

12 April 2018 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks  
Despatched: 04.04.18



## Development Control Committee

### Membership:

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

### Agenda

There are no fire drills planned. If the fire alarm is activated, which is a continuous siren with a flashing red light, please leave the building immediately, following the fire exit signs.

	Pages
Apologies for Absence	
1. <b>Minutes</b> To approve the minutes of the meeting of the Committee held on 15 March 2018, as a correct record.	(Pages 1 - 16)
2. <b>Declarations of Interest or Predetermination</b> Including any interests not already registered	
3. <b>Declarations of Lobbying</b>	
4. <b>Planning Applications - Chief Planning Officer's Report</b>	
4.1 <b>17/03763/FUL - Bluebell Bank And 4 Saddlers Park, Station Road, Eynsford, Kent DA4 0ER</b> Formation of access and driveway and associated works.	(Pages 17 - 28)
4.2 <b>17/02569/FUL - Car Park site adjacent to Horizon House , Azalea Drive, Swanley BR8 8HY</b> Redevelopment of the existing car park site at Horizon House to provide two separate residential blocks comprising of 31 units (14 x 1 beds and 17x 2 beds), including associated car parking, cycle and refuse storage and landscaping.	(Pages 29 - 56)

4.3 **17/04027/FUL - St Johns Hill Car Park, St Johns Hill, Sevenoaks TN13 3PE** (Pages 57 - 68)

Proposed change of use of the existing car park to a vehicle rental business (sui generis) including erection of small office and the provision of a car valet area.

4.4 **18/00166/HOUSE - 6 Martins Shaw, Chipstead, KENT TN13 2SE** (Pages 69 - 76)

Erection of a two storey side extension.

#### 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](mailto:democratic.services@sevenoaks.gov.uk) or speak to a member of the Democratic Services Team on 01732 227000 by 5pm on Monday, 9 April 2018.

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.

If you wish to obtain further factual information on any of the agenda items listed above, please contact the named officer prior to the day of the meeting.

Should you need this agenda or any of the reports in a different format, or have any other queries concerning this agenda or the meeting please contact Democratic Services on 01732 227000 or [democratic.services@sevenoaks.gov.uk](mailto:democratic.services@sevenoaks.gov.uk).

**DEVELOPMENT CONTROL COMMITTEE**

Minutes of the meeting held on 15 March 2018 commencing at 7.00 pm

Present: Cllr. Williamson (Chairman)

Cllr. Thornton (Vice Chairman)

Cllrs. Ball, Barnes, Brown, Clark, Coleman, Hogg, Horwood,  
Mrs. Hunter, Kitchener, Layland, Purves, Reay and Raikes

Apologies for absence were received from Cllrs. Bosley, Edwards-  
Winser, Gaywood and Parkin

Cllr. Clack was also present.

77. Minutes

Resolved: That the minutes of the Development Control Committee held on 22 February 2018 be approved and signed by the Chairman as a correct record.

78. Declarations of Interest or Predetermination

Cllr Raikes declared for Minute 82 - 17/03697/FUL - 2A Bradbourne Road, Sevenoaks, Kent TN13 3PY and for Minute 83 - 17/03797/FUL - 31 Granville Road, Sevenoaks, Kent TN13 1EZ that he was a member of the Parish Council but would remain open minded.

Cllr Williamson declared for Minute 81-17/02067/FUL - Tri Officers Mess, 1-4 Armstrong Close, Halstead, Kent TN14 7BS that he lived opposite the site and therefore would not act as Chairman for the item and would leave the room for the discussion of the item.

79. Declarations of Lobbying

Cllrs Brown, Clark, Hogg, Hunter, Raikes, Purves and Thornton declared that they had been lobbied in respect of Minute 82 - 2A Bradbourne Road, Sevenoaks, Kent TN13 3PY.

**UNRESERVED PLANNING APPLICATIONS**

There was no public speaking against the following item and no Member reserved the item for debate. Therefore, in accordance with Part 7.3(e) of the constitution, the following matter was considered without debate:

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#### 80. 18/00053/LDCEX - 21 The Charne, Otford, Kent TN14 5LR

The proposal was for a lawful development certificate for the erection of dormer to rear and two roof lights on the front elevation to create a habitable room within the roof space. The application had been referred to the Development Control Committee as the applicant was related to a member of staff.

Resolved: That a lawful development certificate be granted for the following reason:

The proposal complied with all the requirements of Schedule 2, Part 1, Classes B and C of the Town and Country Planning (General Permitted Development) England) Order 2015 (as amended).

#### CHANGE IN ORDER OF AGENDA ITEMS

With the Committee's agreement the Chairman brought forward consideration of agenda item 4.2.

#### RESERVED PLANNING APPLICATIONS

The Committee considered the following planning applications:

(COUNCILLOR THORNTON IN THE CHAIR)

#### 81. 17/02067/FUL - Tri Officers Mess, 1 - 4 Armstrong Close, Halstead, Kent TN14 7BS

The proposal was for the demolition of existing buildings and erection of 9 dwellings with associated parking. The application had been referred to the Committee by Cllr. Williamson to consider the impact of the bulk of the development on the openness of the Metropolitan Green Belt in accordance with Policy L08 of the Core Strategy and policy EN1 of Allocations and Development Management Plan (2015).

Members' attention was brought to the main agenda papers and the late observation sheet, which included additional conditions.

The Committee was addressed by the following speakers:

Against the Application: William Power  
For the Application: Mark Bridge  
Parish Representative: Parish Cllr. Brooker  
Local Member: -

Members asked questions of clarification from the speakers and Officers. Members were advised that should permission be granted, a condition was included to require submission of a water impact study to ensure the development would benefit from an adequate water supply but this could not be conditioned to the

properties that were already there, details of site levels and drainage were to be submitted before commencement, if approved.

It was moved by the Chairman and duly seconded that the recommendation in the report, as amended by the late observation sheet, to grant planning permission or to refuse permission in the absence of an appropriate Section 106 agreement, be agreed.

Members discussed the principle of residential development that had previously been established by the granting of the 2014 permission and noted that the bulk, impact, footprint, volume and hardstanding had all been reduced and that the conditions that could be applied would address many of the objections made. Some Members expressed concern at the circumstances for the water supply.

The motion to grant planning permission was put to the vote and it was

Resolved: That

A) planning permission be granted subject to:

- i) the conditions set out below, subject to officers being authorised to make any appropriate amendments arising following negotiations and/ or in the light of legal advice.
- ii) A satisfactory legal agreement made under section 106 of the Town and Country Planning Act 1990 (as amended) and any other appropriate legislation being completed no later than 12 April 2018 (PROVIDED THAT if officers are satisfied that the applicant has agreed in writing to the extension of the statutory period for determination, officers are authorised to agree to the extension of the time for completion of the legal agreement and the issue of the decision notice).
- iii) The S106 legal agreement shall include the following requirements:
  - Provision of on site affordable housing.

#### Conditions

- 1) The development hereby permitted shall be begun before the expiration of 3 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: 15407-BT6, S201/A, P201/G, P202/F, P210/B, P211/C, P212/A, P213/D.

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

- 3) No development shall be carried out on the land until full details of existing and proposed levels have been submitted to and agreed in writing by the local planning authority. Proposed plans shall include a level (e.g. highway or footpath) adjacent to the site that will remain fixed/ unchanged and shall include levels adjoining the site. No development shall take place other than in accordance with the approved details. 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.

To ensure that the proposals would not impact detrimentally on the openness of the Green Belt or the character of the surroundings in accordance with policy EN1 of the Sevenoaks Allocations and Development Management Plan and the National Planning Policy Framework.

- 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 dwellings hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out using the approved materials. 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.

To ensure a satisfactory appearance to the development and to comply with policy SP1 of the Core Strategy and policies EN1 and EN5 of the Allocations and Development Management Plan.

- 5) None of the residential units hereby permitted shall be occupied until the vehicular accesses, car parking and turning spaces as shown on drawing P201/G have been completed on site and made available for use. The access and car parking shall be retained and maintained solely for such use thereafter.

To ensure the provision of adequate access and vehicle parking in accordance with policies EN1 and T2 of the Allocations and Development Management Plan.

- 6) No development shall be carried out on the land until details for the installation of electric vehicle charging infrastructure showing their proposed location(s), type and specifications have been submitted to and approved in writing by the local planning authority. The electric vehicle charging infrastructure shall be installed in

accordance with the details so approved prior to the first occupation of any of the residential units and shall be retained and maintained for use at all times. 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.

In order to mitigate and adapt to climate change in accordance with policies EN1 and T3 of the Allocations and Development Management Plan.

- 7) No development shall take place until details of cycle parking facilities have been submitted to and approved in writing by the local planning authority. The cycle parking facilities shall be provided in accordance with the approved details prior to the first occupation of any of the residential units and retained and maintained as such thereafter. 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.

To promote and encourage sustainable modes of transport, in accordance with policy SP1 of the Core Strategy and policy T2 of the Allocations and Development Management Plan.

- 8) No development shall be carried out on the land until a demolition and construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority and thereafter implemented and maintained throughout the construction period in accordance with the approved CEMP. The CEMP shall include:
- a. Details of the proposed working hours
  - b. Details of locations of vehicle parking for site operatives and visitors
  - c. Details of proposed wheel washing facilities located adjacent to the construction site access
  - d. Details of an area for the storage of plant and materials
  - e. A site waste management plan
  - f. How the construction will comply with the sustainable use of soils on construction sites
  - g. Details of means of suppressing dust during the demolition and construction process to include the regime for dust deposition measurement at the site boundaries;
  - h. Details of the measures to mitigate the noise and vibration from demolition and construction;
  - j. Details of a surface water drainage scheme for the temporary drainage of the site.

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.

In the interests of highways safety and the amenities of the surrounding area during the demolition and construction phase, in accordance with policies EN1 and T1 of the Sevenoaks Allocations and Development Management Plan.

- 9) No development shall be carried out on the land until a scheme to provide utilities connections to the dwellings hereby permitted to facilitate access to infrastructure that meets modern communication and technology needs, including broadband and where feasible Superfast Fibre Optic Broadband, high speed internet cabling and digital TV cabling shall be submitted to and approved in writing by the local planning authority. The agreed scheme shall be provided prior to first occupation of any of the residential units hereby approved. 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.

To secure the installation of infrastructure that meets modern communication and technology needs and to avoid the need for retrofitting in accordance with policy EN1 of the Allocations and Development Management Plan.

- 10) No development shall be carried out on the land until a hard and soft landscaping scheme has been submitted to and approved in writing by the local planning authority. The landscaping scheme shall include the following details:
- a) trees and shrubs to be retained (including details of appropriate tree protection measures for the existing trees and shrubs shown to be retained);
  - b) soft plantings, including trees, grass and turf areas, shrub and herbaceous areas; their location, species (use of native species where possible), density and size;
  - c) a scheme for soft landscaping that part of the former tennis court not required for car parking;
  - d) enclosures: including types, dimensions and treatments of walls and fences (to include removal of existing perimeter fencing to former tennis court), pedestrian and vehicular gates, screen walls, barriers, rails, retaining walls and location, species and size of hedges;
  - e) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, steps and if applicable synthetic surfaces;



- f) any other landscaping feature(s) forming part of the scheme;  
and
- g) a landscape management plan detailing how each of the landscaping areas will be maintained.

All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the local planning authority within the next planting season. No development shall take place other than in accordance with the approved details and shall be maintained as such thereafter. 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.

To enhance the visual appearance and green infrastructure of the area as supported by policies EN1 and GI1 of the Allocations and Development Management Plan.

- 11) Prior to the commencement of any development on the site, details regarding the retention and protection of all trees on and/or immediately adjacent to the site shown to be retained shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the details so approved. In paragraphs 'a' to 'c' below references to a "retained tree" mean an existing tree which is to be retained in accordance with plan 15407-BT6. The details shall include:
  - a) Details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site.
  - b) Details of any proposed alterations in existing ground levels and of the position of any proposed excavations or other engineering operations. These details shall be illustrated by a series of cross-sections showing existing and proposed levels.
  - c) Details of the location and extent of any area on the land to be used during the construction period for storage (including materials, plant and machinery) and/or for siting any temporary ancillary structures, such as a site office.

To protect the trees on site which are to be retained in the interests of the visual amenities of the locality in accordance with Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

- 12) No development shall be carried out on the land until:
- i) A Phase 1 Habitat Survey and any recommended species specific surveys have been carried out on the site. In the event that surveys identify the on site presence of bats and/or reptiles, a mitigation strategy(s) shall be submitted to and approved in writing by the local planning authority. Details of the mitigation strategy shall include:
    - a. details of the proposed receptor site;
    - b. details of surveys, and;
    - c. details of necessary enhancements required.
  - ii) Details of ecological enhancements, including timescales for implementation, have been submitted to and approved in writing by the local planning authority; The approved measures shall be implemented in accordance with the approved details and retained and maintained thereafter at all times. 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.

In order to mitigate the impact of development on ecology and to enhance the biodiversity value of the site in accordance with policy SP11 of the Core Strategy and policies EN1 and G11 of the Allocations and Development Management Plan.

- 13) Details of any external lighting shall be submitted to and approved in writing by the local planning authority prior to its installation. Details shall include details of fixtures and location, hours of operation and details of compliance with the Institute of Lighting Engineers guidance notes for the reduction of light pollution. Despite any development order, outside lighting shall only be provided in accordance with the approved details and no further external lighting shall be installed on the site without the prior written consent of the local planning authority.

In the interests of the visual amenity of the area and to ensure the creation of a safe and secure environment in accordance with policies EN1 and EN6 of the Allocations and Development Management Plan.

- 14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting those Orders) no development falling within Classes A, B, C, D and E of Part 1 of Schedule 2 to the said Order shall be carried out to any of the hereby approved dwellings without the prior written approval of the local planning authority.

To prevent inappropriate development in the Green Belt and to safeguard the openness and visual amenity of the area as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan and the National Planning Policy Framework.

- 15) The ground and first floor level windows in the side (west) elevation of plot 9 shall be obscure glazed and fixed shut below 1.7m from finished floor level and shall be retained and maintained as such thereafter.

In order to safeguard the residential amenities of surrounding occupiers in accordance with policy EN2 of the Sevenoaks Allocations and Development Management Plan.

- 16) No development shall take place until an impact study of the existing water supply infrastructure has been submitted to and approved in writing by the local planning authority. The study shall determine the magnitude of any new additional capacity required in the system, a suitable connection point and programme of implementation for any works necessary to provide sufficient capacity for the new development. The works shall be completed in accordance with the approved details prior to the first occupation of any part of the development.

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

- 17) No development shall take place until full details of the proposed foul and surface water drainage systems have been submitted to and approved in writing by the local planning authority. The approved scheme shall be completed in accordance with the approved details prior to the first occupation of any part of the development.

To avoid overload of existing drainage systems and to meet sustainability and environmental objectives.

#### Informatives

- 1) The proposed development has been assessed and it is the Council's view that the CIL is payable. Full details will be set out in the CIL Liability Notice which will be issued with this decision or as soon as possible after the decision.
- 2) Please be aware that this development is also the subject of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990.

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**B) If the S106 legal agreement is not signed in accordance with Minute 81(A) above, then planning permission be refused on the following grounds:**

- 1) The proposal fails to secure appropriate provision for affordable housing contrary to policy SP3 of the Core Strategy (2011), the Affordable Housing SPD, National Planning Policy Framework and National Planning Practice Guidance.

(Having declared an interest in this item the Chairman left the Chamber and did not take part in the debate or voting thereon.)

(COUNCILLOR WILLIAMSON IN THE CHAIR)

82. 17/03697/FUL - 2A Bradbourne Road, Sevenoaks, Kent TN13 3PY

The proposal was for the change of use from office (B1) to an Early Years Education Centre (D1). The application was referred to Development Control Committee by Councillor Fleming on the grounds of lack of parking and traffic issues.

Members' attention was brought to the main agenda papers and the late observations sheet which did not amend the recommendation.

