

Borough Green
Borough Green And
Long Mill

27 April 2018

TM/18/00988/FL

Proposal: Demolition of existing single garage and porch. Construction of 1no new three bedroom dwelling, driveway and crossover to serve the new dwelling and the extension and alteration of 31 Harrison Road

Location: 31 Harrison Road Borough Green Sevenoaks Kent TN15 8RU

Go to: [Recommendation](#)

1. Description:

- 1.1 This application seeks planning permission for the demolition of a single garage and erection of a three bed detached dwelling. It also includes the formation of a driveway to serve 31 Harrison Road and another to serve the new dwelling. Alterations are also proposed to 31 Harrison Road including a single storey rear extension.
- 1.2 The new dwelling is to be 6.1m wide by 10.2m deep and is to be attached to the existing dwelling. A dual pitch roof form is proposed with front and rear gable ends measuring 5.2m in height to the eaves and 8.3m in total height.
- 1.3 The extension to the rear of 31 Harrison Road is to project 2.5m beyond the rear wall and is to be 7.4m wide. A mono pitch roof with an eaves height of 2.4m and a total height of 3.6m is proposed.
- 1.4 A new vehicular access is to be formed to the north of McDermott Road to serve the new dwelling, with a second access to be created from Harrison Road to serve the existing property.

2. Reason for reporting to Committee:

- 2.1 At the request of Cllr Taylor in order to consider matters of overdevelopment, bulk and height and loss of local residential amenity by reduction in open frontage.

3. The Site:

- 3.1 The application site consists of a semi-detached property and its associated curtilage located to the north of Harrison Road. The site lies within the rural service centre of Borough Green.
- 3.2 The attached property lies to the west of the site with an adjacent residential property to the north. Harrison Road runs to the south with McDermott Road to the east.

3.3 The land has a general slope from north to south with the dwelling set at a higher ground level than the highway. The land also gently slopes down to the east to meet the level of the highway.

4. Planning History (relevant):

4.1 None.

5. Consultees:

5.1 Parish Council: Objection; over-intensification of the site

5.2 Neighbours: 9/1X/10R/0S. Objections on the grounds of:

- Highways risk-parking vehicles block sight lines
- Parking
- Impact on character of estate, traditionally open plan estate. In front of building line
- Formation of terrace out of character
- Drainage

6. Determining Issues:

Principle of Development:

6.1 Members will be aware that a new version of the NPPF has been published (24 July 2018) and this now forms a material planning consideration. Overall, in respect of this development the general thrust of government guidance has not altered and the presumption in favour of sustainable development still falls to be applied in the absence of a five year supply of housing, which it is accepted the Council cannot currently demonstrate. The precise wording which sets out the “presumption” is now contained at paragraph 11(d) of the NPPF and states that in effect because the Council cannot demonstrate an up to date five year supply, much of the development plan is considered to be out of date for the purposes of determining applications which propose new housing development such as this.

6.2 The development plan must remain the starting point for determining any planning application (as statutorily required by s38 (6) of the Planning and Compulsory Purchase Act 2006) which is overtly reiterated at paragraph 12 of the NPPF, the consequence of this must be an exercise to establish conformity between the development plan and the policies contained within the Framework as a whole and thus ultimately the acceptability of the scheme for determination.

- 6.3 In all respects, the NPPF seeks to maximise opportunities for the supply of housing in appropriate locations that can contribute towards supply and maintain and enhance the vitality of existing communities. Policy CP12 of the TMBCS states that (inter alia) housing development will be permitted within the confines of rural service centres including Borough Green. Continuing to concentrate new housing development within identified and established settlement confines such as this (and therefore also conforming with development plan policy CP12) wholly accords with this aim.
- 6.4 As such, returning to the need to apply the presumption in favour of sustainable development, the scheme accords with both the development plan and policies contained within the Framework and therefore planning permission should be granted (paragraph 11d).
- 6.5 Moreover, it should be recognised that the new version of the NPPF now overtly sets out that where there is an existing shortage of land for meeting identified housing needs (i.e. where an LPA cannot demonstrate an up to date five year supply) it is especially important that planning decisions avoid homes being built at low densities and ensure that development makes optimal use of the potential of each site (paragraph 122). It goes on to state that applications should be refused where it is considered that proposals fail to make efficient use of land.
- 6.6 In this context, it is of course necessary to properly consider local context and the quality of the resultant development in terms of the requirements of CP24 of the TMBCS and the policies contained within the Framework concerning the need to achieve high quality design. These matters are addressed in more detail in the assessment that follows:

Visual amenities and impact on street scene:

- 6.7 Policy CP24 of the TMBCS requires all developments to be well designed and of a high quality in terms of detailing and use of materials. Proposals must, through scale, layout, siting, character and appearance, be designed to respect the site and its surroundings.
- 6.8 MDE DPD Policy SQ1 states that, *inter alia*, proposals for development will be required to reflect the character and local distinctiveness of the area including its historical and architectural interest as well as the distinctive setting of, and relationship between, the pattern of settlement, roads and the landscape, urban form and important views.
- 6.9 The proposal seeks to erect an attached dwelling to the flank wall of 31 Harrison Road. The new dwelling is to be constructed of matching brickwork and proposes a dual pitch roof with north and south facing gable ends, projecting beyond the front and rear walls of the attached dwelling. Alterations are also proposed to 31 Harrison Road itself with a porch/canopy to be erected to the front of the dwelling replacing the flat roof porch and a single storey pitched roof extension to the rear.

