

Planning Advisory Committee

10th September 2020

No	Application No	Proposal	Location
20	20/02076/FULL	Erection of a pair of two bedroom semi-detached houses	Land Adjacent To No. 4 All Saints Road Hawkhurst Cranbrook Kent

Background:

The site was previously had planning permission for 2 x 3-bed houses in 2013. This has lapsed. Comments from neighbours indicate that the approval was actually given for a larger site as land was incorrectly included in the application. There is also a suggestion that some of the land included in this application is not actually within the ownership of the applicant. This application is for 2 x 2-bed semi-detached. Three comments from neighbours: one objecting and two raising concerns.

Comments and Recommendation:

This site is within the LBD and within walking distance of facilities, therefore, despite not being PDL, it broadly complies with HD1(a) of the NDP. Being two-bedroomed, these properties are of the size required by HD2.

However, there is nothing to suggest that the applicant has considered the requirements of the NDP in terms of HD3 or HD4. HD3 requires the effective storage of waste and recycling bins as well as bicycles, none of which appears to have been considered, and may well prove challenging given the plot size. Within both HD3 and HD4, there is a requirement for local construction materials to be used. Furthermore, neither dwelling has a working chimney as required by the NDP (HD4). This proposal also does not appear to have addressed the requirement for efficient use of water, electricity and energy (HD3 & HD4).

Parking provision is a particular concern. Not only does the proposal fail to comply with the NDP in terms of car parking being discreet, but one space for each house is inadequate to meet the day-to-day needs of residents in Hawkhurst. There are limited employment opportunities within the village and limited public transport means that residents are reliant on private cars. Not only will this development result in additional parking on All Saints Road, but it will result in the loss of two on-street parking spaces, as vehicles currently park along the frontage of this plot.

HPC also shares the concerns raised by residents about the drainage, both in respect of foul drainage and the run-off of surface water, and access arrangements.

This application is problematic for HPC. On the one hand, it is for two reasonably small houses, within the LBD and in walking distance of facilities. It would, therefore, with appropriate attention to the design requirements of the NDP, make an appropriate addition to housing stock within the village.

However, we also have real concerns about the impact of this development on neighbouring properties, particularly in terms of the water run-off.

We are also extremely concerned about the impact on the traffic through the crossroads. We appreciate that as a development of two houses it would be inappropriate to expect the applicant to have undertaken a transport assessment. However, HPC's view is that it is the cumulative impact on the crossroads that needs to be considered. This month alone, we have applications for six new dwellings within the village. KCC Highways response on this and other applications is that it does not warrant their involvement. Whilst this may well be the case for each application separately, it ignores the cumulative impact of each additional house. KCC Highways has already indicated that an additional 22 trips through the junction at peak times would amount to the residual cumulative impact on the road network being severe. However, this is not necessarily the threshold at which the impact would be considered to be severe. Therefore, we would request that TWBC satisfies itself that KCC Highways has properly considered the cumulative impact of each additional property.

On balance, HPC would **support** this application, with appropriate revisions to comply with HD3 and HD4, with the following provisos:

- the development results in no additional increase in surface water run-off
- there should be a condition attached that there should be no access to the site through Smugglers and that future residents cannot park in Smugglers
- KCC Highways confirm that their model of the Hawkhurst crossroads junction demonstrates that this development (together with any other current application where approval is recommended) does not result in a residual cumulative impact on the junction that would be considered severe.

21	20/01984/FULL	Demolition of redundant buildings; provision of significant landscaping and ecological enhancements; conversion of buildings from a flexible commercial use falling within Class B8 (storage and distribution) to a single residential dwelling and detached garage	Hawkhurst Place Farm Rye Road Hawkhurst Cranbrook Kent
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Background:
The proposal is to convert an existing barn to a 6-bed house. The plot is currently considered a commercial site rather than agricultural. The current agricultural use of the surrounding land is not reliant on the application site. There are no comments from neighbours, one of whom is the landowner.

Comments and Recommendation:
 This is a small-scale development, one house, on a previously developed site. Whilst it is outside the LBD, it is within walking distance of facilities and, importantly, this is a level walk. The use of existing farm buildings suggests that this house will be effectively integrated within the existing settlement patterns. Therefore, this application complies with HD1(a) of the NDP.

HPC does have a number of reservations about this application. This proposal is for a 6-bed house and, therefore, does not address local housing needs as identified in HD2. There is no indication that any thought has been given to accessibility or how the property could be adapted to suit the future needs of occupants (HD3).

However, we note that this is re-using the structure of the existing barn and that the application indicates that the design will be energy efficient and as well as using some energy from renewable/low carbon sources. It was not clear to us what the extent of renewables would be, but we would encourage TWBC and the applicant to ensure that this is maximised. Designs to optimise the efficient use of water and conserve water (HD3 & HD4) should also be considered.

