

2.6 REFERENCE NO - 19/503590/FULL		
APPLICATION PROPOSAL Demolition of existing Coach House and erection of 2no. semi detached 4 bedroom houses, with off-road parking and new vehicular access onto London Road as amended by drawing no's. 705/01A; 705/02A; 705/03A; 705/04A; 705/05A; 705/06A; 705/07B; 705/08A and 705/10		
ADDRESS 8 London Road Teynham Sittingbourne Kent ME9 9QS		
RECOMMENDATION – Grant subject to securing a SAMMS contribution		
REASON FOR REFERRAL TO COMMITTEE Parish Council objection		
WARD Teynham And Lynsted	PARISH/TOWN COUNCIL Lynsted With Kingsdown	APPLICANT Mr Matt Brown AGENT Nicholas Hobbs Associates
DECISION DUE DATE 20/09/19	PUBLICITY EXPIRY DATE 29/08/19	

Planning History

18/505707/FULL

Demolition of existing dilapidated property and construction of two pairs of semi-detached buildings to provide 4no. five bedroom dwellings
Refused Decision Date: 22.01.2019

1. DESCRIPTION OF SITE

- 1.1 The application site is adjacent to 8 London Road, a two storey nineteenth century detached dwelling with adjacent contemporary coach house/garage, also known as Mount House, which lies within the Cellar Hill and Greenstreet conservation area, and within the Local Plan defined built-up area boundary. The application site was previously used as part of the garden to Mount House.
- 1.2 The site is situated on the south side of London Road and sits in a prominent position on the brow of the hill, near to several listed buildings located on the corner of the junction with Cellar Hill. The surrounding properties are a mix of bungalows, terraced, semi-detached and detached homes varying in style, character and age. Immediately to the east of the property is a bungalow and to the west are two storey terraced homes fronting the highway.
- 1.3 Cellar Hill, Lynsted and Greenstreet conservation area character appraisal describes the area as (**with my emboldening**):

*Four detached houses of widely varying ages complete the development on this side of the London Road. **Number 8 dates from the early nineteenth century**, whilst The Old Forge dates from the seventeenth century. The Walnuts lies on the opposite side of Cellar Hill and was built in 1825. Both The Old Forge and The Walnuts occupy key positions on the brow of the hill on either side of the Cellar Hill junction. Forge House, with its half-hipped peg tiled roof has a characteristically Kentish appearance, whilst The Walnuts has an attractively proportioned front in red brick approached via a short*

shingled drive. The brick of outbuildings at the rear of The Walnuts, with their peg tiled roofs, are important to the appearance of the entry into Cellar Hill, being attractive in their own right way and defining the edge of the carriageway.

The section of London Road, Greenstreet extending from Station Road to Cellar Hill has a character and identity which distinguishes it in a number of ways from development further to the east. Here the carriageway and footways are noticeably wider than in the rest of Greenstreet, and many of the buildings (especially on the southern side) are set back from the road so that trees and shrubs become a part of the street scene. This separate visual identity is further enhanced by the road alignment as it climbs to a high point at the junction with Cellar Hill.

London Road, Greenstreet has a strongly linear form reflecting the alignment of the Roman Watling Street. The noise and intrusion of traffic is ever present (together with parking on the footway) and with relatively few gaps between the buildings the place has a much more urban feel, although the generous width of the street at the eastern end is an ameliorating influence. The rise to the brow of the hill at the junction with Cellar Hill adds drama to the street scene and decisively marks the end of Greenstreet and the resumption of the countryside beyond.

The presence of some greenery in the environment is one of the features which differentiates the eastern end of Greenstreet from the rest of the street, and signals the change to a somewhat more spacious residential area.

Greenstreet and Cellar Hill now form part of one continuous area of development. The cluster of historic buildings around the junction of Cellar Hill with London Road identify, to some extent, with the environments of both Cellar Hill and Greenstreet and provide the physical evidence of the earlier link between two areas which have since developed somewhat diverging characteristics.

