

Appendix 1 – 24 June 2021 Committee Report

- a) **DOV/20/00589 – Change of use of land for wedding and events venue with marquee and works to the single storey outbuilding to facilitate conversion to a toilet block. The Old Rectory, Mongeham Church Close, Great Mongeham, CT14 0HL.**

Reason for report: Number of representations (129 letters of support and 105 letters of objection)

- b) **Summary of Recommendation**

Planning permission be granted.

- c) **Planning Policies and Guidance**

Core Strategy Policies

DM1, DM11, DM13, DM15 & DM16

Draft Local Plan Reg 18

The Consultation Draft Dover District Local Plan is a material planning consideration in the determination of this planning application. At this stage in the plan making process however the policies of the draft Plan have little weight and are not considered to materially affect the assessment of this application and the recommendation as set out.

National Planning Policy Framework 2019 (NPPF)

Paragraphs 2,8,11,12, 47, 83, 177 & 180. Chapters 9 (sustainable transport), 12 (well-designed places), 15 (natural and local environment) & 16 (historic environment)

National Design Guide 2019

Kent Design Guide

- d) **Relevant Planning History**

DOV/90/00139 - Proposed swimming pool. Approved

DOV/93/00310 - Construction of detached swimming pool & games room. Approved

DOV/16/01474 - Listed building consent - Conversion of stable to form 2 bedroom ancillary accommodation. Alterations including: Removal of staircase and insert partitions. Approved

DOV/17/00256 - Conversion of outbuilding to ancillary accommodation and the insertion of new window and door. Approved

DOV/20/00590 - Listed Building consent - Replacement roof and side window including repairs to single storey outbuilding attach to the north east corner of the walled garden. Pending - recommended for approval

DOV/20/00933 - Erection of a gazebo. Approved.

e) **Consultee and Third Party Representations**

KCC Highways – The proposal is for a maximum of 30 weddings per year with a maximum of 50 guests at each wedding. There is unlikely to be a severe, residual, cumulative impact on the transport network or on highway safety with the mitigation measures and restrictions proposed. It is recommended that the following be secured by condition:

- Number of weddings limited to 30 per year.
- Maximum number of guests at each wedding limited to 50.
- Provision of a bus stop clearway at the stop in Northbourne Road.
- Provision of a minimum of 17 car parking spaces.
- Provision of a guest minibus service between the venue and locations in Deal with details to be submitted.
- Provision of a Travel Plan Statement to encourage sustainable travel.

KCC PROW - Object to the application because of the access required via Mongeham Church Close, which also has the recorded status of Public Footpath ED49 of which pedestrians have the right of access. The increase of vehicle movements envisaged to be between 18 to 40 per day at peak times would have significant impact on the footpath and exasperate a problem for pedestrians using the route on a regular basis.

The travel plan states that *“There is currently no parking area associated with the Church and so all wedding guests (and guests associated with Christenings, funerals, or other Church events) must park along Mongeham Church Close or on Northbourne Road.”* I have visited the site on many occasions but never at the weekend and have yet to see a car parked on Mongeham Church Road, I am unsure if it would be possible for two vehicles to pass each other on this road due to its narrow width (approx. 5 metres). I believe that venue guests avoiding the public transport would inevitably park on the footpath as there is inadequate parking on Northbourne Road. If you are minded to grant consent to this application in order to prevent future incidents I would request a condition that there should be no parking on Mongeham Church Close associated with events at the church.

DDC Environmental Health – The Team has reviewed the Sustainable Acoustics Noise Impact Assessment. The findings of the report are accepted and approved on the basis that weddings are to be limited to 30 events per year and guest numbers limited to 50 per event. The report makes recommendations for planning conditions regarding the submission of an updated Noise Management Plan and the installation of a noise limiting device. No objection has been raised subject to conditions requiring submission of an updated Noise Management Plan and installation of a noise limiter.

