

DEVELOPMENT CONTROL BOARD

10 September 2020

Reference: 20/00455/FUL

Officer: Matthew Apperley

Location: 49A Leyton Cross Road
Wilmington
Kent
DA2 7AW

Proposal: Demolition of existing outbuildings and erection of 2 x 4 bedroom dwellings and 1 x 5 bedroom dwelling (3 No. detached dwellings in total) with associated car barns, visitor parking and amenity space provision

Applicant: Urban Enhance Ltd

Agent: TaDPlanning Ltd/Mrs Tracey Dixon

Parish / Ward: Wilmington / Maypole & Leyton Cross

RECOMMENDATION:

Approval

SITE DESCRIPTION

(1) The application site is located on the southern side of Leyton Cross Road which is in the south western corner of the Borough (to the south of the A2) and forms part of the north western periphery of Wilmington. The site is approximately 2.7km (as the crow flies) to the south west of Dartford Town Centre. The application site is located immediately to the north of but not within the Metropolitan Green Belt.

(2) The application site is set back from Leyton Cross Road behind existing dwellings fronting the street and is connected with the public highway via a 40m (approximately) long and 4m wide private driveway, which passes in-between No's 49 and 50 Leyton Cross Road. The application site comprises a two storey detached dwelling (No. 49A Leyton Cross Road) in the northern section of the site, which has been extended in the form of a single storey rear extension and a two storey side extension. To the south of the said dwelling is an associated detached double garage and a large residential garden amenity area (used by the occupants of No. 49A Leyton Cross Road) which occupies the majority of the southern section of the application site. The remainder of the application site consists of a large garage building, a stables type structure and car port outbuildings which appear to have been used in the past for storage purposes (without the benefit of planning permission) in connection with a haulage yard which operated elsewhere. As well as a hard standing to the south east of the dwelling. Site visits revealed that any commercial activities which may have occurred at the site (including a potential unauthorised lorry repair operation), appeared to have ceased some considerable period of time ago.

(3) The application site is located within a predominately residential area and is adjoined by the gardens of two storey detached, semi-detached and terraced dwellings to the north, south and east. The large garden of No. 2 Cherry Tree Lane which contains a number of large trees and shrubs adjoins most of the southern boundary of the application site, with a wooded area in the Green Belt along the eastern part of the southern boundary. There is a significant level change across the application site with the northern sections of the application site having a higher ground level than the rest of the site. In addition the gardens of the adjoining dwellings to the north of No. 49A and the vacant garage are at a significantly higher level than the application site. However, the south eastern section of the site has similar ground levels to the gardens of No's 10, 12, 14 and 16 Wallis Close.

THE PROPOSAL

(4) The proposal is for the erection of 2 x 4 bedroom dwellings and 1 x 5 bedroom dwelling (3 No. detached dwellings in total) with associated car barns, visitor parking and amenity space provision, requiring the demolition of the existing outbuildings in the north eastern section of the application site, and the detached double garage in the south western section of the application site. No. 49A Leyton Cross Road and the adjoining double garage would be retained. The proposal seeks to put a green roof on the said existing garage and utilise this roof as a garden area for No. 49A Leyton Cross Road. This would ensure that No. 49A Leyton Cross Road would be provided with a total of approximately 183.68m² of outside amenity space.

(5) Plot 3 in the south west corner of the application site would contain a 4 bedroom dwelling which would have a maximum width of 9.89m, a maximum depth of 10.35m, and a maximum roof height of 8.62m. The said dwelling would contain a kitchen / dining / family area, a living room, a study, a W.C, a hallway, a utility room and storage at ground floor level. Plus, 4 bedrooms (1 en-suite), a bathroom, and a hallway at first floor level. Plot 3 would also be provided with two off street parking spaces to the side of the dwelling (one of which would be a car barn) and a 299.73m² private garden area wrapping around the side and rear of the dwelling.

(6) The remaining two proposed dwellings would be located in the eastern end of the application site. Plot 1 would contain the second 4 bedroom dwelling which would have maximum width of 10.3m, a maximum depth of 9.45m, and a maximum roof height of 8.92m. The said dwelling would contain a kitchen / dining area, a living room / study, a W.C, a hallway, a utility room and storage at ground floor level. Plus, 4 bedrooms (2 en-suite), a bathroom, and a hallway at first floor level. The amenity space provision for Plot 1 would measure 298.19m² and would have a total rear depth of 15m. Finally, Plot 2 would contain a 5 bedroom dwelling which would have a maximum width of 11.19m, a maximum depth of 10.89m, and a maximum roof height of 8.67m. The said dwelling would contain a kitchen / breakfast room, a dining room, a living room, a study, a W.C, a hallway, a utility room and storage at ground floor level. Plus, 5 bedrooms (2 en-suite), a bathroom, and a hallway at first floor level. The amenity space provision for Plot 2 would measure 438.39m² and would have a minimum rear depth of 13.8m.

(7) Plots 1 and 2 would each be provided with double car barns (to the front of the dwellings) providing them with two off street parking spaces each. The remainder of the site would be set aside as an access and turning area, with two spaces being provided for No. 49A Leyton Cross Road and two visitor car parking spaces (one of which could also accommodate a van) also being provided.

RELEVANT HISTORY

(8) In July 1949 planning permission was granted for a dwelling house at the site (reference DA/49/00252/FULA2). No. 49A Leyton Cross Road has subsequently been extended in the form of a single storey rear extension (reference DA/78/00767/FULA1) and a two storey side extension (reference DA/01/00731/FUL).

(9) On the 22nd July 2019 an application for the demolition of the existing outbuildings and erection of 1 x 4 bed and 2 x 5 bed detached dwellings (3 units in total) (application reference DA/19/00690/FUL) was refused for the following reasons:

- (i) The proposed development because of its siting and design will result in a cramped form of development, out of character with the locality, negatively affecting the amenity of existing and future occupiers, resulting in noise and disturbance, encouraging cumulative harm from the development of garden land and not providing acceptable windfall development contrary to Policy CS10, CS17 of the adopted Core Strategy 2011 and Policy DP2, DP3, DP4, DP5, DP7, DP8 of the adopted Development Policies Plan 2017 and the Housing Windfall Supplementary Planning Document 2014.
- (ii) No arboricultural report has been submitted to categorize existing trees, confirm which trees are proposed for removal, or justify how the development

can take place without harm to those trees which are indicated for retention / sited within neighbouring gardens. In the absence of such information it has not been demonstrated that the proposals would not result in unacceptable impacts on trees within or adjacent to the site, contrary to policy DP25 of the Development Policies Plan 2017.

