

20 October 2016 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks
Despatched: 12.10.16



Development Control Committee

Membership:

Chairman, Cllr. Williamson; Vice-Chairman, Cllr. Thornton
Cllrs. Ball, Barnes, Bosley, Brown, Clark, Cooke, Edwards-Winsor, Gaywood, Hogg,
Horwood, Mrs. Hunter, Kitchener, Layland, Parkin, Purves, Reay and Miss. Stack

Agenda

	Pages
Apologies for Absence	
1. Minutes	(Pages 1 - 2)
To approve the minutes of the meeting of the Committee held on 29 September 2016, as a correct record.	
2. Declarations of Interest or Predetermination	
Including any interests not already registered	
3. Declarations of Lobbying	
4. Planning Applications - Chief Planning Officer's Report	
4.1 SE/16/01547/FUL - Sennocke Car Park, Hitchen Hatch Lane, Sevenoaks TN13 3AY	(Pages 3 - 30)
New Hotel to be built on the existing car park site.	

EXEMPT INFORMATION

At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.

Any Member who wishes to request the Chairman to agree a pre-meeting site inspection is asked to email democratic.services@sevenoaks.gov.uk or speak to a member of the Democratic Services Team on 01732 227000 by 5pm on Monday, 17 October 2016.

The Council's Constitution provides that a site inspection may be determined to be necessary if:

- i. Particular site factors are significant in terms of weight attached to them relative to other factors and it would be difficult to assess those factors without a Site Inspection.
- ii. The characteristics of the site need to be viewed on the ground in order to assess the broader impact of the proposal.
- iii. Objectors to and/or supporters of a proposal raise matters in respect of site characteristics, the importance of which can only reasonably be established by means of a Site Inspection.
- iv. The scale of the proposal is such that a Site Inspection is essential to enable Members to be fully familiar with all site-related matters of fact.
- v. There are very significant policy or precedent issues and where site-specific factors need to be carefully assessed.

When requesting a site inspection, the person making such a request must state under which of the above five criteria the inspection is requested and must also provide supporting justification.

DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held on 29 September 2016 commencing at 7.00 pm

Present: Cllr. Thornton (Vice Chairman) (in the Chair)

Cllrs. Ball, Barnes, Bosley, Brown, Clark, Cooke, Edwards-Winsor, Hogg,
Mrs. Hunter, Kitchener, Layland, Purves, and Miss. Stack

Apologies for absence were received from Cllrs. Gaywood, Horwood, Parkin,
Reay and Williamson

36. Minutes

Resolved: That the minutes of the Development Control Committee held on
8 September 2016 be approved and signed by the Chairman as a correct
record, subject to the deletion of the additional 'but' at the third paragraph
of Minute 28.

37. Declarations of Interest or Predetermination

There were none.

38. Declarations of Lobbying

There were none.

Reserved Planning Applications

The Committee considered the following planning applications:

39. SE/16/02300/HOUSE - 49 Penshurst Road, Leigh TN11 8HN

The proposal sought planning permission for the erection of a single storey garden
room. The application had been referred to the Committee by Councillor Lake as
he supported the Parish Council's view that the 50% rule should apply and that
there were no very special circumstances. Members' attention was brought to the
main agenda papers .

The Committee was addressed by the following speaker:

Against the Application: -
For the Application: Neal Thompson
Parish Representative: -
Local Member: -

As there were no other speakers, Members unanimously agreed there was no need for debate and it was therefore moved by the Chairman that the recommendation in the report to grant planning permission be agreed.

Resolved: That planning permission be granted subject to the following conditions

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

- 2) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used on the existing building.

To ensure that the appearance of the development is in harmony with the existing character of the dwelling as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

- 3) The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing No 101 - Date Stamped 25.7.16, Drawing No 104 - Date Stamped 25.7.16, Drawing No 102 - Date Stamped 25.7.16, Drawing No 103 - Date Stamped 25.7.16.

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

- 4) No extension or external alterations shall be carried out to the exterior of the dwelling hereby approved, despite the provisions of any Development Order.

To prevent inappropriate development in the Green Belt as supported by GB1 of the Sevenoaks Allocations and Development Management Plan.

- 5) No building or enclosure other than those shown on the approved plans shall be erected within the curtilage of the dwelling hereby approved, despite the provisions of any Development Order.

To prevent inappropriate development in the Green Belt as supported by GB1 and GB3 of the Sevenoaks Allocations and Development Management Plan.

THE MEETING WAS CONCLUDED AT 7.12 PM

CHAIRMAN

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4.1 - SE/16/01547/FUL Revised expiry date 25 October 2016

PROPOSAL: New Hotel to be built on the existing car park site.

LOCATION: Sennocke Car Park, Hitchen Hatch Lane, Sevenoaks
TN13 3AY

WARD(S): Sevenoaks Town & St Johns

ITEM FOR DECISION

This application is referred to the Development Control Committee as the Council is both the applicant and the landowner of the application site.

RECOMMENDATION: That planning permission be GRANTED subject to the following conditions:-

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the following approved plans: A.01 Revision A, A.02 Revision B, A.03 Revision C, A.04 Revision A, A.05 Revision A, A.06 Revision A, A.07 Revision A, A.08 Revision B, A.09 Revision B, A.09B Revision B, A.10 Revision A, A.11 Revision A and A.12 Revision B.

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

3) The building hereby permitted shall only be used as a hotel (Use Class C1) and for no other purpose.

In the interests of highway safety as supported by policies EN1 and T2 of the Sevenoaks Allocations and Development Management Plan.

4) No development shall be carried out on the land until samples of the materials to be used in the construction of the external surfaces of the hotel building hereby permitted have been submitted to and approved in writing by the Council. The development shall be carried out using the approved materials.

To ensure that the appearance of the development preserves the character and appearance of the area as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

5) No development shall be carried out on the land until full details of soft landscape works have been submitted to and approved in writing by the Council. Those details shall include:-planting plans (identifying existing planting, plants to be retained and new planting);-a schedule of new plants (noting species, size of

stock at time of planting and proposed number/densities);-a programme of implementation; and-protection measures. The programme of implementation shall include the replacement of the removed Sycamore trees at the earliest stage of construction works as possible and protection of the replacement trees thereafter until works are completed on site. The landscape works shall be carried out in accordance with the approved details.

To safeguard the visual appearance of the area as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

6) If within a period of five years from the completion of the development, any of the trees or plants that form part of the approved details of soft landscaping die, are removed or become seriously damaged or diseased then they shall be replaced in the next planting season with others of similar size and species.

To safeguard the visual appearance of the area as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan.

7) Prior to the use of the site commencing the vehicle loading/unloading, turning facilities and disabled parking spaces shown on the approved plan drawing number A.03 Revision C shall be provided and retained thereafter.

