

Planning Application F/TH/20/0969 Addington House Business Centre Addington Place

Planning Committee – 21 July 2021

Report Author Jenny Suttle, ***Planning Officer***

Status ***For Decision***

Classification: Unrestricted

Previously Considered by **Planning Committee 19th May 2021**

Ward: Central Harbour

Executive Summary:

This report concerns an application submitted under reference F/TH/20/0969 for the erection of 5No. 3 storey 3 bed and 1No. 3 storey 4 bed terraced dwellings following demolition of existing offices, stores and laundry that was brought to Planning Committee on 19th May 2021, with a recommendation to approve.

Members considered the application and determined to defer the application back to officers to seek an amendment for additional parking on site (and a subsequent reduction in unit numbers), before returning the application to the Planning Committee for determination.

An amended scheme has been received, which introduces the provision of an additional parking space within the area of land outlined in blue, under the control and ownership of the applicant, adjacent to No.46 Addington Place; however the layout and design of the development within the red line of the application remains the same as that previously brought before Members for consideration.

The application is therefore reported back to the Planning Committee for determination.

Recommendation:

Members approve the amended scheme, with an agreement to the amendment of approved plan condition 2 which shall read the following:

'The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered 04577_NB109 Rev C received 10 June 2021, 04577_NB103 Rev C, 04577_NB104 Rev D, 04577_NB105 Rev D and 04577_NB106 Rev C received 09 December 2020.'

And an amendment to condition 13, which shall read the following:

The area shown on the approved plan numbered 04577_NB109 Rev C received 10 June 2021 for vehicle parking and manoeuvring areas, which includes the parking space to the rear of Plot 2 within the blue line, 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 dwellings hereby permitted.

CORPORATE IMPLICATIONS	
Financial and Value for Money	No implications.
Legal	<p>The Planning Committee is not bound to follow the advice of Officers. However, if officers' professional or technical advice is not followed, authorities will need to show reasonable planning grounds for taking a contrary decision.</p> <p>The reasons for any decision must be formally recorded in the minutes and a copy placed on file.</p> <p>If Members decide not to accept the advice of Officers it should be mindful of the potential for legal challenge and associated cost implications.</p>
Corporate	<p>The delivery of new housing through the Local Plan and planning applications supports the Council's priorities of supporting neighbourhoods ensuring local residents have access to good quality housing, and promoting inward investment through setting planning strategies and policies that support growth of the economy.</p>
Equalities Act 2010 & Public Sector Equality Duty	<p>Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to the aims of the Duty at the time the decision is taken. The aims of the Duty are: (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act, (ii) advance equality of opportunity between people who share a protected characteristic and people who do not share it, and (iii) foster good relations between people who share a protected characteristic and people who do not share it.</p> <p>Protected characteristics: age, gender, disability, race, sexual orientation, gender reassignment, religion or belief and pregnancy & maternity. Only aim (i) of the Duty applies to Marriage & civil partnership.</p> <p>In the opinion of the author of this report the Public Sector equality duty is not engaged or affected by this decision.</p>

1.0 Background

- 1.1 Members considered this application under planning reference F/TH/20/0969 for the erection of 5No. 3 storey 3-bed terraced dwellings, and 1No. 3 storey 4 bed terraced dwelling following demolition of existing offices, stores and laundry
- 1.2 The application was brought before Members at Planning Committee on the 19th May 2021 and Members determined to defer the application back to officers to negotiate additional parking on site, with the reduction of one unit.

2.0 Analysis

- 2.1 Members raised concerns regarding the limited parking proposed with the development for 6No. terraced dwellings, which proposed 2No. off street parking

spaces which are proposed to be allocated to Unit 6. Concerns were raised relating to the subsequent parking pressure which was considered likely to arise from this limited parking, in an area with existing limited parking and high parking demand, potentially leading to unsafe parking, harmful to both highway safety and residential amenity. In addition, concerns were raised regarding the number of units proposed and that this contributed to the issues with parking amenity in the area. Additional parking was considered necessary, and the application was deferred back to officers to seek this, along with a reduction in unit numbers.