- 1.4 Earlier this year, following a very controversial application to demolish Mount House and the coach house(18/505707/FULL) and replace them with four dwellings (refused), a Building Preservation Notice (BPN) was served to protect the undesignated heritage asset of Mount House from being irretrievably lost or damaged. Subsequently an application was made to the Secretary of State to add it to the List of Buildings of Special Architectural or Historic Interest, but notification was received on 17 April 2019 that the Secretary of State had decided not to add Mount House and its coach house to this list. Nevertheless, the Council's view is that Mount House should be treated as a non-designated heritage asset and every effort be made to secure its retention, re-use and long term conservation, as it still forms a very positive feature in the conservation area. The refused scheme represented an over intensive, cramped and poorly designed development with prominent parking to the front of the dwellings which would have caused considerable harm to the character and appearance of the conservation area.

2. PROPOSAL

- 2.1 The current proposal is to retain Mount House and reposition the coach house behind this property, and to erect two new semi-detached dwellings on land to the side, each with two parking spaces and private amenity space to the rear.

- 2.2 As originally submitted, the application involved the demolition of the existing coach house. The proposal has since been modified to retain the coach house, by carefully deconstructing and rebuilding it to the rear of Mount House to serve Mount House as a garage.
- 2.3 The two new houses would be set-back from the road on the same building line as Mount House, and be sited approx. 6.3m from Mount House on one side and about 4.0m from number 10 London Road on the other side. The proposed dwellings would have a single storey element projecting 2.2m to the side and set-back approximately 6.2m from the front elevation. This part of the dwelling would have a lean-to roof with rooflights.
- 2.4 The proposed dwellings will measure approx. 5.0m wide x 14.0m deep, to a height of 5.7m to the eaves and 8.9m to the ridge. Each house will have two bedrooms within the roofspace (with front dormer, rear rooflight and obscure-glazed side windows) and two at first floor with bathroom, ensuite and landing/study, associated living space, and a generous garden to the rear (approximately 10m in length). The dwellings would be finished in yellow stock bricks with rendered gable/cornice, timber windows, cast iron rainwater goods and slate roofs.
- 2.5 Two off-road parking spaces per house (one to the side and one to the front), bicycle storage and a 7kW electric vehicle charging point located on the flank corner of each of the new houses and Mount House will be provided. The surface treatment of the driveways is to be block paving within an enclosed frontage, comprising of a low brick plinth wall with cast iron railings and a tall native species hedgerow to replicate the recent site frontage treatment.
- 2.6 The applicant sought pre-application advice following the refusal of 18/505707/FULL and the failure of the listing request. The applicant has changed his position in relation to Mount House and is now committed to retaining this Georgian period house and repairing, sensitively altering and extending it to bring it back into use as a family house; thereby sustaining it as a local landmark in the village of Teynham.
- 2.7 The principle of allowing two smaller semi-detached houses or one large house next to Mount House was informally agreed in principle following the notification from Historic England, through subsequent pre-application discussions. The possible demolition of the coach house to enable this infill development was considered at this juncture, although my position is, and remains, that it would be ideal if the coach house were to be retained if at all possible due to the heritage significance it has in its own right, and that which it contributes to Mount House as a non-designated heritage asset within the Cellar Hill and Greenstreet conservation area.
- 2.8 The application is supported by a Design and Access Statement which states the following:
- The pair of new houses will have a single storey side extension containing the kitchens, thus having little impact on the apparent overall width of the building.
 - Both houses will have provision for two off-road parking spaces, and will be able to turn around in the driveways so as to exit the site facing forwards.

