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| Application Number | 17/00999/AS |
| Location | Land north west of El Ashere, Wye Road, Boughton Aluph, Kent |
| Grid Reference | 603019 / 146830 |
| Parish Council | Boughton Aluph & Eastwell |
| Ward | Boughton Aluph & Eastwell |
| Application Description | Proposed development of 3no. dwellings, new access along with associated parking & ancillary buildings |
| Applicant | Mr T Burch c/o Agent |
| Agent | Mr C J McMullon, Sevenscroft Ltd, 277 Canterbury Road, Kennington, Ashford, Kent TN24 9QW |
| Site Area | 0.34 hectares |

Introduction

1. This application is reported to the Planning Committee at the request of the Ward Member Cllr Michael.

Site and Surroundings

2. The site is an enclosed, former paddock on the southern side of Wye Road, adjoining a copse of trees. The land is generally flat in contour and elevated from the road, there is a drainage ditch and mature hedgerow along the road frontage to Wye Road, which is a rural lane with no footpaths. There are trees and hedges along the site boundaries.
3. This section of Wye Road links Kempe's Corner (a hamlet on the crossroads of Wye Road, Harville Road and Canterbury Road (A28)) and the existing settlement of Boughton Lees. There are listed buildings clustered around the junction and a linear pattern of development fronting Wye Road with buildings set back. A new dwelling is being constructed to the east on the other side of the copse of nursery trees.
4. The land is in the Boughton Lees Horticultural Valley landscape character area.



Figure 1: aerial photograph

Proposal

5. The scheme as originally submitted proposed 6 dwellings (two rows of 3) set perpendicular to the road. Following officer concerns the scheme has been amended and now seeks 3 dwellings fronting the road, following a common building line with detached car barns to the side. The buildings would be set back from the road and comprise individually designed dwellings. There would be two vehicular accesses and two car parking spaces per unit in front of the car barns. The planting along the side boundaries and rear would be retained. The existing hedgerow to the front would be removed and replaced.



Figure 3: site layout



Figure 2: street scene

6. The proposed buildings would comprise two storey dwellings with fully hipped roofs, chimneys and entrance porches with a mixture of elevational treatments and materials.
7. The external walls would have red brickwork, timber weatherboarding, hanging tiles and plain clay tiles on the roof.
8. The proposed air source heat pumps would be on the flank elevation and the solar photovoltaic panels on the main rear roof slope to a southerly aspect.

9. Amendments were secured during the course of the application as follows:

- reduction in units from six to three
- additional access
- reorient buildings to have a road frontage
- follow the common building line
- car barns to the side of buildings
- hipped roof design
- individually designed buildings
- addition of porches and chimneys
- reduce built form to side boundaries
- ground floor bay windows
- dark coloured cladding and widen the widths of the garages
- details of driveway materials
- show renewable energy equipment

Planning History

No relevant planning history.

Consultations

Ward Members: The Ward Member is not a member of the Planning Committee.

Boughton Aluph & Eastwell Parish Council: object and have raised the following matters:

- out of character
- sets a precedent

[HDM&SS comment: the application has to be assessed on its own merits]

- harm to the countryside
- unsustainable development
- departure from development plan

- coalescence of settlements
- loss of agricultural land

[HDM&SS comment: this is a small paddock, therefore, its contribution to agricultural production would be limited]

- loss of views
- surface/foul water flooding
- contrary to Neighbourhood Plan

[HDM&SS comment: the plan is in the early stages and does not form part of the development plan]

Re-consultation on amended scheme: objection maintained, with the following additional matters:

- cumulative impact of future development

[HDM&SS comment: the application has to be assessed on its own merits]

- loss of trees/hedges
- loss of wildlife
- parking dominated

[HDM&SS comment: the number of spaces would be in excess of the Council's SPD and would ensure there would be no overspill parking]

- unsustainable location
- poor design
- does not meet local housing need
- risk of pollution
- no need for development

[HDM&SS comment: the Council must consider the application before it and until the new Local Plan is adopted there is not currently a five-year housing land supply]

KCC Highways and Transportation: made the following comments:

- plan of visibility splays needed
- show refuse collection points
- the drainage ditch fronting the site would require land drainage consent from KCC

[HDM&SS comment: the applicant has confirmed that they would make an application]

Re-consultation on amended scheme: no objection and conditions have been recommended regarding a construction management plan, the new access and parking

KCC Archaeological Officer: no objection and a condition is recommended, as the site lies within a general area of potential associated with Roman and Anglo-Saxon activity. Kempe's Corner is a junction of two major historic routeways: The Pilgrims Way and the main Roman road towards Canterbury. Associated medieval remains may extend up to the application site.