DDC Ecologist – I have reviewed the bat survey report and accept the findings. Bats were not found to be roosting within the outbuilding, however, a bat sensitive lighting scheme has been proposed as a mitigation measure. This should follow the published guidance of the Bat Conservation Trust and the Institute of Lighting Professionals 2018.

DDC Heritage Team – no objection raised. Amended drawings were received during the application process and the parallel listed building application was approved

Mongeham Parish Council – object to the planning application for the following reasons:

- Removal of historic hedge
- visibility splays required by KCC Highways for the safety of increased traffic in
- Mongeham Church Close cannot be attained.
- blight the conservation area and disturb the surrounding village.
- would cause considerable disruption to the residents of Great Mongeham Church Close and the whole of Great Mongeham in terms of increased noise, increased traffic movements/congestion and parking issues
- the proposed marquee system could cause noise issues for the residential properties in close proximity as well as the rest of the village, as well as the noise generated by the increased vehicle movements and departing guests at the end of the wedding reception.
- the site is not in a sustainable location
- noise nuisance
- significant pressure of parking leading to cars being parked on Northbourne Road
- Mongeham Church Close is a very narrow, no more than 3m wide, single lane residential cul-de-sac. There is no room for cars to pass each other. The proposed venue is at the end of the close so all the other residents will be greatly inconvenienced by the coming and going of vehicles.
- There will be significant disruption for the residents of the Close on non-wedding days with catering lorries and other vehicles bringing supplies for weddings.

Public representations

129 letters of support received making the following comments:

- Given the current economic situation in the UK, due to COVID 19, I can fully see the benefit to the local economy (i.e. job creation, use of local produce and suppliers, accommodation, restaurants and pubs, taxi firms).
- It is a beautiful venue which seems ideal for the proposed plans.
- It would bring much needed funds in helping to maintain and repair the 14th century church financially through extra wedding fees
- In addition to direct employment each event will require supplies from local businesses,
- predominantly catering but also other services.
- There will also be secondary spending by travelling guests, not accommodated on site, before and after the ceremony, in the local hospitality and accommodation sectors particularly but also in the wider visitor facing economy.

105 letters of objection received raising the following relevant planning matters:

- Increase in traffic
- Increase in vehicles along this narrow lane could cause problems for people accessing and leaving their homes by car and for pedestrians, including the elderly and young residents, and walkers accessing the footpaths to the fields beyond the church.
- The noise levels generated by weddings with late night music & revellers will disturb local residents, especially in the close and carry across the rear field to neighbours living on Northbourne Road.
- This is a quiet, residential Conservation area with a mixed population from very old to very young and is totally unsuitable for such a venue.
- Unsuitable access
- Will lead to dangerous parking on Northbourne Road

- Mongeham Church Close is a very narrow residential close which will not support the number of cars that can be anticipated at a wedding.
- There will also be significant disruption for the residents of the Close on non wedding days with catering lorries and other vehicles bringing supplies for forthcoming weddings.
- There is no room for cars to pass each other apart from a small turning area.
- When leaving Mongeham Church Close onto Northbourne Road there are always residents cars parked especially at weekends. Any additional parking would not be possible.
- There is inadequate parking at The Old Rectory for guests, catering staff, security attendants etc. and the overflow would be forced to park elsewhere.
- The disturbance caused would be unbearable both during the day setting up and when the guests arrive and leave late at night.
- There are plenty of other venues locally licensed for Weddings and Events and another is definitely not required in Mongeham Church Close.
- Having to put up with loud music for more than 6 months of the year is very disturbing.
- This is a peaceful, residential close and the quiet will be shattered by the noise of loud music, people partying, cars coming and wedding guests leaving late at night.
- Would cause considerable traffic problems and congestion on surrounding roads.
- Visibility splays are inaccurately shown.
- Consideration of local wildlife especially to the Bats
- Will have an adverse effect on the nesting birds and general wildlife.
- Out of keeping with this residential area
- Up to 200 guests yet the most the church gets is maybe once a year 100 people for the Christingle service.
- A shuttle bus would be problematic.
- At St Martins we also have various regular events, IE Music evenings, Art displays, Bell ringing, Flower festivals, Visiting bell ringing teams, and other functions as well as the usual regular services per week. There is absolutely no way that the access to the church which is shared with the old rectory could cope with the amount of traffic that would be involved.