- The proposed (reinstated) plinth wall and iron railings will ensure that the existing Mount House and the two new houses are largely hidden behind a tall, mixed species, native hedgerow.
- The houses will have a level-access front entrance door, with a rear terrace set flush with the internal floor finish, with ambulant-disabled access WC's on the ground floor, including a shower.
- The proposed eaves height is exactly halfway between that of Mount House and the row of terraced houses to the west of the site helping to ensure that the scale and massing of the proposed in-fill building sits comfortably between the two neighbouring dwellings.
- The design of the off-road parking has been considered carefully, so that the existing driveway can serve two of the properties requiring only a single new driveway off the London Road, allowing for a virtually continuous new hedge in front of the existing and new houses.
- The highway boundary will be marked-out by a low brick plinth wall with cast iron railings, helping further to unify the front boundary elevation.
- The combination of the plinth wall, railings and a tall (2.25m) native species hedgerow means that the car-parking and front gardens are practically hidden from view.
- The proposal will provide two much-needed family homes in this thriving built-up town.

3. PLANNING CONSTRAINTS

3.1 Potential Archaeological Importance

Conservation Area Cellar Hill and Greenstreet, Teynham

4. POLICY AND CONSIDERATIONS

4.1 Development Plan: Bearing Fruits 2031: The Swale Borough Local Plan 2017 policies ST1 (Delivering sustainable development in Swale), ST3 (The Swale settlement strategy), CP3 (Delivering a wide choice of high quality homes), CP4 (Requiring good design), CP8 (Conserving and enhancing the historic environment), DM7 (Vehicle Parking), DM14 (General development criteria), DM19 (Sustainable design and construction), DM28 (Biodiversity and geological conservation), DM32 (development involving listed buildings) and DM33 (Development affecting a conservation area)

Policy ST3 states that for Rural Local Service Centres such as Teynham/Lynsted;

The Rural Local Service Centres will provide the tertiary focus for growth in the Borough and the primary focus for the rural area. At allocated sites relating well to the existing settlement pattern and the character of the surrounding countryside, development will provide for the local housing or employment needs for their home and surrounding communities, whilst supporting existing and new services;

Policy DM33 states

Development (including changes of use and the demolition of unlisted buildings or other structures) within, affecting the setting of, or views into and out of a conservation area, will preserve or enhance all features that contribute positively to the area's special character or appearance. The Borough Council expects development proposals to:

- 1. Respond positively to its conservation area appraisals where these have been prepared;*
- 2. Retain the layout, form of streets, spaces, means of enclosure and buildings, and pay special attention to the use of detail and materials, surfaces, landform, vegetation and land use;*
- 3. Remove features that detract from the character of the area and reinstate those that would enhance it; and*
- 4. Retain unlisted buildings or other structures that make, or could make, a positive contribution to the character or appearance of the area.*

The relevant section of the supporting text to this policy is as follows:

New development within, or adjacent to, a conservation area is expected to be both of an appropriate use, of a very high standard of design, and to respond positively to the grain of the historic area by preserving or enhancing the character or appearance of the place.

4.2 The National Planning Policy Framework (NPPF):

Chapter 2 (Achieving sustainable development)

Chapter 4 (Decision making)

Chapter 12 (Achieving well designed spaces)

Chapter 16 (Conserving and enhancing the historic environment)

4.3 Supplementary Planning Guidance (SPG) entitled 'Conservation Areas'.

4.4 The 'Kent Design Guide Review: Interim Guidance Note 3: Residential Parking'. Kent Highway Services recommendation for a three or four bedroom dwelling in a suburban location is 2 independently accessible parking spaces, preferably side by side. These parking spaces would each need to be 5m in length x 2.5m in width.

5. LOCAL REPRESENTATIONS

5.1 The Faversham Society commented as follows:

"The principle of infilling the gap between 8 London Road and the terraced properties may be acceptable. However, the proposed pair of houses appear too tall because of the inclusion of an attic storey. It should be lower than the highest part of No.8.

The canopy detail at first floor level is a poor reflection of the canopy detail on No.8.

As proposed the scheme would result in significant harm to the Character of the Conservation Area which is not outweighed by the benefit of providing the two new houses as proposed."

The poor canopy detail referred to above has since been amended in the light of these comments.

