominence from the street scene.

The proposed additional off-street parking to the rear of the rear garden will involve the demolition of an approximately 9m stretch of the existing relatively high brick boundary wall. The demolition of part of this original wall is regrettable, however a large portion of the high side boundary wall will remain which, together with the low brick boundary wall around the buildings frontage, will maintain the majority of this boundary feature, and the site is not located within a Conservation Area. Separate parking areas and parking to frontages is a characteristic feature of the street scene and as such, the provision of this parking area is not considered to be out of keeping with the street scene, or significantly harmful to the character and appearance of the area. The parking area will be block paved, which will provide an appropriate material and appearance to this hardstanding area, and details of the exact materiality will be secured by condition, should consent be granted.

A refuse and cycle store will be provided to the rear of this parking area. The majority of the store will be set behind the proposed 1.8m fence to enclose the shared garden which will limit its prominence from the public realm, and the remainder will be a relatively limited size, which is not considered to be harmful to the character and appearance of the area. Further details regarding this cycle/refuse store will be secured by condition, should permission be granted.

The proposed development will involve the subdivision and conversion of the existing dwelling to 5No. Flats. The existing dwelling is a substantial five bedroom dwelling which could accommodate a large number of occupants within a single household. The application does not propose any significant additional built form to accommodate the proposed flats. Whilst the proposed use of flats is likely to increase the level of occupation and activity of the application property somewhat, it is not considered that this would significantly exceed the level of activity or occupation of the large application property by a single household.

The surrounding area predominantly contains single dwellings, however there are flats, both within purpose built buildings and conversions within the vicinity of the application site on Cliftonville Avenue and Dane Road, for example. The application property would remain in residential use, and the proposed flats would be provided with amenities such as off road parking, refuse/cycle storage and use of a shared garden. Given the characteristics of the surrounding area, the moderate number of flats and provision and amenities proposed, the use of the application property as 5No. Self-contained flats is not considered to be an unduly intensive use, or significantly alter the character of the property, to be harmful to the character of the area.

The proposed development is therefore considered to be suitably compatible with the character and appearance of the area, in accordance with Policy QD02 of the Thanet Local Plan and the National Planning Policy Framework.

Living Conditions

The proposed single storey rear extension will infill the existing 1.5m separation distance to the side boundary, and will extend beyond the adjoining neighbours rear elevation by 3m in depth, of a height of approximately 3.2m. This element will be an addition to an existing relationship, given the presence of an existing single storey extension set off the boundary with no.17 Approach Road, but given its relatively modest height and depth, is not considered to result in unacceptable harm to the living conditions of the adjoining neighbour, in terms of loss of light or creating a sense of enclosure..

The proposed other additional built form elements, the proposed dormer windows, refuse and cycle store and the 1.8m high fence to enclose the garden will be modest in scale, and will retain sufficient separation distance to adjacent neighbours to prevent harm deriving from their built form.

In terms of overlooking, no side elevation windows are proposed to the single storey rear extension. The 2No. additional dormers, and the reinstated circular window will be additions to existing first floor windows and rooflights to these elevations, which will face the north west side and southern front elevation respectively, both of which face roads and the frontage/side elevation of adjacent neighbours opposite. As such, these windows are not considered to result in harmful overlooking.

In terms of the living conditions of future residents of the proposed dwellings, Policy QD03 of the Thanet Local Plan requires all new development to be of an appropriate size and layout with sufficient useable space, meet the Nationally Described Space Standards as set out in Policy QD04. Paragraph 127 of the National Planning Policy Framework requires a high standard of amenity for existing and future users.

The proposed flats all meet or exceed the relevant Nationally Described Space Standards and the overall sizes of Thanets Flat Conversion Guidelines, and proposes suitable internal space and internal layout. All primary habitable rooms will be served by an external window, door or rooflight to the front, rear or north west side elevation, which will provide a satisfactory standard of light, outlook and ventilation.

All flats will have access to a good sized communal garden which will provide suitable provision of doorstep play space in accordance with Policy GI04 and amenity space to serve the proposed units. Secure refuse and cycle storage is proposed to the rear of the plot, accessed via a pathway adjacent to the off-street parking, which will provide suitable provision of refuse and cycle storage to serve the proposed units. The proposed development is therefore considered to provide a good standard of amenity for future occupiers.

Concern has been raised regarding additional noise and disturbance. The application site is located within an established residential area where some associated noise and disturbance

is an established and expected feature. The conversion of the existing large single dwelling into 5No. Self-contained flats, which will be provided with a good standard of amenity for the future occupiers, is not considered to significantly increase or alter the existing noise and disturbance associated with this residential area.