Southern Water: no objection and make the following comments:

- applicant to consult the Environment Agency directly regarding the use of a package treatment plant which disposes of effluent to sub-soil irrigation
- Specify the responsibilities of each party and timetable for the implementation of the SUDS scheme
- Provide a management and maintenance plan for the lifetime of the development

Environmental Services: no objection, subject to a condition on foul sewage disposal

Campaign to Protect Rural England (CPRE): object and have raised the following matters:

- departure from the development plan
- harm to setting of AONB
- out of character
- loss of agricultural land

- risk to highway safety
- unsustainable development

Neighbours: 6 representations to object. 1 representation in support. 1 representation making comments.

Re-consultation: 4 further responses from existing objectors and 3 from new objectors.

The objections are summarised below:

- risk to highway safety at junction and Wye Road
- increase in traffic congestion
- set a precedent
- out of character
- contrary to Neighbourhood Plan
- loss of agricultural land
- surface water flooding
- unsustainable location
- loss of hedging

Re-consultation additional comments:

- not meet local housing need
- coalescence of settlements

The support comments are summarised below:

- appropriate development
- no significant increase in traffic
- meets housing need

1 comment was received:

- risk of pollution

Planning Policy

10. The Development Plan comprises the saved policies in the adopted Ashford Borough Local Plan 2000, the adopted LDF Core Strategy 2008, the adopted Ashford Town Centre Action Area Plan 2010, the Tenterden & Rural Sites DPD 2010, the Urban Sites and Infrastructure DPD 2012, the Chilmington Green AAP 2013 the Wye Neighbourhood Plan 2015-30 and the Pluckley Neighbourhood Plan 2016 - 30. On 9 June 2016 the Council approved a consultation version of the Local Plan to 2030. Consultation commenced on 15 June 2016 and closed after 8 weeks. Proposed 'Main Changes' to the draft Local Plan were approved for further consultation by the Council on 15 June 2017 and consultation has now ended. At present the policies in this emerging plan can be accorded little weight.
11. The relevant policies from the Development Plan relating to this application are as follows:-

Ashford Borough Local Plan 2000

EN12 - Private areas of open space

EN32 - Important trees and woodland

GP12 - Protecting the countryside and managing change

HG3 - Design in villages

Local Development Framework Core Strategy 2008

CS1 - Guiding principles

CS2 - The Borough Wide Strategy

CS9 - Design quality

CS13 – Range of Dwelling Types and Sizes

CS15 - Transport

CS20 - Sustainable Drainage

Tenterden & Rural Sites DPD 2010

TRS1 - Minor residential development or infilling

TRS2 - New residential development elsewhere

TRS17 - Landscape Character and Design

TRS18 - Important Rural Features

Local Plan to 2030

SP1 - Strategic Objectives

SP2 - The Strategic Approach to Housing Delivery

SP6 - Promoting High Quality Design

SP7 - Separation of Settlements

HOU4 - Residential Development in the rural settlements

HOU5 - Residential windfall development in the countryside

HOU12 - Residential space standards internal

HOU13 - Homes suitable for family occupation

HOU14 - Accessibility standards

HOU15 - Private external open space

TRA3a - Parking Standards for Residential Development

TRA6 - Provision for Cycling

ENV1 - Biodiversity

ENV3 - Landscape Character and Design

ENV4 - Light pollution and promoting dark skies

ENV5 - Protecting important rural features

ENV7 - Water Efficiency

ENV8 - Water Quality, Supply and Treatment

ENV9 - Sustainable Drainage

EN15 - Archaeology

The following are also material to the determination of this application:-

Supplementary Planning Guidance/Documents

Landscape Character Assessment SPD 2011

Residential Space and Layout SPD 2011 (now external space only)