- (iii) No ecological information has been provided to assess the impacts of the proposals upon biodiversity and protected species on site (excluding buildings to be demolished). In the absence of such information, it has not been demonstrated that the proposals would not have adverse impacts upon biodiversity and protected species, contrary to policy DP25 of the Development Policies Plan 2017.

10) A subsequent planning appeal (appeal reference W/4000178) in relation to the above mentioned refusal was dismissed by the Planning Inspectorate on the 11th December 2019. It is important to note that the appellant submitted an arboricultural report and a preliminary ecological survey with the appeal. These reports were found to be acceptable by the Local Planning Authority and consequently, the Local Planning Authority withdrew its arboricultural and ecological objections to refusal reasons ii and iii respectively.

(11) The Inspector in his decision notice considered the site to be a sustainable and accessible windfall development, which would not appear cramped or out of character within the area. The Inspector did however, consider that the development would have an overbearing impact on and harm the outlook and privacy of the adjoining properties in Wallis Close and on that basis, he dismissed the appeal.

COMMENTS FROM ORGANISATIONS

(12) Environmental Health - Have no objections to the proposal and suggest the imposition of conditions relating to contaminated land assessments construction methodology and hours of construction, electrical vehicle charging points, external lighting, and access road acoustic fencing.

(13) KCC Highways and Transportation - They have confirmed that the access to the site would be classed as a shared private drive, and that using Kent Design Standards, a single track such as this would be acceptable to serve up to five units. They confirm that the access is of an adequate width and the length and complies with Kent Design Guide parameters. They note that the ground floor plan shows that an 8.6m long fire tender can enter the site, turn around and exit the site. The DBC small refuse vehicles are of a similar size to the fire tender. They suggest that the landscaping may need to be amended to accommodate a larger vehicle to turn within the site. However, they believe that it is also acceptable for the vehicle to make more than three turns when manoeuvring within a private area to turn. Consequently KCC Highways consider that the proposed access and manoeuvring areas are more than adequate to cater for the development proposed.

(14) KCC Heritage - They advise that the site is within an area of archaeological potential for early prehistoric remains associated with Boyn Hill Terrace deposits. They state that a review of historic mapping indicates the likelihood that there will have been some below ground impacts at the site from existing structures and past uses of the site (e.g. from horticulture during the 20th century). Therefore, taking into account both the archaeological potential of the site and the recent impacts of development and activities at the site. KCC Heritage recommend that archaeological field evaluation works and if necessary subsequent preservation / investigatory works, be secured by way of a condition to be imposed upon any permission.

(15) KCC Biodiversity - Have no objections to the proposal subject to the imposition of conditions relating to external lighting and ecological enhancements and an informative relating to nesting birds upon any permission.

(16) Kent Fire & Rescue Service - No objections.

NEIGHBOUR NOTIFICATION

(17) Nine representations have been received from local residents in relation to the application as originally submitted. Their comments are as follows:

- The proposed houses would detrimentally affect the amenities of adjoining residents in terms of blocking sunlight, appearing overbearing and harming their views, invasion of privacy of adjoining residents, and introducing noise pollution to the area.
- The proposal would affect the human rights of adjoining residents.
- The scheme represents an overdevelopment of the site.
- The proposal would appear out of keeping with the area.
- The long access road has no passing bays, and it is not acceptable to intensify its use, which will result in highway safety and congestion issues.
- The proposal would increase pollution in the area.
- The proposal provides inadequate parking and manoeuvring / turning space.
- Refuse collection would add to congestion.
- The proposal should provide an Environmental Impact Assessment due to multiple biodiversity priority habitats and species being located on or adjacent to the site.
- The proposal would detrimentally harm the biodiversity of the site and wider area. In particular affecting reptiles, badgers, bats and nesting birds.
- Information on how harm to animals will be mitigated needs to be provided.
- The proposal is inappropriate development which harms the adjacent Green Belt.
- No business has operated at the site for a long time.
- Dartford Council already has a 5 year housing supply and therefore this unsuitable windfall site is not required.
- The construction methodology (including hours of working) should be strictly controlled.

RELEVANT POLICIES

(18) The Dartford Core Strategy 2011, the Dartford Development Policies Plan 2017 and the Kent Minerals and Waste Local Plan 2016 form the Dartford's Development Plan and the application should be determined against this unless material considerations indicate otherwise.

(19) Adopted Dartford Core Strategy adopted 2011
CS1: Spatial Pattern of Development
CS10: Housing Delivery
CS17: Design of Homes
CS18: Housing Mix

(20) Adopted Dartford Development Policies Plan 2017
DP1: Presumption in favour of sustainable development
DP2: Good Design
DP3: Transport Impacts of Development
DP4: Transport Access and Design
DP5: Environmental and Amenity Protection
DP6: Sustainable Residential Location
DP7: Borough Housing Stock and Residential Amenity
DP8: Residential Space and Design in New Development
DP25: Nature Conservation and Enhancement

(21) Dartford Parking Standards Supplementary Planning Document 2012

(22) Housing Windfall Supplementary Planning Document 2014

(23) The National Planning Policy Framework 2019 is also a material consideration.

COMMENTS

Key Issues

(24) I consider the key issues to be the principle of the development (including windfall assessment), the impact on visual amenities, the impact on residential amenities (existing surrounding and future occupants), the impact on highway safety and amenity as well as other matters.

The principle of the development:

(25) The provision of new dwellings on land that has not been identified for such development within the adopted Local Plan should be carefully considered against policies CS10 and DP6. In addition, the Housing Windfall SPD is a material consideration.

(26) As the most up-to-date planning policy, Policy DP6 is the starting point now for considering windfall sites. Policy DP6 advises that unplanned windfall residential development may be permitted following assessment in accordance with Core Strategy Policy CS10 (4 & 5), as well as other development plan policies and material considerations. CS10 (4) directs assessments of windfall sites to consider the sustainability of the site for housing development, whether the benefits outweigh the disbenefits of the scheme and the capacity of the infrastructure to serve the development. CS10 (5) identifies the need to monitor infrastructure and put measures in place to address concerns. Policy DP6 responds to this latter criterion to some extent.

(27) It should also be noted that Policies DP6 and CS10 direct new housing developments of 5 or more units to previously developed/brownfield land. This is to ensure that the Core Strategy target of 80% of development on brownfield sites. Although this proposal is only for 3 additional dwellings, directing development towards brownfield land is still preferable. The preamble to Policy DP6 highlights in paragraph 9.21 that residential development of unplanned greenfield sites must only be exceptional. However, paragraph 9.21 also clarifies that this does not wholly preclude development of greenfield sites as it still allows for genuinely sustainable sites to be considered.