In the interest of highway safety as supported by policies EN1 and T2 of the Sevenoaks Allocations and Development Management Plan.

8) Prior to the use of the site commencing the cycle parking facilities shown on the approved plan drawing number A.03 Revision C shall be provided and retained thereafter.

In the interest of highway safety as supported by policy T2 of the Sevenoaks Allocations and Development Management Plan.

9) Prior to the use of the site commencing the access shown on the approved plan drawing number A.03 Revision C shall be completed and maintained thereafter.

In the interest of highway safety as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan.

10) Prior to the first occupation of the hotel building a service management plan for all deliveries shall be submitted to and approved in writing by the Local Planning Authority. The use of the hotel shall be carried out in accordance with the service management plan thereafter.

In the interest of highway safety as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

11) No development shall be carried out on the land until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The construction management plan shall include details of parking, turning, unloading and wheel washing. The works shall be carried out in accordance with the approved construction management plan.

In the interest of highway safety as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

12) Prior to the hotel use first commencing a BS 4142:2014 assessment for both the plant room and any other external plant and equipment, the kitchen extract system and deliveries shall be submitted to and approved in writing by the Local Planning Authority. The report shall include details of mitigation measures and calculations of the attenuation afforded by them. The noise mitigation details shall be carried out in accordance with approved scheme and retained thereafter.

To safeguard the residential amenity of nearby residents as supported by policy EN7 of the Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

13) Prior to commencement of the use of the hotel building, the applicant shall be required to submit a scheme in writing to the Local Planning Authority for approval in relation to odour control. Full details of proposed odour control shall include:

- a) The position of the flue in relation to neighbouring properties and window openings and the type of flue terminus used.
- b) Details of proposed routine cleaning and maintenance of the system and the service requirements of the installed odour control system, including details of system access panels and confirmation that they will be grease tight.
- c) Details of the type of food to be cooked, the cooking time per day; and the type of cooking appliances used.
- d) The manufacturer's specification/data sheets for any odour control elements of the system.
- e) The temperature of flue gases prior to any activated Carbon filters.
- f) The efflux velocity of the flue gases at the discharge point.

Any equipment, plant or process provided or undertaken in pursuance of this condition shall be installed prior to the first operation of the premises. The extraction and treatment equipment shall be maintained and operated in compliance with the approved scheme. After installation of the approved plant no new plant or ducting system shall be used without the written consent of the Local Planning Authority.

In the interests of protecting the amenity of adjoining/nearby residential properties and safeguarding the amenities of the surrounding area as supported by policy EN1 of the Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this

safeguard planning permission should not be granted.

- 14) Prior to the commencement of development the applicant, or their agents or successors in title, will secure and implement:
- i archaeological field evaluation works in accordance with a specification and written timetable which has been submitted to and approved by the Local Planning Authority; and
 - ii further archaeological investigation, recording and reporting, determined by the results of the evaluation, in accordance with a specification and timetable which has been submitted to and approved by the Local Planning Authority.

To ensure that features of archaeological interest are properly examined and recorded as supported by the National Planning Policy Framework. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

- 15) No development shall be carried out on the land until a scheme of ecological enhancements for the site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

To ensure the long term retention of biodiversity in the area as supported by policy SP11 of the Core Strategy. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

- 16) Development shall not begin until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the Local Planning Authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100yr storm) can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters/sewer.

To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure ongoing efficacy of the drainage provisions. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

- 17) No building hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- i) a timetable for its implementation, and
 - ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable

drainage system throughout its lifetime.

To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure ongoing efficacy of the drainage provisions. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

18) The development hereby permitted shall achieve a BREEAM "Very Good" rating, and shall include at least a 10% reduction in total carbon emissions through the on-site installation and implementation of decentralised, renewable or low-carbon energy sources. Evidence shall be provided to the Local Planning Authority prior to the occupation of the development that the development has achieved a BREEAM "Very Good" rating and a 10% reduction in total carbon emissions or alternative as agreed in writing by the Local Planning Authority.

In the interests of environmental sustainability and reducing the risk of climate change, as supported by Policy SP2 of the Sevenoaks Core Strategy. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

19) Prior to the importation of any soil to the site for soft landscaping works the appropriate certification for the soil shall be submitted to and approved in writing by the Local Planning Authority. Only the soil that has the received the appropriate certification shall then be imported to the site.

In the interests of pollution prevention and safety.

20) The existing car park shall remain open until such time that the approved redeveloped of the Bradbourne Car Park has been completed and the Bradbourne Car Park has reopened.

In the interest of highway safety as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan.

Informatives

1) It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land>

The applicant must also ensure that the details shown on the approved plans agree

in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Note to Applicant

In accordance with paragraphs 186 and 187 of the NPPF Sevenoaks District Council (SDC) takes a positive and proactive approach to development proposals. SDC works with applicants/agents in a positive and proactive manner, by;

- Offering a duty officer service to provide initial planning advice,
- Providing a pre-application advice service,
- When appropriate, updating applicants/agents of any small scale issues that may arise in the processing of their application,
- Where possible and appropriate suggesting solutions to secure a successful outcome,
- Allowing applicants to keep up to date with their application and viewing all consultees comments on line (www.sevenoaks.gov.uk/environment/planning/planning_services_online/654.asp),
- By providing a regular forum for planning agents,
- Working in line with the NPPF to encourage developments that improve the improve the economic, social and environmental conditions of the area,
- Providing easy on line access to planning policies and guidance, and
- Encouraging them to seek professional advice whenever appropriate.

In this instance the applicant/agent:

- 1) Was provided with pre-application advice.
- 2) The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- 3) The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

Description of Proposal

- 1 The application seeks the approval of the closure of the existing car park and the erection of a hotel building. The building would be mainly four storeys in height, with a three storey and single storey elements to the northern elevation of the building. The hotel would contain 83 bedrooms provided over the four floors. At ground floor level there would also be provided a reception area, office, restaurant dining area, kitchen, stores, bin store and plant.

- 2 The front elevation of the building would be visually broken down into several sections through the use of several pitched roofs or varying size and height, a charcoal coloured brick and a red stock brick and stainless steel rainwater downpipes. The side elevations would feature metal panel and brick projecting vertical bays.
- 3 The building would generally occupy the centre of the site, with the northern side projections extending beyond this. The building would be set back from the western front boundary by a minimum of 4.9m, set in from the rear eastern boundary by 10.55m, the northern elevation by 1.4m and the southern elevation by 7.2m.
- 4 The hotel building would be serviced by a vehicular access, two drop off areas, three disabled parking bays and an area for service vehicles to pull onto. Where levels of the site need to be reduced to accommodate the building retaining walls are proposed to be erected. Soft landscaping works are also proposed to be carried out to the majority of the boundaries of the site.

