

MC/17/1598

Date Received: 4 May, 2017

Location: 2 View Road, Cliffe Woods, Rochester, ME3 8JQ

Proposal: Construction of two storey side extensions to facilitate conversion of five bedroom dwelling to 2 three bedroom dwellings with associated parking

Applicant: Mr D Gill

Agent: Mr J Barron Barron Edwards Ltd Barron Edwards 39 Wrotham Road Gravesend DA11 0PN

Ward Strood Rural

Case Officer Chris Butler

Contact Number 01634 331700

Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 2 August 2017.

Recommendation – Approval subject to;

- A) The completion of a Section 106 legal agreement securing £223.58 towards the Natural England Bird Mitigation requirement in terms of the provision of Strategic Access Management Measures (SAMM) in the North Kent Marshes;
- B) And the imposition of Conditions as detailed below:
 - 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Drawings Numbers: VR01 Rev 3; VR02 Rev 3; and VR03 Rev 3 received 12 May 2017.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No development above slab level shall take place until written details and samples of all materials to be used in the external construction of the proposed dwellings have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the materials approved pursuant to this condition.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

- 4 No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include amongst other matters details of: hours of construction working; measures to control noise affecting nearby residents; wheel cleaning/chassis cleaning facilities; dust control measures; pollution incident control and site contact details in case of complaints. The construction works shall thereafter be carried out at all times in accordance with the approved CEMP, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority.

Reason: In order to minimise the impact of the construction period on the amenities of local residents and with regard to Policy BNE2 of the Medway Local Plan 2003. Submission and approval is required before commencement of development to avoid any irreversible detrimental impact on surrounding residential amenities and in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 5 Prior to first occupation of either of these new dwellings, the area shown on the submitted layout as vehicle parking spaces for these properties shall be provided, surfaced and drained. Thereafter the parking area 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 2015 (or any order amending, revoking or 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: To ensure the provision of adequate accommodation for the parking of vehicles to avoid the potential for hazardous on-street parking and in accordance with Policies T1 and T13 of the Medway Local Plan 2003.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order with or without modification) no development shall be carried out within Class A, B, C and E of Part 1 to Schedule 2 of Article 3 to that Order unless planning permission has been granted on an application relating thereto.

Reason: Due to the constricted and limited nature of the site and to enable the Local Planning Authority to control such development in the interests of amenity and impact on the character and appearance of the streetscene, in

accordance with Policies BNE1 and BNE2 of the Medway Local Plan 2003.

- 7 Prior to first occupation of the new dwelling hereby approved, details of secure cycle storage to serve these properties shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be implemented in accordance with the approved details prior to the occupation of the development.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy T4 of the Medway Local Plan 2003.

- 8 No development above slab level shall take place until details of the foul and surface water drainage to serve the development, including the surface water drainage to the vehicle parking area, have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details before the development is brought into use and shall be so retained at all times thereafter.

Reason: No such details have been supplied and to ensure that the development permitted does not prejudice conditions of amenity and highway safety in accordance with Policies BNE2 and T2 of the Medway Local Plan 2003.

- 9 The landing / stair window located on the first floor (east facing) side elevation of the dwelling located on the eastern side of the development site shall be fitted with obscure glass and apart from any top-hung light, that has a cill height of not less than 1.7 metres above the internal finished floor level of the room it serves, shall be non-opening. This work shall be carried out and completed before the room is occupied and shall be retained at all times thereafter.

Reason: To ensure the development does not prejudice conditions of amenity by reason of unneighbourly overlooking of adjoining property, in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows or similar openings shall be constructed in the south-east facing side elevation of the dwelling on the east side of the site, other than as hereby approved.

Reason: To enable the Local Planning Authority to regulate and control any such further development in the interests of amenity and privacy of adjoining property, in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 11 Prior to the occupation of the development, full details of the hard and soft landscaping to the front garden / off street-parking area, including the details of boundary treatments, shall be submitted to and approved by the Local Planning Authority. All planting, seeding and turfing comprised in the approved

scheme of landscaping shall be implemented during the first planting season following first occupation of the building or completion of the development, whichever is the earlier. Any trees or plants which within 5 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

Reason: Pursuant to condition 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.