5.2 Four objections to the current application have been received. These reflect the original form of the application which involved demolition of the coach house. Their contents may be summarised as follows:

- The main Georgian house on the site is visually pleasing and an asset to the village, and the Coach House forms an important part of this
- This Georgian house was designed and built to stand in a large garden, not to be squashed next to two modern houses that are not in keeping
- Teynham is entitled to keep a small part of its own heritage The area would lose an important historic building for the sake of money making
- It would be detrimental to the house and the conservation area if the Coach House were to be demolished and replaced with bland new-builds
- To remove the Coach House to provide enough parking spaces would be a travesty and a loss to the historic culture of the conservation area
- The Coach House could be sympathetically repurposed, possibly as a dwelling similar to former coach house in Lynsted Lane
- None of the drawings refer to the existing hedgerow which is an important landscape feature of our property, adds significant quality of life, natural and monetary value to the garden
- The boundary line of Holly and other species forms an important habitat and biodiversity boost for the area, with a plethora of different species of nesting birds, invertebrates including stag beetles
- The significant disturbance or removal of the hedgerow could significantly damage the foundations of our property
- The street scene would not in any way be improved
- Teynham does not need any more new properties, there are at least 103 new dwellings being built on green orchard space adjacent to Station Road.
- Teynham is a semi rural village and should be maintained as such
- More traffic and cars from this property from this property joining an already very busy and congested area of the A2 with added dropped kerbs adding an extra difficulty to what is already a very overcrowded parking area
- Significant overshadowing of our garden and loss of light to garden and our house
- Loss of privacy
- Loss of property value

6. CONSULTATIONS

- 6.1 Lynsted with Kingsdown Parish Council originally objected to the application for the following reasons:

“The Coach House is an important historical building and should not be replaced by a pair of semi-detached modern dwellings with parking

The proposed new houses are not sympathetic to the conservation area

The proposed new houses will detract from the street scene in the aspect of the local area

The proposed new houses are not part of the approved local plan for housing development

Both the Mount House and the Coach House are worthy of being listed because of their historical value

The building of two new houses will reduce the status of Mount House in its grounds.”

Following submission of the revised scheme to reposition the coach house to the rear of Mount House, the Parish Council was re-consulted and the following comments were submitted:

“At the LKPC meeting tonight the members wish to object to this application on the following grounds.

Parking along the A2 is very limited and access onto the A2 would be very difficult/dangerous without a clear sight line for oncoming traffic at an already congested part of the road.

Moving the Coach House would compromise the integrity of the setting and its contribution to the conservation area, therefore it should be left in its original position.”

- 6.2 Natural England raises no objection to the application subject to strategic mitigation (SAMMS) payment in respect of possible increased recreational disturbance to The Swale SPA/Ramsar site.
- 6.3 Kent Highways and Transportation (KHT) initially responded to indicate they had no objections but requested the following issues be addressed:
- Pedestrian visibility splays at the accesses
 - Confirmation of the surface treatment of the driveways
 - Provision of cycle parking

- Provision of electrical infrastructure to facilitate the installation of electric vehicle charging points as required

These matters have been addressed in the amended scheme and KHT now have no objection subject to appropriate conditions.

- 6.4 The Council's Environmental Health Manager raised no objection subject to conditions relating to construction hours, programme for the suppression of dust during demolition and design, and measures to mitigate traffic noise. Although the location is close to the Teynham Air Quality Management Area, the development is set back from the A2 trunk road and therefore there are no concerns with regards to air quality.

7. **BACKGROUND PAPERS AND PLANS**

- 7.1 Application papers and drawings referring to application reference 19/503590/FULL.

8. **APPRAISAL**

Principle of Development

- 8.1 The application site lies within the built-up area boundary, and close to local shops, services and public transport links. Residential development is normally acceptable as a matter of principle in such an area (in accordance with policy ST3), subject to design and amenity considerations. However, this site is also located within a conservation area and near to several listed buildings and any development involving Mount House has the potential to rejuvenate this architectural gem close to the brow of the hill at the London Road/Cellar Hill junction.