Description of Site

- 5 The application site comprises a car park located on the eastern side of Hitchen Hatch Lane, adjacent to the former Farmers site and to the north of the railway station. The site fronts on to Hitchen Hatch Lane and also lies adjacent to properties to the north (The Mews, Hitchen Hatch Lane) and those to the east that are found at the far end of St Botolphs Avenue. The site is roughly rectangular in shape and has an area of 0.23 hectares. The levels of the site rise by 2m from the south-western corner of the site to the north-eastern corner. The site is bounded by a well established hedge and several mature trees occupy part of the southern boundary of the site.

Constraints

- 6 The site lies within the built urban confines of Sevenoaks and an Area of Archaeological Potential, and is allocated for housing with the Council's Allocations and Development Management Plan.

Policies

Sevenoaks District Core Strategy

- 7 Policies - LO1, LO2, SP1, SP2, SP8 and SP11

Sevenoaks District Allocations and Development Management Plan (ADMP)

- 8 Policies- SC1, EN1, EN2, EN6, H1, LT1 and T2

Other

- 9 The National Planning Policy Framework (NPPF)
- 10 The National Planning Practice Guidance (NPPG)

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Planning History

- 11 The planning history for the site is limited and none is relevant to this application. The historic maps for the site show it mainly as a vacant site with some buildings existing in the north-east corner of the site in the early 1900s.

Consultations

Sevenoaks Town Council - 23.06.16 (Summary)

- 12 Sevenoaks Town Council recommended approval and requested clarification on two points - the first being the discrepancy between the car parking spaces required to serve the hotel stated in this application and those stated in the Bradbourne Car Park application. The second being a lack of information in terms of the ability of a coach to drop off and pick up on the site.

County Highways Engineer - 29.09.16

- 13 Trip generation

Trip rates have been derived from TRICs and compared against Premier Inn's own survey information and the higher of the two sets of trip rates has been used. I am satisfied that the trip rates used provide a robust estimate of the traffic likely to be generated by the hotel development. The proposed hotel development is likely to generate 20 two way traffic movements in the AM peak, 15 during the PM peak and 155 daily.

- 14 Traffic Generation 83 bedroom hotel

	Arrivals	Departures	Total
AM Peak	8	12	20
PM Peak	9	6	15
24 hour	78	77	155

Parking

- 15 Current parking standards are given in SPG4 however these are recommended maximum values. I would not expect to see maximum provision for parking for a hotel development so close to a train station and within walking distance of the Town Centre. Car parking surveys of other Premier Inn sites have been used to estimate the parking demand for the proposed hotel. This indicates that peak demand occurs overnight, as would be expected, and during the day, 0900-1700, a maximum of 22 spaces are required.
- 16 Parking is to be provided in the Bradbourne car park which, following its expansion will have 435 spaces of which 250 will be allocated to season ticket holders and the remaining 185 spaces available on a pay and display basis, whilst overnight parking between 1830 and 0830 is free. Parking

surveys indicate that parking for the hotel use falls during the morning and gradually increases during the afternoon/evening. This is the opposite of the demand profile for the commuter use of the car park which increases during the morning and falls off during the afternoon/evening. With this in mind there is not likely to be any shortfall in parking availability in the Bradbourne car park.

Recommendation

- 17 The information provided indicates that the hotel proposal will lead to an additional 20 traffic movements during the morning peak period and 15 during the evening peak period. This level of traffic generation will not have any significant impact on the safety or capacity of the existing highway network. Additionally I am of the view that adequate parking is available in the Bradbourne car park to meet the demand generated by the hotel proposal.

- 18 In view of the above I confirm that I do not wish to raise objection but would recommend that the following conditions be included in any consent granted:

Provision and permanent retention of the vehicle loading/unloading and turning facilities shown on the submitted plans prior to the use of the site commencing.

Provision and permanent retention of the cycle parking facilities shown on the submitted plans prior to the use of the site commencing.

Completion and maintenance of the access shown on the submitted plans prior to the use of the site commencing.

A service management plan is required; to be submitted and approved prior to first occupation of the site.

A construction management plan is also required to be approved prior to first occupation of the site and this should include details of parking, turning, unloading, wheel washing.

INFORMATIVE: It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

` Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land>

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The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Planning Policy Officer - 29.06.16 (Summary)

- 19 'There is an identified need for hotel accommodation in Sevenoaks town and there is local policy support for hotel development in suitable locations. The site is in a very sustainable location. National planning policy (through the NPPF) places significant weight on the need to support economic growth. It is a matter of balancing priorities, but it is suggested that these factors, in this instance, could override the allocation of the site for 17 residential units. The provision of housing is clearly a national and local priority, but the low potential yield from the site should be weighed against the clear economic development benefits for the District of such a hotel development.
- 20 It is likely that any potential 'loss' of 17 units will be made up by higher yields than identified coming though on other development sites. For example, allocation H1(p) Enterprise Way, Edenbridge, was allocated in the ADMP for 276 units and permission was recently granted for up to 300 units (an increase in 24 units).'

Environmental Health Officer further comments - 29.09.16 (Summary)

- 21 No objection has been raised subject to a condition attached to any approval of planning permission requiring a scheme of odour control (see condition 13 recommended above).

Environmental Health Officer - 28.06.16 (Summary)

- 22 The Environmental Health Officer is satisfied with the Air Quality Assessment submitted and accepts the conclusions and recommendations contained within it.

Environmental Health Officer - 27.06.16 (Summary)

- 23 No objection has been raised in respect of contamination. In respect of noise a condition is requested requiring a noise assessment of the plant room and any other external plant and equipment, the kitchen extract system and deliveries (see condition 12 recommended above). Further information relating to odour controls is requested.

County Archaeological Officer - 06.06.16 (Summary)

- 24 No objection is raised subject to a condition requiring an archaeological field evaluation and any necessary further archaeological investigation, recording and reporting be completed (see condition 14 recommended above).

Natural England - 18.06.16 (Summary)

- 25 'Natural England has no comments to make on this application.'

County Biodiversity Officer further comments - 12.09.16 (Summary)

26 No objection raised.

County Biodiversity Officer - 24.06.16 (Summary)

27 No objection raised subject to the inclusion of conditions requiring the protection of the boundary hedgerow and proposed enhancements (see conditions 5 and 15 recommended above).

County Sustainable Drainage Team Leader further comments - 22.09.16 (Summary)

28 No objection has been raised to the development subject to conditions relating to a detailed sustainable surface water drainage scheme (see conditions 16 and 17 recommended above).

County Sustainable Drainage Team Leader - 24.06.16 (Summary)

29 Raised an objection to the development and recommends the application is not determined until a drainage strategy has been submitted and reviewed.

