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<b>Wrotham</b> Wrotham	<b>561043 158813</b>	<b>12.05.2005</b>	<b>TM/05/01492/OA</b>
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Proposal:	Outline application for the demolition of existing dwelling and replacement with 2 no. detached houses
Location:	Roselawn Borough Green Road Wrotham Sevenoaks Kent TN15 7RA
Applicant:	Mr & Mrs Vernet

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**1. Description:**

- 1.1 The application seeks outline planning permission for the demolition of an existing detached chalet bungalow and garage and its replacement with two detached houses with garages.
- 1.2 All matters are reserved except for access. One plot is to be accessed utilising a pre-existing vehicular access to Borough Green Road and the second is to be accessed via the cul-de-sac of Greenwood Place, utilising an existing vehicular access to the existing dwelling's garage in its rear garden.

**2. The Site:**

- 2.1 The site is within the settlement confines of Wrotham and subject to designation within the AONB/SLA. It is approx. 30m outside the edge of the Conservation Area.
- 2.2 The site measures approx. 33m in width and has a depth of approx. 40m. The overall area is 0.13ha (0.32acres) (scaled from the submitted site plan).
- 2.3 The site is an extended detached dwelling on the eastern side of Borough Green Road. It was originally set in extensive grounds but previous planning permissions for a total of 8 detached houses at Greenwood Place to the south and Ridgy Field Close to the north have resulted in a more modest domestic curtilage for the dwelling.
- 2.4 The dwelling has a vehicular access to Borough Green Road that accesses frontage car parking and also has a legal right to use Greenwood Place to access a detached double garage at the rear.
- 2.5 The northern boundary of the site abuts 1 Ridgy Field Close and comprises a 2m high fence. The southern boundary abuts the private drive of Greenwood Place and comprises a 2m high fence with mature shrubbery on the outside.
- 2.6 The frontage to Borough Green Road is a 1.5m high brick wall with a central vehicular access.

- 2.7 A semi-mature Norway maple tree in the frontage is a replacement tree for a protected tree that was felled without TPO consent.
- 2.8 To the north, west and south are modern detached houses within two cul-de-sacs.

### **3. Planning History:**

- 3.1 TM/94/0744OA      Approved 19.08.1994  
Retention of existing house and erection of 4 no. five bed roomed houses together with garages, parking space and access.
- 3.2 TM/88/2178      Approved 20.04.1989  
Outline application for the erection of four detached houses with garages served by a private drive.
- 3.3 MK/4/62/316      Approved 06.06.1962  
Alterations and additions to house.

### **4. Consultees:**

- 4.1 PC: No objections.
- 4.2 MKW: No response.
- 4.3 KCC (Highways): The plan seems to indicate suitable off street provision for at least three cars per plot and would accord with current standards for four bedroom houses. Access to the site is shown via the existing entrance on Borough Green Road and the second existing access from the Greenwood Place, the adjoining private road. The most northern of the two plots includes room for suitable on site turning, which I would require onto Borough Green Road. No objections subject to conditions on turning space provision, pedestrian vision splays, on-site parking and informatives on works in highway and surface water from the site shall not be discharged onto the public highway.
- 4.4 Private Reps: (5/8R/0S/0X). Eight objections have been received with summarised points as follows:
- Trees will have to be removed. Risk to Norway maple that was planted after protected Beech tree was felled.
  - Wrotham will lose the history of an old farm house that has been part of the village for years. The house is attractive, full of character and pleasing architectural features e.g. distinctive chimney stack.
  - Neighbouring properties will be very overlooked.
  - The land is not big enough for 2 houses.

- Greenwood Close would be busier with cars and would no longer be quiet or safe for children.
- View of two house with garages will replace that of a farmhouse with fields beyond.
- Demolishing a beautiful house up to 100 years old does not maintain historical character and conservation aspects of the village, contrary to Structure and Local Plan policy for Wrotham.
- Whatever the design of the replacement houses, it is not possible to spontaneously replace character and history.
- Density will be 14.2 dwelling per ha which is far in excess of average for Greenwood Place and Ridgy Field Close (8.7dph). Therefore inappropriate density and out of character with the surroundings.
- The new houses are likely to have large footprints and associated garaging and hardstandings, reducing area for trees, landscaping and green areas. Therefore harmful to SLA.
- Siting along a length of Borough Green Road which is an important approach to the historic village.
- Demolition of Roselawn will set an undesirable precedent which over time would erode the historic nature of Wrotham.
- Disturbance from building work, machinery noise and dust. The private drive could not cope with builders lorries.
- New owners should be partly responsible for the maintenance of Greenwood Close.

## **5. Determining Issues:**

- 5.1 Relevant policies relating to the AONB and SLA designations are P3/5 and P3/6 of the TMBLP.
- 5.2 The relevant policy for minor infill development in the rural settlement is policy P6/3 that presumes in favour, subject to all such proposals conserving and enhancing the special character of the settlement.
- 5.3 Policy P4/11 requires development proposals to not harm the particular character and quality of the local environment, and wherever possible should make a positive contribution towards the enhancement of the area. Proposals should be appropriate in terms of density, scale, layout, siting, mass, form, height, and in

terms of the impact on adjacent buildings and land, the surrounding area, the skyline and distant views and be of a high quality in terms of design, detailing and the use of appropriate materials and respect neighbouring residential amenities.