Members noted Cllr. Fleming's apologies. The Committee was address by the following speakers:

Against the Application: -  
For the Application: Elizabeth Williams  
Parish Representative: -  
Local Member: Cllr. Clack

Members' asked questions of clarification from the speakers and Officers.

It was moved by the Chairman and duly seconded that the motion to grant planning permission be agreed.

Members discussed the availability of parking in the area and noted that no objection had been made by KCC Highways.

The motion was put the vote and it was

Resolved: that 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: Existing and Proposed plan date stamped 15012.2018

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

- 3) The use hereby permitted shall not operate other than between the hours of 9:30 to 16:30 Mondays to Fridays (inclusive) and shall not operate at all on Saturdays, Sundays or Bank or National Holidays.

To safeguard the residential amenity of neighbouring occupiers in accordance with Policy EN2 of the Sevenoaks Allocations and Development Management Plan and to ensure there is adequate provision for parking in accordance with Policy EN1 of the Allocations and Development Management Plan.

- 4) The number of children attending the use hereby permitted shall not exceed 15 at any one time.

As per Highways request, to safeguard the residential amenity of neighbouring occupiers in accordance with Policy EN2 of the Sevenoaks Allocations and Development Management Plan and to ensure there is adequate provision for parking in accordance with Policy EN1 of the Allocations and Development Management Plan.

- 5) Despite the provisions of the General Permitted Development Order 2015 (as amended) or any Order which replaces this, the use hereby permitted shall only be used for no other purpose other than Class D1 of the Town and Country Planning (Use Classes Order) 1987 (as amended).

To safeguard the amenities of neighbouring residents as supported by Policy EN2 of the Sevenoaks Allocations and Development Management Plan.

83. 17/03797/FUL - 31 Granville Road, Sevenoaks, Kent TN13 1EZ

The application sought permission for the erection of a 7 unit apartment block, with associated landscaping, external amenity space and parking facilities (comprising one private parking space per unit plus two visitor spaces) to the rear of the existing property at 31 Granville Road. The application was referred to Development Control Committee by Councillor Fleming on the grounds that it would have a detrimental impact on the Conservation area and the setting of the locally Listed Building (31 Granville Road).

Members' attention was brought to the main agenda papers.

The Committee was addressed by the following speakers:

Against the Application: Max Buttinger  
For the Application: James Waterhouse  
Parish Representative: -  
Local Member: Cllr. Clack on behalf of Cllr. Fleming

Members asked questions of clarification from the Officers. Members were advised that there was a condition for additional screening and the application differed from the previous application by it being smaller in units, and better landscaping with no loss of protected trees.

It was moved by the Chairman and duly seconded that the recommendation to grant planning permission be agreed.

Members discussed the application and noted that no objection had been made by the Conservation Officer and discussed whether the application would conserve or enhance the conservation area and the locally listed building.

The motion was put to the vote and it was

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) 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 building and access driveway/ parking area hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out using the approved materials. 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.

To ensure that the appearance of the development enhances the character and appearance of the Conservation Area as supported by Policy EN4 of the Sevenoaks Allocations and Development Management Plan.

- 3) Prior to the commencement of works, details of the proposed boundary treatments shall be submitted to and approved in writing by the local

planning authority. The approved details shall be installed prior to the first residential occupation of the hereby approved flats.

To ensure that the appearance of the development enhances the character and appearance of the Conservation Area as supported by Policy EN4 of the Sevenoaks Allocations and Development Management Plan.

- 4) Prior to the commencement of works, a drainage scheme shall be submitted to and approved in writing by the local planning authority, and include details of a method to prevent water run-off onto the highway. The approved details shall be implemented prior to the first residential occupation of the hereby approved flats.

In the interest of highways safety.

- 5) Prior to the first residential occupation of the hereby approved flats, the parking area shown on the hereby approved plans shall be implemented and made available to the occupiers, and maintained thereafter.

In the interests of highways safety and in accordance with T2 of the Sevenoaks Allocations and Development Management Plan.

- 6) The first 5m of the hereby approved access driveway, when measured from the boundary with the existing footpath into the first, shall be constructed with a bound material. The approved details shall be implemented prior to the first residential occupation of the hereby approved flats, and thereafter maintained as such.

In the interests of highways safety.

- 7) The cycle storage solution of the hereby approved plans shall be installed and available to the residents of the hereby approved flats prior to the first occupation, and shall be retained and maintained as available to the residents at all times.

In accordance with T2 of the Sevenoaks Allocations and Development Management Plan and to encourage sustainable transport modes.

- 8) Prior to the first residential occupation of the hereby approved flats, 2m x 2m pedestrian splays shall be provided from the driveway onto Granville Road. The splays shall be maintained thereafter.

In the interests of highways and pedestrian safety.

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- 9) Prior to the commencement of works, the following details shall be provided to and approved in writing by the local planning authority:
- A) A plan showing the location of, all existing trees on the land which have a stem with a diameter exceeding 75mm when measured over the bark at a point 1.5m above ground level. The plan shall identify those trees which are to be retained and the crown spread of each retained tree. In paragraphs 'b' to 'e' below references to a "retained tree" mean an existing tree which is to be retained in accordance with this plan.
  - B) Details of the species, diameter (measured in accordance with paragraph A) above), the approximate height, and an assessment of the general state of health and stability of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (C) and (D) below apply.
  - C) Details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site.
  - D) Details of any proposed alterations in existing ground levels and of the position of any proposed excavations or other engineering operations. These details shall be illustrated by a series of cross-sections showing existing and proposed levels. These details shall include details of any cutting required for the installation of services to the building and how these cuttings will impact upon the root protection areas of trees to be retained.
  - E) Details of the specification and position of fencing or other measures to create a 'retained tree protected area' for the protection of any retained tree from damage before or during the course of development.
  - F) Details of the location and extent of any area on the land to be used during the construction period for storage (including materials, plant and machinery) and/or for siting any temporary ancillary structures, such as a site office.

The details approved shall be implemented and maintained in accordance with the approved plans until the cessation of works unless otherwise approved by the local planning authority.

To secure the retention of the healthy trees on site and to safeguard their long-term health as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

- 10) Prior to the commencement of works, details of any outside lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall be installed and maintained in accordance



with any approved plans. Despite any development order, outside lighting shall only be provided in accordance with the approved details.

In order to conserve the character of the area and to protect neighbouring amenity in accordance with EN1 and EN2 of the Sevenoaks Allocations and Development Management Plan.

- 11) Prior to the commencement of works, a scheme of ecological and biodiversity enhancements shall be submitted to and approved in writing by the local planning authority. The details within the approved scheme shall be implemented prior to the first residential occupation of the hereby approved flats and shall be retained and maintained in accordance with the plan thereafter.

To enhance local biodiversity in accordance with SP11 of the Core Strategy.

- 12) No development shall be carried out on the land until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. Those details shall include: planting plans (identifying existing planting, plants to be retained and new planting), written specifications (including cultivation and other operations associated with plant and grass establishment), -schedules of new plants (noting species, size of stock at time of planting and proposed number/densities where appropriate), and-a programme of implementation. 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.

To enhance the visual appearance of the area as supported by EN1 and EN4 of the Sevenoaks Allocations and Development Management Plan.

- 13) Prior to the commencement of works, details of electric vehicle charging points shall be submitted to and approved in writing by the local planning authority. The charging points shall be installed and made available to residents prior to the first occupation of the flats, and shall be maintained thereafter.

In order to promote sustainable transport modes in accordance with T3 of the Sevenoaks Allocations and Development Management Plan.

- 14) Prior to the commencement of works, a scheme of suitable screening to the terraces and balconies, to prevent overlooking of the amenity space to the rear of Clarendon House, shall be submitted to and approved in writing by the local planning authority. The screening shall be installed

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prior to the first residential occupation of the hereby approved dwellings, and shall be maintained thereafter.

To protect neighbouring amenity in accordance with EN2 of the Sevenoaks Allocations and Development Management Plan.

- 15) Prior to the commencement of works, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The Construction Management Plan is to include details of the following:
- (a) Routing of construction and delivery vehicles to / from site
  - (b) Parking and turning areas for construction and delivery vehicles and site personnel
  - (c) Timing of deliveries
  - (d) Provision of wheel washing facilities
  - (e) Temporary traffic management / signage.

The details provided shall be accorded with at all times throughout the construction process, and any deviation approved in writing by the local planning authority prior to the commencement of the variation.

In accordance with Kent County Council guidance and in order to ensure highways safety.

- 16) The development hereby permitted shall be carried out in accordance with the following approved plans: 2830- 51 Rev B; 52 Rev C; 1; 53; 54; 55; 56; 57; 58; 722/203 Rev A; CSA93/101

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

THE MEETING WAS CONCLUDED AT 8.45 PM

CHAIRMAN

4.1 - 17/03763/FUL

Date expired 15 February 2018

Proposal: Formation of access and driveway and associated works.

Location: Bluebell Bank And 4 Saddlers Park, Station Road, Eynsford, Kent DA4 0ER

Ward(s): Eynsford

#### ITEM FOR DECISION

Councillor Horwood has referred this application to Development Control Committee as he is of the opinion that the proposal is not detrimental to the character of the Conservation Area, in accordance with EN4 of the ADMP, and that there is a local parking shortage.

The application is returned to the Development Control Committee in accordance with the deferral of the application by members on 22nd February 2018 in order to review amended plans and re-consult with the Highways Authority.

**RECOMMENDATION:** That planning permission be REFUSED for the following reasons:-

The proposal would fail to conserve or enhance the Conservation Area, and the proposal does not include a public benefit which would outweigh the harm to the Conservation Area, and is not in accordance with EN4 of the Sevenoaks Allocations and Development Management Plan.

The proposal would have a detrimental impact on the character of the street and would not be in accordance with EN1 of the Sevenoaks Allocations and Development Management Plan.

The proposal would fail to conserve and enhance the Kent Downs Area of Outstanding Natural Beauty, by virtue of its detrimental impact upon the character of the village, and is not in accordance with EN5 of the Sevenoaks Allocations and Development Management Plan.

The proposal would be detrimental to the safety of pedestrians and vehicle users on the highway as a result of vehicles reversing onto the classified A-road, and is not in accordance with T1 and EN1 of the Sevenoaks Allocations and Development Management Plan.

#### 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,

## Agenda Item 4.1

- 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](http://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.

### Introduction

- 1 This application was deferred from the committee of 22<sup>nd</sup> February 2018 so that Kent County Council Highways could be re-consulted on an amended plan which had been received shortly before the last committee.
- 2 The amended plan clarifies the position of the proposed new retaining wall, and demonstrates that there would be sufficient pedestrian and vehicle visibility splays for a forward facing vehicle leaving the proposed new driveway.
- 3 Kent County Council Highways responded to the amended plans, and details are included within the report. Kent County Council raised no objection subject to conditions.
- 4 Neighbours have also been re-consulted and no further comments have been received.
- 5 The principle issues to be considered in the assessment of this application remain those laid out within the body of the report.
- 6 The recommendation of this report remains unchanged, in that it is recommended the application be refused on grounds set out within the report.
- 7 The conclusions remain unchanged, that the proposal would fail to preserve or enhance the character or appearance of the conservation area. It would cause less than substantial harm to the heritage asset which is not outweighed by the public benefits of the proposal. The proposal would cause detriment to the street and fail to conserve and enhance the AONB.

- 8 It is still recommended that the application be refused on highways safety grounds, as the proposal would likely result in vehicles reversing onto the classified road, which would be of detriment to the safety of road users and pedestrians, and is not in accordance with EN1 and T1 of the ADMP’.

#### Description of proposal

- 9 The proposal includes the creation of a shared access and parking area to the front of Bluebell Bank and 1 Saddlers Park from Station Road, Eynsford.
- 10 The properties are on the eastern side of the road.
- 11 It is proposed that the kerb be dropped, part of a retaining wall to the front of the site partially demolished, and land to the rear excavated. The width of the proposed opening within the wall is 7.5m.

#### Description of site

- 12 The application site is located close to the centre of Eynsford village and within the Eynsford Village Conservation Area and Area of Outstanding Natural Beauty.
- 13 The site contains two dwellings, each set back from the road by between 13.5m and 15m. No changes to the dwellings are proposed as part of this application.
- 14 At the front (road side) of the site is a 1.4m retaining wall, after which the land banks and rises to approximately 2.75m in height, the level at which the houses are situated.

#### Constraints

- 15 Urban Confines - Eynsford
- 16 Conservation Area - Eynsford
- 17 Area of Outstanding Natural Beauty (AONB) - Kent Downs
- 18 Area of Archaeological Potential
- 19 Biodiversity Opportunity Area
- 20 Public Right of Way along the northern boundary, outside the site
- 21 Opposite two Listed Buildings - Avenue Cottage and Flinters Cottage

#### Policies

##### *Allocations and Development Management (ADMP):*

- 22 Policies:
- EN1 - Design Principles
  - EN2 - Amenity Protection
  - EN4 - Heritage Assets

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EN5 - Landscape  
T2 - Vehicle Parking

### *Core Strategy (CS):*

23 Policy:

SP1 - Design of New Development and Conservation

### *Other:*

23 Eynsford Conservation Area Appraisal

24 National Planning Policy (NPPF)

### **Relevant planning history**

25 17/03080/HOUSE - Formation of access and driveway and associated works.  
- Withdrawn - 21.11.17

### **Consultations**

#### *Parish Council*

26 Support - Councillors support this application as it would take the pressure off on-road parking.

#### *Conservation Officer*

27 Objection - 'The greenery of the combined front gardens to this pair of semi-detached properties and the sense of enclosure provided by the traditional brick front boundary positively contribute to the streetscene and character of this part of the conservation area. It is for this reason that the boundary of the Conservation Area includes the front gardens of these properties but not the houses themselves.

28 The proposal involves a substantial intervention into the existing topography of the area, comprising the excavation of much of the front garden and demolition of a significant part of the front boundary. For visibility reasons an eight meter wide access would be created towards the street from which the large extent of hard standing and car parking area would be fully visible. This would have an urbanising effect on this part of the conservation area and further erode the village character of the main street which has already suffered from the loss of front gardens to off-street parking. For these reasons I have no choice but to raise an objection from the Conservation point to this proposal.'

#### *Kent Highways -*

29 I refer to the above planning application and having considered the development proposals and the effect on the highway network, I raise no objection on behalf of the local highway authority.

30 If permission is granted the following should be secured by condition:

- Provision of measures to prevent the discharge of surface water onto the highway.
- Provision of wheel washing facilities prior to commencement of work on site and for the
- duration of construction.
- Gradient of the access to be no steeper than 1 in 10 for the first 1.5 metres from the
- highway boundary and no steeper than 1 in 8 thereafter.
- Provision and maintenance of the pedestrian and vehicular visibility splays as shown on the submitted plan 17/0718/SK02 Rev A, prior to the use of the site commencing.

### Representations

- 31 14x Supporting comments, which can be summarised as concerning: concern over vehicles parked over kerbs, lack of parking/ high volume of cars on Station Road and Saddlers Park, and lack of harm to the Conservation Area.

### Chief Planning Officer's Appraisal

#### Principal issues

- 32 The main issues for consideration are:
- Impact on highways and parking
  - Impact on the Conservation Area
  - Impact on local character and the street scene
  - Impact on the setting of neighbouring Listed Buildings
  - Impact on the Area of Outstanding Natural Beauty
  - Impact on neighbouring amenity

- 33 Of particular relevant to this application is the following guidance:

#### *Presumption in favour of sustainable development*

Para 14 of the NPPF confirms that there is a presumption in favour of sustainable development, and that development that accords with the development plan should be approved unless material considerations indicate otherwise. (See paras 11, 12, 13 of NPPF.)

Para 14 of the NPPF (and footnote 9) also advises that where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless there are specific policies in the NPPF that indicate that development should be restricted. This applies to a variety of designations, including SSSIs, Green Belt, AONBs, designated heritage assets and locations at risk of flooding.

