

03 April 2019 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks
Despatched: 26.03.19



Development Control Committee

Membership:

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

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	Contact
Apologies for Absence		
1. Minutes To approve the minutes of the meeting of the Committee held on 14 March 2019, as a correct record.	(Pages 1 - 10)	
2. Declarations of Interest or Predetermination Including any interests not already registered		
3. Declarations of Lobbying		
4. Planning Applications - Chief Planning Officer's Report		
4.1 18-03443-FUL - Site Of 166 High Street, Sevenoaks, Kent TN13 1XE	(Pages 11 - 28)	Sean Mitchell Tel: 01732 227349
4.2 18/03520/FUL - Land To The East Of The Cottage, Badgers Road, Badgers Mount, Kent TN14 7AY	(Pages 29 - 50)	Aaron Hill Tel: 01732 227399
4.3 18-01347-DETAIL - Fairlight, Badgers Road, Badgers Mount, Kent TN14 7AZ WITHDRAWN BY APPLICANT	(Pages 51 - 62)	Aaron Hill Tel: 01732 227399

EXEMPT INFORMATION

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

Any Member who wishes to request the Chairman to agree a pre-meeting site inspection is asked to email democratic.services@sevenoaks.gov.uk or speak to a member of the Democratic Services Team on 01732 227000 by 5pm on Monday, 1 April 2019.

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.

Public Access Links

Late Observations

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.

DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held on 14 March 2019 commencing at 7.00 pm

Present: Cllr. Williamson (Chairman)

Cllr. Thornton (Vice Chairman)

Cllrs. Ball, Barnes, Bosley, Brown, Clark, Coleman, Edwards-Winser, Halford, Mrs. Hunter, McArthur, Parkin, Raikes and Reay

Apologies for absence were received from Cllrs. Gaywood, Horwood, Layland and Purves

Cllrs. Clack, Esler, Maskell, Parson and Piper were also present.

62. Minutes

Resolved: That the Minutes of the Development Control Committee held on 7 February 2019 be approved and signed as a correct record.

63. Declarations of Interest or Predetermination

Councillor Raikes declared that for Minute 66 - 18/03829/FUL - 17 Eardley Road, Sevenoaks, Kent, TN13 1XX, he had previously considered the matters when discussed by Sevenoaks Town Council, but that he remained open minded.

Councillor Clark declared that for Minute 68 - 18/03395/FUL - North Lodge, Ash Road, Ash, TN15 7HR, that he knew the trustees of the Almshouses next to the site being considered and had spoken to the Parish Council about the application and would not vote on the matter.

64. Declarations of Lobbying

All Councillors declared that they had been lobbied in respect of Minute 65 18/00928/FUL - Land South of Trotts Cottage, Trotts Lane, Westerham, Kent, TN16 1SD.

Councillor Raikes declared that for Minute 66 - 18/03829/FUL - 17 Eardley Road, Sevenoaks, Kent TN13 1XX that he had been lobbied.

Reserved Planning Applications

The Committee considered the following applications:

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Development Control Committee - 14 March 2019

65. 18/00928/FUL - Land South Of Trotts Cottage, Trotts Lane, Westerham Kent TN16 1SD

The proposal sought permission of the erection of one 1 bedroom bungalow, parking and garden space.

The application had been referred to the Development Control Committee by Councillors Maskell and Esler due to the impact to the character of the area in accordance with policy EN1 of the Sevenoaks District Council's Allocation and Development Management Plan and the National Planning Policy Framework.

Members' attention was brought to the main agenda papers and supplementary agenda.

The Legal Officer informed Members that since this application came to Committee in January 2019, which advised the Planning Inspectorate that the Committee would have granted planning permission, the appeal had been withdrawn. He advised that Members should consider the application on what was in front of them during this meeting. He reported that applications for the site had previously been invalidated and there remained outstanding concerns regarding the accuracy of the red line boundary. Officers were of the opinion that it had sufficient information to determine the application.

The Committee was addressed by the following speakers:

Against the Application:	Ray Bushell
For the Application:	Colin Sharpe
Parish Representatives:	Councillor Le Bretton
Local Member:	Councillor Maskell

Members asked questions of clarification from the Officers. The Vice Chairman queried whether the boundary dispute included the driveway or built form. The Planning Officer advised that these would not encroach on land boundaries, nor soft landscaping which would be focussed on the front of the plot. She also advised Members that site ownership would be a civil matter rather than a planning matter. Members queried whether the AONB boundary was over other sites in the area. The site, with most of Westerham, was part of the Kent Downs AONB.

