

MC/15/2914

Date Received: 14 August, 2015

Location: 32 Knights Road, Hoo St Werburgh, Rochester, ME3 9DS

Proposal: Construction of an attached two bedroomed dwelling and alterations to number 32 Knights Road including dormer and canopy to front, additional windows and formation of off road parking for both properties

Applicant: Mr Huynn

Agent: Mr Cook Architecnique Architects Architecnique Architects 8 Beatty Cottages Stoke Road Allhallows, Kent ME3 9PE

Ward Peninsula

Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 9 March, 2016.

Recommendation – Approval, subject to;

A) The applicant signing a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 to secure £223.58 towards Designated Habitats Mitigation;

B) The following conditions:-

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site plan(superseded in part) 100C received 26 October 2015

Block plan 107E received 20 January 2016;

Proposed elevation 104D received 12 February 2016;

Proposed first floor plan 106D received 12 February 2016;

Proposed ground floor plan 105A received 20 January 2016;

Parking survey received 11 January 2016;

Reason: For the avoidance of doubt and in the interests of proper planning.

3 All materials used externally shall match those of the existing building.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

- 4 The proposed dwelling shall not be occupied until the areas shown on the submitted layout 015-034/107 E for vehicle parking spaces have been provided, surfaced and drained. Thereafter, the vehicle spaces shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to these reserved parking spaces.

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking and in accordance with Policy T13 and BNE2 of the Medway Local Plan 2003.

- 5 The proposed parking spaces as shown on plan 015 034/107 E shall not be used until the vision splays of 2.0m x 2.0m by 45 degrees between the driveway and the back edge of the footway have been provided. The area of land within these vision splays shall be cleared of any obstruction exceeding a height of 0.6m above the level of the nearest part of the carriageway. The vision splays so created shall be retained at all times thereafter.

Reason: To ensure that the development permitted does not prejudice conditions of highway safety or efficiency in accordance with Policy T13 and T2 of the Medway Local Plan 2003.

- 6 The proposed boundary treatment (600mm high wall from the substation frontage to the edge of the footway) as shown on drawing 015 034 107 E shall be completed before the building is occupied and shall thereafter be retained. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.

Proposal

The proposal is for the construction of an attached two-storey dwelling, together with alterations to no. 32 Knights Road, involving a dormer and canopy to front, additional windows and formation of off-road parking.

The proposed ground floor of the new dwelling would comprise a kitchen, dining room, living room and hall with two bedrooms, study and a bathroom above. A hipped roof design is proposed with small gable dormers the front of the new and existing dwellings. The applicants propose two parking spaces to the rear off of St Johns Road for the proposed unit and two frontage parking spaces to the front garden of no 32 for

the existing dwelling. A low level boundary wall is proposed to the side of the parking area in St Johns Road.

In support of the application, the applicant has provided an assessment of on-street parking conditions within the vicinity at peak times over a given period of time.

Site Area/Density

Site Area: 0.02hectares (0.04acres)

Site Density: 50 dph (25dpa)

Relevant Planning History

MC/06/0195	Construction of single storey extension to the rear and garage to the side. Decision Approval with Conditions Decided 11/05/2006
95/0730	Erection of a two storey side extension Decision Approval with Conditions Decided 20/12/1995

The application has been advertised on site and by individual neighbour notification to the owners and occupiers of neighbouring properties. One letter of representation has been received objecting to the proposal on the following ground:

- Loss of light.

The Dickens Country Protection Society objects to the proposal on the following grounds;

- Adverse impact on amenity;
- Introduction of a terrace.

Development Plan

The Development Plan for the area comprises the Medway Local Plan 2003. The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework 2012 (NPPF) and are considered to conform.

Planning Appraisal

Principle of Development

With regard to the principle of residential development, Policy H4 states that within the urban area, residential development will be permitted consisting of the redevelopment of existing residential areas and infilling in such areas (providing that a clear improvement in the local environment will result). The NPPF has a presumption in favour of sustainable high quality homes for different people offering a mix of choice

(para 49 and 50)) and introducing a good design approach to the scheme (para.56).

Street Scene and Design

The site is a corner plot, located at the junction of St. John's Road and Knight's Road. It is a semi-detached dwelling with frontage parking for two cars and a relatively large side and rear garden. The rear garden is bounded to the northern side by an electricity sub-station. The site is bounded by 2m approx. close-boarded fencing and shrub planting to the front garden.

This is a prominent site on a corner junction with St Johns Road. The surrounding area primarily consists of post war two-storey housing of different types, including relatively recent residential infill sites within the vicinity. This site currently contributes to the visual quality of the area, by providing an important gap, which softens the built form at the junction. This space between the dwelling and the road boundary is reflected in surrounding corner plots and is a key element of the spatial character of the area.

