

Officer Report

Application No.	25/1861/FH
Site Address	6 LIME VILLAS, HIGH STREET, ELHAM, CANTERBURY, CT4 6TA
Officer Name	Lizzy Nash
Proposal	Erection of a carport to the rear and installation of a roof line window within the rear roof slope of the main house.

Recommendation

Report Number	RD-438827
Recommended Decision	Recommended to be Approve with Conditions
Recommendation Date	01 December 2025

Report

Site

The application site consists of a two-storey dwelling with converted loft space, and a rear and front garden. The dwelling is an end of terrace with a pitched roof and dormers to both the front and rear roof slope. The northern side of the site faces onto Cherry Gardens a cul-de-sac and unclassified road, with the front elevation of the dwelling facing onto Elham's High Street. The site sits within Elham's Conservation Area, Kent Downs National Landscape, Special Landscape Area, SSSI Impact Risk Zone and Archaeological Notification Area.

Relevant Site History

Y18/0621/FH – Certificate of Lawful Development (existing) for replacement of a collapse wall with a fence - Approved

Proposal

The application seeks permission for the following:

- Addition of conservation skylight to rear roof slope
- Erection of single storey car port
- Erection of gates to front of car port
- Associated hard standing and vehicle cross over
- Digging down to lower height of finished floor level of car port
- Reducing height of bank to enable access to vehicle cross over

Consultation Responses

Consultation responses are available in full on the planning file.

Elham Parish Council – No Objection

KCC Archaeology – No archaeological measures are required.

KCC Highways and Transportation - No Objections. The applicant will need to seek agreement from Kent County Council PROW for the relocation of the footpath sign to allow access to be achieved.

Representations

One representation has been received neither supporting or objecting to the proposal. This comment is summarised below:

- Overlooking
- Additional vehicle parking
- Moving of street furniture
- Advertising of application

Relevant Policies

Places and Policies Local Plan (PPLP):

HB1, HB8, NE3 and T2

NPPF and NPPG

Paragraph 11, 48, 131, 135, 187, 212, 213 and 214.

The Planning (Listed Building and Conservation Area) Act 1990:

72 (Conservation Areas) – requires that special attention be given to the desirability of preserving or enhancing the character or appearance of conservation areas.

Appraisal

Design and Appearance and Impact on Conservation Area and National Landscape.

The proposed skylight would be aligned with the existing dormer and of a conservation style. The addition would be minor and would be consistent with the existing character of the dwelling.

The proposed hardstanding in front of the car port would result in the loss of a portion of the grass verge resulting in a loss of soft landscaping however this area is minimal and its loss is not considered to result in harm to the character of the surrounding area. However, given the sensitive location of the site within the Conservation Area and National Landscape, it is considered appropriate to impose a condition requiring the submission of details of the proposed materials to ensure they are of an appropriate appearance and quality.

The proposed gates would be of an acceptable appearance, They would overhang the highway when open, however no details of how they would be fixed open when the car port is in use have been submitted. Therefore it is appropriate to impose a condition requiring the submission of details regarding the above.

The scale of the car port is acceptable and although of a flat roofed design would not be widely visible outside of the immediate street scene. The proposals site is within the settlement boundary of Elham village and is surrounded by residential development. Outbuildings are common features within rear gardens therefore the proposal would not be out of keeping with the prevailing pattern of development within the surrounding area. To ensure that the proposed materials are of a high quality that reflects both its location within the conservation area and National Landscape it is appropriate to impose a condition requiring the submission of details of materials.

In addition, the proposal includes lowering the internal floor level within the car port by approximately 20 cm below the existing ground level. This adjustment will allow for a shallower gradient for the vehicle crossover. The change would not result in visual harm, and the car port and associated hardstanding would not constitute a harmful addition to the site or adversely affect the character and appearance of the street scene.

In light of the above the proposal is considered to be an acceptable addition that preserves the character and appearance of the conservation area and avoids harm to the rural character of the wider National Landscape.

Residential Amenity

The proposal would have no impact on neighbouring residential amenity.

Highways safety and parking

The current site has no allocated parking. The proposal would result in the creation of one dedicated parking space. While the proposal would not provide the 2 parking spaces required under T2 the provision of one space is considered to be an improvement over the existing provision and is therefore considered to be acceptable. KCC Highways and Transportation have raised no objection to the proposal.

The proposal would access a unclassified road that is a non-through road that forms a cul-de-sac (Cherry Gardens). While a vehicle cannot wait off the highway to access the car port, given the quiet nature of the road waiting on the highway for access is not considered to result in harm to highway safety.

KCC Highways has raised no objection to the proposal and is satisfied, following amendments to the gates, that they would no longer overhang the highway. KCC is not land owner of the grass verge but has noted the need to obtain the relevant permission from KCC PROW for the relocation of a footpath sign in order for the gates and access to be created.

Archaeology and SSSI Impact Risk Zone

The site is within both an Archaeological notification area and SSSI impact risk zone, however due to the minor scale of the development mitigation measures are not required.

Human Rights

I have also taken into account the human rights issues relevant to this application. In my view, the Assessment section above and the Recommendation represents an appropriate balance between the interests and rights of the applicant (to enjoy his land subject only to reasonable and proportionate controls by a public authority) [and the interests and rights of those potentially affected by the proposal (to respect for private life and the home and peaceful enjoyment of their properties)] and the wider public interest.

Public Sector Equality Duty

In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to:

-Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Act;

-Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
-Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. It is considered that the application proposals would not undermine objectives of the Duty.

It is considered that the application proposals would not conflict with objectives of the Duty.

Duty to cooperate

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and creative way by offering a pre-application advice service and, where possible, suggesting solutions to secure a successful outcome and as appropriate, updating applicants / agents of any issues that may arise in the processing of their application.

In this instance the application was acceptable as submitted.

Recommendation

Considering the above, the proposal is considered a sustainable development that complies with the Places and Policies Local Plan and the NPPF and is recommended for approval subject to conditions.

Recommended Conditions (4)

1

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which permission is granted.

Reason: In pursuance of section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2

The development hereby permitted shall not be carried out except in complete accordance with the following drawings and documents:

2524-03B Proposed Plans and Elevations (Received: 06/10/2025)

2524-01E Existing Location and Proposed Site Plan and Car Port Details (Received: 26/11/2025)

Reason: For the avoidance of doubt and in order to ensure the satisfactory implementation of the development in accordance with the aims of Places and

Policies Local Plan.

3

No development beyond the construction of foundations shall take place until details of the external finishing materials to be used on the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

4

No development beyond the construction of foundations shall commence until details of the paving materials and drainage method to be used within the car port and vehicle crossover hereby approved have been submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure a high standard of visual amenity and to prevent surface water runoff onto the public highway.

Suggested Informatives (2)

1

The applicant is advised that access to the highway is likely to require the permission of KCC Highways and Transportation. Advice should be sought from Kent County Council prior to works commencing on site.

2

The applicant is advised that the re-location of public footpath signage will require the agreement of KCC Public Rights of Way and Access team. Advice should be sought from Kent County Council prior to works commencing on site.