It was moved by the Chairman and duly seconded that the recommendation within the supplementary agenda be agreed.

Members debated the application. The Vice Chairman cited that she sympathised with the neighbours over the boundary issue, but believed this was a civil matter rather than a planning matter. She advised that this was a central town location and there had been plenty of development in the area.

The motion to grant planning permission 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) The development hereby permitted shall be carried out in accordance with the following approved plans and details: S18/6535/01, 17815PL101 C, 17815PL102 B.

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

- 3) No development shall be carried out above damp proof course level of the hereby approved dwelling until details of the materials to be used in the construction of the external surfaces of the dwelling 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 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) Prior to the occupation of the dwelling 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 and trees, plants and trees to be retained and new planting and trees), -written specifications (including cultivation and other operations associated with tree, plant and grass establishment), - schedules of new plants and trees (noting species, size of stock at time of planting and proposed number/densities where appropriate), - Details of any means of enclosure, and -a programme of implementation. If any part of the approved landscaping scheme is removed, dies, becomes 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. The works shall be carried out in accordance with the approved details.

To enhance the visual appearance of the area as supported by EN5 of the Sevenoaks Allocations and Development Management Plan.

- 5) Prior to any works commencing on site (including vegetation clearance) a precautionary ecological method statement and ecological enhancement strategy produce by an experienced ecologist is submitted for written approval by the local planning authority. The works must be implemented as detailed within the approved strategy.

To ensure the protection of any protected species and reptiles in accordance with policy SP11 of the Sevenoaks District Council Core

Strategy.

- 6) Prior to the occupation of the approved dwelling details of ecological enhancements across the site shall be submitted to and approved in writing by the local planning authority. The proposed works shall be carried out in accordance with the approved details.

To enhance the ecology of the local area, protected species and reptiles in accordance with policy SP11 of the Sevenoaks District Council Core Strategy.

- 7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order amending, revoking and re-enacting that Order) no enlargement, improvement or other alteration permitted by Class A, D or E of Part 1 of Schedule 2 or Class A of part 2 of Schedule 2 of the 2015 Order (as amended), shall be carried out or made to the dwelling without the grant of a further planning permission by the local planning authority.

To safeguard the amenities of neighbouring occupiers as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

- 8) Development shall not begin until details of surface water drainage works have been submitted to and approved in writing by the local planning authority. The dwelling shall not be occupied until the approved works for the disposal of surface water have been provided on the site in accordance with details to be submitted to and approved in writing by the local planning authority.

In the interest of preventing surface water run-off in accordance with policy EN1 of the Sevenoaks District Council Allocation and Development Management Plan.

- 9) The development hereby permitted shall be carried out in accordance with tree protection guidance BS5837:2012 and construction shall follow the following guidance: (a) All trees to be preserved shall be marked on site and protected during any operation on site by temporary fencing in accordance with BS 5837:2012 or otherwise to the satisfaction of the Local Planning Authority. The means of tree protection shall be maintained until all equipment, machinery and surplus materials have been removed from the land; (b) No fires shall be lit within the spread of branches of the trees and other vegetation; (c) No materials or equipment shall be stored within the spread of the branches of the trees and other vegetation; (d) No buildings, roads or other engineering operations shall be constructed or carried out within the spread of the branches of the trees and other vegetation; (e) No pruning of the existing trees or the spread of the branches shall take place, except as may be otherwise agreed in writing by the Local Planning Authority.

To protect the existing trees and the visual amenity of the area in accordance with policy EN1 of the Sevenoaks District Council Allocation and Development Management Plan.

- 10) Prior to the occupation of the dwelling a scheme to show the provision of electric vehicle charging point, including the proposed location, type and specifications shall be submitted to and approved by the Local Planning Authority. The charging point shall be installed in accordance with the approved details prior to first occupation of the development.

To ensure the sustainability of the site in accordance with policy T3 of the Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

66. 18/03829/FUL - 17 Eardley Road, Sevenoaks, Kent TN13 1XX

The proposal sought permission for change of use of part ground floor and all of first floor from ancillary use to ancillary and bed and breakfast accommodation.

The application had been referred to the Development Control Committee by Councillor Fleming because he felt that the proposed use of the Coach House for guest accommodation would have a detrimental impact on neighbouring amenity.

Members' attention was brought to the main agenda papers and the late observations sheet.