Proposal

This application seeks to extend and convert the existing 5 bedroomed detached house to form two 3-bedroom semi-detached houses with associated car parking to the front, rear amenity space and landscaping. The existing plot would also be subdivided as part of the proposal. To facilitate this subdivision the applicant proposes the construction of a two storey side extension which would be constructed to the north-west side of the property, adjacent Town Road, measuring approximately 5.8 metres wide, 9.8 metres long on the ground floor level and 8 metres at first floor level.

In terms of the height of the development, there is currently a stepped eaves line at the front of the dwelling which measures 4.7 and 4.9 metres in height respectively, when measured from ground level to the bottom of the eaves, whilst the ridge measures approx. 7.7 metres when measured from ground level to the ridge height. These eaves and ridge line will remain the same heights in the proposed extension.

The proposed extension has been designed to mirror the existing property in a manner that it presents a symmetrical appearance for its conversion to two dwellings. The layout of the dwellings are also identical and are arranged as entrance lobby/hall with stair to the upper floor, a WC, a kitchen a dining room and a lounge on the ground floor, whilst at first floor a landing leads to three bedrooms, one of which has an en-suite, and a family bathroom.

In terms of the outdoor amenity space this is located to the rear, southern side, of the site and measures 8.75 metres in depth by 9.2 metres in width for the dwelling to the east and 9.65 metres in depth by 11.4 metres in width for the property to the west. In terms of the area of land located to the front for the proposed dwellings the majority of this is dedicated to off street parking provision, whilst there are two small elements of amenity space to the east and west that are available for landscaping. In terms of the off street parking area this is set back from the rear of the kerb by some 0.6 metres and is shown as 5 metres in depth when measures from that point (i.e. the total depth from the back edge of the footpath to the edge of the parking area is 5.6 metres). The parking area will measure some 16.2 metres in width and allows for four parking spaces in total, related to this development, parked side on to the houses measuring some 5.1 metres in length by 2.5 metres in width, with a manoeuvring space between of approx. 6 metres.

In terms of the materials, the applicants have indicated on the submitted forms and in their supporting planning statement that the extension will be built from brickwork on the ground floor, with the first floor being constructed of part stone and part weatherboard cladding. In terms of the roof the applicants have indicated in the same documentation that it will be of a similar design to the existing and would be in clay tiles. The single storey element to the front that forms a part of the entrance to the units will have a mono-pitched roof. In addition, the existing stone chimney breast in the middle on the front elevation will be retained.

Site Area/Density

Site Area: 0.049337 hectares (ha) / 0.122 acres.

Site Density: 40.5 dph (16.4 dpa)

Relevant Planning History

- | | |
|------------|---|
| MC/16/4370 | Variation of condition 2 to allow a minor material amendment to planning permission MC/15/3679 to: construct dormer window in rear roof slope; raise rear gable height to accommodate a room in the loft; and insert a rooflight in the north facing front elevation, above a first floor bathroom.
Decision Approval With Conditions
Decided 23 December, 2016 |
| MC/16/1261 | Details pursuant to condition 3, 4, 7, 8 and 11 of MC/15/3679 Demolition of existing single storey side extension and construction of 2 storey 3 bedroomed detached dwelling with associated parking area for both properties
Decision Discharge of Conditions
Decided 10 May, 2016 |
| MC/15/3679 | Demolition of existing single storey side extension and construction of 2 storey 3 bedroomed detached dwelling with associated parking area for both properties
Decision Approval With Conditions
Decided 8 January, 2016 |
| 89/0506 | Two storey side extension.
Decision Approval with Conditions
Decided 15/06/1989 |
| 90/0128 | Conversion of existing garage to habitable room, and single storey side extension to form new, garage.
Decision Approval with Conditions
Decided 16 March, 1990 |
| 6/72/331 | Stationing of caravan for residential, purposes pending construction of dwelling
Decision Approval with Conditions
Decided 12 July, 1972 |

Representations

The application has been advertised on site and by individual neighbour notification to the owners and occupiers of neighbouring properties.

Cliffe and Cliffe Woods Parish Council have also been consulted.