Residential Parking and Design SPD 2010

Sustainable Drainage SPD 2010

Dark Skies SPD 2014

Boughton Aluph and Eastwell Village Design Statement 2003

Informal Design Guidance

Informal Design Guidance Note 1 (2014): Residential layouts & wheeled bins

Informal Design Guidance Note 2 (2014): Screening containers at home

Informal Design Guidance Note 3 (2014): Moving wheeled-bins through covered parking facilities to the collection point

Government Advice

National Planning Policy Framework 2012

Planning Policy Guidance

Technical Housing Standards - nationally described standards

12. Members should note that the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise. A significant material consideration is the National Planning Policy Framework (NPPF). The NPPF says that less weight should be given to the policies above if they are in conflict with the NPPF. The following sections of the NPPF are relevant to this application:-

- Core planning principles
- Chapter 4 - Promoting sustainable transport
- Chapter 6 - Delivering a wide choice of high quality homes
- Chapter 7 - Requiring good design
- Chapter 10 - Meeting the challenge of climate change, flooding and coastal change

Assessment

13. The main issues for consideration are:

- (a) Principle
- (b) Visual amenity
- (c) Residential amenity
- (d) Highways and parking
- (e) Trees and landscaping
- (f) Drainage
- (g) Ecology

(a) Principle

14. Section 38 (6) of the Planning & Compulsory Purchase Act 2004 states that applications should be determined in accordance with the adopted Development Plan unless material considerations suggest otherwise. The site is not allocated for development in the adopted Development Plan and is not proposed for allocation in the emerging Local Plan to 2030. Nor was the site identified in the SHELAA which forms part of the evidence base of the new Local Plan; therefore it is a windfall site in the countryside.

15. The site lies approx. 500m to the east of the settlement of Boughton Lees, which is the nearest identified settlement of any scale. It lies clearly outside the built-up confines of Boughton Lees and would not meet any of the exemptions in policy TRS2 of the Tenterden & Rural sites DPD which covers new residential development in the countryside for an agriculture, re-use or adaption of an existing building, a replacement dwelling and 'local need' scheme. Hence the scheme is contrary to the adopted Development Plan.

16. Para. 49 of the NPPF states that “housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.” The Courts have also determined that if policies are “out-of-date” in the context of para. 49, this does not mean that such policies should have no weight in decision-making. However, what it does mean in practice is that a reliance on the simple principles embodied in those policies cannot be relied upon to justify refusal.
17. Currently, the Council is unable to demonstrate a five year supply of deliverable housing sites, as documented in the Annual Monitoring Report (AMR) (2015/16). Therefore, paragraph 49 of the NPPF is triggered and the presumption in favour of sustainable development set out in para. 14 of the NPPF need to be applied. This means that permission should be granted unless any adverse impact of doing so significantly and demonstrably outweighs the benefits, when assessed against the policies in the NPPF as a whole, or specific policies in the NPPF indicate development should be restricted. No such specific policies in the NPPF do so in this case.
18. The starting point is whether policies in the Development Plan comply with the NPPF and to consider the relative social, economic and environmental elements of a proposal as these are the three dimensions of ‘sustainable development’ described in para. 7 of the NPPF.
19. With regard to the environmental dimension, the fifth core planning principle of the NPPF includes to “take account of the different roles and character of different areas, ... recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.” Specifically, para. 55 of the NPPF states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities, and isolated new homes in the countryside should be avoided. Within the nearby village of Boughton Lees there is a village hall, public house and cricket green and club. However, town centre facilities in Ashford are 5.6km away which would be a reasonable distance given the rural location, as is the rural service centre of Wye (2.5km away). There are 5 bus services, providing at last an hourly service each day along the A28 to Ashford, Wye, Chilham and Canterbury and the bus stop is 340m from the site, again there is no footway. Given the relative proximity to a wide range of services, I do not consider that the site would be regarded as “isolated” in NPPF terms and hence it is appropriate to consider the balance of impacts and benefits of the proposal required by para. 14 of the NPPF.
20. The site is previously undeveloped land as defined by the NPPF, therefore, there would be a physical environmental impact from the built form. However, the site does not lie within any nationally-designated landscape area and the