Environmental and Operational Services further comments - 05.09.16 (Summary)

30 No objection raised.

Environmental and Operational Services further comments - 17.06.16 (Summary)

31 Having viewed further information no objection has been raised.

Environmental and Operational Services - 15.06.16 (Summary)

32 No objection raised subject to commercial waste collection vehicles being able to safely enter and exit the site.

Kent Police - 07.06.16 (Summary)

33 No objection has been raised.

Hever Parish Council - 14.06.16 (Summary)

34 Commented in support of the application.

Thames Water - 14.06.16 (Summary)

35 No objection has been raised.

Sevenoaks Society - 15.06.16 (Summary)

36 The Sevenoaks Society raised objection to the scheme on the grounds of design quality, the need to consider the scheme together with the development of the Bradbourne Car Park and the railway station, the loss of a site allocated for housing, lack of on-site parking and highways safety.

Sevenoaks Conservation Council - 25.07.16 (Summary)

- 37 The Sevenoaks Conservation Council raised objection to the proposal on the grounds of the fact that the development represents a departure from the development plan and the design of the proposed hotel building. The Sevenoaks Conservation Council has highlighted the fact that the site is allocated for housing under policy H1 of the ADMP and that the presumption should be in favour of developing the site in this manner. In terms of design there is a concern relating to the western elevation of the building, which would be presented to Hitchen Hatch Lane, and the proximity of the building to the street. Reference is also made to potential issues of overlooking.

Representations

- 38 Five letters of representation have been received in support of the application stating the following -
- there is a need for hotel accommodation in Sevenoaks;
 - the location is suitable being close to transport links;
 - the need to include electrical vehicle charging points;
 - the hotel would help to improve tourism and increase employment opportunities in the area;
 - the external appearance could be improved;
 - the method of construction should be controlled;
 - the use of the hotel should be controlled; and
 - the boundary hedge should be retained.
- 39 Two letters have been received making comments neither objecting to nor supporting the application stating the following -
- there has been a missed opportunity to provide underground parking;
 - improve highways safety at the entrance to the site; and
 - provide a shared public space outside the hotel.
- 40 Finally, twenty-five letters have been received objecting to the scheme on grounds of the following -
- parking provision;
 - highways safety (for vehicles, cyclists and pedestrians);
 - impact on air quality;
 - limited bus services;
 - the sustainability of the site;
 - traffic movements;
 - the height of the building;
 - the overbearing nature of the building;

- excessive number of rooms provided;
- impact on parking provision within the Bradbourne Car Park;
- the possibility of those visiting the hotel parking on Hitchen Hatch Lane;
- loss of affordable housing units;
- overlooking;
- loss of daylight;
- loss of privacy;
- noise from traffic on site;
- overshadowing;
- limited disabled parking spaces;
- lack of a coach drop off;
- overdevelopment of the site; and
- odours.

Chief Planning Officer's Appraisal

- 41 The main issues in the consideration of this application are the principle of the development, the potential impact on the character and appearance of the area, the potential impact on residential amenity, parking provision and the potential impact on highways safety. Other issues include the potential impact on the Area of Archaeological Potential, the potential impact on biodiversity, drainage, BREEAM and sustainable development.

Main Issues

The principle of the development -

- 42 The site falls within the built confines of Sevenoaks and so policies LO1 and LO2 of the Core Strategy apply. These policies advise that development will be focused within the built confines of existing settlements, with Sevenoaks being a location for development of a scale and nature consistent with the needs of the town and the surrounding rural area. They also seek to protect the setting of the urban area and the distinctive character of the local environment.
- 43 In my view, the site is suitable for some form of large scale development. This is due to the fact that there are several large scale buildings locally around the site (BT building, Tubs Hill House), a large scale development

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has approval on the adjacent Farmers site and given that it is located close to the services offered within Sevenoaks town centre.

- 44 An assessment as to whether the proposed hotel would protect the setting of the urban area and the distinctive character of the local environment is carried out in detail below but I am of the view that this would be the case. The proposal therefore complies with policies LO1 and LO2 in these respects as a matter of principle.
- 45 The site is allocated for housing as identified in policy H1 of the ADMP. This states that the sites identified are allocated for residential development purposes to deliver the Core Strategy housing requirements (3,300 units) over the period until 2026. These sites will provide for a range of housing types, density, mix and tenure and will be subject to the site areas and design guidance as set out in detail in the Appendix to the ADMP. The policy indicates that the site could accommodate approximately 17 units.
- 46 Therefore, the proposed hotel use is not in accordance with the residential allocation on the site and as such is a departure from the Development Plan. In light of such circumstances, it is therefore necessary to consider whether there are any material considerations or over-riding factors that justify allowing a hotel on this site.
- 47 Policy SP8 of the Core Strategy aims to promote hotel development in suitable locations in Sevenoaks. The recently updated Tourist Accommodation Study (2015) reinforces this aim. Therefore, it is a case of balancing the need for hotel accommodation in this location against the potential loss of 17 residential units.
- 48 Policy LT1 of the ADMP states that benefits to the local economy will be recognised in considering proposals for tourist accommodation or facilities.
- 49 The site is in close proximity to the railway station and within walking distance of the town centre. In terms of accessibility, this is one of the most sustainable locations for a hotel in Sevenoaks town.
- 50 The development of a quality hotel is also consistent with the Council's Economic Development Strategy which aims to help facilitate growth in the tourism industry and increase the number of providers of hotel accommodation within the District.
- 51 The Sevenoaks District Tourist Accommodation Study (September 2015), which builds on previous work that Hotel Solutions has undertaken to assess the potential for hotel development in Sevenoaks District, in 2004, 2007 and 2010, states that:

'with a currently limited stock of tourist accommodation, it is clear that growth in staying tourism, and the resulting boost that this will give to the District's economy, will require additional tourist accommodation'.

'Tourism is a major contributor to economic growth in Sevenoaks District: it contributed £220 million to the District's economy in 2013 and supported 4,840 jobs, 11% of all employment in the District'.

‘Consultations with tourism businesses and town and parish councils for the Economic Development Strategy identified the current limited stock of tourist accommodation in the District as a key issue and barrier to growing tourism’.

- 52 The Study provides an indication of the number of new hotel bedrooms that might be needed in Sevenoaks District over the next 10 years, with projections of possible future growth in hotel demand to 2016, 2021 and 2026 (section 4.4). For the budget sector, there is an immediate requirement for 84 bed spaces (under the low growth scenario), rising by 172 bed spaces by 2026. The report concludes:

‘There is immediate potential for a budget hotel in Sevenoaks Town and additional budget hotel provision in Swanley.’

- 53 In relation to the standard of current accommodation in the District, the report notes:

‘A budget hotel in Sevenoaks Town could have an adverse impact on some of the town’s existing hotels, depending on how they respond to the new competition’.

‘Trip-advisor reviews for the two hotels in Sevenoaks show issues with the quality of both hotels. The Premier Inn at Swanley (the only branded budget hotel in the District) is the highest rated hotel in the District on Trip-advisor’.