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### Appraisal

#### *Parking and highways*

- 34 The properties front onto the eastern side of Station Road, where parking is both heavily restricted and impractical. There is limited parking in the form of two lay-bys within close proximity. To the south, some residents have driveways - typically on the western side of the road, where these driveways are typically at or below the level of the road.
- 35 Neighbouring respondents to the application and the applicant have suggested that the existing parking arrangements increase parking pressures on Saddlers Park to the rear of the site. As such, the property does currently benefit from an uncontrolled parking arrangement on the street.
- 36 There has also been suggestion that parking on the pavement and over the kerb provides pedestrian hazards, and that the vehicles leaving the exiting lay-by are a hazard.
- 37 The proposal includes a parking area to the front of the property. Submitted illustrations show three vehicles parked and a turning area. Notwithstanding that there is no guarantee that the turning area will remain free, it is also highly impractical to use should more than two vehicles be utilising the parking area. One likely result is that vehicles will reverse from the proposed parking area onto the road, presenting a hazard to both pedestrians and vehicles.
- 38 There is an acknowledged public benefit to be gained through this small relief to existing parking pressures on the road side and Saddlers Park. However, the proposal to include new parking for two dwellings will not alter the overarching pressures faced; the layby will remain, as will the parking pressures.
- 39 Reference is made the recommended conditions from Kent County Council Highways.
- 40 Given that it is likely the occupiers of the dwellings would ultimately revert to reversing out of the parking area onto the highway, it is recommend that the proposal be refused on highways safety grounds, in accordance with T1 and EN1 of the ADMP.

#### *Impact on the Conservation Area, Area of Outstanding Natural Beauty and local street scene.*

- 41 The NPPF 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).
- 42 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a requirement on a local planning authority in relation to development in a Conservation Area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.



- 43 Interpretation of the 1990 Act in law has concluded that preserving the character of the Conservation Area can not only be accomplished through positive contribution but also through development that leaves the character or appearance of the area unharmed.
- 44 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.
- 45 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.
- 46 The application site is located on an exposed corner of the road, at the southern entrance to the historic village centre of Eynsford. The corner forms a key entrance to the core of the Conservation Area from the south. When viewed from the south, the site is on the right hand side, with the high boundary wall forming part of the context of the gateway to the history village centre, along with the Listed cottages on the left.
- 47 From the north, within the historic village centre, the bend on the road exposes the boundary wall, which forms part of the visual enclosure of the wider space.
- 48 The Conservation Area Appraisal makes reference to the walls along the road at Eynsford. The walls form a key part of the village's 'Kentish vernacular'. The boundary walls create a 'strong sense of visual enclosure', along with the historic dwellings in close proximity/ directly abutting the road. The Conservation Area Appraisal refers to the walls as a 'prominent feature in the village'.
- 49 The close proximity of development to the road, or the creation of walls and retaining structures, is a key part of the Conservation Area on the eastern side of the road, where the western side has a significantly more open character.
- 50 There are no examples on the eastern side of the road within the Conservation Area of cuttings being made into the landscape, or through a retaining wall, in order to provide access to parking to the front of dwellings. Any cuttings provide pedestrian access. The first example to the south of parking to the front of properties (Dariens Peak) are outside of the Conservation Area and do not significantly alter land levels. Where parking to the front of dwellings occurs on the eastern side of the road within the Conservation Area, it is at existing ground level. There is a surface level, gravel parking area for one vehicle to the side of 'The old school' to the north of the site, and one to the front of a house next to the 'Malt Shovel' pub, where no earth works were required to provide space. The next example to the north on the eastern side of the road is outside of the Conservation Area at 'Dene House'.

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- 51 The applicant refers to the existing, approximately 5m wide access and parking to the rear of Elliots House and Summer House, which are also located on the southern side of the Conservation Area.
- 52 This access and parking arrangement appears to have existed for a significant period of time, most likely originating from the construction of the 1950's style buildings either side. The visual impact of this access is different to that proposed insofar as the access is narrower and there is no excavation of the land to the front of the dwellings to provide the parking area. The cutting is parallel to the road, with no curved walls or setback points. The cutting is largely screened from the street users view when travelling north by the existing cottages at 1-4 Elm Cottages, Station Road, until the user is in close proximity. The cutting is unassuming from the north (travelling south) until the street user is in close proximity. It is also relevant that this access would be unlikely to comply with current highway standards in relation to visibility splays. For these reasons the two developments are not comparable and do not justify the harm that would arise to the conservation area and to highway safety from this development.
- 53 Given the above, there is no local justification for the removal of 7.5 metres of wall, which form one of the key elements of the Conservation area, in order to provide car parking where this does not form part of the local characteristic and would be harmful to the overall character of the street and the setting of the historic village centre.
- 54 The Countryside and Rights of Way Act 2000 states that the Local Planning Authority should conserve and enhance Areas of Outstanding Natural Beauty. Designating an Area of Outstanding Natural Beauty protects its distinctive character and natural beauty and can include human settlement and development.
- 55 There are therefore two considerations directly related to a site's AONB status when determining a planning application. Firstly, does the application conserve the AONB and secondly, if it does conserve the AONB does it result in an enhancement. A failure to achieve both of these points will result in a conflict with the requirements of the Act.
- 56 Human settlements form a key part of the character of an Area of Outstanding Natural Beauty and aid in creating the sense of place. Within the Kent Downs, traditional Kentish vernacular villages form a key part of this setting. Notwithstanding the Conservation Area allocation for the centre of Eynsford, the village centre's traditional appearance forms a key part of the user's experience of the AONB.
- 57 The removal of a part of the historic wall within the Conservation Area fails to conserve it and detracts from the visual amenity of the area. The proposal results in the degradation of the historic street scene, where this is little public benefit to outweigh the harm. A small reduction in the parking pressure upon the street and within a lay-by is not a significant public benefit; rather, a few people will benefit to a small degree, although the proposal is not likely to reduce pressures and parking within the lay-by will continue.

- 58 Notwithstanding the loss of the wall, the removal of a large amount of the land to the rear of the wall, towards the house, will give further prominence to the two dwellings which themselves are not within the Conservation Area and do not contribute to its amenity.
- 59 Whilst the wall is the key feature, the existing soft landscaping between the wall and the dwellings assists in softening the impact of the relatively new dwellings upon the street. The additional prominence of these buildings within the Conservation Area would be of detriment to its value, where at present the eye is more drawn towards the more characteristic Listed Buildings on the inside of the corner (left hand side from the south).
- 60 The proposal includes the addition of a large hardstanding area in place of the existing soft landscaping. The loss of the soft landscaping would be of detriment to local character where it aids of creating a softer environment.
- 61 Given the above, the proposal would fail to conserve and enhance the Area of Outstanding Natural Beauty in accordance with EN5 of the ADMP.
- 62 Overall, the proposal is of detriment to local street character, the entrance to and setting of the Conservation Area, and the Area of Outstanding Natural Beauty, and is not in accordance with EN1, EN4 and EN5 respectively.

*Amenity*

- 63 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.
- 64 Policy EN2 of the Allocations and Development Management Plan outlines 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 by ensuring that development does not result in excessive noise, vibration, odour, air pollution, activity or vehicle movements, overlooking or visual intrusion and where the build form would not result in an unacceptable loss of privacy, or light enjoyed by the occupiers of nearby properties.
- 65 The proposal would result in a new access directly opposite cottages which directly front the road. As such, there is potential that on occasion lights from vehicles exiting the proposed parking area will face the windows on the cottages. Whilst this may be noticeable, it is not so harmful as to reduce the amenity of the neighbours, given their existing context within close proximity to the road.
- 66 The proposal is in accordance with EN2 of the ADMP.

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### Conclusion

- 67 Undertaking a balancing act, the limited private benefits to be gained through the provision of additional parking space close to the dwelling do not outweigh the wider harm to the Conservation Area, local street character and the AONB and the public benefit these afford. As such, the proposal is recommended that it is considered the proposal is not in accordance with EN1, EN4 and EN5 of the ADMP.
- 68 It is recommended that the application be refused on highways safety grounds, as the proposal would likely result in vehicles reversing onto the classified road, which would be of detriment to the safety of road users and pedestrians, and is no in accordance with EN1 and T1 of the ADMP.

### Background Papers

Site and block plans.

Contact Officer(s): Claire Shearing Extension: 7367

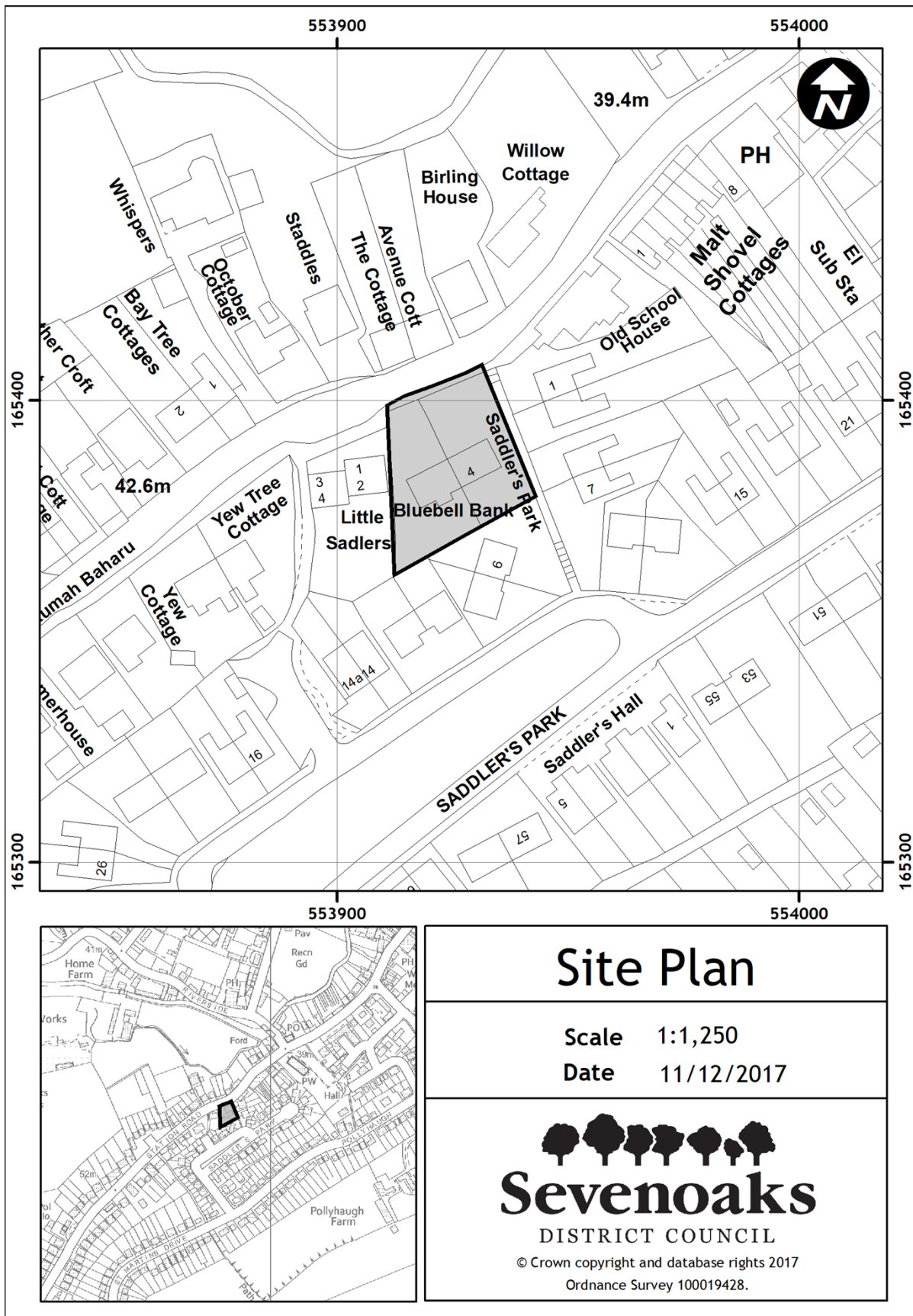
**Richard Morris**  
**Chief Planning Officer**

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P06VD5BKFVF00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P06VD5BKFVF00>



# Site Plan

Scale 1:1,250

Date 11/12/2017



DISTRICT COUNCIL

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Ordnance Survey 100019428.



4.2 - 17/02569/FUL

Revised expiry date 23 February 2018

Proposal: Redevelopment of the existing car park site at Horizon House to provide two separate residential blocks comprising of 31 units (14 x 1 beds and 17x 2 beds), including associated car parking, cycle and refuse storage and landscaping.

Location: Car Park Site Adjacent To Horizon House , Azalea Drive, Swanley BR8 8HY

Ward(s): Swanley Christchurch & Swanley Village

#### ITEM FOR DECISION

This application has been referred to the Development Control Committee by Councillor Searles to consider the impact of the development on highways and parking and the amenities of the surroundings.

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

1) The development hereby permitted shall be begun before the expiration of 3 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: 4112 PD 30/A; 31/C; 32/A; 33/A; 34/B; 35/B; 36/B; 37/A; 38/B; 39; 40/B; 42/A.

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

3) 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 buildings hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be carried out using the approved materials.

To ensure a satisfactory appearance to the development and to comply with policy SP1 of the Core Strategy and policy EN1 of the Allocations and Development Management Plan.

4) No development shall be carried out on the land until a detailed sustainable surface water drainage scheme for the site shall be submitted to and approved in writing by the local planning authority. The drainage scheme shall demonstrate that surface water run-off generated by this development can be accommodated and preferentially disposed of through infiltration features located within the curtilage of the site, with no increase in the rate of off-site runoff during any rainfall event. Should infiltration prove unviable, the rate of runoff leaving the site post-development shall be restricted to 50% of peak from the existing site, with the combined rate of foul and surface water runoff for any rainfall event agreed in

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advance with Thames Water, Environment Agency and local planning authority (for all storms up to, and including, the climate change adjusted 100 year critical storm). The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use and construction can be adequately managed to ensure there is no pollution risk to receiving waters. No development shall take place other than in accordance with the approved details.

To ensure satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding in accordance with policy SP2 of the Core Strategy and the National Planning Policy Framework.

5) 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. 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. No development shall take place other than in accordance with the approved details.

To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure ongoing efficacy of the drainage provisions in accordance with policy SP2 of the Core Strategy and the National Planning Policy Framework.

6) Where infiltration is to be used to manage the surface water from the development hereby permitted, it will only be allowed within those parts of the site where it has been demonstrated to the local planning authority's satisfaction that there is no resultant unacceptable risk to controlled waters and/or ground stability. The development shall only then be carried out in accordance with the approved details.

To protect vulnerable groundwater resources and ensure compliance with policy SP2 of the Core Strategy and the National Planning Policy Framework.

7) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

To protect controlled waters, including groundwater and to comply with the National Planning Policy Framework.

8) No development shall be carried out on the land until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the local planning authority. The strategy will include the following components:

1. A preliminary risk assessment which has identified:
  - i. all previous uses;



- ii. potential contaminants associated with those uses;
  - iii. a conceptual model of the site indicating sources, pathways and receptors; and
  - iv. potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution in line with paragraph 109 of the National Planning Policy Framework.

- 9) Prior to the first occupation of the development a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

- 10) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.

To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 11) No infiltration of surface water drainage into the ground is permitted other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 109 of the National Planning Policy Framework.

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12) No development shall be carried out on the land until a detailed and comprehensive scheme of acoustic protection, to include details of acoustic ventilation and glazing for all residential units has been submitted to and approved in writing by the local planning authority. No development shall take place other than in accordance with the approved details.

To ensure the provision of adequate residential amenities for future occupiers and to safeguard the ongoing operation of the adjacent industrial premises in accordance with paragraph 123 of the National Planning Policy Framework and policies EN2 and EN7 of the Sevenoaks Allocations and Development Management Plan.