scale of development is small. Future occupiers would have access to the local facilities at Boughton Lees and whilst this would be down a rural lane with no footway, this would not be unusual in the countryside and the site would be within short driving distance of the facilities available in Wye and Ashford. The Council recognises the social and economic benefits of providing housing in terms of meeting need and generating employment, for example, during construction. In addition, future residents would buy goods and utilise nearby services providing economic benefits to the locality. Given that the Government's Planning Practice Guidance indicates that contributions towards infrastructure should not be sought from residential developments of fewer than 11 dwellings, the scheme would not require infrastructure to support it, and nor would it lead to the loss of employment, leisure or community facilities.

21. Policy HOU5 (as proposed to be amended) of the emerging Local Plan to 2030 on housing developments outside settlements provides a set of criteria against which proposals close to settlements such as Boughton Lees should be considered and which reflects the guidance in the NPPF. In summary:
 - a. scale of development is proportionate to the level of service provision in nearest settlement
 - b. within easy walking distance of basic day-to-day services
 - c. safely accessed from the local road network and traffic can be accommodated
 - d. located where it is possible to maximise public transport, cycles and walking to access services
 - e. conserve and enhance the natural environment
 - f. high quality design
22. Although this policy has relatively little weight at present, it is useful to consider whether the proposal would broadly accord with the criteria in the policy. In my view it would accord with criteria a, c, d, e & f. In respect of criterion b the site is only approximately 500m from Boughton Lees (a settlement where infilling would be acceptable under policy HOU4 of the draft Local Plan) although it is acknowledged that access would be along a rural lane that is unlit with no footpath which is not ideal but typical of a rural location.
23. On balance, however, whilst there would be some limited environmental harm associated with the scheme, the adverse effects would not significantly and demonstrably outweigh the benefits of providing a small number of new

houses in this location. As such, the presumption in favour of sustainable development in para. 14 of the NPPF should apply.

24. Finally, this important material consideration of the advice in the NPPF should be weighed against the non-compliance of the scheme with adopted Development Plan policy. Given the reduced weight that may be applied to housing supply policies such as policy TRS2, and the compliance in the main with emerging Development Plan policy HOU5 in this case, the presumption in favour of sustainable development in the NPPF should in my view outweigh the provisions of the adopted Development Plan and permission should be granted in principle, but subject to the other matters below.
25. Whether the proposal integrates into the existing rural environment shall be assessed below.

(b) Visual amenity

26. The site is located in the Boughton Lees Horticultural Valley, this comprises the valley side to the Great Stour River, panoramic views to the Kent Downs AONB, large arable fields, horticultural fields, highways, narrow lanes, the ancient North Downs Way, the settlement is scattered across the landscape, with a number of farms positioned along the narrow lanes. Relevant guidelines for development include:
- restore and improve the landscape;
 - restore and improve hedgerows;
27. The approaches to Boughton Lees from the east along Wye Road and from the north-east along Pilgrims' Way, are bordered by orchards, strawberry fields, and arable land, sheltered by lines of poplars, hedgerows and mixed indigenous trees.
28. The relevant design guidelines in the village design statement are:
- new housing and business development should not dominate surrounding buildings;
 - variation in design and layout in new developments, taking clues from existing buildings;
 - new boundaries should continue the use of traditional materials;
 - locally distinctive details;