- 54 In summary, there is an acknowledged shortage of Tourism Accommodation in the District and particularly in Sevenoaks town where there is limited accommodation. There is clearly scope for further tourist related development in the District and local planning and economic development policy give support to hotel development in Sevenoaks.

- 55 In terms of whether this site constitutes a suitably sustainable location, it is very well located for public transport with the adjacent railway station and frequent passing bus services. Car parking for the hotel would be provided at Bradbourne Car Park. The site is also well located to serve local businesses and support town centre retailers/the evening economy and surrounding local centres. It is equally well located for local businesses looking for accommodation for visiting staff, customer, consultants and other guests.

- 56 Overall, it is therefore the case that there is an identified need for hotel accommodation in Sevenoaks town and there is local policy support for hotel development in suitable locations. The site is in a very sustainable location.

- 57 The NPPF places significant weight on the need to support economic growth as well as the need to deliver housing including affordable housing. The proposal comprises a departure from the Development Plan, with policy H1 of the ADMP allocating the site for housing. It is therefore necessary to justify such a deviation from policy and the Development Plan.

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- 58 The NPPF, policy SP8 of the Core Strategy and policy LT1 of the ADMP all lend support to the proposal. It is also a matter of balancing priorities, and in this instance the economic need and benefit of a hotel could override the allocation of the site for 17 residential units.
- 59 The provision of housing is clearly a national and local priority, but the low potential yield from the site should be weighed against the clear economic development benefits for the District of such a hotel development. In addition, it is likely that any potential 'loss' of 17 units will be made up by higher yields than identified coming though on other development sites, as detailed in the Planning Policy comments regarding the Edenbridge allocation site.
- 60 In conclusion, I am satisfied in this instance that the significant economic benefits from introducing the proposed hotel to the town would outweigh the need to provide a modest number of dwellings within the District, which could be delivered elsewhere and include the appropriate level of affordable housing provision. It is therefore the case that the principle of the development can be agreed subject to the development complying with all other relevant planning policy.

The impact on the character and appearance of the area -

- 61 The NPPF also states that the Government 'attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.' (para. 56)
- 62 Policy SP1 of the Core Strategy states that all new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated.
- 63 Policy EN1 of the ADMP states that the form of proposed development should respond to the scale, height, materials and site coverage of the area. This policy also states that the layout of proposed development should respect the topography and character of the site and the surrounding area.
- 64 The area surrounding the site is characterised by a variety of land uses and is a mix of larger and contemporary buildings, most of which are in commercial use, and two storey residential houses with a traditional appearance. There are numerous retail and food establishments along London Road and employment developments include the large BT office development to the north-west of the site beyond the station. Hitchen Hatch Lane and the streets to the north are predominantly residential. A large mixed use development of the adjacent Farmers site has recently been approved, which would have a modern appearance and up to five and six storeys in height, adjacent to the development site.
- 65 The proposed hotel building would be mainly four storeys in height, with a taller element to the southern side of the building (adjacent to the Farmers site), a three storey element to the northern side (adjacent to The Mews) and a maximum height of 16.3m (2.2m lower than the building approved to be built on the Farmers site). The building would therefore provide a visual

transition link between the larger scale development approved for the Farmers site and the residential scale of the buildings that make up The Mews.

- 66 The red stock brick proposed for some sections of the building, the pitched roofs and gable ends facing onto Hitchen Hatch Lane would all reflect the more traditional appearance of some of the existing development within the area. Whilst, the metal roof, charcoal colour brickwork, black metal panelling and stainless steel downpipes would provide a more modern contrast to the more traditional elements of the building. This more modern detailing would reflect the appearance of the more modern existing and proposed buildings within the locality. Precise detailing of the materials will be controlled by condition (see condition 4 recommended above).
- 67 The proposed hotel building would occupy roughly 40% of the entire site. The building would be set back from the frontage of the site, would retain a good gap to the Farmers site and to the rear boundary of the site, and a modest visual spacing to the properties on The Mews. Given the spacing retained I do not conclude that the proposal comprises over development of the site, nor would it appear cramped. The size of the hotel building, and the number of rooms contained within it, is therefore wholly acceptable.
- 68 Although some hardstanding would be retained on the site, soft landscaping would be increased aiding to soften the appearance of the building within the street scene. In addition, whilst the building would be dug into the site by up to 2m, the required retaining structures would be located to the rear of the site. This would assist in allowing the development to respect the topography of the area.
- 69 There is no policy requirement for the applicant to provide a public space as part of the development. It is also the case that there is no requirement to consider the development of the area as a whole, particularly when the railway station has recently been redeveloped and the Farmers site has been granted consent for a separate development. There is, however, a need for the development to respect the character of the local area, which includes a wide range and scale of developments.
- 70 The design of the building is a matter raised as a concern by a number of the representations received. This is a subjective matter and I would acknowledge that the design of the building may not appeal to everyone. However, paragraph 60 of the NPPF states that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
- 71 Overall, I am therefore of the view that the development would preserve the character and appearance of the area and would not detract from the visual amenity of the locality. It follows that the proposal in accordance with the NPPF, policy SP1 of the Core Strategy and policy EN1 of the ADMP.

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The impact on residential amenity -

- 72 Paragraph 17 of the NPPF identifies a set of core land-use planning principles that should underpin decision-taking. One of these principles is that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 73 Policy EN2 of the ADMP states that proposals will be permitted where they would provide adequate residential amenities for existing and future occupiers of the development and would safeguard the amenities of existing and future occupants of nearby properties.
- 74 Policy EN7 of the ADMP states that proposals should not have an unacceptable impact when considered against the indoor and outdoor acoustic environment including existing and future occupiers of the development and the amenities of existing and future occupants of nearby properties, and should not result in unacceptable noise levels from existing noise sources that cannot be adequately mitigated.
- 75 The properties potentially most affected by the development are those adjacent to the site that make up The Mews, those at the western end of St Botolphs Avenue and those in the western element of the approved development of the Farmers site. All other nearby properties would be sufficient distance away not to be significantly impacted upon.
- 76 The applicant has carried out a detailed daylight/sunlight assessment of the development against all windows and rear amenity areas of the adjacent residential properties. This assessment concludes that proposed development would pass all the BRE tests for background daylight and sunlight to neighbouring houses and gardens. In assessing the information submitted together with the assessment I would agree with this conclusion meaning that the proposed building would preserve an acceptable level of daylight and sunlight to the neighbouring properties.
- 77 The closest distances of separation between the various windows of the hotel and windows and amenity areas of neighbouring properties to the north is in the order of 15m. Some properties are closer still but possess no windows that face on to the site in these affected elevations or windows that face on to them from the hotel serve landings or windows of the hotel are at an oblique angle.
- 78 Whilst I would acknowledge that this is less than the established accepted distance of 21m, nothing is set in policy to fix this distance and a similar relationship distance has recently been accepted by an Inspector in a town environment as being an acceptable distance between facing windows. In addition, the following relationships are proposed with the neighbouring properties.
- 79 101 Hitchen Hatch Lane possesses a number of windows that face on to the site. These appear to serve non-habitable rooms or serve as secondary windows to other primary aspect windows serving the same rooms. However, only landing windows from the hotel would look directly on to this property. 1 The Mews possesses two windows that face on to the site and

serve non-habitable rooms. The distance of separation here of windows from the hotel looking directly onto the neighbouring property would be increased to 17m. 8 The Mews would again be closer but the side facing wall of the property does not possess any windows. Views onto the rear amenity area of this property would only be at oblique angles from the hotel. North facing windows would be more than 21m from 11 St Botolphs Avenue.