13) No development shall be carried out on the land until a hard and soft landscaping scheme has been submitted to and approved in writing by the local planning authority. The landscaping scheme shall include the following details:

a) soft plantings, including at least 14 trees, grass and turf areas, shrub and herbaceous areas; their location, species (use of native species where possible), density and size;

b) enclosures: including types, dimensions and treatments of walls, fences, pedestrian and vehicular gates, screen walls, barriers, rails, retaining walls and location, species and size of hedges;

c) hard landscaping: including permeable ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, steps and if applicable synthetic surfaces;

d) any other landscaping feature(s) forming part of the scheme; and

e) a landscape management plan detailing how each of the landscaping areas will be maintained.

All landscaping in accordance with the approved scheme shall be completed / planted prior to the first occupation of the development. The landscaping and tree planting shall have a five year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within fifteen years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the local planning authority within the next planting season. No development shall take place other than in accordance with the approved details and shall be maintained as such thereafter.

To enhance the visual appearance and green infrastructure of the area as supported by policies EN1 and GI1 of the Allocations and Development Management Plan.

14) No development shall take place on the land until details of the green roofs and walls as shown on the hereby approved drawings 4112 PD 39 and 4112 PD 33/A shall have been submitted to and approved in writing by the local planning authority. The details shall include cross sections, planting details and a maintenance and irrigation programme. The sedum roofs shall be constructed in accordance with the approved details prior to first occupation of the relevant building and shall be retained as such thereafter.

To ensure that the development is sustainable and enhances the ecological value of the site in accordance with policy SP11 of the Core Strategy and policies EN1 and GI1 of the Allocations and Development Management Plan.

15) The development shall be carried out in accordance with the hereby approved Arboricultural Implications Assessment (ref. J51.44). The trees shown to be retained shall be protected in accordance with the Tree Protection Plan (J51.44/03) and measures set out in British Standard 5837:2012 (or later revision). No equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit, without the prior written consent of the local planning authority. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

To protect the trees on site which are to be retained in the interests of the visual amenities of the locality in accordance with Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

16) No development shall take place on the land until full details of appropriate measures to enhance the biodiversity and nature conservation value of the site shall be submitted to and approved in writing by the local planning authority. The details shall include a timetable for implementation. No development shall take place other than in accordance with the approved details prior to the first occupation of the development.

In order to enhance the biodiversity value of the site in accordance with policy SP11 of the Core Strategy and policies EN1 and G11 of the Allocations and Development Management Plan.

17) During the enabling, demolition and construction phase, the hours of working, including deliveries and collections to and from site, shall be restricted to: Monday to Friday 08:00 18:00 Saturday 08:00 13:00 No work on Sundays or Public Holidays.

In order to safeguard the residential amenities of surrounding occupiers in accordance with policy EN2 of the Sevenoaks Allocations and Development Management Plan.

18) All windows annotated 'OB' on the hereby approved drawings 4112 PD 37/A and 4112 PD 33/A and the six windows at first, second and third floor levels on the east elevation of Block A (as shown on drawing 4112 PD 32/A) and 2 windows at first and second floor levels on the east elevation of Block B (as shown on drawing 4112 PD 38/B) shall be obscure glazed and fixed shut below 1.7m from finished floor level and shall be retained and maintained as such thereafter.

In order to safeguard the residential amenities of surrounding occupiers in accordance with policy EN2 of the Sevenoaks Allocations and Development Management Plan.

19) No development shall take place on the land until details of a privacy screen for the east side of the fourth floor level communal roof garden of Block A (as shown on drawing 4112 PD 30/A) and the east side of the third floor terrace of Block B (as shown on drawing 4112 PD 36/B) has been submitted to and approved in writing by the local planning authority. The privacy screens shall be installed in

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accordance with the details so approved prior to the first occupation of the development and shall be retained and maintained as such thereafter.

In order to safeguard the residential amenities of surrounding occupiers in accordance with policy EN2 of the Sevenoaks Allocations and Development Management Plan.

20) No development shall be carried out on the land until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority and thereafter implemented and maintained throughout the construction period in accordance with the approved CEMP. The CEMP shall include:

- a. Details of locations of vehicle parking for site operatives and visitors
- b. Details of proposed wheel washing facilities located adjacent to the construction site access
- c. Details of an area for the storage of plant and materials
- d. A site waste management plan. How the construction will comply with the sustainable use of soils on construction sites
- e. Details of a routing agreement for the site construction traffic and HGV traffic associated with the movement of bulk material to and from the site
- f. Details of means of controlling noise, vibration and suppressing dust during the construction process (to include the regime for dust deposition measurement at the site boundaries). The scheme shall comply with guidance found in BS5228-1:2009 and BS5228-2:2009 Noise and Vibration Control on Construction and Open Sites; and the Control of Dust from Construction Sites (BREDTi Feb 2003)
- g. Details of the measures to mitigate the noise and vibration from construction
- h. Details of a surface water drainage scheme for the temporary drainage of the Site

In the interests of highways safety and the amenities of the surrounding area, during the construction phase, in accordance with policies EN1 and T1 of the Sevenoaks Allocations and Development Management Plan.

21) No development shall commence until the redundant vehicle crossover (to the west side of the site adjacent to Azalea Drive) has been removed and the pavement reinstated in accordance with details to be submitted to and approved in writing by the local planning authority prior to first commencement of development.

In the interests of highway and pedestrian safety in accordance with policies EN1 and T1 of the Sevenoaks Allocations and Development Management Plan.

22) All pedestrian and vehicular access, off-street parking spaces (including disabled spaces) and turning areas shown on the hereby approved plan 4112 PD 31/C shall be provided prior to first occupation of any dwelling and kept available for such use at all times and no development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 or not, shall be carried out on that area of land or to preclude pedestrian or vehicular access thereto.

To ensure the provision of adequate access and vehicle parking in accordance with policies EN1 and T2 of the Allocations and Development Management Plan.

23) Prior to commencement of use of the hereby approved car park, details in the form of a Parking Management Plan to include space allocation between residents and measures to prevent unauthorised parking by non-residents shall be submitted to and approved in writing by the local planning authority. The car park shall be maintained and operated in accordance with the Parking Management Plan so approved, unless otherwise agreed in writing by the local planning authority.

To ensure that adequate parking provision is provided and retained and to comply with policies T1 and T2 of the Allocations and Development Management Plan.

24) No development shall be carried out on the land until full details of the electric vehicle charging points showing their proposed locations, type and specifications have been submitted to and approved in writing by the local planning authority. The electric vehicle charging infrastructure shall be installed in accordance with the details so approved prior to the first occupation of that phase of the development and shall be retained and maintained for use at all times.

In order to mitigate and adapt to climate change in accordance with policies EN1 and T3 of the Sevenoaks Allocations and Development Management Plan.

25) No development shall be carried out on the land until full details of secure cycle parking for a minimum of 31 cycles has been submitted to and approved in writing by the local planning authority. The cycle parking shall be provided in accordance with the details so approved prior to first occupation of the development and shall be retained and maintained for use at all times.

To promote and encourage sustainable modes of transport in accordance with policy SP1 of the Core Strategy.

26) Prior to the first occupation of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall include the appointment of a Travel Plan co-ordinator, targets for non-car modes of travel and details of the arrangements for promotion of the Travel Plan. The Travel Plan shall be implemented in accordance with the details so approved and monitored at yearly intervals and the results, including an annual report, together with any amendments that are reasonably required to the Travel Plan, shall be submitted to the local planning authority.

To promote and encourage sustainable modes of transport, in accordance with policy SP1 of the Core Strategy and the National Planning Policy Framework.

27) The development shall be implemented in accordance with the Energy and Sustainability Statement (dated March 2017).

To ensure the creation of a sustainable development, in accordance with policy SP2 of the Core Strategy and the National Planning Policy Framework.

28) No development shall be carried out on the land until a scheme to provide utilities connections to the dwellings hereby permitted to facilitate access to infrastructure that meets modern communication and technology needs, including broadband and where feasible Superfast Fibre Optic Broadband, high speed internet cabling and digital TV cabling shall be submitted to and approved in writing by the local planning authority. The agreed scheme shall be provided prior

to first occupation of any of the residential units hereby approved.

To secure the installation of infrastructure that meets modern communication and technology needs and to avoid the need for retrofitting in accordance with policy EN1 of the Allocations and Development Management Plan.

29) The refuse and recycling facilities shall be provided in full accordance with the details shown on drawing 4112 PD 31/C prior to the first occupation of the development and shall be retained and maintained as such thereafter.

To ensure satisfactory provision of refuse and recycling facilities and to safeguard residential amenity in accordance with policies EN1 and EN2 of the Sevenoaks Allocations and Development Management Plan.

30) No development shall be carried out on the land until a scheme of measures to minimise the risk of crime according to the principles and physical security requirements of Crime Prevention through Environmental Design (CPTED) shall be submitted to and approved in writing by the local planning authority. The measures so approved shall be implemented prior to the first occupation of any of the residential units hereby approved and shall be retained thereafter.

To ensure the creation of a safe and secure environment in accordance with policy EN1 of the Allocations and Development Management Plan.

31) Notwithstanding the provisions of Parts 2 a - f, 7 a- f, 16 a - c, of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order), no development permitted by those parts shall be carried out without the prior written approval of the local planning authority.

In the interests of protecting the visual amenity of the area in accordance with policy EN1 of the Allocations and Development Management Plan.

### **Informatives**

1) The proposed development has been assessed and it is the Council's view that the CIL is payable. Full details will be set out in the CIL Liability Notice which will be issued with this decision or as soon as possible after the decision.

2) The Environment Agency state that the following points should be noted wherever soakaways or other infiltration systems are proposed at a site:

- Appropriate pollution prevention methods (such as trapped gullies or interceptors) should be used to prevent hydrocarbons draining to ground from roads, made ground, hardstandings and car parks. Clean uncontaminated roof water should drain directly to soakaways entering after any pollution prevention methods.

- No soakaway should be sited in or allowed to discharge into land impacted by contamination or land previously identified as being contaminated.

- There must be no direct discharge to groundwater, a controlled water. An unsaturated zone must be maintained throughout the year between the base of

soakaways and the water table.

- A series of shallow soakaways are preferable to deep bored soakaways, as deep bored soakaways can act as conduits for rapid transport of contaminants to groundwater.

**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](http://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 updated on the progress of the planning application.

**Description of site**

- 1 The site comprises an open car park set behind a flat grass verge and enclosed by a brick wall on the southern side (adjacent to Azalea Drive) and informal planting and perimeter fence on the northern side (adjacent to Station Approach). The west of the site is enclosed by the rear elevation of the eight-storey Horizon House, which was recently converted into flats. The east of the site is enclosed by a row of single storey garages.
- 2 The site lies within the urban confines of Swanley, albeit outside of the designated town centre and within a predominantly residential area.

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### Description of proposal

- 3 Redevelopment of the existing car park site at Horizon House to provide two separate residential blocks comprising of 31 units (14 x 1 beds and 17x 2 beds), including associated car parking, cycle and refuse storage and landscaping.
- 4 Block A would be located on the north side of the site adjacent to Station Approach. It would comprise 21 self-contained flats within a part 4, part 5 and part 6 storey building.
- 5 Block B would be located on the south side of the site adjacent to Azalea Drive. It would comprise 10 self-contained flats within a four storey building. The existing vehicular access to the west of the site would be retained to provide access to 56 off-street car parking spaces.

### Relevant planning history

- 6 15/03858/FUL: Redevelopment of the existing car parking site at Horizon House to provide a five and eight storey residential block comprising of 47 residential units (6x1Beds, 40x2Beds, and 1x3Beds), including associated car and cycle parking, servicing and landscaping. WITHDRAWN

14/03509/FUL: Extensive recladding of the existing facade of Horizon House and alterations to fenestration. GRANTED 31.12.2014

14/03457/PAC: Prior notification for a change of use from Use Class B1(a) (offices) to Use Class C3 (Dwellinghouse). This application is made under Class J of The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014. PRIOR APPROVAL GRANTED 11.12.2014

### Policies

#### *Core Strategy (CS)*

#### 7 Policies:

- SP1 Design of New Development and Conservation
- L04 Development in Swanley
- SP1 Design of New Development
- SP2 Sustainable Development
- SP3 Affordable Housing
- SP5 Housing Type and Size
- SP7 Density of Housing Development
- SP8 Economic Development and Land for Business
- SP9 Infrastructure Provision
- SP11 Biodiversity

#### *Allocations and Development Management (ADMP)*

#### 7 Policies:

- EN1 Design Principles



- EN2 Amenity Protection
- EN7 Noise Pollution
- EMP1 Land for Business
- T1 Mitigating Travel Impact
- T2 Vehicle Parking
- T3 Provision of Electrical Vehicle Charging Points

*Other*

8 National Planning Policy Framework (NPPF):

Para 14 of the NPPF confirms that there is a presumption in favour of sustainable development, and that development that accords with the development plan should be approved unless material considerations indicate otherwise. (See paras 11, 12, 13 of NPPF.)

Para 14 of the NPPF (and footnote 9) also advises that where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless there are specific policies in the NPPF that indicate that development should be restricted. This applies to a variety of designations, including SSSIs, Green Belt, AONBs, designated heritage assets and locations at risk of flooding.

**Constraints**

9 Urban confines Swanley

**Consultations responses**

*Swanley Town Council*

10 Objection:

- Over intensification of site
- Residential parking is based on incorrect data
- Street scene
- No construction management plan
- No traffic plan
- Loss of amenities

*KCC Highways and Transportation*

11 No objection:

- Sustainable location
- No adverse impact on local road network
- Resident and visitor car parking provision adequate
- Recommend conditions to require submission of a Parking Management Plan, Delivery and Servicing Plan, Construction Management Plan and Travel Plan

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### *KCC Development Contributions*

12 No objection:

- Recognise that application will be CIL liable
- Recommend condition to secure Superfast Fibre Optic Broadband

### *Local Lead Flood Authority*

13 No objection:

Recommend conditions to require submission of a detailed sustainable surface water drainage scheme and its future maintenance

### *Environment Agency*

14 No objection:

Recommend conditions to require submission of a preliminary risk assessment, site investigation scheme and verification plan and report

### *NHS CCG*

15 No objection:

Request CIL contributions to deliver necessary health facilities

### *Crime Prevention Design Advisor*

16 No objection:

Recommend condition to require submission of details relating to crime prevention

### *SDC Environmental Health*

17 No objection:

- Subject to implementation of mitigation within noise assessment no objection in relation to noise
- Recommend provision of additional electric vehicle charging infrastructure
- Recommend condition to require submission of a scheme for control of construction noise, vibration and dust and for control of working hours

### *SDC Tree Officer*

18 No objection:

- Recommend condition to require details of replacement tree planting and a landscaping scheme

*KCC Ecology*

19 No objection:

- Recommend condition to require biodiversity enhancements

*Natural England*

20 No objection.

*SDC Refuse and Recycling*

21 No objection.

*Thames Water*

22 No objection.

**Representations**

23 25 letters of objection, 7 letters of support and 4 letters of comment received relating to the following issues:

- Inadequate parking
- Increased congestion and impact on bus routes
- High density
- Height
- Out of character
- Loss of light, overshadowing and privacy
- Loss of outlook and views
- Impact on television reception
- Loss of trees and inadequate landscaping
- Noise, smell and disturbance
- Air quality impacts
- Inadequate school spaces
- Inadequate health facilities
- Impact on surface water and sewerage capacity
- Fire safety
- Impact on train capacity
- Swanley is in need of new development and housing
- Would boost local economy
- Query temporary parking arrangements during construction
- Impact on garage access
- Construction impacts

**Chief Planning Officer's Appraisal**

24 The main planning considerations are:

- principle of redevelopment of the site;
- design and impact on the character of the area;

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- proposed housing density, housing type and size
- affordable housing;
- residential amenity;
- highways and parking;
- trees, ecology and biodiversity;
- flood risk, surface water drainage and utilities
- contamination, noise and air quality;
- energy and sustainable construction;
- infrastructure and CIL;
- other issues;
- conclusion and planning balance

### *Principle of redevelopment of the site*

- 25 The application site forms part of a wider site subject to policy EMP1 (o) which states that existing employment sites will be retained, intensified and regenerated for B1-B8 uses. The policy also states that the provision of sites for small and medium size businesses and start-up facilities will be supported. The presumption to protect business floor space is set out in adopted policy SP8 of the Core Strategy (2011) and policy EMP1 of the Allocations and Development Management Plan (2015).
- 26 It is relevant that no part of the site is used for business purposes and since the change of use of Horizon House to residential use the application site has been in lawful use as a resident's car park. On the basis that the existing site has zero employment capacity and that the former business use has been lawfully superseded, it would be unreasonable to require the provision of business floor space as part of its redevelopment in accordance with the requirements of policy EMP1.
- 27 In summary, the site is located in a sustainable and predominantly residential area and the principle of residential use is therefore considered to be acceptable.