Our concerns about the impact on the Hawkhurst Place, which is listed, have been somewhat eased by the absence of comments from neighbours and the statement that the removal of other redundant buildings on the site would result in a reduction in built form of over 60%, whilst soft landscaping being used to improve the outlook for nearby residential properties.

We appreciate the effort that has been put into the work with Kent Wildlife Trust to enhance biodiversity, both in terms of the provision for wildlife and the attention to the landscaping through the provision of wildflower meadows, orchard etc. We would like reassurances that any external lighting used will meet the recommendations from the Bat Conservation Trust referenced in the Bat Survey.

HPC remains extremely concerned about the impact on the traffic through the crossroads. We appreciate that as a development of a single dwelling, it would be inappropriate to expect the applicant to have undertaken a transport assessment. However, HPC's view is that it is the cumulative impact on the crossroads that needs to be considered. This month alone, we have applications for six new dwellings within the village. KCC Highways response on this and other applications is that it does not warrant their involvement. Whilst this may well be the case for each application separately, it ignores the cumulative impact of each additional house. KCC Highways has already indicated that an additional 22 trips through the junction at peak times would amount to the residual cumulative impact on the road network being severe. However, this is not necessarily the threshold at which the impact would be considered to be severe. Therefore, we would request that TWBC satisfies itself that KCC Highways has properly considered the cumulative impact of each additional property.

HPC **supports** this application on the proviso that KCC Highways confirm that their model of the Hawkhurst crossroads junction demonstrates that this development (together with any other current application where approval is recommended) does not result in a residual cumulative impact on the junction that would be considered severe.

22	20/02070/FULL	Proposed new house; landscape enhancements; associated works	Land East Of Water Lane Hawkhurst Cranbrook Kent
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Background:
A previous application in Sept 2017 was supported by HPC, but refused by TWBC on the grounds that it was not considered to be of exceptional quality of sufficiently innovative to overcome the unsustainable location or the identified harm. The applicants have revised the design and taken it to a Design Review Panel who have determined that the proposals meet paragraph 79e of the NPPF. No comments from residents.

Comments and Recommendation:

This is an application for a large isolated house on a greenfield site, well outside the LBD and beyond walking distance of facilities. Therefore, it does not comply with either HD1 or HD2 of the NDP. However, the application relies on paragraph 79e of the NDP in that the design is of exceptional quality being truly outstanding or innovative (in this case both), reflecting the highest standards in architecture, and helping to raise standards of design more generally in rural areas.

It is evident that the applicants have given careful consideration to the landscape setting within the AONB and has taken onboard the policies of the NDP. The environmental credentials of the design are impressive. The inclusion of a guest suite on the ground floor means that property will be able to meet the future needs of residents in line with HD3.

HD4 allows for careful innovation in design. The use of traditional materials in an innovative design is welcomed by the Parish Council.

HPC does have reservations about the use of such a big greenfield site for one house. However, the location of the house within the site has been carefully considered to have minimal impact on the surrounding landscape. We welcome the reinstatement of the field boundary and the creation of seasonally-grazed wildflower meadows, together with the other landscape and biodiversity enhancements.

It seems clear that the landowners value the landscape setting of this site. However, we this can be guaranteed with changes of ownership in the future. Therefore, HPC would like to see a condition that requires the land to be managed appropriately in perpetuity and prevents any further development of this site. Similarly, the unique design is a key factor in the application. Therefore, we request a condition that removes any permitted development rights.

HPC remains extremely concerned about the impact on the traffic through the crossroads. We appreciate that as a development of a single dwelling, it would be inappropriate to expect the applicant to have undertaken a transport assessment. However, HPC's view is that it is the cumulative impact on the crossroads that needs to be considered. This month alone, we have applications for six new dwellings within the village. KCC Highways response on these smaller applications is that it does not warrant their involvement. Whilst this may well be the case for each application separately, it ignores the cumulative impact of each additional house. KCC Highways has already indicated that an additional 22 trips through the junction at peak times would amount to the residual cumulative impact on the road network being severe. However, this is not necessarily the threshold at which the impact would be considered to be severe. Therefore, we would request that TWBC satisfies itself that KCC Highways has properly considered the cumulative impact of each additional property.

HPC **supports** this application on the following provisos:

- KCC Highways confirm that their model of the Hawkhurst crossroads junction demonstrates that this development (together with any other current application where approval is recommended) does not result in a residual cumulative impact on the junction that would be considered severe.
- A condition is included to prevent any alterations to the house and garden without consent from TWBC planning to ensure that it remains a design of exceptional quality.
- An appropriate condition or legal agreement is included to ensure that the site as a whole is managed appropriately in perpetuity. We request that TWBC applies whichever option gives the strongest level of protection to the landscape.