- 80 No windows are proposed in the eastern end of the building and so there would be no loss of amenity in terms of overlooking and loss of privacy to dwellings on the southern side of St Botolphs Avenue. Windows to the rear of the northern side projection would be a minimum of 24m from nearby properties.
- 81 The distance of separation is further reduced to windows in the approved Farmers building. However, the windows in these neighbouring properties would be high level windows serving bathrooms and secondary windows to kitchen/diner/living rooms.
- 82 Given the above I am of the opinion that the development would not result in a detrimental loss of privacy or overlooking.
- 83 The above relationships between the proposed hotel building and neighbouring properties also means that outlook from these neighbouring properties would be preserved and the development would not have an overbearing impact on neighbours.
- 84 The Environmental Health Officer has confirmed that air quality in the area would not be affected by the development and so local residents would not be impacted on by any detrimental air pollution.
- 85 The Environmental Health Officer has also commented that conditions are sufficient to control noise from the plant servicing the building and from traffic entering the site, and odours from the kitchen of the hotel (see recommended conditions 12 and 13). It is therefore the case that the occupiers of the adjoining properties would not suffer a loss of amenity from excessive noise, vibration, odour, activity or vehicle movements.
- 86 The proposal would therefore safeguard the amenities of existing and future occupants of nearby properties, and future occupants of the hotel, which complies with the NPPF and policies EN2 and EN7 of the ADMP.

Parking provision and the potential impact on highways safety -

- 87 Policy T2 of the ADMP states that vehicle parking provision, including cycle parking, in new non-residential developments should be made in accordance with advice by Kent County Council as Local Highway Authority or until such time as non-residential standards are adopted.
- 88 Notwithstanding this the Council may depart from established maxima or minima standards in order to:
 - a) take account of specific local circumstances that may require a higher or lower level of parking provision, including as a result of the development

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site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; and

b) account for the existing parking provision (whether provided on or off-site) already attributed to the building's existing use when a redevelopment or change of use is proposed and for the use of existing public car parks outside of normal working/trading hours by restaurants and leisure uses.

- 89 Policy EN1 of the ADMP states that proposals which would ensure satisfactory means of access for vehicles and pedestrians and provide adequate parking and refuse facilities will be permitted.
- 90 Policy T3 of the ADMP states that in non-residential developments where it is not appropriate to provide electric vehicle charging points, new development should be designed to include the electrical infrastructure in order to minimise the cost and disturbance of retrofitting at a later date.
- 91 The development comprises the closure of the existing car park to allow for the erection of the hotel building. This would result in the loss of 84 parking spaces provided to commuters using the railway station. However, this loss of parking is off set by the development at the nearby Bradbourne Car Park. This car park would provide a total of 435 parking spaces, which would be an uplift in 65 spaces from the provision that existing within the Bradbourne Car Park, the Sennocke Car Park and also results in the on street provision locally being reduced by 70 bays.
- 92 The County Highways Engineer has confirmed that current parking standards they refer to in Supplementary Planning Guidance 4 of the superseded Kent & Medway Structure Plan represent recommended maximum values and that they would not expect to see maximum provision for parking for a hotel development so close to a train station and within walking distance of the Town Centre.
- 93 In addition, the car parking surveys of other Premier Inn sites presented have been used to estimate the parking demand for the proposed hotel and this indicates that, as would be expected, peak demand occurs overnight, and during the daytime hours a maximum of 22 spaces are required.
- 94 Parking is to be provided in the redeveloped Bradbourne Car Park, which will have 435 spaces. 250 of these spaces will be allocated to season ticket holders and the remaining 185 spaces will be available on a pay and display basis, whilst overnight parking between 6.30pm and 8.30am is free.
- 95 The parking surveys submitted indicate that parking for the hotel use falls during the morning and gradually increases during the afternoon/evening. This is the opposite of the demand profile for the commuter use of the car park which increases during the morning and falls off during the afternoon/evening. With this in mind there is not likely to be any shortfall in parking availability in the Bradbourne Car Park.
- 96 As such, the Highways Engineer concludes that adequate parking is available in the Bradbourne Car Park to meet the demand generated by the hotel

proposal. It is also the case that the provision of three disabled parking spaces within the site meets the requirements of current parking standards.

- 97 Trip rates to and from the site that the applicant has presented have been derived from TRICs (a database of trip rates for developments) and have been compared against Premier Inn's own survey information. The higher of the two sets of trip rates has been used.
- 98 The Highways Engineer is satisfied that the trip rates used provide a robust estimate of the traffic likely to be generated by the hotel development, with the site likely to generate 20 two way traffic movements in the AM peak, 15 during the PM peak and 155 daily. The Highways Engineer therefore concludes that this level of traffic generation will not have any significant impact on the safety or capacity of the existing highway network.
- 99 These comments from the Highways Engineer are subject to a number of conditions, which have been recommended above (conditions 7 - 11).
- 100 In addition to this, drop off areas are provided on site for all vehicles stopping to drop off visitors at the hotel, including coaches. Sufficient turning space is also provided on site for cars, coaches and service vehicles meaning all vehicles would be able to enter and exit the site in a forward gear.
- 101 The Council's Environmental and Operational Services Team has confirmed that the arrangements for refuse collection are wholly acceptable.
- 102 Space on site is limited and so it would not be appropriate in this instance to require the development to provide an electric vehicle charging point or points. In addition, the situation with regards space is unlikely to change significantly in time and so it would be unreasonable of the Council to require that the applicant put in place infrastructure for vehicle charging points in the future.
- 103 A number of representations have raised the point that the figures for parking spaces required and traffic movements presented as part of this application differ from those provided as part of the Bradbourne Car Park application.
- 104 The figures presented for the Bradbourne Car Park, in relation to the parking provision required and traffic movements for the hotel proposal, were generic for the reason that not all specific information for the hotel scheme was available. The information presented as part of this application is specific to the proposal and takes account of all information, including data from other hotels similar to that proposed here. This therefore explains the discrepancies between the two sets of figures presented but does not affect the acceptability of the scheme. This is confirmed through the support of the County Highways Engineer, who also supported the Bradbourne Car Park application.
- 105 Overall, it is therefore the case that the development would provide sufficient parking and would preserve highways safety. This complies with policy T2 and EN1 of the ADMP.