Cliffe and Cliffe Woods Parish Council object to the development raising concerns about parking and the layout of the previous application (between 2 and 4 View Road). They consider *"This application will further develop a site previously allocated to two detached properties into a much denser row of semi-detached properties and creating a terraced feel that is not appropriate for this location. Its location is a gateway site into Cliffe Woods and this is an over-development of the site."*

The **Dickens' Country Protection Society** have written expressing concern that this proposal constitutes an over-development and may cause issues regarding the adequacy of on site parking where on street parking is not available.

Nine letters from eight separate addresses that raise objection to the proposed development have been received. These letters raise the following summarised objections to this development:

- Safety Issues, including access to the parking area is too close to the corner of View Road/Town Road, which is a busy junction;
- Lack of parking;
- Lack of manoeuvring room for 4 vehicles, which will result in vehicles parking on the public highway;
- Application suggests that there is 14.3 metres from the start of the dropped kerb to the junction with Town Road. Due to curve in the road this is more like 13 metres. Either way, the distance proposed is less than the 15 metres specified in the Councils Vehicle crossing guidance that concludes on page 4, point 4 that *"...this would create a serious hazard and the application [The application for a dropped kerb] would be refused"*;
- The adjoining junction is a Police black spot and the bus company and the Council's waste service provider should be asked for their opinion, regarding buses and waste service vehicles turning at this junction;
- The adjoining junction is busy at commuter times and when the school buses are collecting and dropping off pupils;
- The Planning Design and Access statement is misleading. Whilst it provides visual images of parking it fails to show the parking located to major junctions in the vicinity of the site. Additionally Paragraph 3.1 is incorrect in that it references newly built 3 bedroom house granted consent under MC/15/3679, but fails to acknowledge that that dwelling was amended by a subsequent application to a four bedroomed house with an increased roof height. The house as built is not considered to be in keeping with the style of the dwelling as originally permitted;
- The proposed garden depth is less than 10 metres, as set out in the Medway's Interim Housing Design Standards 2011;
- Questions the depth at the front of the property alleging it is less than the 4.8 metres shown on the plan;

- Adverse impact of the development on the character and appearance of the area and the surrounding streetscene in general. The image of 3 large properties wedged into a small area on what was once a lovely entrance way to Cliffe Woods is unacceptable. The development will detract greatly from the previous image of open space and generous sized accommodation;
- Concern about potential future development proposals, especially in terms of extending into the loft space; and
- Added pressure on the roads and public services, resulting from this and other developments proposals in the area.

One further letter has been received which states that the writer has *"no argument against the extension but would object to the creation of 2 semi-detached three bedroomed houses from the original 5 bedroom house"*. The objections raised, that are considered to be material planning issues, are included within the summarised objections detailed above.

Development Plan

The Development Plan for the area comprises the Medway Local Plan 2003 (the Local Plan). The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework 2012 and are considered to conform.

Planning Appraisal

Main Issues

The key issues in this case are the principle of development, design and amenity impacts as well any impacts on highways.

Principle

Policy H11 of the Local Plan deals with housing development proposals within the confines of defined village settlements, including development such as this proposal that relates to the subdivision of this existing dwelling into two, which is facilitated by a two storey side extension.

Cliffe Woods is one of the settlements defined in terms of policy H11 of the Local plan and states *"...housing development in the rural area will be restricted to minor development within the confines of the following villages and settlements..."* This application sites lies within the confines of such a village and is considered to be broadly compliant with Policy H11 of the adopted Local Plan.

In addition to Policy H11 of the Local Plan, Policy BNE1 of the same document is also considered to be relevant. Policy BNE 1 seeks to ensure that development is undertaken in a manner that is consistent and appropriate to the design integrity of the local area and would be appropriate in relation to the character, appearance and functioning of the built and natural environment and satisfactory in terms of use, scale, mass, proportion, details, materials, layout and siting; and respects the scale, appearance and location of buildings, spaces and the visual amenity of the

surrounding area.