(28) The Council published a windfall sites supplementary planning document (SPD) in October 2014 which clarifies how Policy CS10 is to be assessed. It seeks to ensure that windfall sites are considered against the same assessment criteria as the identified sites for the SHLAA.

(29) In assessing the development against policies DP6 and CS10, I note that the supporting text to Policy DP6 recognises that the consideration is given to the needs for social, community and green infrastructure as required in relation to the scale of the development proposed. Whilst this is a relevant consideration for major sites this is difficult to consider on smaller sites such as this. I am of the opinion therefore that the main consideration with regard to the sustainability for this small site development is its location and access to services and facilities.

(30) The accessibility of the site has been considered with regard to the criteria set out in the windfall SPD which all sites are assessed against. The SPD advises that proposals must be within easy walking distance of a range of community facilities, including schools, shops, leisure and recreation facilities on safe and attractive walking routes (the SPD further states that an acceptable walking distance for community facilities is taken to be 10 minutes (approx. 800m) in accordance with DfT (2007) Manual for Streets and IHT (2000) Guidelines for Providing for Journeys on Foot), and well-located with respect to walking/cycling and public transport.

(31) On the 11th December 2019 a Planning Inspector dismissed an appeal in relation to application reference DA/19/00690/FUL, solely on the grounds that the scheme would detrimentally affect the amenities of adjoining occupiers and was not therefore an acceptable windfall development. The said Inspector's decision concluded the application site was both a sustainable and accessible windfall development site.

(32) The Inspector considered that the northern part of the site was previously developed land and with regard to the residential garden land in the south of the site (which is excluded from the definition of previously developed land in the NPPF) the Inspector commented that the creation of new gardens with the houses would partly offset that residential garden that would be lost. Overall the Inspector considered that "on balance, this proposal gains significant support from the highest weighting given by the SPD to developing brownfield land."

(33) The Inspector also considered that the application site is located within reasonable walking distances to some local services and to a regular bus service. The Inspector noted that "other regularly used services, such as schools, shops and health centres, are at a somewhat less convenient walking distance. However, although the site might not be as highly accessible as other parts of the Borough, there is an adequate range of services in the wider neighbourhood to conclude the proposal meets the tests of Policy CS 10 over the sustainability of the site for housing development." The Inspector's previous comments hold substantial weight in the consideration of this current planning application. This current application which is now being considered by Members is similar to that recently considered by the said Inspector and following on from the Inspector's comments, I must conclude that it is unlikely that refusing planning permission with regard to the principal of a windfall development on this site is unlikely to be upheld at appeal.

Visual amenities:

(34) A significant proportion of this housing scheme would be built within the residential curtilage of No. 49A Leyton Cross Road, and as such would be located on residential garden land. Therefore, the scheme must be considered against Policy DP7 of the Dartford Development Policies Plan which resists inappropriate development on residential garden land.

(35) Development of garden land will always change rather than preserve the historic pattern of development to an extent, hence it is important to consider the degree of change. The wording contained within the pre-amble to policy DP7 notes in paragraph 9.30 that all houses should be set in commensurately sized gardens, benefiting local character and communities. Paragraph 9.31 further notes that "in order to prevent further loss of character and amenity or cumulative impacts, the plot size and spacing between buildings should reflect the historically dominant form in the area even where this has been eroded by subsequent development."

(36) Policy DP2 also promotes good design. Development is required to respond to, reinforce and enhance positive aspects of the locality. Policy DP7, part 2 states that inappropriate development on residential garden land will be resisted. Proposals will only be permitted where it is shown development would not result in harm to or loss of choice and diversity in housing stock, and erosion of local character.

(37) The Inspector considered in the previous appeal that "there is a varied layout of housing in the surrounding area. Whilst most is road frontage, the design, scale and density of three houses in this back land position would not be harmfully out of keeping in the overall context of this suburban neighbourhood. The scheme would broadly reflect the density of housing in the surrounding area and not in this respect appear unduly cramped." The Inspector also stated that: "I do not find this scheme would be the inappropriate development of residential garden land such as would erode local character and conflict with Development Policies Plan (DDP) Policy DP7. In terms of character and appearance, this proposal would not offend the requirements for good design in DDP Policy DP2 and CS Policy CS17."

(38) This current application before Members is also for three additional dwellings in similar locations to those dwellings considered by the previous Inspector. The Inspector's comments are also a significant material consideration in the assessment on the visual impact of the current proposal. Therefore, based on the Inspector's assessment of the previous scheme I conclude that the basis of the site layout and built form of the current proposal, which is essentially the same has been accepted.

(39) The area surrounding the site is predominately residential in nature with an eclectic mix of dwellings. However, whilst there are some bungalow properties in the vicinity of the site, the majority of properties are two storey semi detached and detached houses. The facades of the proposed houses would appear attractive and well balanced. I believe that the appearance of this small development would not appear over complicated and out of keeping the simple traditional designs of the adjoining properties. I consider that the limited palette of materials proposed would aid the proposed houses in blending in with the surrounding properties. I also consider that the limited scale, bulk and mass of the proposed car barns combined with their sympathetic and subordinate designs would also ensure that they would be visually acceptable additions to the site as well. The exact material details should be secured via condition (Condition 8).

(40) Properties within the locality of the site have a mix of garden sizes. The proposal would provide the proposed houses with generous sized gardens that would respect the size and pattern of the adjoining gardens in the vicinity. In this respect, the proposal would not detract from the character of the area in my view and would reinforce the prevailing pattern of development. The Inspector also considered the proposed garden area for No. 49A Leyton Cross Road to be visually acceptable within its setting.

(41) The submitted arboricultural report is the same as what has previously been considered acceptable by the Council during the appeal process relating to application reference DA/19/00690/FUL. The site does not contain any protected trees and whilst the scheme would see some trees being removed, it should be noted that the majority the trees to be removed provide little contribution to the treescape of the area. The arboricultural report showed a small group of Category C Grey Poplar trees to be removed from the south east corner of the application site. I consider that they provide some contribution to the greening of the locality (especially in Wallis Close). Following discussions with the Local Planning Authority, the applicant has agreed to retain the said Grey Poplar trees in the south east corner of the application site. The tree protection measures proposed for those trees which would be retained would likely be acceptable. However, further details are required in terms of the tree protection fencing etc. I would suggest that a condition is imposed to agree the approved tree protection measures are put in place before any works commence on site (Condition 6). The applicant has also shown some new tree planting and landscaping within the site. Landscaping both retained and proposed would further enhance the appearance of the scheme and aid the proposal in blending in with the surrounding area and therefore a condition requiring landscaping details should, I suggest, be imposed upon any permission (Condition 13).