- designed to blend in with and reflect the scale, style, shapes, proportions, materials, textures and colours of buildings nearby;
 - new buildings should be one or two storeys with a possible third within the roof;
 - in groups of buildings there should be a variety of roof heights to the eaves and the ridges;
 - walls should generally be of facing brickwork to match local colouring, with other forms of local facings being used where appropriate to achieve variety;
 - roof lines should reflect those in surrounding areas;
 - roofing materials should be red-brown plain tiles or grey slates if appropriate. Ridge and hip tiles should be the same colour as the main tiles. Chimneys and dormer windows are not only visually important for an individual building but they also punctuate the roofscape of the local area as a whole.
 - scale of window and door openings and the relationship of solid to void in the walls;
 - the use of porches and door canopies is encouraged;
 - new garages should be set to the side or rear of a property;
 - large areas of hardstanding are not, characteristic of the parish;
29. This paddock is unused and from within the site and from wider views along Wye Road, the site itself does not make a large contribution to the landscape setting, however, it does form part of the gateway to Boughton Lees, in particular the mature hedgerow in an elevated position from the road. Satisfactory further details on levels and landscaping, particularly the replacement hedgerow along the frontage would ensure that the impact on the visual amenity of the area is minimised.
30. The copse of trees forms a gap from the existing hamlet to the application site. Whilst the trees are a natural end to the linear row of dwellings, as the hedgerow would be replanted, the buildings would be set back at least 9.0m from the road and the buildings would be 58m from the curtilage of El Ashere, they would be commensurate with the existing pattern of development, given that they have a similar layout, gaps to boundaries and plot widths as the six units on the opposite site of the road. The intervening car barns would be

single storey in height and would also provide a visual relief and sense of spaciousness between the buildings at the two storey level.

31. The buildings have been individually design with traditional detailing. The hipped roof design reduces the bulk and mass of the roofscape. The variation in elevational treatments and detailing would ensure that they would complement the existing, individually designed pattern of development.
32. The car barns would be open on the frontage only and have cladding on the walls and plain clay tiles on the roof, and given that have been located to the side of the buildings they would not a dominant feature when seen from the road and the proposed materials would complement the palette of materials in the locality. The proposal would complement the character and context of its surrounding area and the requirements to achieve good quality design in the NPPF and PPG.
33. The equipment for providing renewable sources of energy would not be prominent when seen from the road, as the air source would be set back and on the side elevation and the solar panels would be on the south facing rear roof slope.
34. The North Downs AONB lies 680m to the north, the panoramic viewpoints in the village design statement from the AONB and land to the south do not have a direct aspect onto the site. Since the buildings would be close to the existing hamlet and two storeys in height they would not appear unduly prominent from long range views. Therefore, there would be no material impact on the landscape setting nor the setting of the AONB, and the proposal would comply with policies TRS17 and TRS18 and the NPPF in this respect.
35. Concerns have been raised over precedent and coalescence of settlements. Each case must however be considered on its own merits. The site is a well contained paddock and does not read as an integral part of the wider countryside. The land to the west comprises an open field in agricultural use and is very different in character. This field separates the site from Boughton Lees and represents an important undeveloped gap (see Figure 1). In this context I do not consider that to grant permission for this development would in any way weaken the council's argument to resist development on land to the west should an application for further development be forthcoming.

(c) Residential amenity

36. The nearest residential property is the new dwelling and garage on land to the west of El Ashere. As there would be a gap pf at least 58m and the intervening trees. There would be no material loss of amenity.

37. With regard to the amenity of future occupiers, the gardens would all be at least 10m in depth and have bike and bin storage. Refuse/recycling would have to be presented at the kerbside on collection day. As is the current situation for neighbouring properties. There would be no side facing windows that would give rise to a loss of privacy.
38. The plans show that the room sizes would comply with the Nationally Described Space Standards. Good living conditions for future occupiers would thus be achieved in these new dwellings.

(d) Highways and parking

39. The proposed dwellings would have four bedrooms. According to the Council's adopted Parking Standards SPD, this should provide two off road parking spaces per dwelling. The proposal would meet this requirement on the driveway. There would also be some capacity for off street visitor parking in the car barns which would meet the width requirements in the Council's SPD. The parking provision can be maintained by condition.
40. The main concerns in relation to the roads are the excessive speed of traffic on the A251 and A28, increased traffic movements at Kempe's Corner and the use of Wye Road by heavy vehicles and as a rat run. The proposal would be for three new family sized dwellings, the number of traffic movements generated by these would not be significant to have an adverse impact.
41. The proposal would include two new vehicular accesses. KCC Highways and Transportation have reviewed this and are satisfied that the proposed visibility splays would not pose a risk to highway safety. Therefore, there is no objection in terms of highway safety or capacity.