However, the proposed development has been designed to compliment the streetscape where the house frontages are similar in design and form. The dwelling would have a hipped roof design, which would help to reduce its visual prominence. A gap between the proposed dwelling and the pavement edge would be retained. The proposed dwelling is not considered to result in a cramped development and would not appear unduly prominent within the street scene. On balance, the loss of the gap is not considered to have such a harmful impact on the quality of the streetscene at a level that would justify a recommendation of refusal. In addition, there has been a similar scheme approved for a corner plot near to the site, which has been recently constructed at land adjacent to 31 Knights Road (MC/13/960).

Negotiations have taken place with the applicant through the pre-application process to improve the layout and highway/parking challenges. The provision of two parking spaces for each dwelling is acceptable in layout terms. There is mature planting on the frontage of the site, which could be maintained by any future occupants. The development would accord with the objectives of Policy BNE6 of the Medway Local Plan 2003.

The development is considered acceptable with regard to Policy BNE1 of the Local Plan and the design objectives set out in chapter seven of the National Planning Policy Framework.

Amenity Considerations

Impact for future residents: The development has been assessed with regard to the Medway Housing Standards (interim) November 2011, the Government's Technical Housing Standards 2015 and the objectives of Policy BNE2 of the Medway Local Plan. Following amendments involving the alteration of an originally proposed bedroom to form a study, which has allowed for two generous bedrooms to be provided overall, the proposal now meets with the standards in terms of room sizes. The proposed development would provide sufficient room and garden space for future occupants and refuse storage can be adequately accommodated. The impact of the development

for future occupants is therefore considered acceptable including with regard to Policy BNE2 of the Local Plan.

Impact on existing residents: The most affected occupants would be those of no. 32 Knights Road. Due to its siting and design, it is not considered that there would be any unacceptable impact from the proposed dwelling on residential amenity for these occupants, or for other occupants in the immediate vicinity of the site.

Bird Mitigation

As the application site is within 6km of the North Kent Marshes SPA/Ramsar Sites, the proposed development is likely to have a significant effect, either alone or in-combination, on the coastal North Kent Special Protection Areas (SPAs)/Ramsar sites from recreational disturbance on the over-wintering bird interest.

Natural England has advised that an appropriate tariff of £223.58 per dwelling (excluding legal and monitoring officers costs, which separately total £550) should be collected to fund strategic measures across the Thames, Medway and Swale Estuaries. The strategic measures are in the process of being developed, but are likely to be in accordance with the Category A measures identified in the Thames, Medway & Swale Estuaries Strategic Access Management and Monitoring Strategy (SAMM) produced by Footprint Ecology in July 2014.

The interim tariff stated above should be collected for new dwellings, either as new builds or conversions (which includes HMOs and student accommodation), in anticipation of:

- An administrative body being identified to manage the strategic tariff collected by the local authorities;
- A memorandum of understanding or legal agreement between the local authorities and administrative body to underpin the strategic approach;
- Ensure that a delivery mechanism for the agreed SAMM measures is secured and the SAMM strategy is being implemented from the first occupation of the dwellings, proportionate to the level of the housing development.

The applicant has agreed to pay this tariff through a Unilateral Undertaking. No objection is therefore raised under Paragraph 118 of the NPPF and Policies S6 and BNE35 of the Medway Local Plan 2003.

Highways

There are no parking controls within the vicinity and there is a bus stop opposite the site on the other side of the road in St Johns Road.

It is proposed to provide two off-road car parking spaces per house. A dropped kerb access onto both roads is proposed and satisfactory visibility for pedestrians and other road users would be provided. The proposed parking for the new dwelling would be from St Johns Road. On-street parking would be available as overspill to serve the development without compromise to neighbouring amenity. The boundary treatment and planting has been shown to secure appropriate vision for pedestrian safety. In

addition, the site is within walking distance of local shops and amenities and on a public transport route. It is considered that the proposal for two parking spaces per dwelling would cater for the demand generated by the development. There is no objection with regard to Policies T1, T2, and T13 of the Local Plan.

Local Finance Considerations

None considered relevant.

Conclusions and Reasons for Recommendation

The erection of a dwelling on this corner plot is, on balance, considered to be acceptable in respect of visual amenity. The impact on the amenities of neighbours and the living conditions for future residents are considered acceptable, as are the parking and highway effects of the development. The development is acceptable with regard to Policies H4, H5, BNE1, BNE2, BNE6, T1, T2, and T13 of the Local Plan and paragraphs 49, 50, 51 and 56 of the NPPF.

The application is reported for member's consideration due to the representation made by the Dicken's Countryside Protection Society.

Background Papers

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection in the Planning Offices of Medway Council at Gun Wharf, Dock Road, Chatham ME4 4TR and here <http://publicaccess.medway.gov.uk/online-applications/>