(42) I consider that each property has ample space to provide adequate refuse storage areas and cycle storage. However, details relating to refuse and cycle storage should be secured by way of a condition to ensure that any refuse storage enclosures and cycle sheds would also be visually acceptable (Conditions 14 and 20).

(43) I consider it appropriate to remove householder Permitted Development rights in relation to Classes A, B and E (Condition 25) in order to allow the to ensure that the application site does not become overdeveloped and adequate open / amenity space is retained within the scheme. Thereby ensuring that the scheme would not detrimentally affect the character and appearance of the locality.

(44) Consequently, I am of the opinion that the scheme cannot be considered to be town cramming, but instead I believe that the proposal would represent appropriate development within this urban area. I consider that the proposed dwellings would respect the character and pattern of development in the area and appear as a sympathetic infill addition within the locality.

Residential amenities:

(45) The applicant has altered the design and location of plots 1 and 2 from that which was previously dismissed at appeal in order to address the Inspector's concerns and to ensure that the proposed houses would not detrimentally impact the amenities of the adjoining occupiers. With regard to plot 3, this property would be located approximately 32.5m from No. 50 Leyton Cross Road, and approximately 38.3m away from No. 51 Leyton Cross Road. I consider that

these degrees of separation combined with the facts that a number of properties in this section of Leyton Cross Road (including No's 50 and 51 Leyton Cross Road) have a variety of outbuildings at the backs of their gardens, would in my opinion ensure that plot 3 would not appear overbearing or detrimentally harm the light received by properties in Leyton Cross Road. The house at Plot 3 would not have any first floor habitable room windows in its proposed western flank (facing properties in Leyton Cross Road). The proposed flank bathroom window should be conditioned to be obscure glazed (Condition 23). There would therefore be no loss of privacy to properties in Leyton Cross Road.

(46) Plot 3 would be located approximately 15.66m away from the nearest part of No. 2 Cherry Tree Lane to the south of the application site. However, the nearest habitable room window of plot 3 to No. 2 Cherry Tree Lane is the window serving bedroom 3. The said bedroom window would have an oblique relationship with any rear facing windows in No. 2 Cherry Tree Lane. No. 2 Cherry Tree Lane also contains a bedroom window in its northern flank elevation. However, this window would be located 18.5m away from plot 3 and would also benefit from quite an oblique relationship with the window of bedroom 3. Furthermore, I am of the opinion that plot 3 would not lead to an invasion of privacy of the outside amenity space enjoyed by the occupants of No. 2 Cherry Tree Lane, especially as the said property has such a large outside amenity space to (stretching well away from the application site) to utilise. Consequently, I do not consider that the proposal would detrimentally harm the amenities or privacy of No. 2 Cherry Tree Lane.

(47) In order to reduce the impact of the dwelling at plot 1 on the adjoining occupiers in Wallis Close to the rear, the applicant has reduced the depth and overall size of the property at plot 1 from the scheme which was previously refused in 2019. The revised scheme has removed the two storey rear nib from plot 1 and reduced the overall depth of the property by approximately 2.8m. In addition to this the applicant has moved the entire house and car barn at plot 1 north westwards into the application site by 1.97m. These alterations have meant that the dwelling at plot 1 is now sited further away from the properties in Wallis Close than the previously refused scheme. The proposed property at plot 1 would now be located approximately 20.4m from No. 12 Wallis Close (an increase in separation distance from the previous scheme of 4.4m) and approximately 20.6m to the two storey side / rear extension at No. 16 Wallis Close and approximately 25m to the main rear façade of No. 16 Wallis Close (these distances represent an increase in the separation gap between the properties of 4.7m from what was refused in the 2019 scheme). This revised application has also moved the house at plot 2 north westwards into the application site by 0.73m. The subsequent separation gap between the house at plot 2 and No. 18 Wallis Close would be a minimum of 27m.

(48) To reduce the impact further on the adjoining properties, the applicant is proposing to reduce the ground level of both plots 1 and 2 by 0.5m. This would mean that the house at plot 1 would have a ground level which is approximately 0.75m lower than the adjoining properties in Wallis Close, and the house at plot 2 would have a ground level which is approximately 0.5m lower than No. 18 Wallis Close.

(49) Therefore, I believe that the proposed degrees of separation between the houses at plots 1 and 2 and the properties in Wallis Close, combined with the reduced ground levels for plots 1 and 2 and the orientational relationship between the proposed dwellings and the existing properties in Wallis Close, would on balance mean that the proposed houses at plots 1 and 2 would not now be overbearing to and would not detrimentally affect the sunlight received by the adjoining occupiers in Wallis Close. The applicant has also made the first floor rear facing windows in plot 1 oriel windows with the north eastern facing panes of glass to be obscure glazed (conditioned by Condition 22). This will direct views to the south east (into the application site) and will stop any overlooking from the house at plot 1 on adjoining occupiers in Wallis Close. The only flank first level window on the house at plot 1 would be a bathroom window, which would be conditioned to be obscure glazed and high level opening only to protect the privacy of adjoining occupiers (Condition 23). The degree of separation and the oblique relationship between the rear facing windows of the house at plot 2 and No. 18 Wallis Close is such that it would not lead to any detrimental impact on the privacy of the occupiers of No. 18 Wallis Close.

(50) This revised application has retained the proposed garden area for No. 49A Leyton Cross Road on top of the existing double garage. This proposed garden area would be located between 5.5m and 6m from the rear garden boundaries of No's 10 and 12 Wallis Close, and approximately 32.3m and 37.8m from No's 10 and 12 Wallis Close respectively. The said amenity area for No. 49A Leyton Cross Road would have a substantially higher ground level than the adjacent properties in Wallis Close. However, the Planning Inspector stated in his appeal decision relating to application reference DA/19/00690/FUL, that "a sufficient height of balustrade around this roof top garden might be secured by a planning condition to prevent any harmful loss of privacy to the gardens of adjacent dwellings, particularly those at a lower level in Wallis Close." Therefore, the principle of the raised garden has been considered to be acceptable by the Inspector and in order to avoid issues of overlooking exact details of the enclosure of the said amenity area should be secured by way of a condition (Condition 17).

(51) On balance, therefore I feel that the current application addresses the concerns raised by the Inspector with regard to the previous development having an overbearing impact on and harming the outlook and privacy of the adjoining properties in Wallis Close.