- 5.4 The application is in outline but I am of the opinion that the size and configuration of the site and its relationship with adjoining property is such that two houses could be designed and sited such that there would be no significant effect on neighbouring amenities with regard to overlooking or loss of outlook. Members will note that one objector is concerned that it will lose views of the fields to the west but the right to a particular view is not a material planning consideration.
- 5.5 The density of the development will be approx. 15 units per hectare. I accept that this is greater than the immediate prevailing density. However, I do not consider that it is harmful to the character such that refusal on these grounds would be warranted. It would of course be important that plot coverage is not unduly excessive at reserved matters stage but this can be the subject of a condition such that plot coverage resembles that on the illustrative drawings if Members were minded to approve the proposal.
- 5.6 I am of the opinion that, within the confines of the village, where a site is bounded on three sides by modern housing developments, minor residential redevelopment in the form proposed would not materially harm the landscape character of the of the AONB or SLA.
- 5.7 The existing Norway Maple tree is not shown in the footprint of development and could be safeguarded in my view by the imposition of standard tree protection conditions.
- 5.8 The remaining issue is the principle of the demolition of an established dwelling to be replaced by two modern houses.
- 5.9 Members will note that there appears to be a consensus among most of the objectors that the existing dwelling is of such architectural and historic merit that its demolition should be resisted.
- 5.10 It is the case that as the dwelling is not listed and is unlikely to be worthy of listing in my view. It is not in a Conservation Area. In such circumstances, its demolition as a project in its own right would not require planning permission. It would be subject to a procedure of "prior notification" to the LPA with regard to the method of demolition and proposed site restoration, but only those issues will be considered.
- 5.11 I accept that the dwelling does have some character but in the context of its immediate setting, I do not share the objectors' strongly expressed views that its loss would be detrimental to the special character of the Wrotham sufficient to justify refusal.

- 5.12 The objectors' concerns over disturbance during demolition and building operations are not material planning considerations that can be used to determine this case.
- 5.13 The issue over responsibility for future maintenance/repair to the shared private drive is a civil matter.
- 5.14 Accordingly, I consider that the outline proposal is acceptable in principle.

**6. Recommendation:**

6.1 **Grant Planning Permission** as detailed by site location plan date stamped 12.05.2005 and drawing HAR/05/692/sk01 subject to the following conditions:

- 1 Approval of details of the siting, design and external appearance of the building(s), and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority. (Z003)

Reason: No such approval has been given.

- 2 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. (Z004)

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

- 3 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later. (Z005)

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

- 4 No development shall take place until details and samples of all materials to be used externally have been submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details. (D001)

Reason: To ensure that the development does not harm the character and appearance of the existing building or the visual amenity of the locality.

- 5 The details submitted in pursuance to condition 1 shall not exceed a ground coverage (measured to the outer face of the external walls) of 115 square metres in respect of each house and 36 square metres in respect of each associated garaging (B004\*)

Reason: To ensure that the scale of the development is compatible with the character of the site and its surroundings.

- 6 The details submitted in pursuance of condition 1 shall be accompanied by a scheme of landscaping and boundary treatment which shall include a tree survey specifying the position, height, spread and species of all trees on the site, provision for the retention and protection of existing trees and shrubs and a date for completion of any new planting and boundary treatment. The scheme as approved by the Authority shall be implemented by the approved date or such other date as may be agreed in writing by the Authority. The boundary treatment shall be retained as approved. Any trees or plants which within 10 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Authority gives written consent to any variation. (L001\*)

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

- 7 The windows on the flank elevations shall be fitted with obscured glass and, apart from any top-hung light shall be non-opening. This work shall be effected before the room is occupied and shall be retained thereafter. (R003)

Reason: To minimise the effect of overlooking onto adjoining property.

- 8 No building shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved plans. (H009)

Reason: To ensure the safe and free flow of traffic.

- 9 The use of the access shall not be commenced until turning facilities have been provided within the curtilage of the site and these facilities shall be retained thereafter free from any obstruction. (H012)

Reason: In order that a vehicle may enter and leave the site in a forward direction to ensure the safe and free flow of traffic.

- 10 The access shall not be used until vision splays of 2m x 2m x 45° between the driveway and the back of the footway have been provided. The area of land within these vision splays shall be reduced in level as necessary and cleared of any obstruction exceeding a height of 0.6m above the level of the nearest part of the carriageway. The vision splays so created shall be retained at all times thereafter. (H017)

Reason: In the interests of highway safety.

- 11 The details submitted in pursuant to Condition 1 shall show land, reserved for parking or garaging in accordance with the adopted County Parking Standards. None of the buildings shall be occupied until this area has been provided, surfaced and drained in accordance with the approved details. Thereafter no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) shall be carried out on the land so shown (other than the erection of a private garage or garages) or in such a position as to preclude vehicular access to reserved vehicle parking area. (P001)

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking.

Informatives:

- 1 With regard to works within the limits of the highway, the applicant is asked to consult The Highway Manager, Engineering Services, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ. Tel: (01732) 844522. (Q006)
- 2 Surface water from the site shall not be discharged onto the public highway.

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