Impact on the character and appearance of the street scene

- 8.2 I am of the opinion that there is space to develop two dwellings in the gap between no's. 8 and 10 London Road without unacceptably harming the special character of the conservation area. The way this is done will depend on a high standard of design and contextual sensitivity, appropriate scaling and a commitment to retain the coach house to Mount House taking into account critical access, parking and associated landscaping requirements.
- 8.3 The proposed scheme is well-considered and takes on board the advice provided informally and without prejudice at pre-application stage. In particular the siting and scale of the units is appropriate in my view and provides an appropriate transition in scale from the modest two storey cottages at no's. 10 and 12 London Road to the more substantial dwelling that is Mount House. However, a significant concern of mine, which is also expressed by many others, was the loss of the coach house, given the heritage significance it displays in its own right and which it contributes to Mount House.
- 8.4 Accordingly, I suggested that this rather special little outbuilding could be carefully deconstructed and rebuilt to the rear of Mount House where it would contribute to and help maintain a semblance of the predevelopment street scene to positive effect. The revised scheme now proposes to carefully dismantle and reinstate the coach house in the rear garden of Mount House, re-using bricks and joinery where appropriate, where it would provide a garage and workshop to this property. Members should bear in mind that the coach house is not listed and to resist the provision of new housing in the area of land to the side of Mount House on this ground would on balance be difficult.

Impact on the character of the conservation area and setting of nearby listed buildings

- 8.5 The current proposal no longer includes the demolition of Mount House, which given the great number of local (and not-so-local) objections received for the previously refused scheme, it is clear that the existing building is a much valued property which contributes significantly to the character and appearance of the conservation area. The Conservation Area Appraisal for the Cellar Hill & Green Street conservation area specifically refers to no.8 London Road suggesting that the property dates from the early nineteenth century. I consider that the proposals now have considerable merit and the restoration of Mount House will enhance the character and appearance of the conservation area. This accords with the aim of policy DM33 that new development within a conservation area should be sensitive to the special character of the area and of a high standard of design.
- 8.6 The proposed elevational treatment of the two semi-detached houses, and also the proposed indicative facing and roofing materials are considered acceptable, although some drafting discrepancies with the fenestration design were initially identified and remedied. I also agreed with the point made by the Faversham Society concerning the design of the canopy roofs to the bays. The revised drawings have addressed these discrepancies and in my view, the new houses are now of an appropriate design and display a greater contextual sensitivity by giving a nod to some of the key design elements of the existing building.

Residential Amenity

- 8.7 The new houses will be located in the gap between no.8, Mount House and a row of terraced houses. The neighbouring property at no. 10 would be most affected by the proposal. I have made contact with the occupier of this property and have been able to view the proposal from the rear of no.10. I have carefully considered the neighbours' concerns about the positioning and impact of the proposal, particularly with the loss of existing border hedgerow, and the question of whether the new building could potentially overshadow the rear of no.10. The two storey element will be set at least 3 metres away from the common boundary to no.10 and I am of the view that the border hedgerow should be retained if possible, which may require re-positioning the building slightly closer to Mount House. This report is subject to further investigation and discussion with the applicant on this point, which will be reported at the meeting.
- 8.8 With regards to overlooking, there will be little impact from the rear facing windows as any view to the rear will face the furthest part of the neighbouring garden where amenity space is less protected. Two obscure glazed flank windows are proposed within the roof space, to serve bedrooms 3 and 4. A further two flank windows at first floor serving the landing and bathroom are also proposed. I recommend imposing a condition which requires all these windows to be obscure glazed and to open only 1.7m above the finished floor levels of the rooms they serve. On this basis, no loss of privacy would occur from either windows.
- 8.9 There is no other identifiable harm regarding the impact of the proposal upon the amenity of future occupiers of no.8, Mount House. The new building will project no further rearwards than no.8 therefore I consider that the proposal would not give rise to any serious overshadowing or loss of light to this adjoining property. The repositioned

coach house will help screen views into the rear garden to a very significant degree such that there would not be any overlooking impact either.