The Committee was addressed by the following speakers:

Against the Application:	Helen O'Sullivan
For the Application:	Lisa Hatch
Parish Representatives:	Councillor Edward Parson
Local Member:	Councillor Graham Clack

Members asked questions of clarification from the Officers. The Vice Chairman questioned what part of the site was being used for Bed & Breakfast. The Planning Officer advised that it was just the Store Room which would be retained for ancillary use only, while the rest of the coach house would be used for bed and breakfast accommodation.

It was moved by the Chairman and duly seconded that the recommendation within the report as altered by the late observations be agreed.

Members debated the application. Members noted that the current ancillary use could have a greater impact than bed and breakfast accommodation, if used regularly. It was noted that guests currently seldom arrived with more than one vehicle.

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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 carried out in accordance with the following approved plans and details: CH/EFP/092018/002/1, CH/EFE/092018/003/1, CH/EFE/092018/004/1, CH/ESP/092018/005/1, CH/EGP/092018/001/1 - Date Stamped 21.12.18.

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

- 2) Within one month of this permission, one car parking space on the existing driveway of 17 Eardley Road shall be made available for the parking of paying guests staying in The Coach House at all times.

To prevent further pressures to on street parking in the surrounding area.

- 3) The Coach House shall be used solely as additional living accommodation in connection with the existing dwelling and for paid guest accommodation only.

In the interests of the residential amenities of the area.

- 4) The first floor window on the front elevation and the first floor window on the side (west) elevation shall be permanently obscure glazed.

In the interests of the residential amenities of the area.

- 5) No windows or rooflights shall be inserted in The Coach House at first-floor level or in its roof, unless details have been submitted to and approved in writing by the local planning authority.

In the interests of the residential amenities of the area.

67. 18/03369/FUL - Lion Hotel, High Street, Farningham DA4 0DP

The application had been withdrawn by the applicant.

68. 18/03395/FUL - North Lodge, Ash Road, Ash TN15 7HR

The proposal sought permission for the demolition of existing detached garage and outbuilding. Erection of two three-bedroomed, two-storey, semi-detached houses with new vehicular access to Ash Road. Creation of replacement vehicular access to the existing house.

The application had been referred to Development Control Committee by Councillor Clark on the grounds that the scale, width, bulk and design would result in a cramped overdevelopment on this site and that the design would adversely affect the appearance and character of the street scene.

Members' attention was brought to the main agenda papers and the late observations sheet.

The Committee was addressed by the following speakers:

Against the Application: Pam Connell
For the Application: Graham Simpkin
Parish Representatives: Councillor John Kelly
Local Member: -

Members asked questions of clarification from speakers and Officers. In response to a question regarding ownership of the hedge, Mr Simpkin advised that the hedge was part of the grounds owned by the occupier. In response to another question, the Planning Officer advised that there would be two new entrances, but these would be further away from the crossroads and almshouses. A Member queried why the development had been refused planning permission twice before. The Planning Officer advised that this was due to the scale height, bulk and the closeness to the boundary edge. He advised one of the applications also failed the 25 degree test. A Member questioned whether the new application was smaller. The Planning Officer advised that the height was the same, the width was the same but the depth was greater.

It was moved by the Chairman and duly seconded that the recommendation within the report as altered by the late observations be agreed.

Members debated the application. It was noted that light to the almshouse was currently affected by the size of the hedge on the boundary. Concern was raised that behind the hedge the built development would be greater, due to the increase in depth of the proposal when compared to the previous applications. The cat-slide roof would only give an illusion of less bulk.

It was noted that New Ash Green was designed as a village in the countryside, with Ash Road as one of the green corridors. The proposal would remove some of the hedging and greenery from the site. The greater depth of the proposal meant a larger elevation and some greater impact than previous applications.

Members discussed whether an additional condition over the height of the hedge could be added and whether this would make a difference to neighbouring properties. Officers noted that Sevenoaks District Council did not have details about the precise impact the hedge currently had.

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

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It was moved by the Councillor Bosley and duly seconded by Councillor Edwards-Winsor that planning permission be refused on the grounds of the application not overcoming the problems from the previous applications.

The motion was put to the vote and it was

Resolved: That planning permission be refused on the grounds that the proposed erection of a pair of dwellings, by reason of their siting, scale, width, height, bulk and design would represent a cramped over development of the site which would adversely affect the appearance and character of the street scene.

This conflicts with the National Planning Policy Framework policy SP1 of the Sevenoaks District Core Strategy and policy EN1 of the Sevenoaks District Council Allocations and Development Management Plan.