(52) I am of the opinion that the use of the site as a small residential development (including the use of residential gardens) would not create any unacceptable noise and disturbance which would be out of character with this predominately residential area.

(53) With regard to the potential for noise and disturbance being caused by the proposed houses using the existing access. The Inspector in the previous planning appeal relating to this site considered the fact that the access currently serves an existing dwelling and could potentially have a fall-back position of also serving buildings/land that have previously been put to commercial storage purposes. He consider that the potential traffic movements associated with an additional three houses at this site would be 'modest' in the context of the fall-back position. The Inspector stated that "I do not find the proposal unacceptable on account of the associated traffic harming the living conditions of residential occupiers of the dwellings either side of the access due to noise and disturbance." The planning Inspector's decision is a significant material consideration in the determination of this current application and consequently, I do not consider it reasonable to refuse this application on the potential noise and disturbance from the use of the access. Environmental Health officers have suggested an acoustic fence be erected along the said access way. However, in light of the Inspector's comments, I consider that such acoustic fencing would be overly onerous and potentially visually incongruous within the street scene and may also harm the amenities of the neighbours in the adjacent properties due to the height of the fence.

(54) The Nationally Described Space Standards requires 4 bed / 6 person dwellings to have internal floor areas of 106m², 4 bed / 7 person dwellings to have internal floor areas of 115m², and 5 bed / 8 person dwellings to have internal floor areas of 128m². The internal spaces provided for the new dwellings would exceed the required standards. In addition to this I consider that all the proposed habitable rooms would be afforded with adequate natural luminance and outlook.

(55) All development should also contribute to the requirements for accommodation for residents with restricted mobility. The accommodation should provide for Category M4(2) and M4(3) units unless a robust justification can be provided that this cannot be achieved. I consider that the internal open plan layouts of the units could enable for the properties to be occupied by residents with restricted mobility.

(56) Both Dartford's Core Strategy and the Development Policies Document require private amenity space or gardens of usable size and good quality. They don't specify minimum sizes but rather that they are readily accessible to residents, of a regular shape and have access to sunlight. The proposed development is successful in this regard.

(57) I therefore consider that the proposal would have no undue impact on the residential amenities of surrounding properties or the future residents of the proposed dwelling.

Highways safety and amenity:

(58) The Parking Standards SPD requires the provision of 2 parking spaces for each of the proposed dwellings (as they each have a minimum of 4 bedrooms). As well as retaining two parking spaces for No. 49A Leyton Cross Road. The proposal would provide adequate car parking provision in the form of traditional parking spaces, car barns and a garage. All the resident car parking spaces would comply with the Parking Standards SPD. The proposal would also provide the correct number of visitor / van spaces for the development, the plans have been updated to ensure they are of adequate sizes. On this basis, I consider the scheme also provides acceptable visitor parking provision. I would also recommend that a condition be imposed that the said off street parking spaces are afforded with adequate visibility splays (Condition 15). Therefore, I consider the proposal would provide compliant off street parking provision and would not likely lead to parking or congestion issues in Leyton Cross Road.

(59) I note some objections with regard to the suitability of the proposal using the existing vehicle access in highway safety terms. However, KCC Highways have confirmed that the access to the site would be classed as a shared private drive. KCC Highways note that using Kent Design Standards a single track would be acceptable to serve up to five units. They confirm that the access is of an adequate width and the length is acceptable using Kent Design Guide parameters. Consequently KCC Highways consider that the proposed access is more than adequate to cater for the development proposed.

(60) Concerns have also been raised about the collection of waste and recycling from the site. The proposal would provide an informal turning head, which the applicant has shown on the submitted 'Proposed Ground Floor Plan' via a swept path analysis that a larger vehicle can enter the site, turn around within the site and then egress the site in a forward gear. This would then allow for other vehicles, refuse trucks, delivery and fire vehicles to turn. KCC Highways have considered the shown tracking analysis and consider that a fire appliance and an appropriate refuse truck could turn around within the site. In order to achieve this some of the shown landscaping may have to be altered. Therefore, I consider it to be prudent to condition that details of the turning head and relevant tracking analysis for refuse trucks / fire appliances etc... be agreed before the occupation of the development hereby approved (Condition 12).

(61) Overall I consider that given the small scale of the development, I believe that the proposal would have no undue impact on highway safety and amenity.

Archaeology

(62) Archaeological records indicate that the site is within an area of archaeological potential for early prehistoric remains associated with Boyn Hill Terrace deposits. However KCC Heritage believe it likely that there has been some below ground impacts at the site from existing structures and past uses of the site (e.g. from horticulture during the 20th century). Therefore, KCC Heritage consider the scheme to be acceptable subject to the imposition of a condition relating to archaeological field evaluation works and if necessary subsequent preservation / investigatory works (Condition 5). This would ensure that the proposal would not harm any archaeological artefacts.

Ecology

(63) With regard to the issue of ecology, the applicant has carried out a preliminary ecological appraisal and provided additional ecological information regarding the lawn areas on site as part of this application. KCC Biodiversity have considered the proposal and have raised no objections to the scheme. They note that as the site provides foraging and commuting habitat for bats, any external lighting within the development should be so designed as to negate the impact on any bat activity. Details of appropriate external lighting will be agreed by way of condition (Condition 19). KCC biodiversity confirm the limited ecological importance of the site and therefore there is no reason for any further assessments with regard to this matter as suggested by the objectors.

(64) In alignment with local and national planning policy, new development should take opportunities to enhance biodiversity at sites. This can take the form of planting native species and providing bird boxes etc... The applicant has suggested the planting of more hedgerow species on the southern boundary of the application site. Details of such planting and other biodiversity enhancements should be agreed by way of a condition (Condition 24).

(65) KCC Biodiversity highlight that habitats are present on and around the site which provide opportunities for breeding birds. Therefore, KCC Biodiversity request an informative be added requiring any works to vegetation be carried out outside of the bird breeding season (March to August) in order to avoid damaging or destroying any birds nests which may be in use. If works do not need to be carried during this period suitable mitigation measures should be put in place, details of which need to be agreed by a suitable ecologist.

Other issues

(66) With regards to Surface Water Drainage, no drainage details have been provided with the application and therefore such details should be agreed by way of a condition (Condition 3).

(67) Environmental Health officers have requested that a phase 2 (site investigation) contaminated land assessment is carried out and any potential subsequent remediation measures agreed before any works commence on site. This information can be secured by a suitably worded condition (Condition 4).