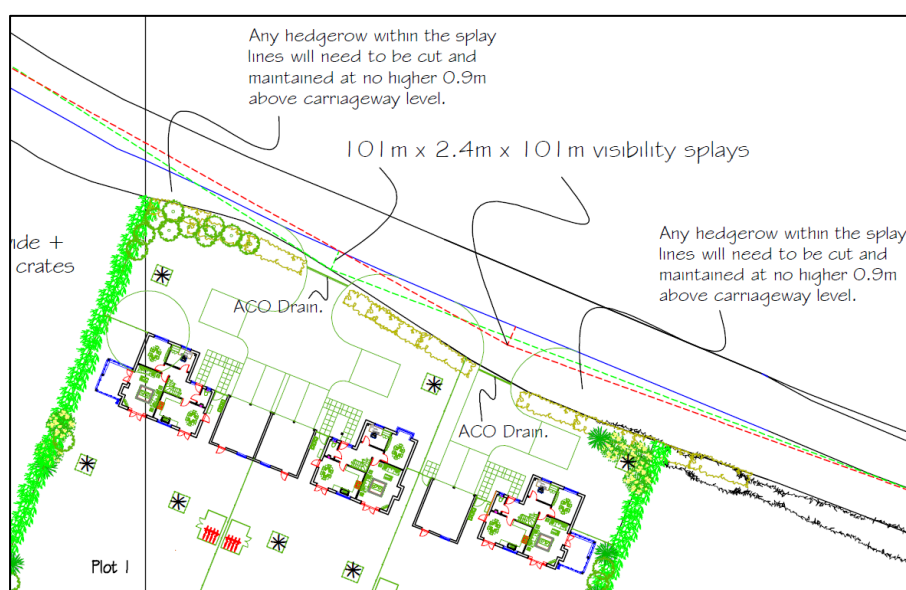


Figure 4: visibility splays

42. As Wye Road and the roads leading to the site are narrow with no on-street car parking available a Construction Management Plan has been recommended by condition.

(e) Trees and landscaping

43. The existing mature, front boundary hedge would have to be removed for the new accesses and then this would be replaced. Details of this to ensure that it would complement the existing hedgerow either side and maintain the verdant appearance of the rural lane can be secured by condition.
44. The planting along the remaining site boundaries would be retained. To ensure that any risk from construction works is reduced, a condition requiring tree/hedge protection details has been suggested.
45. The applicant has shown some close board fencing would be used between the dwellings as seen from the driveways. To ensure that these would complement the rural environment rather than have a suburban appearance, further details can be provided by condition, including a hedge in front of this to soften the appearance and further details of boundary treatments between the plots.
46. There would be some hardstanding areas at the front this would be permeable block paving in a light colour which would have a rural appearance.
47. Whilst the loss of the hedge would result in greater inter-visibility into the site this would be for short time while the replacement hedge matures and there would be space for taller hedging behind the visibility splays required. This would ensure that the landscape character of Wye Road would be retained.

(f) Drainage

48. The proposal would have inlet gullies to a storm water management system for surface water run-off from the roof and handstanding surfaces.
49. It is noted that there is no foul sewer located in the area and a package treatment plant is proposed. This is likely to be the method of servicing the existing development in the area. Further information on surface water and foul sewerage disposal can be required by condition to ensure that there would be no greater impact in environmental terms than at present.

(g) Ecology

50. The site is a mowed paddock with mature hedgerows along the site boundaries, there are not waterbodies in close proximity and no trees on the site that would be affected.
51. The grass on the site has been mowed regularly and used as a site compound for the neighbouring development. Therefore, there would be less potential for this to be a suitable habitat.
52. The hedgerow along the frontage would have to be removed, there is potential that this may be a suitable habitat for protected/notable species. Therefore, a condition is suggested to ensure a precautionary approach is taken and ecological enhancements are achieved.