### *Design and impact on the character of the area*

- 28 The application site comprises an open car park set behind a flat grass verge and enclosed by a brick wall on the southern side and planting and perimeter fence on the northern side. It is flanked by the eight-storey Horizon House adjacent to the west boundary and single storey garages and two-storey dwellings and gardens to the east. Whilst not located in a particularly sensitive location, Horizon House is prominent in short, medium and long views from a number of directions across the town and beyond. It is accepted that the existing building is an anomaly, being read in the majority of views in the context of much lower buildings in the surrounding area. The surrounding buildings are mostly two and three-storeys high.
- 29 The proposal includes the erection of two detached buildings on the northern and southern perimeters of the site. The layout would facilitate pedestrian access from both Station Approach and Azalea Drive. The principle of a four-storey building fronting Azalea Drive (block B) is considered to be acceptable. The front elevation of the building would be

located at the pavement edge, however this would not be wholly out of character with other buildings in the street, including part of Media House to the west. The buildings directly opposite the site are set back beyond a generous verge and this would help offset the impact of the forward building line of the proposal. Block B would otherwise respect the prevailing form, scale and massing of surrounding buildings which include uniform terraces. The set back top floor would reduce the perceived height of the building in the street scene.

- 30 The northern part of the site lies adjacent to the railway cutting and is less constrained by existing buildings. The greater bulk and mass of the six-storey block (block A) would be tempered by the varied form, use of set backs and variation in height, including stepping down to four storeys towards Lila Place. Although larger than other buildings in the area, block A would appear subordinate in size to the existing Horizon House and I consider it could be accommodated without significant townscape harm.
- 31 With regard to detailed design, both blocks would include prominent vertical and horizontal elements and be well articulated through the incorporation of inset balconies. The buildings would have a contemporary appearance; however through the predominant use of different tones of brick and careful use of cladding, both blocks would integrate with their immediate surroundings, including Horizon House.
- 32 A number of objections have been expressed by local residents in relation to the height of the development. These are echoed by the Town Council. Whilst the proposals would alter the local townscape the NPPF advises that local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design.
- 33 The proposals would provide modern buildings of distinctive character and good design quality. The principle of larger buildings befitting of this sustainable location adjacent to the railway station is acceptable and would not result in unacceptable townscape harm. In summary, and subject to conditions relating to materials the proposals are considered to comply with policies EN1 of the ADMP and SP1 of the CS.

*Proposed housing density, housing type and size*

- 34 The provision of 31 dwellings would result in an overall density of 141 dwellings per hectare (dph) across the site. The proposal represents a reduction in dwelling numbers and density from the previously withdrawn application. The proposed density does not conflict with policy SP7 of the CS, which expects development to achieve a density of 40dph, and in suitable locations close to Swanley town centre such as this, higher densities are encouraged.
- 35 Policy SP5 of the CS seeks new housing development to contribute to a mix of different housing types in residential areas taking into account the existing pattern of housing in the area, evidence of local need and site specific factors. The policy specifically seeks the inclusion of small units

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(less than 3 bedrooms) in new development schemes in suitable locations to increase the proportion of smaller units in the District housing stock. The Sevenoaks and Tunbridge Wells Strategic Housing Market Assessment (SHMA) is also relevant and identifies that the greatest need for housing in the District is for 2 and 3 bedroom properties.

- 36 All of the residential units would be flats with the majority provided in the form of 1 (45%) and 2 (55%) bedroom units thereby complying with policy SP5. Whilst the proposal does not directly meet the housing need identified in the SHMA in terms of size, it would provide for a mix of units. It is also noted that the development is designed primarily for younger and older people with core demand anticipated to come from young professionals and first time buyers attracted to the accessibility of the site to London and from older people seeking to downsize. The higher density of the proposal is not best suited to the provision of 3 bedroomed family accommodation and in this context the mix of housing size is considered to be acceptable.

### *Affordable housing*

- 37 Policy SP3 of the CS sets out the Council's approach to the provision of affordable housing and is supported by the Affordable Housing SPD. The provision of affordable housing is one of the Council's key priorities and as set out in policy SP3, developments that result in a net increase of 15 or more dwellings are required to provide at least 40% of the units as affordable. In exceptional circumstances where it is demonstrated to the Council's satisfaction through an independent assessment of viability that on-site provision in accordance with the policy would not be viable, a reduced level of provision may be accepted or, failing that, a financial contribution towards provision off-site will be required.
- 38 The applicant is not proposing any affordable housing nor a commuted sum towards off-site provision for reasons of viability. This planning application is supported by an Affordable Housing Assessment. The assessment concludes: *"The outlook for the housing market in Swanley remains positive in view of the limited shortage of supply. Although the value of property continues to grow incrementally the difference between sales values and costs are such that the income generated is not enough to support any additional affordable housing."*
- 39 Independent viability consultants, Dixon Searle Partnership (DSP) has reviewed the financial viability of the development proposals on behalf of the Council. DSP agree with the applicant's methodology and approach to assessing viability which includes a residual valuation of the proposed development, including an allowance for developer profit.
- 40 DSP has undertaken a robust review of the scheme, which includes identifying whether any key revenue assumptions (e.g. sales values estimates) have been under-assessed or any key cost assumptions (e.g. build costs, fees) over-assessed as both of these effects can have an impact on viability outcomes.
- 41 DSP queried the build cost assumptions which have now been further justified by the applicant. DSP now agree that the build cost assumptions,

and other assumptions (including 17.5% profit on Gross Development Value) are reasonable. DSP conclude that the scheme would fail to provide any surplus value that could be put toward affordable housing. DSP further note that this is on the basis of a nil land value and that if site value were factored into the appraisal the viability position would weaken further.

- 42 In summary, we are satisfied that the development could not viably support any affordable housing on this site. The non viability of the development represents the exceptional circumstances permitted in policy SP3 and whilst regrettable, the lack of any affordable housing is acceptable.

*Residential amenity (for neighbouring occupiers)*

- 43 Paragraph 17 of the NPPF identifies a set of core land use planning principles that should underpin decision making. 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”. Policy EN2 of the ADMP requires that any development should safeguard the amenities of existing and future occupiers of nearby properties by ensuring that development does not result in excessive noise, vibration, odour, air pollution, activity or vehicle movements, overlooking or visual intrusion and where the built form would not result in an unacceptable loss of privacy or light.

- 44 The introduction of built form where none currently exists has the potential to impact on daylight and sunlight, outlook and privacy of surrounding buildings. The assessment below assesses the impact on surrounding buildings.

- *Horizon House*

- 45 The flank elevation of block A would be located approximately 6m from the rear elevation of Horizon House. A single flat at ground, first, second, third and fourth floors would be affected. The full height living/kitchen/dining (LKD) window and bedroom window in the ground floor flat would look into the undercroft access at a distance of 6m. The impact on outlook would be in part mitigated by an area of buffer planting between.

- 46 The main impacts on the two-bedroom flats at first-fourth floor levels would be to the smallest of two windows in the LKD rooms and a bedroom window. Outlook would be retained from the full height windows in the LKD rooms and from the corner windows in the main bedroom. The windows in the flank elevation of block A would be obscure glazed to prevent overlooking.

- 47 The flank elevation of block B would be located approximately 4.6m from the rear elevation of Horizon House. Two ground floor flats in Horizon House would be affected. Flat 1 occupies the end of the building and the main window in the open plan living/kitchen/dining (LKD) room would look into the undercroft access at a distance of 4.6m. I also note that outlook from this room would be retained from a window in the side elevation of the flat. The single bedroom to flat 1 is located at the front of Horizon House and would be unaffected. Flat 3 is a one-bedroom single aspect unit. The bedroom window would not be obstructed by the development. Outlook

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from the single window in the open plan LKD would also be into the undercroft vehicle access. The impact on outlook from the LKD windows in both flats 1 and 3 would be in part mitigated by an area of buffer planting between.

- 48 The brick flank elevation of block B would be readily visible from the rear windows of a first, second and third floor flat. Block B would obstruct the smaller of two windows in each LKD room and two windows serving each of the main bedrooms. In the case of the LKD outlook would be retained from the large full height window. In the case of the main bedroom, outlook would be retained towards Azalea Drive from the corner window. The windows in the flank elevation of block A would be obscure glazed to prevent overlooking.
- 49 The daylight impacts resulting from the development would result in some harm to the living conditions of some residents in Horizon House (as demonstrated by the failure to comply with the recommended vertical sky component test). This is in part a consequence of the uncharacteristically high daylighting conditions achieved in the existing conditions. The daylight and sunlight assessment confirms that the recommended minimum average daylight factor would be achieved. Taking account of this, and the specific circumstances of the flats affected I do not consider that the development would result in unacceptable harm to the amenity of the affected flats in Horizon House sufficient to refuse the application on those grounds.
- *1-6 Lila Place*
- 50 The introduction of substantial buildings where none currently exist would change the appearance of the area and the outlook from the rear of dwellings in Lila Place. The flank elevation of blocks A and B would be located 23m from the rear elevation of 1, 5 and 6 Lila Place and 12m from their rear garden boundaries. However, by reason of the orientation of the buildings (the dwellings in Lila Place are located to the east of the development) and their relatively narrow depth (14m) there would be no unacceptable loss of light or overshadowing to these dwellings or gardens. This is confirmed by the submitted daylight and sunlight assessment.
- 51 There would be 6 windows in the flank elevation of block A and 2 windows in the flank elevation of block B. Although I consider that the distance between buildings would be sufficient to prevent any undue sense of enclosure or harm to outlook, I am mindful that the increased heights of blocks A and B relative to Lila Place and the absence of any significant screening on the boundary could result in a perception of greater overlooking and loss of privacy, particularly within the rear gardens. I therefore consider it reasonable to require the 6 windows in the flank elevation of block A and 2 windows in the flank elevation of block B (all comprising secondary windows to the open plan kitchen/living/dining rooms) to be obscure glazed. For these reasons it is also reasonable to require a privacy screen to the fourth floor level communal roof garden of block A and third floor level terrace to block B.



- *Azalea Drive*

- 52 The dwelling directly opposite the site is 12 Erica Court. This is located perpendicular to the road such that block B would be located opposite the flank elevation of this dwelling at a distance in excess of 15m across the public highway. The development would not result in any harmful loss of light, outlook or privacy to this dwelling. The other closest dwellings on Azalea Drive (numbers 40 and 42) are offset from the development site. The impacts of the proposed development on 40 Azalea Drive would be no greater than from existing Horizon House which is larger than the proposed building. 42 Azalea Drive is set further back from the road at a distance of approximately 22m from the proposed building. The occupiers of this building would not be subject to an unacceptable loss of residential amenity.

*Residential amenity (for future occupiers of the development)*

- 53 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.
- 54 The proposed development would provide one and two bedroom units. All of the two-bedroom units and 2 of the one-bedroom units would be dual aspect. None of the single aspect one-bedroom units would be north facing. The submitted daylight and sunlight assessment confirms that in all but 2 instances the development would comply with recommended minimum daylighting standards.
- 55 The development would otherwise provide for acceptable levels of outlook and privacy (with approximately 22m separation between the facing elevations of blocks A and B). Although we do not prescribe internal space standards in our planning policy, an indicative furniture layout has been provided for each residential unit which shows how the internal space could be configured and satisfactorily used for usual day to day activities. Each unit would include dedicated storage space. Although we do not prescribe minimum external space standards, each unit would benefit from private external amenity space in the form of terraces or balconies. Block A would also benefit from a communal roof terrace. Officers are satisfied that the development can accommodate necessary refuse and recycling storage within dedicated storage areas.
- 56 All residential units would be capable of being Lifetime Homes compliant in accordance with policy SP5 of the Core Strategy which seeks the provision of an increased proportion of housing designed to the Lifetime Homes standard.
- 57 In summary, I am satisfied that satisfactory living conditions for future occupiers would be provided. Noise and air quality impacts are considered later in the report.

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### *Highways and parking*

- 58 Paragraph 32 states that, “*Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*” (my emphasis).
- 59 Policy T1 of the ADMP requires new developments to mitigate any adverse travel impacts, including their impact on congestion and safety, environmental impact, such as noise and tranquillity, pollution and impact on amenity and health. Policy T2 relates to vehicle parking, including cycle parking and requires provision in accordance with advice from the Highway Authority. Policy T3 requires the provision of electrical vehicle charging infrastructure.
- 60 The site is located in a highly accessible location within easy walking distance of the railway station on Station Approach, regular bus routes on Azalea Drive, the town centre and medical facilities, schools, employment and retail uses. As such the site is capable of promoting less reliance on the car.
- *Access*
- 61 As existing there are two vehicular accesses from Azalea Drive into the site. The proposals include the closure of the western access (closest to Horizon House) and enlargement of the eastern access to allow for two-way entry/exit. It is recommended that the closure of the western access, removal of the crossover and reinstatement of the pavement should be subject to a Grampian planning condition.
- *Traffic generation*
- 62 The surveys conclude that the proposals would result in a less than 4% increase in traffic on Azalea Drive and less than 1% increase in traffic on the wider highway network. These small changes would be less than the daily variation and would not result in severe impacts. The development would have no harmful impact on highway capacity.
- *Parking*
- 63 The application is supported by a Transport Statement (TS) and on site survey. The TS includes a detailed assessment of levels of predicted vehicle ownership and parking demand. It concludes that, allowing for a further 5 years growth in vehicle ownership, the parking demand would be 0.59 vehicles per dwelling. When applied to the 87 flats (including 56 within Horizon House), the future parking demand would be for 51 spaces. The proposed development includes the creation of 56 off-street car parking spaces (comprising 51 for residents and 5 for visitors). 3 spaces would be for disabled drivers.
- 64 The parking demand has been corroborated by parking surveys of the existing car park. The surveys were conducted at three intervals over three

days and nights. The surveys demonstrate that between 18-22% of vehicles parked on the site were unauthorised and that peak parking demand for authorised vehicles (belonging to occupiers of Horizon House) was 27 vehicles. This represents 0.49 vehicles per dwelling and below the 0.59 vehicles per dwelling adopted in the TS. The survey demonstrates that the submitted parking demand assessment is robust and that subject to provision of a parking management plan (to prevent unauthorised parking) the proposed parking provision would be sufficient to meet demand for residents and visitors.

- 65 The proposals include secure cycle parking facilities. Subject to conditions to require submission of a Travel Plan prior to first occupation, with appropriate review and monitoring mechanisms to encourage sustainable travel by non-car means, and submission of a Construction Management Plan, the Highways Authority raise no objection.
- 66 Concerns have been raised about parking for existing residents throughout the construction process. Given the scale of the works it is likely that existing on site parking will be displaced for a period of time. It is relevant however that there are existing parking controls in the area; the southern side of Azalea Drive is restricted by a single yellow line prohibiting waiting Mon-Sat 8am-5pm and with the exception of on-street parking bays directly in front of the site (for permit holders and/or pay and display parking Mon-Fri 08.30am-6.30pm) the majority of the northern side of Azalea Drive is restricted by double yellow lines prohibiting waiting at any time. Residents of Horizon House would not be eligible for on-street parking permits and they would therefore need to use unrestricted parking further from the site. Whilst there could be an impact on on-street parking demand in unrestricted areas in closest proximity to the application site, this impact would be spread and for a limited period of time.
- 67 Given the wholly residential nature of the proposed development it is not considered necessary or reasonable to require submission of a delivery and servicing management plan. It is however considered reasonable to require submission of a Construction Management Plan (including details of route management) for approval, as requested by the Town Council. Subject to appropriate conditions the development is capable of incorporating facilities for electric vehicle charging in accordance with policy T3 of the ADMP.
- 68 It is noted that a number of objections refer to the potential highways impacts of the development and in particular impacts from the development on congestion and parking. However these concerns are not supported by the technical advice provided in the Transport Statement or in the response of the Highways Authority which are consistent in their views that the development would provide sufficient off-street parking and would not result in unacceptable congestion in this highly sustainable location.