FINANCIAL BENEFITS

(68) Under section 75ZA of the Town and Country Planning Act officer reports to the Development Control Board are required to include a list of 'financial benefits' which are likely to be obtained by the authority as a result of the development. A 'financial benefit' must be recorded regardless of whether it is material to the Council's decision. Government advice is that the decision maker should consider whether it is a material consideration in the consideration of a planning application.

(69) In this particular case the following are the 'financial benefits' which I am aware of: Community Infrastructure Levy: CIL is charged on the net increase in floor space of the proposed development and in this case a chargeable area of 428.41m² results in a CIL liability of £119739.70 (based on £200/m² plus indexation). However this payment would not be required if the development is undertaken as a self-build project. Provided that the nature of future occupation meets relevant requirements, self-build housing is exempt from the need to pay CIL. The applicant has not at this stage applied for any exemption or relief from CIL.

(70) New Homes Bonus: is a grant paid by central government to local councils to reflect and incentivise housing growth in their areas. It is based on the amount of extra Council Tax revenue raised for new homes. Allocations are set by Government each year and so the amount of New Homes Bonus is not fixed for this proposal. I consider this is not a material consideration with regard to the determination of the planning application.

HUMAN RIGHTS IMPLICATIONS

(71) I have considered the application in the light of the Human Rights Act 1998. I am satisfied that my analysis of the issues in this case and my consequent recommendation are compatible with the Act.

PUBLIC SECTOR EQUALITY DUTY

(72) Due regard has been had to the Public Sector Equality Duty, as set out in Section 149 of the Equality Act 2010. It is considered that the application proposals would not undermine objectives of the Duty.

ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

(73) In relation to the Town and Country Planning (Environmental Impact Assessment Regulations) 2017) the proposal is not Schedule 1 or Schedule 2 development. It is not considered to require a screening opinion.

CONCLUSIONS AND REASONS FOR RECOMMENDATION

(74) Having considered the comments from consultees and local residents as well as the relevant planning policies, and the Inspector's decision I am of the view that the proposed development is acceptable. The proposal would not cause harm to visual or residential amenities and would not cause any highway safety or amenity concerns and would not cause any ecological issues which would justify a refusal of planning permission. I would suggest that dis-benefits identified by the Inspector have now been addressed and the proposed scheme is therefore an acceptable windfall development. I therefore consider that the application should be approved subject to the conditions set out below.

RECOMMENDATION:

Planning permission is granted for the reasons set out in the report and subject to the following conditions:

Conditions:

- 01 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 01 In pursuance of Section 91(1) of the Town and Country Planning Act 1990.
- 02 The development shall be carried out in accordance with the following plans and documents:

Site Location Plan; 19.008 010-002 Revision P6 (Proposed Site Plan); 19.008 020-001 Revision P6 (Proposed Ground Floor Plan); 19.008 020-002 Revision P6 (Proposed First Floor Plan); 19.008 020-003 Revision P6 (Proposed Roof Plan); 19.008 040-000 Revision P5 (Site Sections / Elevations – Plot 1 and Car Barn); 19.008 040-001 Revision P5 (Site Sections / Elevations – Plot 1, Car Barn and Existing Properties); 19.008 040-004 Revision P2 (Site Sections / Elevations 6-6); 19.008 041-001 Revision P6 (Site Sections / Elevations – Plots 2 and 3 and Car Barn); 19.008 041-002 Revision P3 (Site Sections / Elevations – Plot 3 and 49A Leyton Cross Road); 19.008 041-003 Revision P5 (Site Sections / Elevations – Plots 1 and 2); Chartwell Tree Consultants Ltd Arboricultural Report / Tree Survey (dated the 13th September 2019); and an e-mail from the applicant's agent dated the 24th August 2020.
- 02 For the avoidance of doubt and to ensure a satisfactory form of development.
- 03 Before commencement of the development hereby approved, details of the surface water drainage system for the development (including storage facilities where necessary) shall be submitted to and approved by the Local Planning Authority. The details shall be implemented as approved prior to first occupation of the development.
- 03 To ensure satisfactory means of surface water drainage in accordance with Policy DP2 of the adopted Dartford Local Plan and Policy CS24 of the Core Strategy. These details are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.
- 04 Before commencement of any building operations on site, a contaminated land assessment, including a site investigation and remediation methodology (if necessary) shall be submitted to and approved by the Local Planning Authority. If during any works

contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority. Any remediation details shall be implemented as approved.

- 04 This detail is needed prior to development to ensure that any remediation is carried out before groundworks start and in the interests of safety and amenity in accordance with Policy DP5 of the adopted Dartford Local Plan (2017) and the protection of Controlled Waters.
- 05 Before commencement of any building operations on site, details of a programme of archaeological work in accordance with a written specification and timetable, shall be submitted to and approved by the Local Planning Authority. The details shall be implemented as approved.
- 05 To ensure that features of archaeological interest are properly examined and recorded in accordance with Policy DP12 of the adopted Dartford Local Plan.
- 06 Before commencement of any building operations on site (including demolition and delivery of associated machinery or materials) tree protection measures shall be erected around all retained/protected trees in accordance with details to be submitted to and approved by the Local Planning Authority.
- 06 To prevent damage to the trees in the interest of the visual amenities of the area in accordance with Policies DP2 and DP25 of the adopted Dartford Local Plan.
- 07 Before commencement of the development hereby approved, details of existing and proposed levels of the land and building(s), including a contoured site plan, shall be submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 07 In order to secure a satisfactory form of development having regard to the sloping nature of the site and the amenities of neighbouring occupants in accordance with Policies DP2 and DP5 of the adopted Dartford Local Plan.
- 08 Before the development hereby approved reaches slab level, details and samples of all materials to be used externally, including windows and doors shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 08 To ensure that the development does not harm the character and appearance of the existing buildings or the visual amenity of the locality in accordance with Policy DP2 of the adopted Dartford Local Plan (2017).
- 09 No construction work shall take place on the site outside the hours of 0800 to 1800 Mondays to Fridays inclusive, and 0800 to 1300 on Saturdays with no working on Sundays and Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.
- 09 To protect the amenities of the residents of nearby dwellings in accordance with Policies DP5 and DP20 of the adopted Dartford Local Plan.
- 10 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall stipulate a scheme for:
 - the parking of vehicles of site operatives and visitors;
 - wheel washing
 - loading and unloading of plant and materials;

