

REPORT SUMMARY

REFERENCE NO - 17/503909/FULL			
APPLICATION PROPOSAL Demolition of existing garage block and construction of two new homes and double garage. Alteration of north kerb line to Forge Meadows and the creation of new driveways to nos. 4 and 37 Forge Meadows.			
ADDRESS 14 Kings Road And 4 And 37 Forge Meadows Headcorn Ashford Kent TN27 9QU			
RECOMMENDATION - GRANT PERMISSION Subject to conditions:			
SUMMARY OF REASONS FOR RECOMMENDATION/REASONS FOR REFUSAL – The details are considered to comply with the policies of the Development Plan, where relevant, and the National Planning Policy Framework, and there are no overriding material considerations to indicate a refusal of planning consent.			
REASON FOR REFERRAL TO COMMITTEE Headcorn Parish Council wish to see the application refused and reported to Planning Committee			
WARD Headcorn	PARISH/TOWN COUNCIL Headcorn	APPLICANT Country House Homes Limited AGENT Country House Homes Limited	
DECISION DUE DATE 29/09/17	PUBLICITY EXPIRY DATE 01/09/17	OFFICER SITE VISIT DATE 10/08/2017	
RELEVANT PLANNING HISTORY (including relevant history on adjoining sites):			
App No	Proposal	Decision	Date
67/0270/MK2	The erection of eight garages	Approved	02/10/1961

MAIN REPORT

1.0 DESCRIPTION OF SITE

- 1.02 The application site lies to the south side of 14 Kings Road and consists of garden land and a garage block which is accessed via Forge Meadows. The garage block consists of 8 garages and is located on the northern side of Forge Meadows to the west of No's 14 and 16 and to the east of No. 18 Forge Meadows.
- 1.02 Forge Meadows to which the proposal would face is residential in character with properties of similar scale, design and age. The wider area along Kings Road is predominantly residential in character with properties of different scale, design and age. For the purposes of the Local Plan the site is within the defined village boundary of Headcorn.
- 1.03 To the west of the site is a footpath which provides access to Days Green, Kings Road/North street and the primary school.
- 1.04 In terms of designations, the site is located with Headcorn village Rural Service Centre, the site is located within Flood Zone 1, it is not located within or adjacent to a Conservation Area and the site is not listed nor is it adjacent to a listed building.

2.0 PROPOSAL

- 2.01 Demolition of the existing garage block and construction of a pair of semi-detached 3 bedroom dwellings. The application includes the construction of a double garage and construction of vehicle parking to the front of No.4 and No.37 Forge Meadows.
- 2.02 The dwellings would be two storey with a hipped roof with a two storey front element. Pedestrian access would be to the front of Forge Meadows with access to the rear provided to the side of each dwelling. In terms of materials, the lower elevations would be red stock facing brickwork, the upper elevations would be finished in cream coloured render, with the roof to be finished in plain tiles and with external joinery to be finished in white.
- 2.03 The double garage would be located to the west of proposed dwellings adjacent to the footpath which leads to Days Green. In terms of materials the garage would have a hipped roof with red brick and render elevations to match the materials on the proposed dwellings.
- 2.04 The existing trees and hedgerows on the east and west of the site would be retained with new native trees and hedgerows planted on the north side of the rear garden.

3.0 POLICY AND OTHER CONSIDERATIONS

- 3.01 The National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Development Plan: SP5, SP7, DM1, DM5, DM11, DM23

4.0 LOCAL REPRESENTATIONS

- 4.01 **Local residents:** 8 representations received from local residents raising the following summarised issues:
- Additional traffic
 - Insufficient parking provision
 - Highways safety from the proposed new parking areas
 - Overlooking
 - Loss of the turning circle which is used for a drop off point for school children
 - Proposed replacement turning circle is too small
 - Surface drainage and sewerage connection
- 4.02 Shenley Farms Ltd (Headcorn Aerodrome) – No objection.
- 4.03 Headcorn Parish Council: Objects and requests referral to planning committee for the following summarised reasons:
- Proposal would result in the reduction of the turning circle reducing access for residents and delivery vehicles
 - Proposed footpath crosses public land and this is not acceptable
 - The frontage is immediately adjacent to the footpath and is not in keeping with the street scene
 - Parking in this area is already limited and this proposal restricts parking even further
 - The proposal appears to cross the access to the footpath that provides direct access to Days Green, for the children's play area and the school

- Overdevelopment of the area

5.0 CONSULTATIONS

5.01 **KCC Highways Subsequent response (12/10/17)** - The development will not materially affect the existing refuse collection arrangements and suitable vehicle tracking has been provided to show larger vehicles can safely manoeuvre within the reduced turning area. In addition the traffic that will be generated as a result of the development is not considered to be severe and I therefore write on behalf of the highway authority that I have no objection to this application, subject to conditions covering construction and securing parking spaces.