*Trees, ecology and biodiversity*

- 69 Policy EN1 of the ADMP requires the layout of new development to respect the topography of the site and to retain important features including trees, hedgerows and shrubs. New landscaping and boundary treatment will be required in appropriate cases. Policy SP11 of the Core Strategy states that

## Agenda Item 4.2

the biodiversity value of the District will be conserved and opportunities sought for enhancement to ensure no net loss of biodiversity. The site is not located within or adjacent to a Site of Special Scientific Interest, Local Wildlife Site or other identified site of biodiversity value.

- 70 The application is supported by an Arboricultural Survey which identifies 17 trees on or directly adjacent to the site. None of the trees are identified as category A. 3 trees are identified as category B and noted to be of moderate quality and value such that their retention is desirable. 11 trees were identified as category C (of low quality and value) and 3 trees category U (dead/dying/dangerous).
- 71 The development would necessitate the removal of a total of 11 trees, 9 of which are category C (of low quality and value). 2 of the trees to be removed are category B Downy Birch trees. They have little intrinsic individual value; their value is in providing a green presence in Azalea Drive, which is an area of low tree cover. The highest value tree to the east of the access (identified as a feature tree with considerable future growth potential) would be protected and retained. It is recommended that provision of protective fencing as shown on the Tree Protection Plan be secured by condition.
- 72 Whilst the loss of three trees in Azalea Drive is regrettable, they are not of such value to merit protection. There is scope for future tree and shrub planting, including 8 trees adjacent to Horizon House on Azalea Drive and 6 trees within the car park and in this respect the proposals are considered to be acceptable and in accordance with relevant policy. The Tree Officer raises no objection.
- 73 With regard to ecology and biodiversity the County Council Ecologist has assessed the proposal and raises no objections, considering the application site to have little or no ecological value. The site is located in an urban area and comprises hardstanding. I therefore consider that the proposal would not result in any harm to protected species and, subject to appropriate conditions, including to secure provision of the green roofs, the proposed development will provide a net gain in biodiversity and ecological value in accordance with section 11 of the NPPF and policy SP11 of the Core Strategy. In reaching this conclusion, I have also given careful consideration to the Standing Advice put forward by English Nature and the Natural Environment and Rural Communities (NERC) Act 2006.

### *Flood risk and surface water drainage*

- 74 Section 10 of the NPPF relates to meeting the challenge of climate change and flooding. Paragraph 100 of the NPPF advises that, *“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.”* Policy EN1 of the ADMP and SP2 of the CS are also relevant and requires the incorporation of sustainable drainage systems (SUDS) where practical together with arrangements to secure their long term maintenance.
- 75 The application site currently comprises a car park within Flood Zone 1 which has a low probability of flooding (less than 1 in 1000 annual probability of

river flooding in any year). There are no known watercourses or rivers in the vicinity of the site.

- 76 Subject to conditions to secure details of a sustainable surface water drainage scheme, and confirmation that the post development surface runoff rates would not exceed the pre development runoff rates, and subsequently do not increase the risk of surface water flooding in or within the vicinity of the site, the Local Lead Flood Authority is satisfied with the proposals. Thames Water has provided a consultation response which indicates that they would not object to the proposals with regard to infrastructure capacity. In light of the sensitivity of the site to water pollution (within Source Protection Zone 3) the Environment Agency has recommended conditions relating to submission of risk assessments and verification reports.
- 77 In summary, I am satisfied that the proposals would have no unacceptable impact on flooding or surface water drainage in accordance with relevant policies.

*Contamination, noise and air quality*

- 78 Paragraph 109 of the NPPF states that, *“The planning system should contribute to and enhance the natural and local environment by (inter alia) preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”*. The Planning Practice Guidance states that air quality and noise needs to be considered when new developments would be located where air quality is known to be poor and where sensitive to the prevailing acoustic environment.
- 79 The application is not supported by any form of contaminated land assessment, however there is no evidence of previous high risk uses of the site and the existing use is as a car park. In the absence of any proposed ground floor living accommodation or amenity space it is not considered necessary to require submission of intrusive investigations or remediation by condition. The Environmental Health Officer raises no objection to this issue.
- 80 The application is accompanied by a noise assessment which identifies that the site is subject to varying levels of road noise from Goldsel Road and Azalea Drive and railway noise from the north. Policy EN7 of the ADMP states that proposals for development should not result in unacceptable noise levels from existing noise sources that cannot be adequately mitigated. The assessment concludes that the facades within the centre of the site are not significantly affected by noise and an opening window ventilation strategy would be acceptable. The facades on the outside of the development would be subject to higher noise levels, however the internal living environments would be capable of meeting relevant standards through the installation of traditional thermally insulating facade components. External amenity areas would be broadly compliant with World Health Organisation thresholds. The Environmental Health Officer recommends that further details of mitigation be secured by condition.
- 81 The application is also supported by an air quality assessment. The site is not located within an Air Quality Management Area and is not subject to high

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levels of air pollution. Accordingly no mitigation is required to reduce exposure of future occupiers of the development to air pollution. The assessment concludes that the construction and operational phase of the development is unlikely to generate significant levels of airborne dust or exceedance of relevant air quality standards, including in relation to nitrogen dioxide. Notwithstanding this the assessment recommends a number of ‘best practice’ mitigation measures during the construction phase. The provision of electric vehicle charging infrastructure would promote use of electric vehicles and further mitigate impacts on air quality. It is recommended these measures and provision of electric vehicle charging infrastructure be secured by condition.

- 82 The recommendation to impose a condition to restrict working hours during the enabling, demolition and construction phase is considered to be reasonable. In summary, the proposed development is considered to be acceptable in terms of contaminated land, air and noise impacts in accordance with relevant national and local policy.

### *Energy and sustainable construction*

- 83 Paragraph 93 of the NPPF advises that, “*Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions [...] and supporting the delivery of renewable and low carbon energy and associated infrastructure.*” Policy SP2 of the Core Strategy is also relevant however Section 43 of the Deregulation Act 2015 has removed the ability of local planning authorities to impose energy efficiency standards on dwellings - new or adaptations - insofar as they go beyond what is required under Building Regulations. For this reason it would not be reasonable to secure requirements relating to energy or sustainable construction beyond those required by Building Regulations. The development would be required to comply with the relevant Building Regulations when it is built out.
- 84 Notwithstanding the above, the planning application is accompanied by a Energy and Sustainability Statement which demonstrates the proposals would exceed the minimum requirements set by building regulations through the incorporation of enhanced building fabric and design to reduce energy demand. It has been adequately demonstrated that the proposed development is capable of complying with relevant policies in respect of sustainable design.

### *Infrastructure and CIL*

- 85 Policy SP9 of the Core Strategy states that development should make provision for new infrastructure where necessary. However the Community Infrastructure Levy (CIL) has now been introduced, which places a mandatory charge on new residential developments to be used to fund infrastructure projects within the District. The Council has produced the following list of infrastructure types that will be funded through CIL receipts (known as the Council’s Regulation 123 List) and includes infrastructure referred to by local residents and the NHS Clinical Commissioning Group in their consultation responses to this development proposal -

- Transport schemes other than site-specific access improvements;

- Flood defence schemes;
- Water quality schemes;
- Education;
- Health and social care facilities;
- Police and emergency services facilities;
- Community facilities;
- Communications infrastructure (beyond that directly secured by agreement between the developer)
- Green infrastructure other than site-specific improvements or mitigation measures (for example improvements to parks and recreation grounds).

86 This development is CIL liable and there is no application for an exemption. The CIL payment would be eligible to be used on schemes as listed above and to address concerns made in a number of representations at the increased pressure the development would place upon wider community infrastructure, including police, education and healthcare provision.

87 In accordance with policy EN1 of the ADMP details of how the development would incorporate infrastructure to meet modern communication and technology needs (including broadband, high speed internet cabling and digital TV cabling) can be secured by appropriate condition.

#### **Other issues**

88 Issues relating to fire safety are subject to control under separate legislation. Whilst concerns relating to potential interference to television signals can be a material planning consideration, the proposed buildings are not so large or in such close proximity to surrounding buildings as to justify submission of baseline surveys or further information. It is also noted that the majority of satellite dishes and aerials observed in the vicinity were angled away from the development site. Although concerns relating to maintaining access to the adjacent garages is not a material planning consideration, the submitted plans do show access to be retained.

#### **Conclusion and planning balance**

89 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Paragraph 14 states that in terms of the decision-taking process this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted.

90 As we cannot demonstrate a five year housing land supply in the context of the NPPF the 'tilted balance' in paragraph 14 is engaged. This means granting permission unless the adverse impacts of doing so would

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significantly and demonstrably outweigh the benefits of doing so, when assessed against the NPPF as a whole. There are no specific policies to indicate development should be restricted in this location. This ‘tilted balance’ is a material consideration.

- 91 In assessing the benefits, the proposals would provide new homes that would make a contribution to the District’s wider housing supply and would contribute to the social element of sustainable development and attracts significant weight. The development would also directly and indirectly contribute to the local economy through construction and through introducing new residents into the town. These elements of the proposals would be consistent with the economic role of sustainable development and attracts significant weight. The development would also provide for improvements to the physical environment of the area, including through incorporation of biodiversity enhancements and landscaping. These elements would contribute to the environmental role of sustainable development and also attract significant weight. All of these factors weigh in favour of granting planning permission; however, they have to be considered against the potential harm arising from the development.
- 92 In this respect, I have identified limited harm. The development would result in some daylight impacts which would cause harm to the residential amenity of some occupiers of Horizon House, albeit this would not be substantial. The development would also result in the loss of existing trees and some temporary displacement of existing parking. I afford these matters less than substantial weight. I have established that other key issues, including relating to highways and parking impacts from the future occupation of the development are acceptable.
- 93 When assessed against the policies in the Framework taken as a whole, I consider that the development would simultaneously achieve the social, economic and environmental dimensions necessary to be considered as sustainable development as defined and sought by the NPPF. The adverse impacts identified above would be limited and would not significantly and demonstrably outweigh the benefits of these proposals which benefit from the ‘tilted balance’ of paragraph 14 of the NPPF. Taking all of these factors into account I conclude that planning permission should be granted.

Contact Officer(s): Matthew Durling Extension: 7448

**Richard Morris**  
**Chief Planning Officer**

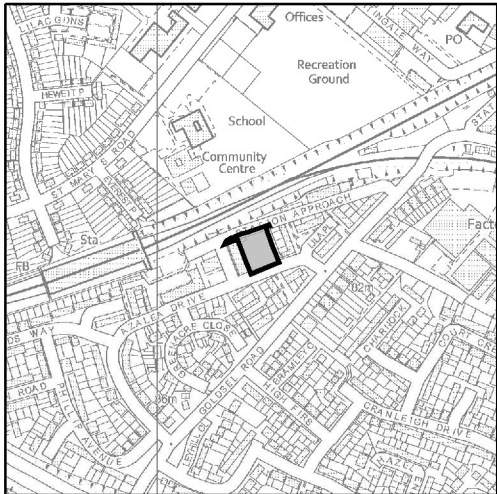
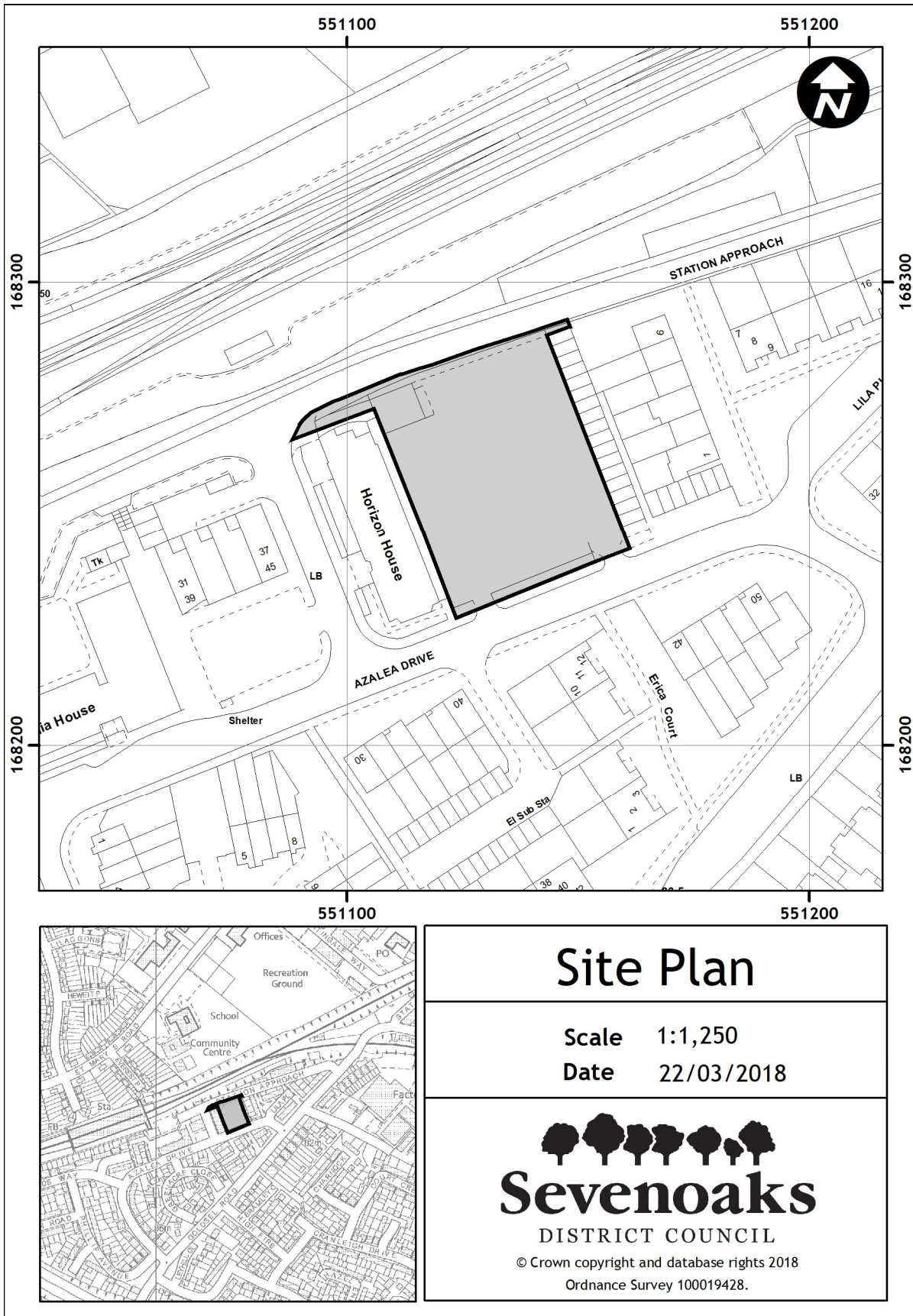
Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OUDEPBK0L000>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OUDEPBK0L000>





# Site Plan

Scale 1:1,250  
Date 22/03/2018



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Ordnance Survey 100019428.

Block Plan



4.3 - 17/04027/FUL

Date expired 12 March 2018

Proposal: Proposed change of use of the existing car park to a vehicle rental business (sui generis) including erection of small office and the provision of a car valet area.