- storage of plant and materials used in constructing the development;
 - the erection and maintenance of security hoarding;
 - Location of generators;
 - measures to control the emission of dust, dirt, noise and vibration during construction;
 - a scheme for recycling/disposing of waste resulting from demolition and construction works.
- 10 To protect the amenity of local residential occupiers, to prevent pollution and to maintain conditions of highway safety in accordance with DP5 of the Dartford Development Policies Plan.
- 11 Prior to occupation of the development hereby approved, a contaminated land closure report shall be submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and the quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. This shall include photographic evidence. Details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.
- 11 In the interests of safety and amenity in accordance with Policy DP5 of the adopted Dartford Local Plan and/or the protection of Controlled Waters.
- 12 Prior to the first occupation of development hereby approved, details of the swept path analysis and vehicle tracking showing how the informal turning head would allow large vehicles (including refuse trucks) to enter and egress the site in a forward gear and turn around within the site, shall be submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 12 In the interests of amenity and highway safety in accordance with Policy DP2 of the adopted Dartford Local Plan.
- 13 Prior to occupation of the development hereby approved, a landscaping scheme including: hard and soft landscaping and details of boundary treatment, shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to first occupation (unless this falls outside of the planting season in which case it shall be implemented at the first opportunity during the following planting season, between October and March inclusive). Such landscaping shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are removed or become seriously damaged or diseased within this period shall be replaced within the next planting season with plants of similar species and size to that approved.
- 13 To safeguard the visual amenities of the locality in accordance with Policies DP2 and DP25 of the adopted Dartford Local Plan.
- 14 Prior to first occupation of the development facilities for the storage and collection of waste and refuse within the curtilage of the site shall be provided for each dwelling in accordance with details to have been submitted to and approved by the Local Planning Authority. Such facilities shall thereafter be maintained in accordance with the approved details.
- 14 To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, and that adequate access can be gained by collection vehicles in accordance with Policies DP2 and DP5 of the adopted Dartford Local Plan.
- 15 Prior to first occupation of the development hereby approved, visibility splays of 2m by 2m shall be provided for the each of the approved parking spaces and thereafter there shall be no obstruction exceeding 900mm within the splays.

- 15 In order to ensure that the development does not prejudice the free flow of traffic and condition of safety on the highway nor cause inconvenience to other highway users in accordance with Policy DP4 of the adopted Dartford Local Plan.
- 16 Prior to first occupation of the development hereby approved the parking spaces, car barns, garage parking spaces and visitor / van parking spaces hereby approved shall be provided within the application site for each dwelling as shown on the approved plans and kept available for such use at all times and no development whether permitted by the Town and Country Planning (General Permitted Development) Order 2015 or not, shall be carried out on that area of land or to preclude vehicular access thereto.
- 16 To ensure the permanent retention of satisfactory car parking facilities in accordance with the Local Planning Authority's standards and Policies DP4 and DP5 of the adopted Dartford Local Plan.
- 17 Prior to the first occupation of the development hereby approved, boundary enclosures shall be implemented in accordance with details to have been submitted to and approved by the Local Planning Authority. Such boundary treatment shall thereafter be maintained in accordance with the approved details.
- 17 To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality in accordance with Policies DP2 and DP5 of the adopted Dartford Local Plan.
- 18 Prior to the first occupation of the dwellings hereby approved, electric vehicle charging point(s) shall be provided in accordance with details to have been submitted and approved by the local planning authority.
- 18 In the order to mitigate air quality in accordance with Policy DP5 of the adopted Local Plan in accordance with the adopted Parking Standards 2012 SPD.
- 19 Prior to occupation of the development hereby approved, details of any proposed external lighting to be attached to the buildings or erected within the car park shall be submitted to and approved by the Local Planning Authority. Such details shall include siting, angles, levels of illumination and any shields. Development shall be carried out in accordance with the approved details.
- 19 To protect the amenities of the area and in the interests of protecting biodiversity in accordance with Policies DP2, DP5 and DP25 of the adopted Dartford Local Plan.
- 20 Prior to first occupation of the development hereby approved, on site facilities shall be provided within the curtilage of the site for the secure and weatherproof storage of bicycles in accordance with details to have been submitted to and approved by the Local Planning Authority beforehand. Such facilities shall be maintained thereafter.
- 20 To encourage sustainable methods of transport in accordance with Policies DP2 and DP4 of the adopted Dartford Local Plan.
- 21 No part of the development hereby approved shall be occupied until evidence has been submitted to the Local Planning Authority confirming that the Building Regulations Part M4(2) or Part M4(3) Wheelchair Adaptable or Accessible Dwellings have been implemented for the approved dwelling and signed off under Building Regulations 2015 (or any subsequent amendments).
- 21 In accordance with the requirements of Policy DP8 of the adopted Dartford Local Plan.
- 22 Prior to first occupation of the Plot 1 hereby approved the north eastern facing sections of the oriel windows in the rear elevation of plot 1 and shall be obscure glazed with a minimum obscuration level of 3 as referred to in the Pilkington Texture Glass Range leaflet,

or nearest equivalent as may be agreed in writing by the Local Planning Authority. The obscured glazing shall be maintained as such thereafter.

- 22 To safeguard the privacy of adjoining residents in accordance with Policies DP2 and DP5 of the adopted Dartford Local Plan.
- 23 Prior to occupation of the houses on Plots 1-3 hereby approved the window(s) in their flank elevations shall be obscure glazed with a minimum obscurity level of 3 as referred to in the Pilkington Texture Glass Range leaflet, or nearest equivalent as may be agreed in writing by the Local Planning Authority. Such glazing shall be incapable of being opened with the exception of any top hung fan lights, and shall subsequently be maintained as such at all times.
- 23 To safeguard the privacy of adjoining residents in accordance with Policies DP2 and DP5 of the adopted Dartford Local Plan.
- 24 Prior to the first occupation of the development hereby approved, a detailed ecological enhancement and maintenance plan for the site including a programme for implementation, shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details and subsequently be maintained thereafter.
- 24 In the interests of protecting and promoting wildlife and biodiversity in urban areas in accordance with Policy DP25 of the adopted Local Plan.
- 25 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order) no extensions, alterations or other form of enlargement to the residential development hereby permitted, nor erection of porches, front boundary treatments, hardstandings, outbuildings or storage tanks, shall take place without the prior written permission of the Local Planning Authority.
- 25 To enable the Local Planning Authority to consider any further development on its merits, having regard to the amount of development already permitted on the site and the need to protect the character and appearance of this site and ensure the site does not become overdeveloped, in accordance with Policies DP2 of the adopted Dartford Local Plan.
- 26 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any other amending, revoking and re-enacting that Order), no windows or similar openings shall be constructed in the flank elevation(s) of the houses (plots 1 - 3) other than as hereby approved, without the prior written consent of the Local Planning Authority.
- 26 To enable the Local Planning Authority to regulate and control any such further development in the interests of amenity and privacy of the adjoining property in accordance with Policies DP2 and DP5 of the adopted Dartford Local Plan.