Highways

- 8.10 I note local concerns refer to the large volume of traffic on this section of the A2 and the already limited number of off-road parking spaces. Although this development would create a new dropped kerb off London Road to serve one of the new houses, the sight lines and pedestrian visibility splays are adequate. I note that Kent Highways and Transportation raise no concerns about an additional access point here, nor do I consider that this will result in any potential congestion or manoeuvring problems. The submitted drawings show that the proposal would provide two off-road car parking spaces, with turning space for each new dwelling and as such accords with adopted Kent County Council standards for four bedroom dwellings in a suburban location.
- 8.11 The reconstructed coach house to the rear of no.8 would serve as a garage/workshop for this property. Cycle stores are proposed behind the enclosed frontage of both new dwellings but I consider it would be better if these were positioned within the rear gardens. This would ensure that the frontage of the site could be kept as clutter-free as possible. I am expecting amended drawings to resolve this point.

Landscaping

- 8.12 The previously refused scheme proposed four closely spaced houses with parking dominating the frontage and as such there was little room for meaningful planting or enclosure. Many of the buildings in this location have enclosed frontages with substantial landscaping and any parking/access layout design needs to provide a substantial degree of appropriate frontage enclosure to protect the character of the conservation area street scene. The scheme as now proposed would provide parking to the side of the houses as well as in front, enclosed by a low brick wall and iron railings and hidden behind a tall hedgerow. I consider that the planting of a new hedgerow would ensure the development does not result in harm to the character and appearance of the conservation area.

SPA Impact

- 8.13 As Members will be aware, the Council seeks developer contributions on any application which proposes additional residential development within 6km of the Special Protection Area (SPA). The application site is within 6km of the SPA, and as such the Council seeks a mitigation contribution of £245.56 for each new dwelling. The agent has confirmed the applicant is willing to pay this fee.

Other Matters

- 8.14 Local concern makes reference to harm to the rural character of the village and that a number of new homes are already being built nearby. I note that the site is situated adjacent to other houses and as such not considered detrimental to the surrounding area. I do not see there are any reasons for refusal of two new houses here.

8.15 Loss of property value is not a material planning consideration and as such is not relevant to this decision.

9. CONCLUSION

9.1 The previous application to demolish Mount House and erect four non-descript houses with the frontage dominated by car parking was subject to overwhelming objections; and widespread calls for Mount House to be listed. That listing request was rejected by the Secretary of State and since then officers have worked intensively with the applicant here to address conservation, access and amenity concerns. The scheme before the Council now is worlds away from the applicant's original intentions and I applaud his willingness to recognise the planning priorities here.

9.2 The site is located within the built up area where the erection of new dwellings is acceptable in principle. I have taken into account the potential impact of this proposal on the character and appearance of the conservation area, and to the comments and objections of local residents. However, I am of the view that the proposal is sensitive to the context of Mount House and its immediate setting, and subject to receipt of revised drawings retaining the existing border hedgerow and re-siting the bike stores to the rear, planning permission should be granted.

Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017.

This Appropriate Assessment (AA) has been undertaken without information provided by the applicant.

The application site is located within 6km of The Swale Special Protection Area (SPA) which is a European designated sites afforded protection under the Conservation of Habitats and Species Regulations 2017 as amended (the Habitat Regulations).

SPAs are protected sites classified in accordance with Article 4 of the EC Birds Directive. They are classified for rare and vulnerable birds and for regularly occurring migratory species. Article 4(4) of the Birds Directive (2009/147/EC) requires Member States to take appropriate steps to avoid pollution or deterioration of habitats or any disturbances affecting the birds, in so far as these would be significant having regard to the objectives of this Article.

The proposal therefore has potential to affect said site's features of interest, and an Appropriate Assessment is required to establish the likely impacts of the development.

In considering the European site interest, Natural England advises the Council that it should have regard to any potential impacts that the proposal may have. Regulations 63 and 64 of the Habitat Regulations require a Habitat Regulations Assessment. For similar proposals NE also advise that the proposal is not necessary for the management of the European sites and that subject to a financial contribution to strategic mitigation and site remediation satisfactory to the EA, the proposal is unlikely to have significant effects on these sites.