Other Issues

Impact on the Area of Archaeological Potential -

- 106 The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (para. 132).
- 107 Policy EN4 of the ADMP states that proposals that affect a Heritage Asset, or its setting, will be permitted where the development conserves or enhances the character, appearance and setting of the asset.
- 108 The site lies within the post medieval and later expansion of Sevenoaks Town, especially along the roads and railway lines. Historic OS maps suggest there may have been a building in the north-west corner of the site. It is not clear what this building might be but there are suggestions of quarrying in the area and this may be associated with some industrial process.
- 109 As a result of this the County Archaeological Officer has requested that an archaeological field evaluation and any necessary further archaeological investigation, recording and reporting be completed (see condition 14 recommended above).
- 110 The development would therefore not harm the heritage asset in accordance with the NPPF and policy EN4 of the ADMP.

Impact on biodiversity -

- 111 The NPPF states that development proposals where the primary objective is to conserve or enhance biodiversity should be permitted (para. 118).
- 112 Policy SP11 of the Core Strategy states that the biodiversity of the District will be conserved and opportunities sought for enhancement to ensure no net loss of biodiversity.
- 113 The County Biodiversity Officer has raised no objection to the scheme subject to the inclusion of conditions on any approval requiring the protection of the boundary hedgerow and proposed enhancements (see conditions 5 and 15 recommended above).
- 114 With these conditions included the proposal would comply with the NPPF and policy SP11 of the Core Strategy.

Drainage -

- 115 The County Sustainable Drainage Team Leader has offered their support of the Surface Water Drainage Strategy submitted subject to two conditions requested to be included on any approval of planning permission covering a sustainable surface water drainage scheme (see conditions 16 and 17 recommended above).
- 116 Given this the development is acceptable in terms of surface water drainage.

BREEAM -

- 117 Policy SP2 of the Core Strategy states that all new commercial development will be required to achieve BREEAM “Very Good” standards. The policy goes on to state that achievement of BREEAM standards must include at least a 10% reduction in the total carbon emissions through the on-site installation and implementation of decentralised, renewable or low-carbon energy sources. To demonstrate this, applicants must submit evidence as to how the requirements have been met or which demonstrate that compliance is not technically or financially feasible.
- 118 The applicant has provided a BREEAM Pre-Assessment Estimate stating that the development could achieve “Very Good” standards. This would be done through focussing on categories such as Management, Health & Wellbeing, Energy, Transport and Waste.
- 119 A condition can be attached to any approval of planning permission requiring that a BREEAM Final Certificate be submitted to show that the development has achieved the “Very Good” standard (see condition 18 recommended above).
- 120 Overall, the development would comply with policy SP2 of the Core Strategy.

Referral to the Secretary of State -

- 121 Whilst the development represents a departure from the development plan, in that the site is allocated for housing and it is proposed to erect a hotel on the plot, the Government provides guidance within the NPPG on when it is necessary to refer an application to the Secretary of State. This guidance sets out the applicable criteria and arrangements that must be followed for consulting the Secretary of State once the local planning authority has resolved to grant planning permission for certain types of development by referring to certain paragraphs of The Town and Country Planning (Consultation) (England) Direction 2009.
- 122 This legislation states that it shall apply in relation to any application for planning permission which is for development outside town centres, along with other areas. For the purposes of the legislation “development outside town centres” means development which consists of or includes retail, leisure or office use, and which -
 - (a) is to be carried out on land which is edge-of-centre, out-of-centre or out-of-town; and
 - (b) is not in accordance with one or more provisions of the development plan in force in relation to the area in which the development is to be carried out; and
 - (c) consists of or includes the provision of a building or buildings where the floor space to be created by the development is:
 - (i) 5000m² or more; or

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(ii) extensions or new development of 2500m² or more which, when aggregated with existing floor space, would exceed 5000m².

- 123 Whilst the development is not in accordance with one of the provisions of the development plan and is in an out-of-centre location, a hotel use falls within the C1 Use Class and is therefore not a retail, leisure or office use, and also the floor area proposed is below the 5000m² threshold.
- 124 It is therefore not necessary to refer the application to the Secretary of State but in acknowledging the fact that the application comprises a departure the Council has carried out the statutory requirements to advertise the application, through displaying site notices and placing a public notice in the local press.

Sustainable development -

- 125 The NPPF states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking (para. 14). For decision-taking this means approving development proposals that accord with the development plan without delay and where the development plan is absent, silent or relevant policies out of date, granting of permission unless:-

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole;
- specific policies in this framework indicate development should be restricted; or
- material considerations indicate otherwise.

- 126 The proposed scheme does not wholly accord with the development plan. However, circumstances in this instance are such that the failure to comply with the development plan in full is outweighed by other more significant economic material considerations and I have explained this in detail above. It follows that there would be no adverse impacts in granting planning permission for the development.

Conclusion

- 127 The proposed hotel development would be acceptable in principle, preserve the character and appearance of the area, would preserve residential amenity, would preserve highways safety and would provide sufficient vehicle parking. Consequently the proposal is justified and therefore the Officer's recommendation is to approve.