f) 1 **The Site and the Proposal**

- 1.1 The application site is located at the end of Mongeham Church Close, which is accessed off Northbourne Road. Mongeham Church Close is an adopted road and a Public Right of Way (ED49). The site lies within the village confines of Great Mongeham and within Church Great Mongeham Conservation Area. The Old Rectory lies adjacent to St Martin's Church (to the south). There is also a separate pedestrian route available between the churchyard and Northbourne Road.
- 1.2 The Old Rectory at Great Mongeham (application property) was originally the Rectory associated with Great Mongeham Church, which is dedicated to St Martin. The Old Rectory is a Grade II listed property, and the architectural style of the building suggests that the building was constructed during the second half of the 18th Century. From the review of the submitted statement, it is understood that during the second world war, The Old Rectory was used as living accommodation for a gun battery that was stationed within the grounds. After the war, the property was returned to the church and the current owners bought The Old Rectory in 1985 as a family home. The property now also operates as a bed and breakfast.

- 1.3 The main house sits towards the middle of the plot, with a gravel forecourt to the front of the property to the southwest. There are two walled gardens, one to the northwest side of the building and the second to the rear, northeast of the building. The main house is two storey, with rooms in the roof, constructed of red brick, with large, four-over-four, sliding sash windows, a hip ended roof finished with Kent peg tiles and three dormer windows to the front. On the west side of the gravel forecourt is an outbuilding, which was formerly a stable and cart shed. This building is of brick construction, with a shallow pitched slate finished roof, hipped at both ends. This building is currently used as a B&B.
- 1.4 This application seeks permission for the change of use of land for a wedding and events venue with marquee and rebuilding works to the single storey brick outbuilding (sited within the northeast corner of the walled garden to the northwest of the main house) to facilitate the conversion to a toilet block. The building is on the site of a former brick-built garden shed, which made use of the north and east walls of the walled garden and is accessed off the rear garden, via a door through the north garden wall. The structure is considered to be curtilage listed due to its age (mid-19th century), historic and current relationship to the principle Grade II listed building.
- 1.5 Originally, the application sought permission for over 60 weddings a year with a maximum capacity of 200 guests per wedding, although it was the estimated the average would be 100-120 guests per event. Significant concerns were raised by KCC Highways in respect of the highway impacts associated with the proposed use. The applicant's agent submitted a series of amendments to the application which involved reduction of the number of events to a maximum of 30 per year and the number of heads, up to a maximum of 50 per event. The amendments also included clarification in respect of how travel and parking would be managed during the event, along with amended plans and a topographical survey of the junction, to clarify the extent of visibility splays that could be achievable.
- 1.6 The proposal would make provision for 17 car parking spaces within the forecourt without double parking. The supporting statement also states that the use of the forecourt will be limited to the occupants of the house, bed and breakfast guests associated with the wedding and delivery vans associated with the event. Wedding guests not staying at The Old Rectory will be offered free transportation to and from the event via a 16-passenger seat minibus. Waiting staff will also be transported to and from the venue in a 16 seat minibus.

2 **Main Issues**

- 2.1 The main issues are:
- The principle of the development
 - Impact on character and appearance
 - Impact on Heritage
 - Impact on residential amenity
 - Impact on the highway network
 - Impact on ecology