The recent (April 2018) judgement (People Over Wind v Coillte Teoranta, ref. C-323/17) handed down by the Court of Justice of the European Union ruled that, when determining the impacts of a development on protected area, "it is not appropriate, at

the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site.” The development therefore cannot be screened out of the need to provide an Appropriate Assessment solely on the basis of the mitigation measures agreed between Natural England and the North Kent Environmental Planning Group.

NE has stipulated that, when considering any residential development within 6km of the SPA, the Council should secure financial contributions to the Thames, Medway and Swale Estuaries Strategic Access Management and Monitoring (SAMM) Strategy in accordance with the recommendations of the North Kent Environmental Planning Group (NKEPG), and that such strategic mitigation must be in place before the dwelling is occupied.

Due to the scale of development there is no scope to provide on site mitigation such as an on-site dog walking area or signage to prevent the primary causes of bird disturbance, which are recreational disturbance including walking, dog walking (particularly off the lead), and predation of birds by cats.

Based on the correspondence with Natural England (via the NKEPG), I conclude that off site mitigation is required.

In this regard, whilst there are likely to be impacts upon the SPA arising from this development, the mitigation measures to be implemented within the SPA from collection of the standard SAMMS tariff (to be secured prior to the determination of this application) will ensure that these impacts will not be significant or long-term. I therefore consider that, subject to mitigation, there will be no adverse effect on the integrity of the SPA.

It can be noted that the required mitigation works will be carried out by Bird Wise, the brand name of the North Kent Strategic Access Management and Monitoring Scheme (SAMMS) Board, which itself is a partnership of local authorities, developers and environmental organisations, including SBC, KCC, Medway Council, Canterbury Council, the RSPB, Kent Wildlife Trust, and others (<https://birdwise.org.uk/>).

10. **RECOMMENDATION** – Grant subject to the following conditions, receipt of revised drawings and collection of a SAMMS mitigation payment.

CONDITIONS to include

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.
- Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
- (2) The development hereby approved shall be carried out in accordance with approved drawings 705/01A; 705/02A; 705/03A; 705/04A; 705/05A; 705/06A; 705/07B; 705/08A; 705/09 and 705/10.
- Reason: For the avoidance of doubt and in the interests of proper planning.
- (3) No development beyond the construction of foundations shall take place until details of the external facing and roofing materials to be used in the construction of the

dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority, and works shall be implemented in accordance with the approved details.

Reason: In the interest of preserving or enhancing the character and appearance of the conservation area.

- (4) All windows and external doors shall be of timber construction and no development shall take place until detailed drawings at a suggested scale of 1:10 and 1:1 or 1:2 of all new joinery work and fittings together with sections through glazing bars, frames and mouldings have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of preserving or enhancing the character and appearance of the conservation area.

- (5) Details of the proposed construction and size of all new rooflights on the dwellings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. The development shall be carried out in accordance with the approved details.

Reason: In the interests of preserving or enhancing the character and appearance of the conservation area.

- (6) No development beyond the construction of foundations shall take place until full details at a suggested scale of 1:5 of the eaves and verge detailing on the dwellings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of preserving or enhancing the character and appearance of the conservation area.

- (7) No development beyond the construction of foundations shall take place until detailed elevational drawings at a scale of 1:10 of the front and flank elevations of the dormer windows and door canopies have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of preserving or enhancing the character and appearance of the conservation area.

- (8) No development beyond the construction of foundations shall take place until full details at a scale of 1:10 elevation drawing of the front boundary brick wall and railings and a 1:1 or 1:2 cross section drawing have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of preserving or enhancing the character and appearance of the conservation area.

- (9) A method statement prepared by a specialist detailing the schedule of materials and works for the reconstruction of the coach house, including full details at a suggested scale of 1:5 of the proposed eaves treatment and brick bonding, shall be approved in writing by the Local Planning Authority. The reconstruction shall be carried out in accordance with the approved details.

