



**Late Observations Sheet  
DEVELOPMENT CONTROL COMMITTEE  
11 March 2021 at 7.00 pm**

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**DEVELOPMENT CONTROL COMMITTEE**

Thursday 11 March 2021

**LATE OBSERVATION SHEET**

**4.1 20/03476/FUL - 136 High Street, Sevenoaks, KENT TN13 1XA**

**Officer update**

**Affordable Housing**

The scheme provides 104 residential units and due to the existence of the current vacant buildings on the site, this reduces the extent of affordable housing we can seek due to Vacant Building Credit as detailed in the NPPF.

Therefore, the maximum level of affordable housing from the scheme is 23 affordable units on site. The applicants' submission was for 12 affordable units, with a mix 50/50 split of tenure between affordable rent and shared ownership. This offer was below the policy requirements and did not meet our tenure split of 65/35 affordable rent/shared ownership. The applicants' cited viability grounds for not being policy compliant.

Through the use of Adams Integra as viability assessors acting on the behalf of the Council, we were able to demonstrate that the scheme could achieve a greater degree of affordable housing. The applicant has upped their offer to now provide **3 extra affordable rent units, giving a total 15 affordable units**, with a tenure split of 9 affordable rent and 6 shared ownership. The tenure split of 60/40 is far closer to our policy requirement than the original submission. Our viability assessor has reassessed the scheme with the increased affordable housing offer and is satisfied that the maximum level of affordable housing achievable is 15 units. Any increase above this level of provision would make the scheme unviable. Our Housing team are supportive of this increased offer.

Therefore we are satisfied that the provision of 15 affordable units, 9 of which will for be affordable rent and 6 of which will be shared ownership complies with policy SP3 of the Sevenoaks Core Strategy taking account of the viability of the scheme.

**Representation:** One additional letter received objecting on the grounds insufficient & inadequate parking within the scheme and within the town to accommodate the development.

**Officer update response on car parking provision**

The Council's adopted Parking Standards set out within Appendix 2 of the Sevenoaks Allocations & Development Management Plan indicates that for development in town centres, the *maximum* parking provision should be 1 parking space and includes reference to Note 1, which states:

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*“Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.”*

Therefore this application site is within a very sustainable location at the centre of local amenities and makes the most efficient use of land, and therefore is fully entitled to rely upon our adopted parking standards, which support reduced parking provision in this location. A parking management scheme will also be secured through a proposed condition (condition 12).

It is also noted that public car parks exist directly opposite the site, which can also accommodate any visitor parking provision, which again is in line with our adopted parking standards.

In addition to providing 52 parking spaces, the scheme will provide a car club secured through the Section 106 Agreement and also provide 112 cycle spaces for the development which exceeds their Kent Highway standard cycle provision, as the scheme seeks to offer alternative forms of movement, other than by motor vehicle.

Paragraph 103 of the NPPF expands upon this shift towards sustainable modes of transport as follows:

*“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health”*

The management of the communal car parking will be subject to control by planning condition and Kent Highways raise no objection to the level of parking provision due to town centre location of this site. The development will not result in hazardous highway conditions and certainly does not result in severe harm to highway safety as identified by NPPF.

### Typographical error

Paragraph 207 should refer to the *“principle of development”* rather than the *“principal of development”*.

### **Recommendation Amended**

A: That planning permission be GRANTED subject to the following conditions and a completed Section 106 agreement for: affordable housing, **public art, car club** and travel plan to be completed or;

### ***Additional informative:***

6. The applicant is advised to contact the Council’s Economic Development team to discuss how the public realm areas can assist in the town’s cultural events.

#### 4.2 20/03289/HOUSE - Riftwood, Oak Avenue, Sevenoaks, KENT TN13 1PR

##### Typographical error

Paragraph 34 of the report should refer to “Appendix 2 of the ADMP” rather than the “Annex 2 of the Core Strategy”.

##### Further representations

Two additional public comments have been received following the publishing of the Committee Report.

The points raised in the comments are listed below:

- Whether the development is an annexe or a separate house
- Car parking - number of cars on the site, site has 6 cars and is a 6 bedroom property
- Clarification on the built form referenced at Lorne House to the west of the site, this built form is integrated both physically and functionally to the main property and Lorne House is a detached property with spacious plot

These additional comments are acknowledged and considered below.

As stated in the report, the Council has to assess an application as it is submitted on its own planning merits. The proposal would provide ancillary residential accommodation which is considered to demonstrate a degree of reliance on the host property. The annexe would not have its own curtilage or its own private garden, access or parking, these amenities would be shared with the main property. Further permission would be required to sub-divide the planning unit and create an independent dwelling.

Regarding the issue of parking, regardless of how many cars the occupier of the property has, the Council takes its parking requirements from the KCC Highways standards provided in Appendix 2 of the ADMP. It states that for dwellings with 4+ bedrooms in a suburban location, a provision of x2 parking spaces should be provided. As indicated in the report, Riftwood benefits from a large forecourt and driveway area and therefore is considered to satisfy, and even exceed, the minimum recommended provision. There is considered to be adequate space for more than 2 vehicles to park on site. The existing access and onsite parking provision would be retained. Despite the loss the garage, the site is capable of providing a sufficient level of parking, even considering the positioning and scale of the proposed annexe. The Council upholds these parking standards regardless of the number of cars an individual privately owns.

Regarding the clarification received in relation to Lorne House to the west of the site, this was referenced in the report as an example of larger built form sited forwards of the principle elevation of the property. This example was used to highlight the point that there are other examples of substantial built form to the frontages of neighbouring properties. This was done to demonstrate that the proposed annexe would not be considered as harmful to the character and

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appearance of the area when considering the surrounding grain of development within the immediate locality.

### Recommendation

That permission be granted, as per the main papers and late observations.

### **4.3 20/03261/FUL - Land North Of Cherry Tree Cottage, Main Road, Knockholt, KENT TN14 7LH**

Upon further consideration of the application, it is noted that the driveway is narrow and would not afford two vehicles to pass at the same time. As such the existing driveway has to be widened and incorporate a passing point to facilitate this and improve upon existing highway safety conditions in accordance with policies EN1, T2 of the ADMP. It is recommended that the following condition is imposed:

‘Notwithstanding the driveway and parking areas as shown on the approved plan no. 4182-20-PL002 P6, no development shall take place until further details of a passing bay, parking areas and the widening of the existing driveway have been submitted and approved in writing by the local planning authority. The works shall be completed in full prior to the first occupation of the proposed dwelling and shall remain on site at all times.

Reason: To ensure highway safety of the application site as supported by Policies EN1 and T2 of the Sevenoaks Allocations and Development Management Plan.’

### Recommendation

That permission be granted, as per the main papers and late observations.

### **5.1 - TPO 7 OF 2020 - Land South of Waystrode Cottages, Spode Lane, Cowden KENT - TN8 7HW**

No Late Observations.