The application site is within the village envelope of Cliffe Woods, albeit just, and in this instance the proposed side addition to enable the sub-division of the plot into a pair of semi detached houses is considered to be appropriate. The proposed side extension would be appropriate in relation to the character, appearance and functioning of the built and natural environment. This being the case, the increase of residential units on this site by a single additional unit is considered to be acceptable in this instance in terms of general principle, especially bearing in mind the development is located within one of the larger settlements where a single addition of a dwelling unit is more viable in terms of sustainable allocation of services, proper planning and development. Therefore no objection is raised to Policy H11 of the Local Plan. However, the application will need to be considered on matters of design, amenity and highways issues.

Design

This part of Cliffe Woods is characterised by large detached houses. In the immediate area, detached dwellings are the predominant dwelling types although these are made up from a mix of both single and two storey properties. Indeed the existing dwelling on this plot is currently a large detached single dwellinghouse.

The proposal seeks to sub-divide the existing dwellinghouse on this plot into two dwellings. In order to facilitate this sub-division, a large two storey side extension is proposed to be erected on the western side of the existing house. As described in the proposal section above, the proposed extension would facilitate the sub-division of the property into two, whilst providing some 154m² in floor area for each residential unit created and meets the required standards as set out on the Government's Technical Housing Standards. Hard surfaced parking areas to the front of the proposed and existing dwelling with space for 4 off street car parking spaces (2 per dwelling), would meet the Council's adopted Interim Residential Parking Standards (IRPS). The acceptability of this off-street parking layout and the proximity of the access to the View Road/Town Road junction are discussed in more detail in the highways section below. No detailing as to soft landscaping has been provided in regard to the site frontage, but such matters can be controlled by planning condition, should planning consent be forthcoming.

In terms of private amenity space, the rear garden provides private amenity space in relation to the proposed dwellings and adequate private amenity space is being provided to both dwelling units that conform to the external amenity provisions the Council would have sought under the formally adopted interim Medway Housing Design Standards (MHDS). As Members will be aware the MHDS were superseded by the Government's Technical Housing Standards (THS) that contains no specifications for external amenity space provision.

Bearing the above factors in mind, it is not considered that the proposal would result in significant adverse impacts on the perception of the village streetscape or result in an overly harsh or unsympathetic relationship to the surrounding streetscene or the surrounding area in general. Policy BNE1 of the Medway Local Plan seeks that new development is appropriate to the character of the surrounding area by being

acceptable in terms of materials, scales and mass, etc. The proposal is considered to be generally reflective of the surrounding area and fit with the character of the existing properties located in the immediate vicinity. Accordingly, no objection is raised in terms of Policy BNE1 of the Local Plan.

Amenity

The key considerations regarding amenity are the impacts on neighbours and the amenity that would be afforded to the future occupiers of the proposed properties themselves.

Firstly regarding neighbouring amenity, due to the orientation of the site together with the proposed positioning and the design of development, it is not considered that this proposal will result in any adverse impact on amenity in terms of privacy, daylight, or sunlight. Indeed with adequate boundary treatment, the positioning of the proposed windows and the nature of the rooms that they serve will result in a development where no loss of privacy, to adjoining occupiers or the occupiers of the development itself, is considered to occur.

In terms of the impact of the development from a loss of day or sunlight perspective, this will not change in regard to existing residential occupiers or the occupiers of the infill plot currently situated between the application site and No. 4 View Road. This is due to the fact that the proposed two storey addition is located on the western side of the development site, whilst no additions are located to the eastern side of the development. The only windows proposed in the side elevations are the windows serving the stairs and landing and in terms of the elevation facing the infill development currently under construction the proposed window replaces an existing stair/landing window. Therefore no impact from this window on the adjoining infill plot currently under construction will occur. Taking this into consideration and due to the nature of the design, the positioning of the development and the orientation of the plot, relevant to the position and movement of the sun, no significant loss of day/sunlight or unacceptable overlooking/loss of privacy will occur that is considered sufficient enough to justify a refusal in planning permission.

Should planning consent be forthcoming a condition related to a Code of Construction Practice (CoCP) would be appropriate. This being the case, subject to the imposition of such a condition it is not considered that the development would result in any loss of amenity arising from activities during construction, which are likely to cause nuisance arising from noise, vibration, light, heat, smell or airborne emissions including those consisting of fumes, smoke, soot, ash, dust or grit.