Human Rights Issues

53. I have also taken into account the human rights issues relevant to this application. In my view, the "Assessment" section above and the Recommendation below represent an appropriate balance between the interests and rights of the applicant (to enjoy their land subject only to reasonable and proportionate controls by a public authority) and the interests and rights of those potentially affected by the proposal (to respect for private life and the home and peaceful enjoyment of their properties).

Working with the applicant

54. In accordance with paragraphs 186 and 187 of the NPPF, Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner as explained in the note to the applicant included in the recommendation below.

Conclusion

55. The proposal would be contrary to the Development Plan and is not currently allocated, so is a windfall site. However, in the absence of a five-year supply of deliverable housing the application has to be considered in light of the NPPF's presumption in favour of sustainable development.
56. The application would be in the edge of the hamlet and approximately 500m from the closest existing settlement at Boughton Lees and close to the hamlet of development at Kempe's Corner on the A28 served by hourly bus services and 5.6km from town centre facilities in Ashford and 2.5 km from Wye. Whilst there is not a footway to Boughton Lees and this village does not have a wide range of services, given the good road networks to existing settlements at

Boughton Lees, Wye and Ashford, I consider the site is not isolated. Furthermore, the small scale of the development would not cause any adverse impact on existing infrastructure.

57. The proposal would complement development in the surrounding area and as it is well contained, it would have no harmful impact on the landscape setting, residential amenity for existing and future occupiers, trees and surface water flooding.
58. This would deliver three family sized dwellings which in my view, on balance would outweigh the loss of the open, previously undeveloped land. No significant and demonstrable harm has been identified in terms of economic, social and environmental matters and the proposal would follow the golden thread of sustainable development in the NPPF.

Recommendation

Permit

Subject to the following Conditions and Notes:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

Reason: To comply with the requirements 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. No development shall commence until the applicant, or their agents or successors in title, have secured and implemented:

a) archaeological field evaluation works in accordance with a specification and written timetable which has been submitted to and approved in writing by the Local Planning Authority; and

b) further archaeological investigation, recording and reporting, determined by the results of the evaluation, in accordance with a specification and timetable which has 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: To ensure that features of archaeological interest are properly examined and recorded.

3. No development shall commence until existing and proposed ground, finished floor, ridge height and hard surfaced areas levels including a datum point have been submitted to and approved in writing by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: To ensure that the development would complement the visual amenity of the area.

4. No development including any works of demolition or preparation works prior to building operations shall take place on site until a Construction Transport Management Plan and construction site layout plan have been submitted to, and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period and shall include:

a) parking for vehicles of site personnel, operatives and visitors;

b) loading and unloading of plant and materials including on-site turning for construction vehicles;

c) storage of plant and materials;

d) on site wheel washing facilities;

The details shall be adhered to for the duration of the works.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and neighbour amenity.

5. No development (including groundworks) shall take place until an Arboricultural Method Statement (detailing all aspects of construction and staging of works) and a Tree/Hedge Protection Plan in accordance with British Standard 5837:2012 (or any later revised standard) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree/Hedge Protection Plan.

Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

Reason: To protect and enhance the appearance and character of the site and locality and reduce the risk to protected and retained trees/hedges.

6. Prior to any works to the verge and hedgerow along Wye Road, a precautionary mitigation approach produced by an ecological consultant for the removal of the verge and hedgerow shall be submitted for written approval by the Local Planning Authority. This must include the following:
- a) details of habitats to be lost and likelihood of protected/notable species to be present;
 - b) details of how they would be removed;
 - c) timings of the proposed works;
 - d) details of replacement habitats and information on how the retained habitats would be enhanced

The works must be carried out as detailed within the approved document.

Reason: to ensure that the habitat of protected/notable species is protected and maintained.

7. Prior to the first occupation of the development hereby approved full details of hard and soft landscaping including:
- a) replacement hedgerow along the front boundary with Wye Road including species, height and density specified;
 - b) planting in-front of any closeboard fencing as seen from the driveway;
 - c) boundary treatments; and
 - d) a bound surface for the first 5 metres of the access from the edge of the highway

shall be submitted to and approved in writing by the Local Planning Authority;

The approved landscaping scheme shall be provided in the first planting season following the occupation of the development or the completion of the development, whichever is the sooner and shall be thereafter maintained.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality.