ASSESSMENT

Principle of the development

- 2.2 The starting point for decision making, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, is the adopted development plan. Decisions should be taken in accordance with the policies in such plans, unless material considerations indicate otherwise.
- 2.3 The site is located within the settlement confines and as such, Policy DM1 applies which limits development to within the confines, unless specifically justified by other development plan policies, functionally requires a rural location, or it is ancillary to existing development or uses. The site lies within the village confines of Great Mongeham. The proposal is therefore considered acceptable in principle subject to site specific considerations.
- 2.4 Prior to the assessment of the impacts of the proposed development, it is necessary to establish whether the change of use of the site to a Wedding Venue is acceptable in principle. Regard has been had to the paragraph 83 of the NPPF which states that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.
- 2.6 A Business Plan was submitted with the application with a view to demonstrate the viability of the business case. Having reviewed the business case, it is noted that the aim is to generate local employment and help facilitate the increased use of existing commercial facilities in the surrounding area, which would assist local businesses. It is expected that many of the wedding guests may be likely to stay locally at nearby hotels and B & B facilities as well as use local taxis and minibuses. It is considered that the proposals could contribute to wider economic benefits in the District. It sets out that catering and bar facilities for the proposed functions will be provided by local firms, as will waiting staff, florists and DJ's or musicians. A typical example of spending on local businesses associated with a wedding at the venue is outlined within the submitted Business Plan. It is expected that a list of local businesses will be supplied to prospective clients to encourage local employment. It is argued that with an approximate use of 30 times per year, this would make a substantial contribution to local employment. Whilst representations received with the application have questioned the information provided within the application, the figures stated in terms of income generation and jobs are estimates. The precise economic contribution will be variable, however, it would be reasonable to assume that the provision of a new wedding facility in the area would generate income for those local businesses that provide goods and services for such a use.
- 2.7 It is considered that there would likely be a significant benefit to the local economy from the provision of the facility in this location. Furthermore, the proposal would be consistent with the objectives of the NPPF in terms of the need to support new business ventures through the conversion of existing buildings in rural areas. The proposal would meet the objectives of the economic dimension to sustainable development. In conclusion, taking into account the benefits arising from the change of use, the business case put forward for the conversion to a wedding venue is considered acceptable in principle.

Impact on the Character and Appearance of the area

- 2.8 The site is within a sensitive location, on the edge of countryside. Therefore, policy DM15 applies in this instance. This policy directs that planning permission for development that adversely affects the character or appearance of the countryside will only be permitted if it satisfies one of four criteria and the development would not result in the loss of ecological habitats. Regard should also be had to policy DM16 of the Core Strategy which generally seeks to resist development which would harm the character of the landscape, unless it is in accordance with a Development Plan designation and incorporates mitigation measures, or can be sited to avoid or reduce the harm and/or incorporates design measures to mitigate the impacts to an acceptable level.
- 2.9 The walled garden area, which is proposed to be used for civil ceremonies, would have formal landscaping, with pathways bordered by low level box hedges, with a lawn in the central areas and flowers planted in the surrounding beds. The submission of detailed landscaping plan could be secured by an appropriately worded condition. The proposal involves rebuilding of the toilet block in the northeast corner of the walled garden. By virtue of the limited scale and height of the building, the visual impact associated with the works to the toilet block remain unchanged. Nevertheless, it is relevant to note that the existing walls to the garden are about 2.4m high and shield views from the surrounding areas.
- 2.10 The garden area immediately to the rear of the existing dwelling is proposed to be used for the receptions where a temporary marquee would be erected for each event. The marquee will be located in the area to the northwest of the house, which is the furthest point from any other residential properties. By virtue of the existing 2.4m high boundary walls and existing landscaping on site, a temporary marquee would not be highly prominent in views from the surrounding countryside/landscape. Equally, given the location of the marquee to the rear, it would not be visible from the neighbouring properties or the public realm or conservation area.
- 2.11 For the foregoing reasons, the proposed development would not be contrary to policies DM15, DM16 and paragraph 170 of the NPPF which calls for development to take into account the intrinsic character and beauty of the countryside.