- 6.10 The proposed built form is comparable in size to that of the existing dwelling and whilst it incorporates gable ends, these are a feature that can be seen on some properties within the wider estate. Equally, the materials to be utilised are reflective of what already exists. As such, the proposed house is in keeping with the character of the area.
- 6.11 It is recognised that the application site is in a prominent position within the street, occupying a corner plot at the junction with Harrison Road and McDermott Road and land levels also contribute to this. The proposed dwelling seeks to increase built form to the east 2m from the footpath and marginally beyond the front elevation of the existing dwelling. I note that this particular road junction is relatively open in character but I also note that Crowhurst Road/Lendon Road are not, with the built form close to the edge of the footpaths here. As such, whilst the proposal would seek to bring the built form closer to the edge of the highway this is in no way an uncommon feature within the wider estate. As such, there would be no adverse impact in visual terms arising from the siting of the dwelling and equally the proposed building line would not cause any harm to the street scene.

Residential Amenity:

- 6.12 The proposed two storey dwelling is to be sited to the east of 31 Harrison Road with the single storey extension set close to the boundary with 29 Harrison Road.
- 6.13 The specific siting of the development and the associated relationship with the nearest neighbours would not give rise to any adverse impact on the residential amenity of those neighbouring properties in terms of loss of light or being overbearing.
- 6.14 The majority of windows proposed within the new dwelling are to face south or east overlooking the highway rather than towards neighbouring dwellings. Adequate separation (21m to the south; 24m to the east) arising from the highway itself means that there is no potential for these windows to cause overlooking. The rear elevation of the proposed dwelling would face towards the garage and flank wall of 1 McDermott Road (distance of approximately 12m).

Highway safety and parking provision:

- 6.15 At present the application site has a single vehicular access to the east of the property onto McDermott Road. This allows for a single off street parking space and one within the garage. The application proposes the formation of a new vehicular access to the north of the existing access to provide 2no off street parking spaces to serve the new property. In addition a new vehicular access is proposed to the south onto Harrison Road with 2no off street parking spaces to be formed for 31 Harrison Road.
- 6.16 The relevant parking standards for residential properties adopted by the Borough Council are set out within Kent Designs Interim Guidance Note 3: Residential

parking (IGN3). IGN3 requires that a 3 bed property within a suburban location such as this would require 1.5 spaces per unit. Both the existing and new property have 3 bedrooms and will provide 2no parking spaces each. The proposal therefore exceeds the minimum parking standards set out within IGN3.

6.17 In terms of highway safety some concern has been raised that the proposed parking of vehicles in the locations proposed would block sight lines for the junction of Harrison Road and McDermott Road and may lead to a likely increase of collisions. Both Harrison Road and McDermott Road are not classified and therefore planning permission would not be required to form or alter a vehicular access onto either of these roads. The applicant could therefore if they wish park vehicles in the locations proposed without the need for formal approval from the Local Planning Authority. Taking this into account it is not considered the proposal would result in a severe impact on highway safety which is the relevant test set out within the NPPF.

Conclusion:

6.18 In light of the above, the proposed development is considered to be acceptable in all respects.

6.19 I would also remind Members of the requirement, in the absence of a five year housing supply, to apply the presumption in favour of sustainable development, which for the purposes of determining this planning application, given that it accords with the development plan and policies contained within the Framework in all respects, means that planning permission should be granted.

6.20 The following recommendation is therefore put forward:

7. Recommendation:

7.1 **Grant Planning Permission** in accordance with the following submitted details: Letter dated 26.04.2018, Location Plan 500/GM/001 dated 26.04.2018, Existing Plans and Elevations 500/GM/002 dated 26.04.2018, Existing Plans and Elevations 500/GM/003/A dated 30.05.2018, Site Layout 500/GM/004/A dated 30.05.2018, subject to the following conditions:

Conditions

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

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990.

2. All materials used externally shall accord with the approved plans, unless otherwise agreed in writing by the Local Planning Authority.

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

3. The dwelling hereby approved shall not be occupied until the four off street parking spaces shown on drawing no 500/GM/004A have been provided, surfaced and drained. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space.

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

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