INFORMATIVES

- 01 If planning permission is granted for the development which is the subject of this notice, liability for a Community Infrastructure Levy (CIL) payment is likely to arise. Persons with an interest in the land are advised to consult the CIL guide on Dartford Council's Website (<http://tinyurl.com/DartfordCIL>) for information on the charge and any exemptions or relief, and to submit the relevant forms (available from www.planningportal.gov.uk/cil) to the Council before commencement to avoid additional interest or surcharges. If liable, a CIL Liability Notice will be sent detailing the charges, which will be registered as a local land charge against the relevant land.
- 02 If a claim is to be made for exemption or relief from the Community Infrastructure Levy the appropriate form should be submitted to the Council prior to commencement of

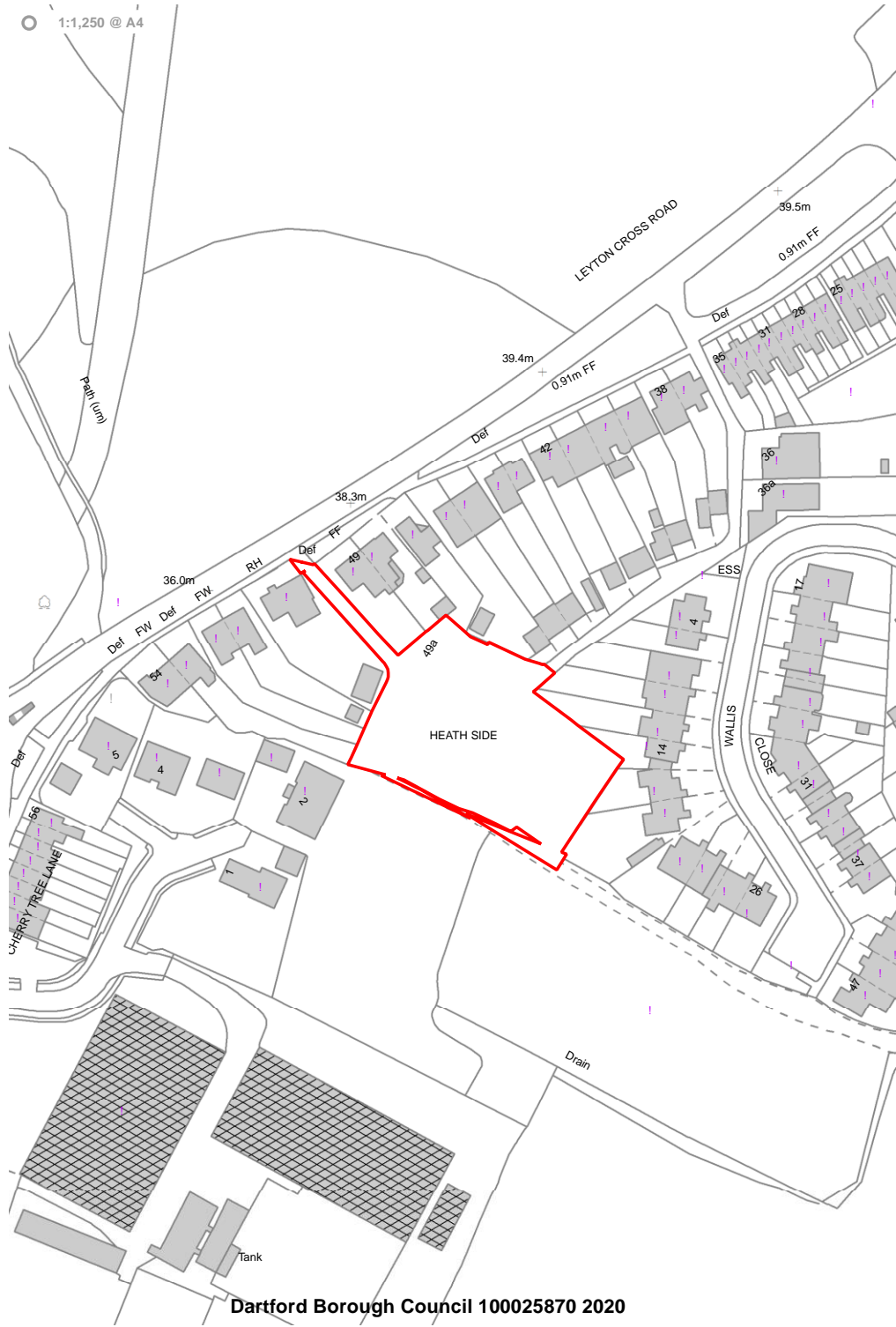
development. The Council will then notify the applicant the amount of exemption granted (where this is applicable). In order that the exemption can be agreed before commencement of development, the form should be submitted to the Council at least 4 weeks prior to the intended commencement of development.

For further information on the types of development which can claim an exemption or relief and the forms to make the application please see:

<https://www.dartford.gov.uk/by-category/environment-and-planning2/new-planning-homepage/community-infrastructure-levy>

More detailed guidance can be found at: <https://www.gov.uk/guidance/community-infrastructure-levy>

- 03 New street name(s) and/or property numbers will be required for this development. Please apply as soon as possible as this process involves lengthy consultations. Please contact the Property Information Officer on: 01322 343434.
- 04 The applicant is advised that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via https://mail1.dartford.gov.uk/enduser/classify_url.html?url=5p5ZO6jFgY067P9bzN//xvm1t2FM+qjh8+9coZijfF0=. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 05 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 06 Owing to the possibility of the existing buildings containing or being constructed of asbestos products, the applicant is advised to contact the Health and Safety Executive (HSE) for advice on the submission of a suitable method statement for removal. Any asbestos found on site must be removed in a controlled manner by an appropriately qualified operator.
- 07 The applicant is advised to contact Environmental Health on 01322 343434 for technical advice with regards to the submission of a contaminated land assessment and a contaminated land closure report.
- 08 Care should be taken to consider nesting birds between March and September as in accordance with the Wildlife and Countryside Act 1981 (as amended) and also the need to consider the protection of any roosting or foraging bats afforded protection under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations (2017) (as amended).



Application No.: 20/00455/FUL	
Address : 49A Leyton Cross Road Wilmington Kent DA2 7AW	
Date: 26 August 2020	Scale: Not to Scale