- 2.2 An amended plan was submitted on the 10th June 2021. This amended plan introduces the provision of an additional parking space within the area of land outlined in blue, under the control and ownership of the applicant, adjacent to No.46 Addington Place; however the layout and design of the development within the red line of the application remains the same as that previously brought before Members for consideration.
- 2.3 Policy TP06 of the Thanet Local Plan is the relevant policy for parking, and states that 'proposals for development will be expected to make satisfactory provision for the parking of vehicles', with 'suitable levels of provision considered in relation to individual proposals taking account of the type of development, location, accessibility, availability of opportunities for public transport, likely accumulation of car parking, design consideration and having regard to the guidance referred to below. In considering the level of parking provision in respect of proposals for residential development, the Council will have regard to the guidance provided in Kent Design Review: Interim Guidance Note 3'.
- 2.4 Interim Guidance Note 3 states that the maximum parking requirements for 3-bed edge of centre units is one parking space, with 1.5 parking spaces for a 4-bed unit. The maximum parking requirement for the development is therefore 6.5 spaces, and 3 parking spaces are being achieved. On the basis that these are maximum parking standards, and given the further view of the KCC Highways Officer, in officers view it would be unreasonable to refuse the application on highway safety grounds on the basis that the scheme falls short of the maximum parking standards, in a sustainable location, by 3.5 spaces.
- 2.5 Further advice has been sought from KCC highways on the impact on highway amenity and highway safety. KCC Highways have stated the following which is included as Annex 2:

'In accordance with Kent Design Guide Interim Guidance note 3 Residential Parking, the parking for this site would be a maximum of one space per dwelling, rather than a minimum. Bearing in mind the parking controls in place in the vicinity and the sustainable location, we would not anticipate any severe highway impacts as a result of the amount of parking proposed within the site, whether it was two spaces as previously or three as now proposed.'

- 2.6 Previous applications within the district that have been refused on lack of parking grounds have not often been supported at appeal, with Inspectors highlighting that lack of parking is not a highway safety ground, but more of living conditions concern, with residents of the units inconvenienced by searching for a place to park.
- 2.7 It is also worth noting that Policy TP06 further states that 'where the level of provision implied in the above guidance would be detrimental to the character of a conservation area or adversely affect the setting of a listed building or ancient monument then a reduced level of provision may be accepted'. The scheme seeks to

demolish and replace an existing building, which provides a full street frontage onto Hertford Place. The site is located within the Ramsgate Conservation Area, and therefore the retention of this full street frontage would help to preserve its historic character and appearance. The removal of development and its replacement with parking would result in a gap within the street scene, along with greater visibility of the parking area, to the detriment of the character and appearance of the conservation area. Policy TP06 allows for the reduction in parking provision where it would enable a better quality form of development within the conservation area, which it is considered in this case has been achieved.

- 2.8 In conclusion, whilst the number of units have not been reduced, an additional parking space has been provided, resulting in the provision of 3no. spaces to serve the 6no. units, only 3.5 spaces short of the maximum parking standards. KCC Highways continue to raise no objections to the parking provision, given the previous use of the site as offices, which would have generated parking requirements, the provision of the 3no. spaces proposed, and the sustainable edge of centre location of the site. Policy TP06 of the Thanet Local Plan requires development to be assessed against the maximum parking guidance, but also gives flexibility in that for development that is accessible and within close proximity of public transport, and for development that falls within the conservation area, and where the increased provision of parking will impact upon the historic character of the area, reduced parking provision is justified. As such, it is considered by officers that a refusal reason on highway safety grounds would be unreasonable as it would be difficult to justify against local policy and national guidance. It is therefore recommended that members approve the application.

3.0 Options

- 3.1 Members approve the amended scheme, with an agreement to the amendment of approved plan condition 2 which shall read the following:

'The proposed development shall be carried out in accordance with the submitted application as amended by the revised drawings numbered 04577_NB109 Rev C received 10 June 2021, 04577_NB103 Rev C, 04577_NB104 Rev D, 04577_NB105 Rev D and 04577_NB106 Rev C received 09 December 2020.'

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- 3.2 Members refuse the amended scheme on the grounds that the proposed number of units will not be provided with satisfactory parking provision, to the detriment of highway safety and highway amenity, contrary to Thanet Local Plan Policy TP06 and paragraph 127 of the NPPF.

4.0 Recommendations

- 4.1 Officers recommend Members of the Planning Committee to agree to option 3.1.

Contact Officer:	Jenny Suttle, Planning Officer
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Reporting to:	Emma Fibbens, Principal Planning Officer
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Background Papers

Annex 1	Committee Report F/TH/20/0969
Annex 2	Updated KCC Highways comment received 09/07/2021