Bearing in mind the infill plot currently under construction, it is not considered that the introduction of one additional dwelling would result in activity levels and traffic generation significantly increasing, so as to warrant the raising of an objection from an amenity perspective to this development. This being the case, this development is considered to be acceptable in this regard.

Bearing in mind all of the above, the proposed development is considered to be acceptable in terms of protecting the amenities enjoyed by nearby properties and the amenities of prospective residents of the development itself.

Whilst housing in urban areas is generally encouraged, particularly the re-use of buildings no longer required for non-residential use, the housing provided needs to be of adequate standard to attract and retain population in urban centres and appropriate rural settlements. Adequate amenity standards need to be applied, and a housing mix that offers alternatives is required to achieve this. Policy BNE2 of the Local Plan seeks this and in its implementation, the Government's THS and the MHDS are used to demonstrate that proposed new dwellings meet adequate acceptable standards. The table below shows the development standards when assessed for compliance against the Government's THS:

Type of dwelling unit	Total house size (Area in square metres (m ²)).	THS15 specified house size (m ²).	Bedroom Size (m ²).	THS15 Bedroom Size (m ²).	Bedroom Width in metres (m).	THS15 Bedroom Width in (m)
3B6P	154m ²	109m ²	B1 - 12.6m ² B2 - 15.83m ² B3 - 17.2m ²	B1- 11.5m ² B2 - 11.5m ² B3 - 11.5m ²	B1 - 2.8m B2 - 3.8m B3 - 3.9m	B1 - 2.75m B2 - 2.55m B3 - 2.55m

A minimum of 109 m² is expected for a two-storey, three bedroom/six-person dwelling. It is considered that this proposed floorspace is more than adequate for a dwelling of this and type and design and complies with the requirements of the Government's THS. In fact, the size of this property will be above these recommended standards and are therefore considered to be acceptable. Correspondingly, adequate rooms sizes are met and although no storage areas are shown within the proposed dwelling, the rooms proposed are of such a size to accommodate any storage required.

The level of private amenity space to the rear provides adequate garden space for both the proposed development and the existing dwelling on the site, as referred to in the proposals section above, and is considered to comply with the Council's external amenity space standards contained in the former MHDS. It is considered the amenity offered to future occupiers is acceptable.

On a final point related to amenity, due to the limited nature of the rear garden area and the development proximity and relationship to the adjoining dwellings, it is considered appropriate, in this instance, to remove permitted development rights related to further extensions, including alterations to the roof and the erection of buildings within the curtilage of the proposed dwelling. By removing these permitted development rights, the Council will be able to ensure that amenity standards of future residents can be maintained in terms of adequate provision of outdoor amenity space and any future extension or alterations falling within Part 1, Class A, B, C and E to the second schedule of the Town and Country Planning (General Permitted Development) Order 2015 will not have an unacceptable impact on the amenities of adjoining residential properties or the amenities of future occupiers of this development in their own right, which they could reasonably expect to be able to enjoy.

Bearing all of the above in mind, this development is considered to comply with The Government's THS15, The Medway Housing Design Standards and saved Policy

BNE2 of the Local Plan.

Highways

The Council's IRPS seek 2 off-street car parking spaces for a three bedroom dwelling. Parking provision for the proposed development meet this standard, with 4 off-street parking spaces being available. The parking spaces proposed meet the Council's minimum dimensions for parking spaces. No encroachment on the public highway occurs and the development is considered to accord with Policy T13 of the Local Plan.

In terms of the access and egress to this site, whilst the parking spaces are side on to the public highway and located some 13.6m from the access opening and 14.3m from the dropped kerb to the back edge of the Town Road/View Road junction, my Acting Head of Integrated Transport advises that he has no objection to this application. Indeed, he considers that a distance of 14 metres from View Road/B2000 junction is adequate and states: *"...vehicles turning in to the junction would be on the other side of the carriageway and speeds are low as vehicles turn on to View Road. Furthermore, this will be a private driveway generating a low number of vehicle movements on a daily basis. It is commonplace for dropped kerb pavement crossovers to be located a relatively short distance from main road junctions..."*

Furthermore, Members must bearing in mind that the existing dwelling has permitted development rights and that, subject to the material or the direction of drainage being within the curtilage of the property, the creation of a hardstanding within the curtilage of the property and the access onto View Road, an unclassified highway in planning terms, could be undertaken under Permitted Development (PD) allowances (See Part 1, Class F and Part 2, Class B to the Second Schedule of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)(GPDO). As such, it is my informal opinion that, the hard standing to the front of the property and access onto View Road could potentially be constructed now under the existing properties PD allowances, as granted by the Government within the GPDO, without any recourse to the Local Planning Authority or requirement for a separate planning consent.