Impact on Heritage

- 2.12 Regard must be had for the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), which requires that, in relation to listed buildings, “special regard” be had to “the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. Regard must also be had for the provisions of the NPPF, in particular the paragraphs (189–196) at Chapter 16. Notwithstanding the statutory duty, the NPPF paragraph 195 requires that regard must be had for whether development would cause harm to any heritage asset (both designated and non-designated), whether that harm would be substantial or less than substantial and whether, if harm is identified, there is sufficient weight in favour of the development (public benefits) to outweigh that harm.
- 2.13 The proposal involves part rebuild and conversion of the outbuilding to a toilet block. Although in a state of disrepair, the structure is considered to be curtilage listed due to its age (mid-19th Century) and relates to the principal Grade II listed building. Therefore, this aspect of the proposal is also subject to a Listed Building Consent application. The Principal Heritage Officer has advised the structure is within the walled garden and consequently not viewed within the context of Old Rectory itself; works to the outbuilding are therefore not considered to have an impact on the setting

of the principal listed building. The outbuilding is currently largely derelict, with the roof structure largely lost and the structure covered by vegetation.

- 2.14 The proposal seeks to replace the derelict corrugated roof structure with a new slate roof and replace a side elevation window which is in a poor state of repair. The brick elevations have in part been damaged by vegetation growth and will require rebuilding and repointing. The proposed works are considered to be sympathetic to the character of the outbuilding. Finally, having regard for both the statutory duty of the council under The 'Act' and the policy within the NPPF, no harm would be caused to the setting of the Listed Buildings or the Conservation Area. It would therefore be in accordance with paragraphs 195 and 196 of the NPPF.

Highways/Travel Impacts

- 2.15 The NPPF requires that development that generates a significant increase in movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, consistent with the policy objectives of DM11. Planning must play an environmental role by contributing to, protecting and enhancing the natural environment including adapting to climate change including moving to a low carbon economy.
- 2.16 Originally, the application sought permission for over 60 weddings a year with a maximum capacity of 200 guests per wedding, although the estimated average was 100-120 guests per event. The forecourt of the application property has the capacity to accommodate 17 car parking spaces without double parking. Significant concerns were raised by KCC Highways in respect of the travel impacts associated with the proposed use by virtue of the intensification of the use of the existing road and lack of parking. KCC PROW also raised an objection in respect of the potential intensification of the use of Mongeham Church Close (whilst an adopted road for vehicular traffic, it is also a Public Right of Way).
- 2.17 A series of amendments were made to the application which involved the reduction in the number of events to a maximum of 30 per year and the number of heads per event would be up to a maximum of 50. The reduction in number of events and number of heads per event would result in a significant reduction in vehicular traffic and the need for parking at the venue. The peak number of movements is estimated to be 15 over a short period of 1 hour in relation to the arrival and departure of guests. Whilst Mongeham Church Close is narrow for a relatively short section, it is wide enough for two vehicles to pass in the northern section leading to the application site, and at the junction with Northbourne Road. KCC Highways have advised that bearing in mind the existing low traffic levels in the close and the fact that the movements by wedding guests will be tidal in nature, these additional movements are unlikely to significantly increase the incidence of opposing vehicles meeting in the close. The movements associated with a wedding are also over a short period of time. Whilst there are no footways in the close, it is an existing low speed environment shared by pedestrians and vehicles without any apparent issues. Third party concerns were raised in respect of the resultant unmanageable traffic if events took place both at St Martin's Church and the application site. Whilst there is the possibility of an event taking place at the church at the same time as a wedding, there is no parking available at the church and associated vehicle movements in Mongeham Church Close are therefore likely to be minimal.
- 2.18 In respect of parking, from the review of submitted plans, 17 spaces could be achieved within the site without double parking. KCC Highways have advised that the likely car sharing between wedding guests; the availability of a guest minibus service between

the site and Deal; and catering staff being transported by minibus, 17 spaces is likely to be sufficient for a wedding, if limited to 50 guests, and with use of 5 rooms available limited to wedding guests only. The applicant has also advised that their vehicles can be parked at another property for the duration of a wedding event. The delivery vehicles associated with a wedding will be visiting when guests are not parking on site, thereby providing them with room to turn within the site. The use of minibus and car share could be encouraged through measures incorporated in a Travel Plan Statement. In light of the above, it is considered reasonable to attach conditions to restrict the number of weddings/events to 30 per year and a maximum of 50 heads per event; secure adequate parking on site; provision of a guest minibus service between the venue and locations in Deal and submission of a Sustainable Travel Plan to incorporate appropriate sustainable travel measures.