Location: St Johns Hill Car Park, St Johns Hill, Sevenoaks TN13 3PE

Ward(s): Sevenoaks Town & St Johns

**ITEM FOR DECISION**

This application has been referred to the Development Control Committee by Councillor Raikes on the grounds that the proposal would potentially impact parking provision locally.

**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: Site Location Plan, Site Plan - Proposed, Building Plan, Building Elevations and Wash-bay Canopy.

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

3) The vehicle rental business hereby permitted is for a sui generis use only 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 customer or potential customer and no activities associated with the approved use, including servicing, vehicle parking or the manoeuvring of vehicles, shall take place on the site between 1900hrs and 0700hrs daily.

To safeguard the amenities of nearby residents as supported by Policy EN2 of the Sevenoaks Allocations and Development Management Plan.

5) The valeting of vehicles shall only be carried out on the premises between 0900hrs and 1700hrs Monday to Friday.

To safeguard the amenities of nearby residents as supported by Policy EN2 of the Sevenoaks Allocations and Development Management Plan.

6) Prior to the operation of the approved car rental use being commenced a site management plan for the operation of the use shall be submitted to and approved in writing by the local planning authority. The use shall operate in accordance with the

## Agenda Item 4.3

approved site management plan and the plan shall include measures to control the number of private vehicles arriving at the site.

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

7) Prior to the operation of the approved car rental use being commenced details of suitable surface water drainage system for the site and management of the drainage system shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

To ensure the site is appropriately drained in accordance with the National Planning Policy Framework.

8) Prior to the operation of the approved car rental use being commenced details of a sound reducing cabinet to house the jet wash equipment suitable shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and maintained thereafter.

To safeguard the amenities of nearby residents as supported by Policy EN2 of the Sevenoaks Allocations and Development Management Plan.

### **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](http://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 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) Did not require any further assistance as the application was acceptable as submitted.

### Description of proposal

- 1 The application seeks approval for the change of use of the northern section of the existing car park to serve as vehicle rental business, which falls within the sui generis use class.
- 2 The site would comprise two detached buildings that would stand adjacent to the north-eastern boundary of the plot. One building would serve as the office to the vehicle rental operation and the other would serve as a valeting bay. Both would be single storey in design with a flat or mono-pitch roof to keep the height and bulk of the buildings to a minimum.
- 3 On the opposite side of the site to the buildings would be 7 parking bays where vehicles either ready for hire or being returned would be parked. Cars would only be parked outside of the site if permits and space within the car park allows for this.
- 4 The vehicle rental business in question, Enterprise, wishes to relocate from the Haywards site on Otford Road following the grant of planning approval to redevelop the Haywards site.

### Description of site

- 5 The application site consists of a large car park located behind the existing mix of uses found along St Johns Hill, close to the Bat & Ball junction. The application site currently provides 14 parking spaces, with an additional 51 spaces provided within the remainder of the car park.
- 6 The site is bounded by a mixture of commercial and residential properties. Access to the application site and wider car park is provided in between 127 and 129 St Johns Hill.

### Constraints

- 7 The lies within the built urban confines of Sevenoaks, a Source Protection Zone, partially within an Air Quality Management Area and partially within a Neighbourhood and Village Centre.

### Policies

#### *Core Strategy (CS)*

- 8 Policies:
  - LO1 Distribution of Development
  - LO2 Development in Sevenoaks Urban Area

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### SP1 Design of New Development and Conservation

#### *Allocations and Development Management (ADMP)*

#### 9 Policies:

- SC1 Presumption in Favour of Sustainable Development
- EN1 Design Principles
- EN2 Amenity Protection
- EN7 Noise Pollution
- T2 Vehicle Parking

#### *Other*

#### 10 The National Planning Practice Guidance (NPPG)

#### 11 The National Planning Policy Framework (NPPF):

Para 14 of the NPPF confirms that there is a presumption in favour of sustainable development, and that development that accords with the development plan should be approved unless material considerations indicate otherwise. (See paras 11, 12, 13 of NPPF.)

Para 14 of the NPPF (and footnote 9) also advises that where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless there are specific policies in the NPPF that indicate that development should be restricted. This applies to a variety of designations, including SSSIs, Green Belt, AONBs, designated heritage assets and locations at risk of flooding.

#### **Planning history**

#### 12 SE/80/00960 - Engineering operations for laying out of car parking area - Granted.

SE/86/00384 - Construction of detached building to house public convenience - Granted.

SE/17/04028 - Advertisement consent for 2 x fascia signs, 2 x entrance and 1 x "wayfinding" sign - Pending consideration.

#### **Consultations**

#### *Sevenoaks Town Council - 31.01.2018*

- 13 "While Sevenoaks Town Council would support the retention of a car hire business in the Town, it objects to the proposed location, recommending refusal until such time that Sevenoaks District Council have carried out a full assessment of current and future parking needs for the car park, taking account current and future residential development in the area. It was noted that many recent residential developments in the surrounding area have been permitted in the understanding that there is vacant capacity in the St James and St Johns car parks."

*County Highways Engineer - 17.01.2018*

- 14 “I refer to the above planning application and having considered the development proposals and the effect on the highway network, raise no objection on behalf of the local highway authority.

The Transport Statement submitted with the application demonstrates that there will be no significant increase in traffic movements, using the existing access, over and above the existing car park use.”

*Parking Services Manager - 21.02.2018*

- 15 “As the Parking Services Manager at Sevenoaks District Council I have operated the St Johns car park for the past three years. In my experience the car park operates at around 20-30% capacity throughout the day. The reduction in parking capacity by 20-30 spaces would not have any detrimental effect on the local area or economy.

In my view, use of part of the car park as an Enterprise vehicle rental operation would not have a detrimental impact on the local shops and businesses. I think that this will help support local shops and businesses by attracting more customers to the area and offering employment to local residents.”

**Representations**

- 16 We received 15 letters of objection, including one petition signed by 25 individuals, relating to the following issues:

- The loss of car parking;
- The demand for parking locally;
- The impact of traffic;
- The impact on highways safety;
- Restriction of access to properties on St James Road and Wealden Place;
- The impact of the illuminated signage;
- Impact of the noise from the valeting area;
- Inadequate space proposed for the vehicle rental use; and
- The provision of services to the site.

**Chief Planning Officer’s appraisal**

**Principal issues**

- 17 The principal issues for consideration are:
- The principle of the development;
  - The potential impact on highways safety and parking provision;
  - The potential impact on the character and appearance of the area;
  - The potential impact on residential amenity;
  - Sustainable development.

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### *The principle of the development*

- 18 As noted above, the site lies within the built urban confines of Sevenoaks and mainly outside of the Neighbourhood and Village Centre. Only the access to the site falls within the Neighbourhood and Village Centre designation.
- 19 Policies LO1 and LO2 of the Core Strategy encourage development to take place within the built urban confines of Sevenoaks and so the principle of the development is one that we can agree subject to the compliance with all other relevant planning policies.

### *The potential impact on highways safety and parking provision*

- 20 The application has been accompanied by a detailed Transport Statement, which assessed the usage of the car park as a whole. This includes a survey of the usage of the car park during a period between the 1<sup>st</sup> - 18<sup>th</sup> November 2017.
- 21 During this time vehicle trips did not exceed 17 arrivals or 17 departures in any given hour. Peak usage of the car park was a total of 30 vehicles and an average of 22 vehicles remained in the car park overnight.
- 22 Given the total number of parking spaces across the site are 65 the survey demonstrates that the car park is underutilised, given the fact that the occupation has been shown to be less than half of the total provision.
- 23 This view is supported by our Parking Services Manager, who has extensive knowledge of the functioning of the car park and goes further than the survey to state that the car park operates at 20-30% capacity.
- 24 Therefore, the proposed loss of 14 parking spaces that are currently available to the public would not have a detrimental impact on the function of the car park.
- 25 Reference has been made to the reliance of current and future residential developments on the use of the car park. Where residential development has been approved close to the site it would seem that the provision of public car parks locally together with good public transport weigh in the favour of the provision of no on-site parking for the respective developments.
- 26 This means that the nearby car parks have not been solely relied upon in considering these residential developments.
- 27 The question as to whether the site provides ample space for the vehicle rental business has been posed by representations. This is acknowledged by the Transport Statement, which indicates that permits would be sought within the adjacent public car park if necessary. This is not a planning consideration. However, we would retain control of the appropriateness of this approach via our Parking Services Manager.
- 28 In terms of highways safety, the Transport Statement confirms that the operation at the Haywards site is comparable in terms of traffic movements



and that acknowledges that these traffic movements occurred up until recently on the local highway network.

- 29 This operation includes the implementation of measures to limit the number of private vehicles arriving at the site by collecting/dropping off customers or vehicles. A condition can be imposed requiring a management plan for the running of the business to ensure these measures are put in place.
- 30 Given this the Transport Statement concludes that there would be there would be no significant increase in traffic movements and it follows that this would not have a severe impact on the local road network or highways safety.
- 31 The application has received the support of the County Highways Engineer, who also confirms that the continued use of the access onto St Johns Hill by the development would be acceptable.
- 32 I would therefore conclude that the loss of 14 parking spaces from the car park would not be detrimental to the operation of the car park and that highways safety would be wholly preserved. The proposal therefore complies with the NPPF and policies EN1 and T2 of the ADMP.

*The potential impact on the character and appearance of the area*

- 33 The site is located in behind properties on the surrounding streets, namely St Johns Hill, Bradbourne Vale Road and St James Road. The single storey buildings proposed to serve the vehicle rental business would therefore have minimal impact on the wider character and appearance of the area.
- 34 The development would be sited adjacent to the remaining section of the public car park and so would be viewed from the public vantage point when entering and exiting the car park site.
- 35 Within this context the single storey buildings would appear as ancillary to the existing development that surrounds the site.
- 36 As such I am satisfied that the development would preserve the character and appearance of the area in accordance with the NPPF, policy SP1 of the Core Strategy and policy EN1 of the ADMP.

*The potential impact on residential amenity*

- 37 The nature of the development, i.e. single storey buildings and the continued use of the existing open vehicle parking area, means that the proposal would not affect residential amenity in terms of vibration, odour, activity or vehicle movements, overlooking, visual intrusion, loss of privacy or a loss of daylight/sunlight.
- 38 I am also satisfied that the modest increase in traffic movements would not have a detrimental impact upon the air quality of the locality.
- 39 The proposed operation would occur between 7am and 7pm daily. These are reasonable times given that the car park is currently unrestricted in the time that members of the public can enter and exit the site.

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- 40 The valeting area that would serve the site would be located to the north-east corner of the site. This structure would be enclosed on three sides and have a roof over it. The applicant proposes to use a jet wash and it is anticipated that vacuuming of the interior of the vehicles would also occur. To dampen the noise of the jet wash the applicant proposes to further enclose this within a sound reducing cabinet, further details of which can be required by way of condition.
- 41 In addition to this, the time during which the valeting process can take place can be controlled to between 9am to 5pm on weekdays only.
- 42 These controls would ensure that noise from the valeting process does not impact residential amenity.
- 43 The development therefore complies with the NPPF and policy EN2 of the ADMP.

### *Sustainable development*

- 44 In my opinion, the proposed scheme wholly accords with the development plan, and I have explained this in detail above. It follows that the development is appropriate and there would be no adverse impacts in granting planning permission.

### **Other issues**

- 45 Representations pick up on the fact that the development may result in the restriction of access to properties on St James Road and Wealden Place. This is a civil matter that would need to be dealt with between the relevant parties if the matter were to arise.
- 46 Representations also refer to illuminated signage proposed under SE/17/04028/ADV. This is a separate application to this planning application, which will consider the acceptability of the proposed signage.
- 47 Finally, the matter of the provision of services to the site is raised. The provision of water and electricity to the site is not a material planning consideration. Drainage is a material consideration and further details of how surface run-off from the site can be discharged.

### **Conclusion**

- 48 The proposal would be acceptable in principle, would preserve highways safety and would provide sufficient parking both within the site and the adjacent car park. There would be no detrimental impact on the character and appearance of the area or residential amenity. Consequently the proposal is in accordance with the development plan and therefore the Officer's recommendation is to approve.

### **Background papers**

Site and block plan.

Contact Officer(s): Mike Holmes Extension: 7406

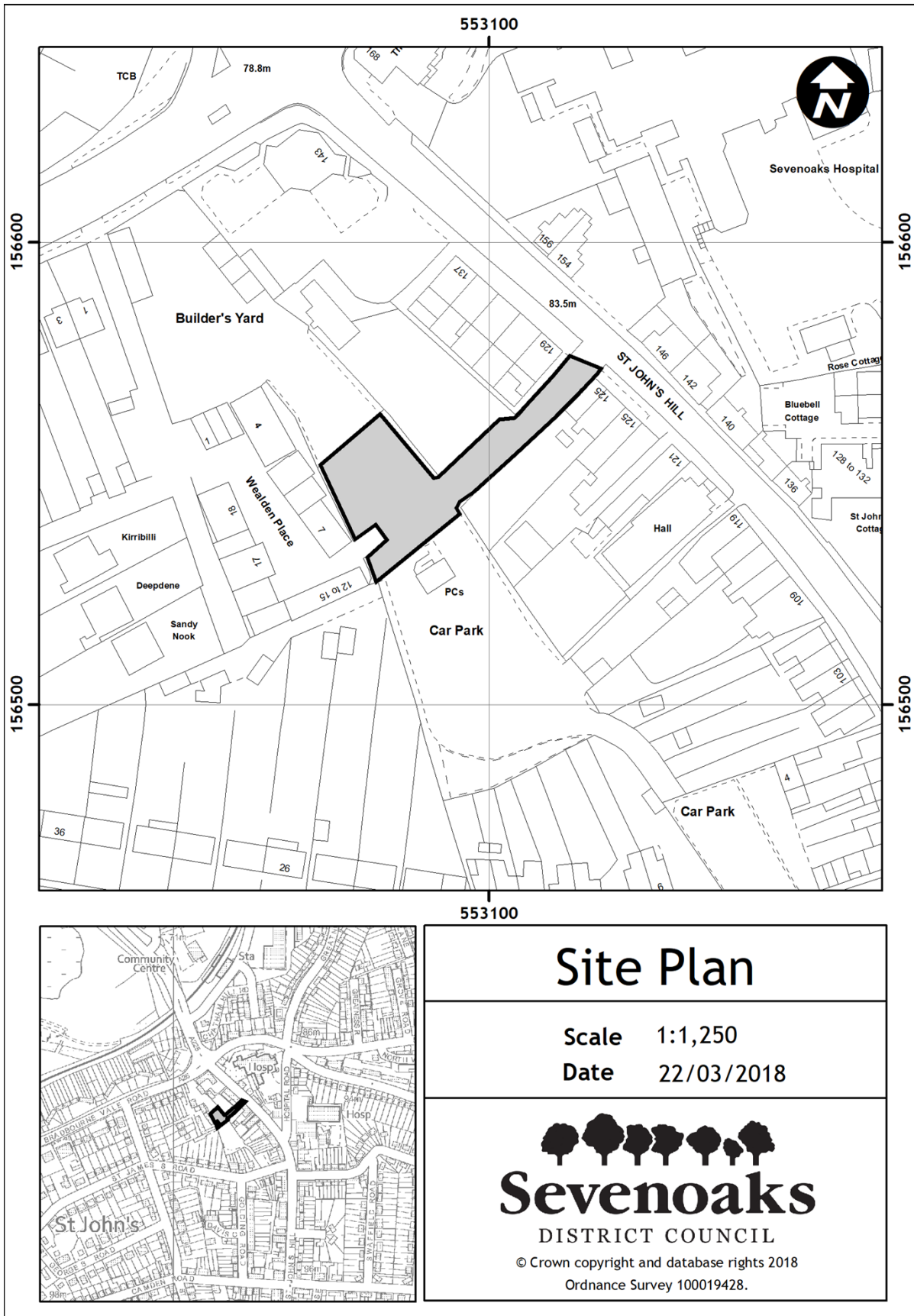
**Richard Morris**  
**Chief Planning Officer**