Bearing in mind all of the above material considerations related to the highway matters, the access arrangements for the access and egress of vehicles related to the development proposal are considered to be acceptable.

The Council is also keen to ensure that adequate cycle storage is provided, this should be a minimum of one space per unit. Cycle parking provision has not been shown in this instance, but it is clear to me that adequate space existing on site to provide secure off street cycle parking provision. This aspect can be adequately and reasonably controlled through the use of planning condition.

In terms of foul and surface water drainage, the application form indicated surface water drainage is to be dealt with via soakaway, whilst no details as to foul drainage have been provided. No details of the location of the proposed soakaway have been provided and in the light of no details having been provided in relation to foul drainage an appropriately worded condition is therefore recommended, should planning

consent be forthcoming to ensure that these details are submitted and approved in writing by the Local Planning Authority.

Subject to conditional controls, it is concluded that the scheme is acceptable with respect to Policies T1, T2, T4 and T13 of the Local Plan.

Bird Mitigation

As the application site is within 6km of the North Kent Marshes SPA/Ramsar Sites, the proposed development is likely to have a significant effect, either alone or in-combination, on the coastal North Kent Special Protection Areas (SPAs)/Ramsar sites from recreational disturbance on the over-wintering bird interest. Natural England has advised that an appropriate tariff of £223.58 per dwelling (excluding legal and monitoring officer's costs, which separately total £550) should be collected to fund strategic measures across the Thames, Medway and Swale Estuaries. The strategic measures are in the process of being developed, but are likely to be in accordance with the Category A measures identified in the Thames, Medway & Swale Estuaries Strategic Access Management and Monitoring Strategy (SAMM) produced by Footprint Ecology in July 2014. The interim tariff stated above should be collected for new dwellings, either as new builds or conversions (which includes HMOs and student accommodation), in anticipation of:

- An administrative body being identified to manage the strategic tariff collected by the local authorities;
- A memorandum of understanding or legal agreement between the local authorities and administrative body to underpin the strategic approach;
- Ensure that a delivery mechanism for the agreed SAMM measures is secured and the SAMM strategy is being implemented from the first occupation of the dwellings, proportionate to the level of the housing development.

The applicants have agreed to pay this tariff and are in the process of submitting a unilateral undertaking. No objection is therefore raised under Paragraphs 109 and 118 of the NPPF and Policies S6 and BNE35 of the Local Plan.

Local Finance Considerations

There are no local finance considerations.

Conclusions and Reasons for Approval

This proposal seeks the sub-division of the existing dwelling into two, three bedroomed, dwellinghouses and is facilitated by a two storey side extension located on the western side of the existing property. The development proposed lies within the confines of the settlement of Cliffe Woods, as defined by the adopted Local Plan, and is considered to be acceptable in terms of the general principle of development, as defined by Policy H11 of the Local Plan. No detrimental impacts relative to design, amenity, and highways are considered to occur or be significant enough to warrant refusal. In terms of ecology, in relation to recreational bird disturbance, subject to the

prior completion of and legal agreement securing the appropriate contributions towards securing the SAMMs referred to above, this development is considered to be acceptable in terms of ecology. In summation, this application is considered to be acceptable in planning terms, subject to the prior completion of the above mentioned legal agreement and the imposition of appropriate conditions. Therefore it is recommended for approval as the development proposed is considered to be compliant with the Government's NPPF, their National Planning Practice Guidance and Policies BNE1, BNE2, BNE35, BNE43, H11, T1, T2 and T13 of the Local Plan.

Background Papers

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection in the Planning Offices of Medway Council at Gun Wharf, Dock Road, Chatham ME4 4TR and here <http://publicaccess.medway.gov.uk/online-applications/>