Background Papers

Site and Block plans

Contact Officer(s): Mr M Holmes Extension: 7406

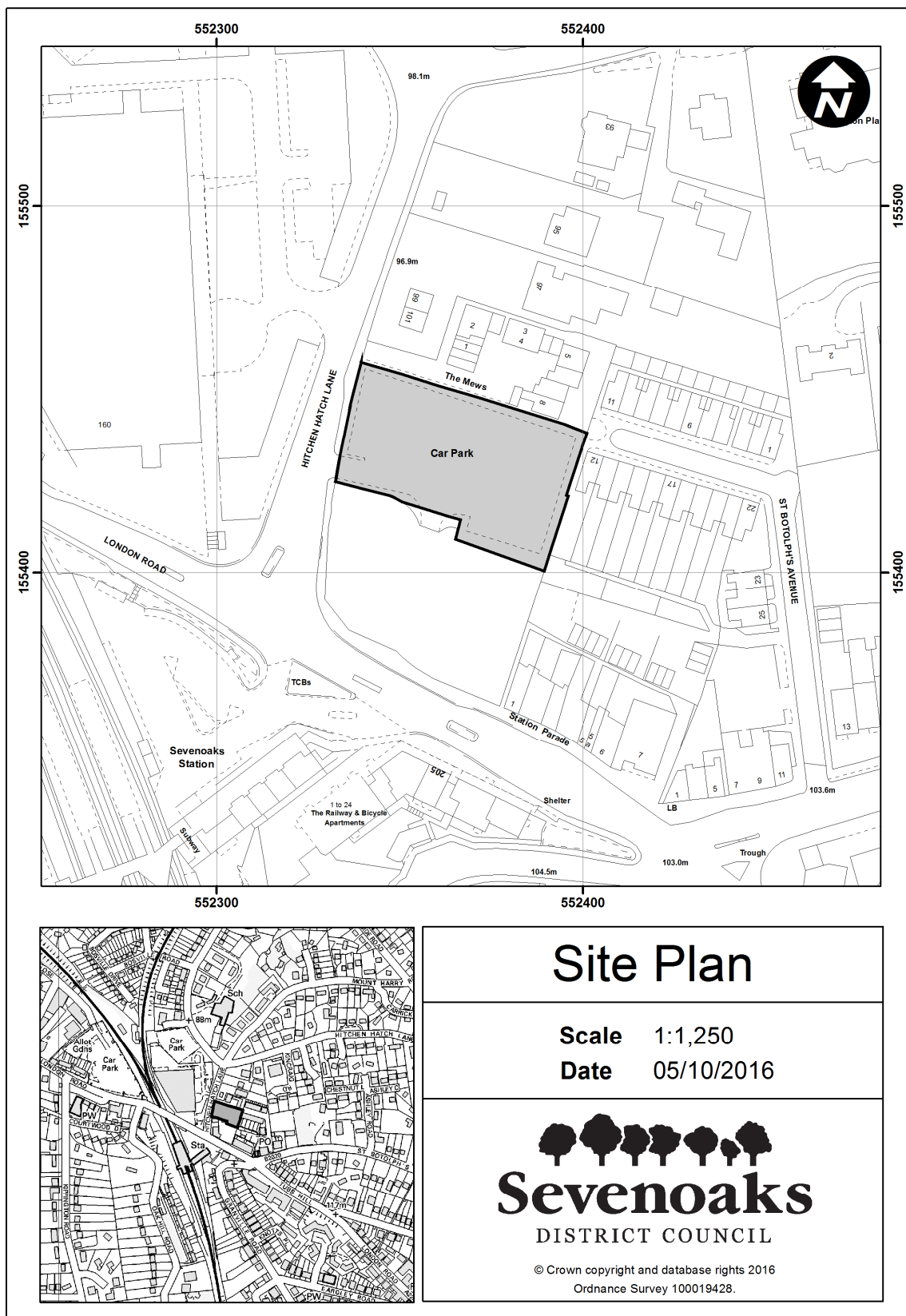
Richard Morris
Chief Planning Officer

Link to application details:

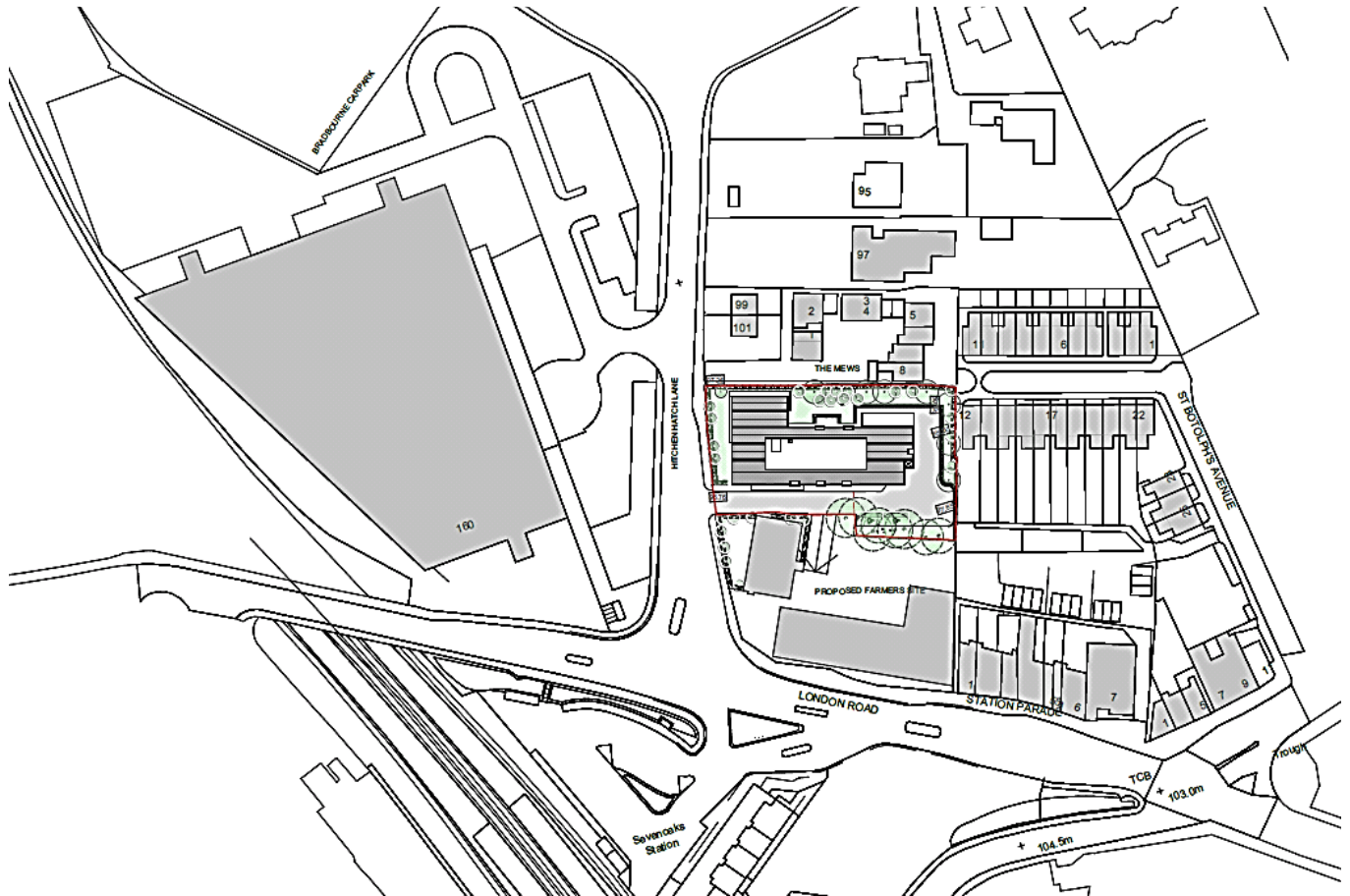
<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=O7N0L5BKIJK00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=O7N0L5BKIJK00>



BLOCK PLAN



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Planning Application Information on Public Access - for applications coming to
DC Committee on Thursday 20th October 2016

**Item 4.1 SE/16/01547/FUL Sennocke Car Park, Hitchen Hatch Lane, Sevenoaks
TN13 3AY**

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=07N0L5BK1JK00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=07N0L5BK1JK00>

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