Link to application details:

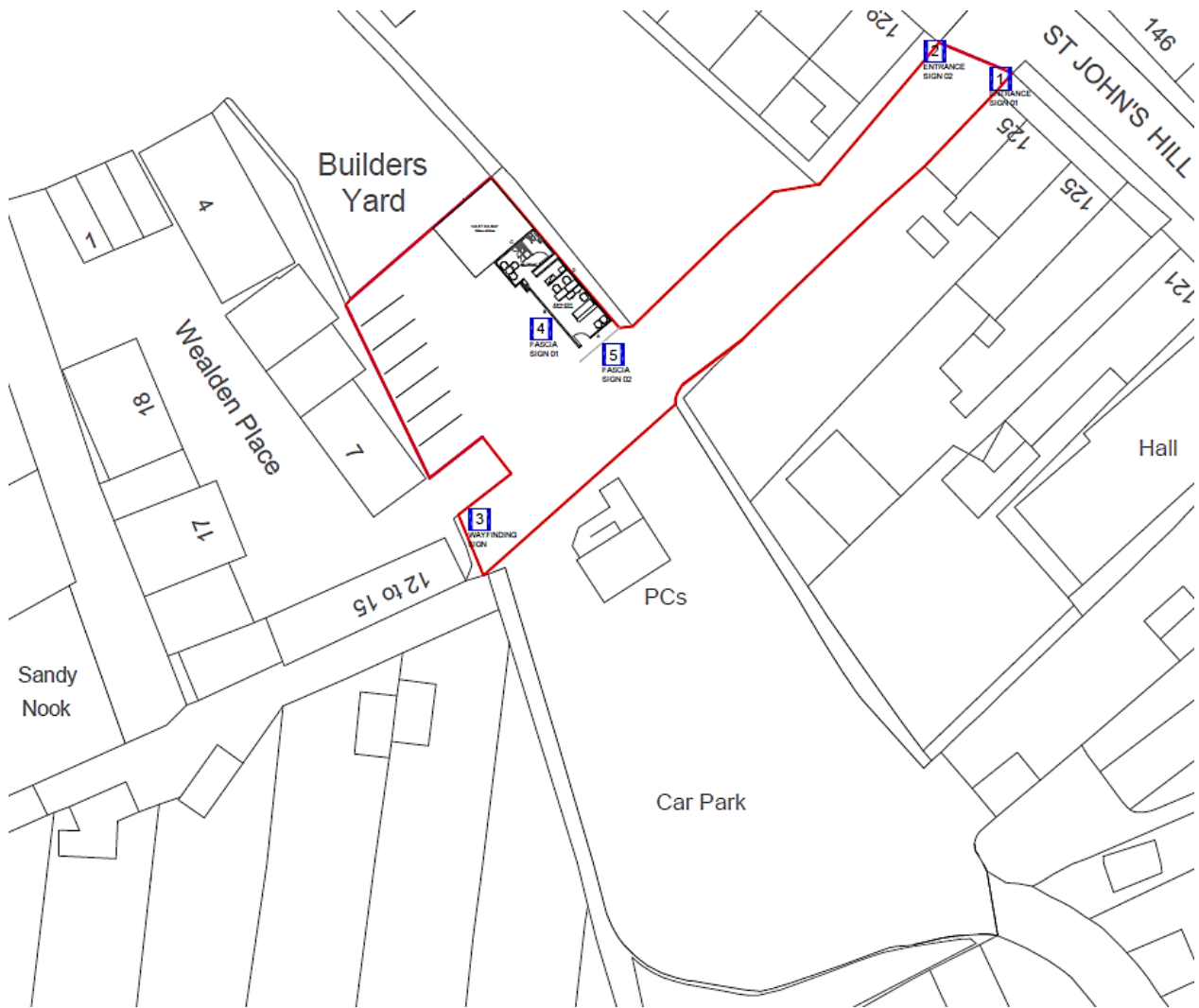
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Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P1BLYIBKJ9M00>



Block Plan



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4.4 - 18/00166/HOUSE      Date expired 15 March 2018

Proposal:                              Erection of a two storey side extension.

Location:                              6 Martins Shaw, Chipstead, KENT TN13 2SE

Ward(s):                                Brasted, Chevening And Sundridge

**ITEM FOR DECISION**

This application was referred to Development Control Committee by Councillor London as 'The proposal would impact on the local street character, as it would breach the 1m set back guidance (for two storey extensions) within the Residential Extensions SPD, and would not accord with EN1 of the Sevenoaks Allocations and Development Management Plan.'

**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 hereby approved extension shall be ancillary to the existing property and shall be not be used for any independent purpose at any time.

Any other use of the extension could be harmful to neighbouring amenity, produce greater parking pressures, and would require a planning application to fully assess the impact.

3)      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 area as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

4)      The development hereby permitted shall be carried out in accordance with the following approved plans: PL-301; 302 B; 303 C; 304 C

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

**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,

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- 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](http://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 updated of any issues after the initial site visit.

### Description of proposal

- 1 Planning permission is sought for a two storey side extension with pitched roofs, to be located to the eastern side of the property. Windows are proposed at ground and first floor levels to the front and rear elevations, as well as facing into the existing garden of the property, but not on the outward facing side flank.
- 2 Materials are proposed to match existing.
- 3 The extension is proposed to be 0.2m from the site boundary.

### Description of site

- 4 The application site is situated south of the centre of Chipstead Village. The property sits within a small enclave of detached dwellings, each with a private driveway and often a garage. The group of properties has been designed in such a way that there is a sense of uniformity in design and materials, but a lack of uniformity in any street pattern as the dwellings are set at angles within their plots.

### Constraints

- 5 Kent Downs AONB
- 6 Area of Archaeological Potential



## Policies

### *Allocations and Development Management (ADMP):*

#### 7 Policies:

- EN1 - Design Principles
- EN2 - Amenity Protection
- EN4 - Heritage Assets
- EN5 - Landscape
- T2 - Vehicle Parking

### *Core Strategy (CS):*

#### 8 Policies:

- SP1 - Design of New Development and Conservation
- LO1 - Distribution of Development

### *Other*

#### 9 National Planning Policy (NPPF)

## Relevant planning history

- 10 17/03638/HOUSE - Erection of a two storey side extension - Withdrawn - 16.01.18

## Consultations

### *Parish Council*

- 11 Objection - Objection on the grounds of proximity to the boundary.

## Representations

- 12 One objection has been received. The issues raised can be summarised as follows: overshadowing; overbearing relationship; closer than 1m from boundary; light blocked from driveway; terracing effect.

## Chief Planning Officer's Appraisal

### Principal issues

- 13 The main issues for consideration are:
- Local character
  - Area of Outstanding Natural Beauty
  - Conservation area
  - Impact on the area of archaeological potential
  - Impact on parking

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- 14 Of particular relevant to this application is the following guidance:

### *Presumption in favour of sustainable development*

Para 14 of the NPPF confirms that there is a presumption in favour of sustainable development, and that development that accords with the development plan should be approved unless material considerations indicate otherwise. (See paras 11, 12, 13 of NPPF.)

Para 14 of the NPPF (and footnote 9) also advises that where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless there are specific policies in the NPPF that indicate that development should be restricted. This applies to a variety of designations, including SSSIs, Green Belt, AONBs, designated heritage assets and locations at risk of flooding.

## Appraisal

### *Impact on the character of the area*

- 15 The Residential Extensions SPD, with regards to two storey side extensions reads (4.18) 'In a street of traditional detached and semi-detached houses, the infilling of the spaces between the two-storey extensions could create a terracing effect and cramped appearance at odds with the regular pattern of development when viewed from the street when the gaps, often with associated landscaping or allowing for longer view, are important elements.'
- 16 The SPD goes on to say(4.19) 'Where there is a pattern of gaps between properties within a street, as a guide, a minimum of 1 metres between the side wall of a two storey side extension and the boundary for the full height of the extension is normally desirable.'
- 17 The character of this street is defined by a disordered development pattern, with dwellings set at unusual angles to one another with varying distances from the edge of the road. It is therefore considered that the street is not defined by a 'regular pattern of development'. In this instance, a gap currently exists between the detached dwellings of 5 and 6 Martin's Shaw and the gap is created primarily by the driveway of no.5 which lies to the east of the application site.
- 18 The proposed extension would extend close to the eastern site boundary and would not retain a 1m gap against the boundary. However, the gap between the property and the neighbouring property would remain due to the driveway which separates the dwellings. There would be a 5.8m gap between the extension and the neighbouring property. The aims of the 1m guide provided by the SPD are therefore not considered to be applicable in this particular case as a visual break would be retained and the buildings would continue to be seen as detached properties.
- 19 Due to the location of the application site, at the far southern end of Martin's Shaw, the extension would experience limited visibility from the surrounding area. The extension is set back from the front elevation and would appear subordinate to the main house. While the extension follows

the angled eastern site boundary, its irregular shape and roof form would not be perceivable from the surrounding area.

- 20 Materials would match the existing building and this could be secured by condition.
- 21 Overall the proposal would preserve the character of the area and would be a suitable addition to the property.

*Impact on the Area of Outstanding Natural Beauty*

- 22 The buildings would be seen within the context of existing built form when viewed from the wider area and thus the AONB is conserved in accordance with EN5 of the ADMP.

*Impact on the Conservation Area*

- 23 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.
- 24 In this case, the application site is not within the Conservation Area, of which the southern extent is approximately 70m to the north, and would not experience significant visibility from within it due to the curve of the road. It therefore preserves the setting of the Conservation Area, compliant with policy EN4 and Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

*Neighbouring amenity*

- 25 The 45 degree test for impact on daylight, contained in the Residential Extensions SPD, has been undertaken and the development passes and would not result in a significant reduction in daylighting to no.5 to the east.
- 26 No new side windows are proposed and thus no new overlooking would occur.
- 27 The neighbour has raised concerns regarding overshadowing of the driveway. While some additional overshadowing of the adjacent driveway may occur, it is not considered that this would cause harm to the living conditions of 5 Martin's Shaw.
- 28 The proposal would therefore protect neighbouring amenity in accordance with EN2 of the ADMP.

*Area of archaeological potential*

- 29 The application site consists of previously developed land. As a result, it is not considered that there is a necessity for further archaeological conditions in this instance. The proposal is in accordance with EN4 of the ADMP.

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### *Impact on parking and highways*

- 30 The proposal would result in the existing three bedroom property being extended to four bedrooms. As a result, the proposal would not result in a greater parking requirement in accordance with T2 and Appendix 2 of the ADMP. There is sufficient parking on site for two vehicles.
- 31 The proposal complies with T2 of the ADMP.

### **CIL**

- 32 This proposal is not CIL liable.

### **Other issues**

- 33 Whilst the drawings demonstrate the extension could be used as an annex it is connected to the main house and a condition can be used to ensure it remains ancillary to the main dwelling.

### **Conclusion**

- 34 The proposal would conserve local character in accordance with EN1, and the character and appearance of the nearby Conservation Area would be preserved in accordance with EN4 of the ADMP. The proposal would conserve the AONB, in accordance with EN5.
- 35 Neighbouring amenity is protected in accordance with EN2 of the ADMP.
- 36 There is sufficient parking in accordance with T2 of the ADMP.

### **Background Papers**

Site and block plans.

Contact Officer(s): Claire Shearing Extension: 7367

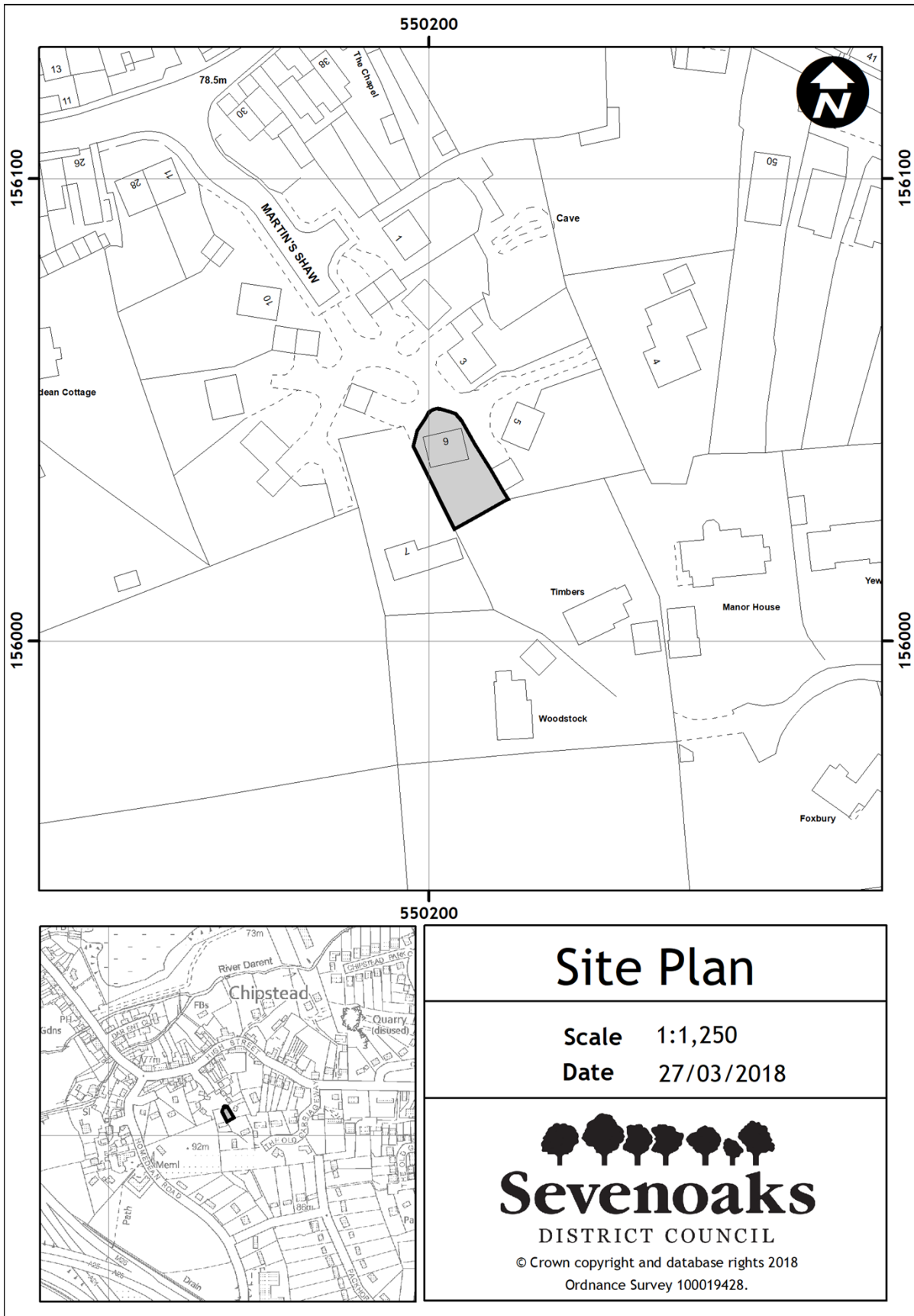
**Richard Morris**  
**Chief Planning Officer**

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P2LWOIBKGPF00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P2LWOIBKGPF00>



Block Plan



Planning Application Information on Public Access - for applications coming to

DC Committee on Thursday 12 April 2018

**4.1 17/03763/FUL Bluebell Bank and 4 Saddlers Park, Station Road, Eynsford DA4 OER**

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P06VD5BKFVF00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P06VD5BKFVF00>

**4.2 17/02569/FUL Car Park Site Adjacent to Horizon House, Azalea Drive, Swanley BR8 8HY**

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OUDEPBK0L000>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OUDEPBK0L000>

**4.3 17/04027 St Johns Hill Car Park, St Johns Hill, Sevenoaks TN13 3PE**

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P1BLYIBKJ9M00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P1BLYIBKJ9M00>

**4.4 18/00166/HOUSE 6 Martins Shaw, Chipstead TN13 2SE**

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