Reason: In the interests of preserving or enhancing the character and appearance of the conservation area.

- (10) No occupation of either new dwelling hereby approved shall commence until the coach house has been reconstructed.

Reason: In the interests of preserving or enhancing the character and appearance of the conservation area.

- (11) The proposed bathroom, landing/study and bedroom windows in the side elevations of each new dwelling hereby permitted shall be obscure glazed at all times, and these windows shall be constructed so that they are incapable of being opened except for a high level fanlight of at least 1.7m above inside floor level.

Reason: To prevent overlooking of adjoining properties and to safeguard the privacy of neighbouring occupiers.

- (12) No development beyond the construction of foundations shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include existing trees, shrubs and other features, planting schedules of plants, noting species (which should be native species and of a type that will enhance or encourage local biodiversity and wildlife), plant sizes and numbers where appropriate, means of enclosure, hard surfacing materials, and an implementation programme.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

- (13) 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 occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

- (14) Upon completion of the approved landscaping scheme, any trees or shrubs that are removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity

- (15) No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:

Monday to Friday 0800-1800 hours, Saturdays 0830–1300 hours unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity.

- (16) No development shall take place beyond the construction of foundations shall take

place until details of the design measures that will be used to mitigate against traffic noise and details of the building specification which will be used to achieve a maximum internal noise level of 35dB(A) (Fast) with windows closed have been submitted to and approved by the Local Planning Authority. The approved measures shall be implemented in full prior to the first occupation of the dwellings hereby permitted.

Reason: In the interests of the amenity of occupiers.

- (17) No development beyond the construction of foundations shall take place until details have been submitted to the Local Planning Authority and approved in writing, which set out what measures have been taken to ensure that the development incorporates sustainable construction techniques such as water conservation and recycling, renewable energy production including the inclusion of solar thermal or solar photo voltaic installations, energy efficiency, and sustainable drainage principles. Upon approval, the details shall be incorporated into the development as approved.

Reason: In the interest of promoting energy efficiency and sustainable development.

- (18) The development shall be designed to achieve a water consumption rate of no more than 110 litres per person per day, and no dwelling shall not be occupied unless the notice for that dwelling of the potential consumption of water per person per day required by the Building Regulations 2015 (as amended) has been given to the Building Control Inspector (internal or external).

Reason: In the interests of water conservation and sustainability.

- (19) The new access hereby permitted shall make use of bound surface materials for the first 5 metres of the access from the edge of the highway

Reason: To ensure that a satisfactory means of access is provided for the site, and in the interests of highway safety.

- (20) The areas shown on approved drawing 705/01A as car parking and turning space shall be kept available for such use at all times and no permanent development, whether permitted by The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking or re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access thereto; such land and access thereto shall be provided prior to the occupation of the dwellings hereby permitted.

Reason: Development without adequate provision for the parking or turning of cars is likely to lead to car parking inconvenient to other road users, and a risk to highway safety.

- (21) The pedestrian visibility splays measuring 2.0m x 2.0m as shown on the approved drawing 705/01A shall be provided prior to the occupation of the dwellings and these visibility splays shall at all times be maintained clear of any structure, tree, plant or other obstruction which exceed 0.6 metres above adjacent pavement level.

Reason: In the interests of highway safety.

- (22) No further enlargement or alteration of either new dwelling, whether permitted by Classes A, B, C, D or E of Part 1 of Schedule 2 to The Town and Country Planning

(General Permitted Development)(England) Order 2015 (as amended) (or any order revoking and re-enacting that Order) or not, shall be carried out.

Reason: In the interests of preserving or enhancing the character and appearance of the conservation area.

The Council's approach to the application

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), February 2019 the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and creative way by offering a pre-application advice service, where possible, suggesting solutions to secure a successful outcome and as appropriate, updating applicants / agents of any issues that may arise in the processing of their application.

The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the Committee and promote the application.

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.