8. All existing trees, hedges or hedgerows along the site boundaries shall be retained, unless shown on the approved drawings as being removed.

Any parts of hedges/hedgerows trees or plants which within a period of five years after planting or following first occupation of the development are removed, die or become seriously damaged or diseased in the opinion of the Local Planning Authority shall be replaced in the next available planting season or sooner with others of similar size, species and number, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of visual amenity and retaining boundary features.

9. Prior to the commencement of development details for the on site disposal of sewage shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

Reason: To avoid pollution of the surrounding area.

10. These external materials shall be used for the dwellings hereby approved unless otherwise agreed in writing by the Local Planning Authority:

Roof – Acme Double Camber clay in Dark Brindle

Tile hanging - Tudor handmade Plain clay tiles for tilehanging - 80% Medium Antique, 20% Dark Antique with scalloped tiles & feature diamonds

Facing brick – Hoskins Old Farmhouse with Flemish bond

Weatherboarding – HardiePlank with sawtooth detail in cream, cobble stone and midnight black

Windows and doors – white uPVC, double glazed

Driveway - Drivesett Tegula Priora Permeable Block Paving in Harvest

Reason: In the interest of visual amenity.

11. Prior to first occupation, water butts and soakaways shall be installed or constructed in accordance with the 'Estimating The Volume Required To Store Storm Water Run-Off For Plots One & Three' and 'Plot Two' hereby approved. The works shall be carried out and maintained in accordance with these details.

Reason: In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality and improve biodiversity and the appearance of the development.

12. Prior to first occupation, the vehicular accesses and accompanying visibility splays to Wye Road shall be provided in accordance with approved plan Drawing No 2016/80/52B with no obstructions over 0.9 metres above carriageway level within the splays. They shall thereafter be so retained and maintained.

Reason: To ensure the proposal would not prejudice highway safety nor cause inconvenience to other highway users.

13. Prior to first occupation, the car barns, vehicle parking spaces, turning areas and secure and covered cycle storage shown on the drawing number 2016/80/41B shall be provided for the use of the occupiers of, and visitors to, the development, and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order), shall be carried out on that area of land so shown or in such a position as to preclude vehicular access to the reserved parking space. Those areas shall thereafter be so retained and maintained.

Reason: To ensure parking provision is maintained and prevent any obstructive parking.

14. Any external lighting shall comply with the guidance in the Bat Conservation Trust's Bats and Lighting in the UK guidance and Dark Skies SPD and shall thereafter be maintained.

Reason: To reduce any impact on protected species and minimise obtrusive light.

15. The development shall be carried out in accordance with the plans listed in the section of this decision notice headed Plans/Documents Approved by this decision, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans is achieved in practice.

16. The development approved shall be made available for inspection, at a reasonable time, by the local Planning authority to ascertain whether a breach of planning control may have occurred on the land (as a result of departure from the plans hereby approved and the specific terms of this permission/consent/approval).

Reason: In the interests of ensuring the proper planning of the locality, the protection of amenity and the environment, securing high quality development through adherence to the terms of planning approvals and to ensure community confidence in the operation of the planning system.

Working with the Applicant

In accordance with paragraphs 186 and 187 of the NPPF Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application
- where possible suggesting solutions to secure a successful outcome,
- informing applicants/agents of any likely recommendation of refusal prior to a decision and,
- by adhering to the requirements of the Development Management Customer Charter.

In this instance:

- the applicant/agent was updated of any issues after the initial site visit,
- The applicant was provided the opportunity to submit amendments to improve the design of the building, show tree protection details and revise window details to maintain neighbour amenity.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

Background Papers

All papers referred to in this report are currently published on the Ashford Borough Council web site (www.ashford.gov.uk). Those papers relating specifically to this application may be found on the [View applications on line](#) pages under planning application reference 17/00999/AS.

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Annex 1



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