- 2.19 KCC Highways raised concerns in respect of the limited visibility available at the junction formed by Mongeham Church Close and Northbourne Road. Subsequently amended plans were received with a view to clarify the visibility splays achievable at the access. However, the visibility splays were based on the legal boundaries documented within the land registry documents for properties on either side of the access. There was, therefore, a discrepancy in respect of the situation of visibility splays 'on the ground' and the boundaries within the legal documents (i.e. they did not corroborate). As a result, KCC Highways recommended that a topographical survey be carried out to provide further clarity and to avoid any ambiguity in this regard. Subsequently, survey plans were received and reviewed by KCC Highways.
- 2.20 KCC Highways advised that the visibility at the junction of Mongeham Church Close with Northbourne Road is poor and not in accordance with current guidance of 43 metres x 2.4 metres x 43 metres. However, this is due to vegetation encroaching on the highway verge and this can be cut back by the highway authority. The visibility available to the west of the junction, with vegetation cut back, is approximately 2.4 metres x 43 metres. Nevertheless, there are some existing steps and associated side walls within the highway which may impact on this visibility due to their height, and therefore taking this into account, a splay of approximately 2.4 metres x 38 metres is available. Visibility available to the east of the junction with vegetation cut back to the base of the existing wall is approximately 2.4 metres x 38 metres measured to the centre line of the road, which is acceptable in these circumstances as there is unlikely to be any overtaking due to the adjacent bend. In conclusion, whilst the achievable visibility splays do not conform with the current guidance they are a significant improvement over the existing situation (i.e. improve the visibility of the existing access), particularly in the critical direction to the west, where a splay of only approximately 2.4 metres x 12 metres is available at present.
- 2.21 It is noted that there is prevalence of on-street parking taking place in Northbourne Road, including at the bus stop opposite the junction. The increased use of the junction as a result of the proposals could lead to undesirable parking across the bus stop. KCC Highways have recommended that this issue could be resolved by attaching a condition requiring provision of a yellow bus clearway at the bus stop.
- 2.22 KCC PROW have been reconsulted on the amended proposals. However, no revised comments have been received to date. Notwithstanding, given the fact that Mongeham Church Close is also an adopted road, it is not considered that the intensification of use of the road for short periods during the year would result in unacceptable impact on the public safety to level that justifies a refusal.
- 2.23 Having regard for the above, it is considered that the highway impacts arising as a result of the traffic generated by the proposed change of use could be managed by

attaching suitably worded conditions as recommended above. Therefore, it is not considered that the proposed change of use would cause unacceptable harm to the pedestrian/highway safety, free flow of traffic or harm the convenience of road users. It would therefore accord policy DM11 of the Core Strategy and paragraph 109 of the NPPF which states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Impact on Neighbours