23	20/02168/OUT	Outline (Access, Layout and Scale Not Reserved) - Demolition of existing garage; erection of new detached dwelling within garden of Hawthorn Cottage	Hawthorn Cottage Ockley Lane Hawkhurst Cranbrook Kent TN18 4DW
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Background:

This is a revised application for the one that was submitted recently that we objected to on the grounds of the impact on the AONB given the sensitive location adjacent to a historic routeway, the scale of the house, access and parking arrangements. KCC Highways also had concerns in relation to the access arrangements. Nothing has changed in terms of the scale or proposed location of the house.

Comments and Recommendation:

HPC retains its position that the scale of the proposed house is inappropriate for this location and does not comply with HD2 of the NDP, being a 4-bedroom house, where the demand is for starter homes and small-sized houses rather than more family-sized properties.

This application does not successfully demonstrate that it will not have an adverse visual impact on the landscape as required by LP1 of the NDP. The Design and Access statement indicates that the NDP does not show the area around Ockley Lane as being one of the noted list of principal views to be protected by LP1. However, page 52 of the NDP makes it clear that the diagram is indicative only. Moreover, Ockley Lane is an historic routeway. the importance of which for the landscape context is indicated on page 18. There is an expectation that development in Hawkhurst should conserve and enhance the High Weald AONB and comply with the AONB Units Management Plan. Objective R1 indicates that historic routeways should be recognised as non-designated heritage assets in the planning process as well as discouraging new access points that damage the character of sunken routeways. We do not feel that adequate consideration has been given to the impact of these proposals on Ockley Lane and the views across the AONB, both at the site of the proposed development and further away.

We note that the access designs have been changed to avoid the conflict with the existing parking arrangements. However, this appears to require the extension of the existing access and when comparing the photographs and the site plan, it looks as if the access would be from the byway rather than the road.

HPC remains extremely concerned about the impact on the traffic through the crossroads. We appreciate that as a development of a single dwelling, it would be inappropriate to expect the applicant to have undertaken a transport assessment. However, HPC's view is that it is the cumulative impact on the crossroads that needs to be considered. This month alone, we have applications for six new dwellings within the village. KCC Highways response on this and other applications is that it does not warrant their involvement. Whilst this may well be the case for each application separately, it ignores the cumulative impact of each additional house. KCC Highways has already indicated that an additional 22 trips through the junction at peak times would amount to the residual cumulative impact on the road network being severe. However, this is not necessarily the threshold at which the impact would be considered to be severe. Therefore, we would request that TWBC satisfies itself that KCC Highways has properly considered the cumulative impact of each additional property.

HPC **objects** to this application.

24	20/02078/FULL	Addition of a new gate, new bin store, new external lights, new garage, and changing the drive to gravel	Conghurst Cottages Conghurst Lane Hawkhurst Cranbrook TN18 4RJ
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Background:
Garage is to be set well to the rear of the house and is unlikely to impact on others. No comments from residents.

Comments and Recommendation:
 HPC has no objections to this application. The choice of traditional materials complies with the NDP. The proposals do not seem overbearing and are unlikely to impact on neighbouring properties. The garden appears to be well screened to the rear and therefore the garage is unlikely to have a major impact on the AONB. The gate will be set back from Conghurst Lane, allowing cars to pull off the road.

From the plans submitted, it appears that a tree will need to be removed to construct the garage. Therefore, HPC requests that three additional trees are planted to replace this in line with Hawkhurst's Tree and Hedgerow Policy.

Given the rural location, we would request that the lighting is the minimum required to allow safe movement between the garage and the house, ideally sensor-operated and solar powered.

Hawkhurst Parish Council **supports** this application.

25	20/02289/FULL	Variation of Condition 2 (Approved Plans) of Planning Permission 18/01376/FULL - Changes to reduce the bulk of the 2 storey side extension by omitting the double gable and substituting it with a single gable. Front and rear first floor windows changed to Velux type windows; reductions to the rear single storey extensions.	Saintfield High Street Hawkhurst Cranbrook Kent TN18 4JP
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Background:

This application is a request to change the agreed plans from a previously approved application. As outlined in the description, the changes will reduce the bulk of the extension. HPC supported the current application. No comments from residents.

Comments and Recommendation:

HPC **supports** this application as it reduces the bulk of the extension and does not appear to impact negatively on the street scene or neighbours.

26	20/02078/LBC	Listed building consent - Addition of new gate, new bin store, new external lights, new garage, and changing the drive to gravel	Conghurst Cottages Conghurst Lane Hawkhurst Cranbrook Kent TN18 4RJ
See 24.			