6.0 APPRAISAL

6.01 The key issues are:

- Principle of development
- Visual impact
- Residential amenity
- Highways impact

Principle of Development

6.02 The site is located within the village boundary of Headcorn as defined by the adopted Local Plan (2017) policy map. Headcorn is designated as a Rural Service Centre in the adopted Local Plan and Policies SP5 and SP7 state that outside of the Maidstone urban area Rural Service Centres are the second most sustainable settlements in the hierarchy to accommodate growth. Policy SP7 supports minor infill development in sustainable locations such as this application, as Headcorn has a range of services and community facilities, such as the primary school, shops, railway station etc. that are easily accessible from the site without the use of a car.

6.03 Having regards to the above policies, the principle of additional residential development on brownfield sites within the Rural Service Centre is considered to be acceptable.

Visual Impact

6.04 The application site covers an area of approximately 475m². Whilst the proposed dwellings and double garage would increase built development within the site, it is considered that the proposal would be appropriate for the size of the plot. The existing properties along Forge Meadows tend to be set back approximately 4.5m from the pedestrian footpath with soft landscaping to the front of the dwellings, although some properties have dropped kerbs and parking. The proposed dwellings would be set back from the proposed formal pedestrian footpath by approximately 4m and would include a parking space with some soft landscaping.

6.05 The applicant has received pre application advice which advised that the proposal was brought forward within the site so to avoid any overbearing impact on the adjacent properties to the east and west. It is considered that the proposal would be appropriately set back and in keeping with the existing streetscene in terms of frontage to the highway.

- 6.06 Forge Meadows is characterised by residential properties that are of similar design and are either semi-detached or terraced. The properties along Forge Meadows typically have gaps from the rear of corner plot dwellings to the side elevations of dwellings of approximately 9.5-10m. The proposal would be set back from the rear of No.16 Forge Meadows by 15.5m with the proposed double garage 11.0m from the front of No.18 Forge Meadows. In addition, the proposal would occupy a brownfield site which is currently occupied by a block of 8 garages which are of no architectural value. Although the proposed dwellings would be two storey, due to the separation gaps to the adjacent properties, it is not considered that the proposal would appear out of character or a cramped form of development within the streetscene.
- 6.07 In terms of design and materials, whilst the proposal would not mimic the design of the existing streetscene, the proposal would be sympathetic to the existing streetscene and is acceptable. The existing dwellings along Forge Meadows are a mixture of render, hanging tiles and facing brickwork. The dwellings would be two storey with brick elevations on the ground floor level and render on the first floor elevations which are appropriate for this proposal and would not cause significant harm to the streetscene.
- 6.08 In addition to the above, the design of the proposed double garage in terms of its scale, form, aesthetic and materials would be acceptable within the locality. In regards to the two dropped kerbs at No. 4 and No.37 Forge Meadows, there is evidence within the streetscene of existing dropped kerbs and front paving areas and it is not considered that this element of the proposal would harm the character and appearance of the area.

Residential Amenity

No. 8 and 10 Kings Road

- 6.09 No. 8 and No. 10 Kings Road are a pair of semi-detached properties located to the north western side of the site. These neighbouring dwellings are located approximately 15m to 17m at the closest point to the side of plot 1. It is considered that due to resultant angle of view from the rear of the proposal it would preclude any overlooking and the proposal would not cause an unacceptable loss of privacy.

No.14 and 16 Forge Meadows

- 6.10 The proposal would not include the provision of any new openings on the eastern side elevation and due to the angle from the rear of the proposal it would not result in overlooking of these properties. With regard to outlook and loss of light to these adjacent properties, due to the sufficient distance the proposal would not cause significant harm. The hedging and trees along the eastern boundary would also assist in providing some screening of the side elevation and the outlook from the rear of No.14 and No.16 would not be significantly harmed.

Other neighbouring properties

- 6.11 The adjacent property to the north (No. 14 Kings Road) would be located 26m from the rear elevation of the proposal. Due to this separation distance and the proposed boundary treatment, it is not considered that the proposed dwellings would overlook this neighbour's rear rooms to a degree that would result in significant harm to residential amenity.

Highways

- 6.12 The parking proposed complies with Policy DM23 of the adopted Local Plan and the proposal would provide a formal footpath to the north of Forge Meadows to connect with Days Green. The proposal also allows for a formal turning circle at the west end of Forge Meadows adjacent to the proposed double garage. KCC Highways consider the proposed parking and turning circle to be acceptable. Therefore it is considered that the proposal would not cause highways safety issues and there is no objection in regards to highways.