- 2.24 Regard has been had to 180 which states, "Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life."
- 2.25 It is proposed that the marquee in the rear garden would have amplified music during the reception, which will be turned off at 11:15pm and all events will finish at 11:45pm. It should be noted that the nearest properties are located to the south, and are about 60m from the rear garden area, separated by two garden walls. The other properties to the south are separated by the house. To the east, the rear garden beyond the walls, is bounded by the church yard, with the properties about 65m away.
- 2.26 This application was accompanied by an initial Acoustic Mitigation Proposal and Noise Management Plan. It has been proposed that an acoustically lined marquee would be used to mitigate noise. The proposal seeks to install the state-of-the-art directional music system for the dance floor within the marquee. It is understood that it is a modular speaker system enabling a number of loudspeakers to be installed across a single plane. Due to the alignment and orientation of the speakers, the system becomes highly directional. The Environmental Health Officer has visited the site to inspect this arrangement. It was considered that the directional music system works well with limited noise spillage outside the dance floor. The proposed acoustics proposal also includes use of a distributed audio system. It comprises of multiple smaller speaker cabinets and is omni-directional. It is considered that the use of distributed audio speakers could result in noise impacts, however, the overall noise levels could be controlled by virtue of installation of a noise limiter to ensure no unacceptable noise impacts arise from the proposal. A further Acoustics report was received which sets out recommendations for an updated Noise Management Plan and installation of a noise limiting device. Environmental Health have accepted the findings of the report and have not raised an objection in respect of the proposal, however, conditions have been recommended requiring submission of an updated Noise Management Plan and installation of a noise limiter which have been included in the recommendation.
- 2.27 Having regard to the above, it is not considered that the proposed change of use would cause unacceptable noise impacts (subject to conditions) such that the living conditions of the neighbouring occupants would not be unduly prejudiced. Therefore, the proposed development would be accordance with paragraph 180 of the NPPF.

Ecology

- 2.28 The EU Habitats Directive 1992, requires that the precautionary principle is applied to all new projects, to ensure that they produce no adverse impacts on European Sites. Regard has been had to Natural England's Standing Advice which suggests that in rural areas, the likely presence of bats, breeding birds, badgers, reptiles and great crested newts could be expected. Given the characteristics of the surrounding area and the poor state of the outbuilding, a bat survey was recommended to be carried out during the application process. Subsequently, a bat survey was carried out which revealed no evidence of any bats using the building during the building during the emergence survey period, although bats were seen crossing over the survey site and adjacent areas from the south – east. Notwithstanding the absence of bats, it has been recommended that the proposed building should be lit according to Bat Conservation Trust recommendations. In light of the above, it is considered that the proposed development would not result in harm to the ecology subject to a condition requiring the proposed lighting to conform with Bat Conservation Trust recommendations.

3.0 Conclusion

- 3.1 The proposal would cause no harm to the rural character and appearance of the surrounding area. It would bring back a disused listed outbuilding back into use and would not cause harm to the setting of the principal listed building or the character of the Conservation Area. It would not cause harm to the living conditions of the neighbouring occupants. Finally, the proposed development would not cause harm to the wildlife habitats. It would promote expenditure within the local economy and contribute towards the social viability and functioning of the local area. Significant weight has been attached to this public benefit. Weighed against these benefits is a potential periodic short-term increase in traffic and competition for on-street parking. However, it should be noted that the proposal would also encourage sustainable travel i.e. guests transported by means of minibuses and use of car share. Notwithstanding, it is acknowledged that the likely increase in traffic and parking demand constitute minor negatives and whilst would carry some weight, it is considered to be more than outweighed by the benefits of the scheme. The proposal would therefore accord with development planning policies and the NPPF. It is therefore recommended that the application be granted.

g) Recommendation

I. PLANNING PERMISSION BE GRANTED, subject to conditions which include:

- 1) 3-year standard time limit
- 2) Approved plans
- 3) Samples of materials for the outbuilding
- 4) Joinery details
- 5) number of weddings restricted to 30 per year and number of heads to 50 per event
- 6) Provision of a bus stop clearway at the stop in Northbourne Road
- 7) Provision of a minimum of 17 car parking spaces as shown on the plans
- 8) provision of a guest minibus service between the venue and locations in Deal
- 9) Provision of a Travel Statement to encourage sustainable travel
- 10) Bat sensitive lighting scheme
- 11) Landscaping scheme
- 12) Installation of a noise limiter prior to first use
- 13) Submission of a detailed noise management plan prior to first use.

- 14) Restricting hours of use (amplified music during the reception, which will be turned off at 11:15pm and all events will finish at 11:45pm).
- 15) Marquee shall be removed within 2 weeks after each event.

II. Powers to be delegated to the Head of Planning, Regeneration and Development to settle any necessary planning conditions in line with the issues set out in the recommendation and as resolved by the Planning Committee.

Case Officer

Benazir Kachchi