The proposed development is therefore considered to be acceptable in terms of residential amenity of the adjacent neighbours and the future occupiers of the proposed dwelling in accordance with Policy QD03, QD04 and GI04 of the Thanet Local Plan, and the National Planning Policy Framework.

Highways

The amended development proposes the provision of 3No. off street parking spaces accessed via Cliftonville Avenue, located to the rear of the rear garden, in addition to the existing 2No. off street parking spaces to the frontage. This provision of off street parking would provide 1No. parking space per unit, which would provide satisfactory parking provision for this development within this suburban location.

Concerns have been raised that the proposed development would increase existing parking pressure in the locality. The proposed development would be provided with a parking space for each unit, which through the creation of a vehicular crossover to the rear of the site, would lead to some loss of on-street parking spaces. As such, the development may result in some moderate increased parking demand and vehicular movements above the existing use.

The application site is located within a largely sustainable location, located a short distance from Northdown Road which provides a range of amenities and public transport links, and a moderate distance from Margate Town Centre, and as such, occupiers of the proposed units would not be reliant upon the private car. There is on street parking availability on Cliftonville Avenue, Approach Road and surrounding roads. Whilst the proposal may lead to some increase in parking demand, the existing application property is a large dwelling, and is likely to have a moderate parking demand associated with the existing use.

Given the largely sustainable location of the site, the proposed parking provision for the development and the nearby on-street parking provision, it is not considered that the proposed development would result in significant additional parking demand or vehicular movements which would be unacceptably detrimental to highway amenity or highway safety.

The proposed parking area to the rear shall contain a 1.2m wide pathway to access the refuse store to the south of the parking spaces and the existing rear boundary wall to the north will be reduced in height and stepped adjacent to the access, which will provide suitable visibility splays either side of this access. The parking area is located over 30m from the junction of Cliftonville Avenue and Approach Road, and will be a modest addition to existing off street parking areas adjacent and opposite the site. As such, this parking area is not considered to interfere or significantly increase vehicular movements at this junction.

KCC Highways have considered the amended proposal and have commented that the amended scheme has addressed their original concerns with the development, and provided

their requirements are secured by conditions, no objections would be raised to the amended development. The agent has confirmed their agreement to the conditions required by KCC Highways and it is therefore considered that the proposal will provide an acceptable development with regards to highways matters.

The development will be provided with a secure cycle store, which provides 1No. space per unit, which will provide satisfactory provision of cycle storage for the proposed development.

The proposed development is therefore considered to be acceptable in terms of highway amenity and highway safety, in accordance with Policies TP03 and TP06 of the Thanet Local Plan and the National Planning Policy Framework.

Contributions

Natural England has previously advised that the level of population increase predicted in Thanet should be considered likely to have a significant effect on the interest features for which the Thanet Coast and Sandwich Bay Special Protection Area (SPA) and RAMSAR have been identified.

Thanet District Council produced the 'The Strategic Access Management and Monitoring Plan (SAMM)' to deal with these matters, which focuses on the impacts of recreational activities on the Thanet section of the Thanet Coast and Sandwich Bay Special Protection Area (SPA). The studies indicate that recreational disturbance is a potential cause of the decline in bird numbers in the SPA. To enable the Council to be satisfied that proposed residential development will avoid a likely significant effect on the designated sites (due to an increase in recreation) a financial contribution is required for all housing developments to contribute to the district wide mitigation strategy. This mitigation has meant that the Council accords with the Habitat Regulations.

A Unilateral Undertaking for the required financial contribution of £1,044 for the proposed additional 2No. 2 bed units, and 2No. 1 bed units to mitigate the additional recreational pressure on the SPA area has been received which provides the appropriate mitigation for the proposal.

Other Matters

Kent Police have raised a number of matters regarding crime prevention through environmental design. It is considered that the measures raised are sufficiently addressed through the proposed development, which provides secure cycle storage, or are matters which would be suitably addressed at construction stage. As such, no objections are raised in this regard.

Conclusion

Overall the amended scheme is considered to have an acceptable impact upon the character and appearance of the area, the living conditions of adjacent neighbours, highway safety and amenity, and provides a satisfactory standard of amenity for future occupiers. The proposed amended development is therefore considered to be acceptable and in

accordance with the relevant Thanet Local Plan policies and the National Planning Policy Framework.

It is therefore recommended that members approve this application, subject to safeguarding conditions.

Case Officer

Jenny Suttle

TITLE: F/TH/20/0426

Project 15 Approach Road MARGATE Kent CT9 2AN