Landscaping

- 6.13 No trees on this site or immediately adjacent to the site are TPO protected. There are small trees and hedging around the margins of part of the site which are to be retained. The submitted plans show that new native trees and hedging would be planted to the rear with the gardens laid to lawn. To the front the plans indicate that the landscaping would include indigenous hedgerows and planting beds with permeable block paving for the parking areas. The landscaping proposed is considered to be acceptable.

Other Matters

- 6.14 Although concern has been raised in regards to the sewerage system, it is not considered that the addition of two additional dwellings in this location would cause significant additional sewerage issues and I do not consider that an objection on this ground could be maintained.
- 6.15 Given the existing garage use and garden land of the site, I do not consider there to be any significant issues with regard to a possible impact upon protected species.

7.0 CONCLUSION

- 7.01 The proposal would not cause visual harm; would not cause significant harm to residential amenity, the living conditions of the existing and future residents will be acceptable; and there is no objection in terms of highway safety. The proposal is therefore considered acceptable with regard to the relevant provisions of the adopted Local Plan, the NPPF and all other material considerations such as are relevant; and conditional approval is recommended on this basis.

8.0 RECOMMENDATION – GRANT PERMISSION 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;

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Location plan – Drawing Number: 505/JE/001 – Received on 26/07/2017;
Proposed Colour Site Layout Plan – Drawing Number: 505/JE/002 – Received on 26/07/2017;

Plot 1 & 2 Plans & Elevations – Drawing Number: 505/JE/003 – Received on 26/07/2017;
Proposed Monochrome Site Layout Plan – Drawing Number: 505/JE/004 – Received on 26/07/2017;
Proposed Colour Site Plan – Drawing Number: 505/JE/005 – Received on 26/07/2017;
Existing Arrangement Plan – Drawing Number: 505/JE/006 – Received on 26/07/2017;
Garage Plans & Elevations – Drawing Number: 505/JE/008 – Received on 26/07/2017; and
Driveway details – Drawing Number: 505/JE/009 – Received on 04/08/2017

Reason: To ensure a satisfactory appearance to the development.

- (3) The development shall not commence above slab level until written details and samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the local planning authority and the development shall be constructed using the approved materials.

Reason: To ensure a satisfactory appearance to the development.

- (4) The development shall not commence above slab level until, details of all fencing, walling and other boundary treatments have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details before the first occupation of the building(s) or land and maintained thereafter;

Reason: To ensure a satisfactory appearance to the development and to safeguard the enjoyment of their properties by existing and prospective occupiers.

- (5) The approved details of the parking/turning areas shall be completed before the commencement of the use of the land or buildings hereby permitted and shall thereafter be kept available for such use. No development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order, with or without modification) or not, shall be carried out on the areas indicated or in such a position as to preclude vehicular access to them.

Reason: Development without adequate parking/turning provision is likely to lead to parking inconvenient to other road users and in the interests of road safety.

- (6) The development shall not commence above slab level until details of how decentralised and renewable or low-carbon sources of energy will be incorporated into the development have been submitted to and approved in writing by the local planning authority. The approved details shall be installed prior to first occupation and maintained thereafter;

Reason: To ensure an energy efficient form of development. Details are required prior to commencements as these methods may impact or influence the overall appearance of development.

- (7) Before the development hereby permitted is occupied the proposed footpath works as shown in drawing '505/JE/005,' titled 'Proposed 'Colour Site Layout Plan,' shall have

been completed in accordance with the details submitted and approved by the Local Planning and Highways Authority.

Reason: In the interests of highway safety.

- (8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), no windows, or similar openings shall be inserted in the east or west facing elevations of the new dwellings.

Reason: In the interests of the amenity of occupants of the adjoining properties.

- (9) No development falling within Schedule 2, Part 1, Classes A or B of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order, with or without modification) shall take place on the site without the prior written consent of the local planning authority;

Reason: To safeguard the character, appearance and functioning of the surrounding area.

- (10) The development hereby approved shall not be occupied until a minimum of two electric vehicle charging points have been installed on the proposed dedicated off street parking, and shall thereafter be retained for that purpose.

Reason: To promote the reduction of CO2 emissions through the use of low emissions vehicles in accordance with paragraph 35 of the NPPF.

INFORMATIVES

- (1) A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (tel: 0330 303 0119) or www.southernwater.co.uk.

- (2) It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority. Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Case Officer: Adam Reynolds

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