69. 18/03256/HOUSE - 20 Chipstead Park, Sevenoaks Kent TN13 2SN

The proposal sought permission for a proposed double storey side extension, to replace existing garage including the removal of existing chimney; proposed single storey front extension with balcony above to replace existing entrance porch with balcony above. Proposed bay window to replace existing bay window to the front. Proposed first floor side extension above utility room. Proposed single storey rear extension, addition of two dormers to the existing bedrooms to the rear. Proposed garden wall with gate to the side. Associated fenestration, roof windows and sun tunnels. Additional driveway access from existing dropped kerb with additional parking. Patio and landscaping works.

The application had been referred to the Development Control Committee by Councillor London due to the proposal: resulting in an over development on the site; would result in a terracing effect; and would not meet the 1 metre guidance in accordance with Policy EN 1 of the Sevenoaks District Council's Allocations and Development Management Plan and the National Planning Policy Framework.

Members' attention was brought to the main agenda papers and the late observations sheet.

The Committee was addressed by the following speakers:

Against the Application: -
For the Application: Vic Wynn
Parish Representatives: Councillor Andy Clark
Local Member: -

Members asked questions of clarification from the Officers. It was queried why in paragraph 16 it mentioned a 2m gap between properties but in paragraph 17 it said the development would not retain at least 2m. The Principal Planner advised guidance indicated that there should be a 1m gap on either side of the boundary lines. This would not be achieved, but there would be a 2m gap at first floor level between the dwellings.

It was moved by the Chairman and duly seconded that the recommendation within the report be agreed.

Members debated the application. It was noted that the proposal brought development away from its current proximity to the boundary. The proposal would not have a terracing effect, would improve the design and there had not been objections from neighbours.

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) Unless the District Planning Authority otherwise agrees in writing prior to the construction of the development, the materials to be used in the construction of the external surfaces of the development hereby permitted shall match though 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.

- 3) The development hereby permitted shall be carried out in accordance with the following approved plans and details: P-00 00, P-01 03, P-02 03, P-03 01, P-04 01, P-05 02, P-06 03, P-07 01, P-08 01, P-09 02, P-10 02, P-12 00, P-14 01.

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

THE MEETING WAS CONCLUDED AT 9.12 PM

CHAIRMAN

4.1 18/03443/FUL Date expired 1 January 2019

Proposal: Temporary 3 year use as a day time car park.

Location: Site Of 166 High Street, Sevenoaks, Kent TN13 1XE

Ward(s): Sevenoaks Town & St Johns

Item for decision

Councillor Fleming has referred this application to Development Control Committee as there are concerns upon the impact of the development in terms of highway safety, neighbouring residential amenity and inappropriate land use of the site.

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

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

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

2) Prior to the first use of the car park hereby permitted written notice shall be submitted to the local planning authority. The use of the land as a car park shall cease at the expiry of three years from the date of the written notice and within three months of the cessation of the car park use, a scheme of restoration of the land shall be submitted to and approved by the local planning authority. All restoration works shall accord to the approved details.

To allow an interim development to occupy the site to allow further consideration on its future re-development in accordance with the aims and objectives of National Planning Policy Framework.

3) The maximum number of vehicles that may park on the site at any one time shall be limited to 78.

In the interest of highway safety.

4) Notwithstanding any details hereby approved, prior to commencement of development details of off site highway works as shown on plan P048-102 Rev. PL-B shall be submitted to and approved in writing by the local planning authority. The approved works shall be provided prior to first use of the development hereby permitted and shall be in accordance with the approved details.

In the interest of highway safety.

5) No development shall take place until an ecological mitigation strategy is submitted to and approved by in writing by the local planning authority. The strategy must include the following:- Walk over site survey- Over view of mitigation required- Methodology to implement the mitigation- Timings of the proposed works- Maps show details of retained habitat/off site mitigation area (if

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required)The strategy must be implemented as approved prior to the first use of the development hereby permitted.

In the interests of biodiversity and in accordance with Policy SP11 of the Sevenoaks Core Strategy.

6) The details of the proposed acoustic boundary treatment as stated in the design and access statement and any other as shown on plan no. PL048-102 Rev. PL-B shall be submitted to and approved by in writing by the local planning authority and implemented in full prior to the first use of the car park hereby permitted.

To ensure that the appearance of the development enhances the character and appearance of the area as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

7) Before the use begins a scheme shall be agreed in writing with the local planning authority regarding the management and operation of the car park. Such a scheme shall include details of maximum and minimum parking periods, type and location of automatic tickets, measures to ensure that the entry and exit points are retained for this purpose, direction signage for approaching traffic (both from within the site and from the public highway), the construction and operation of the proposed barrier at the entrance. The measures agreed in the management and operational plan shall be implemented before the use begins and shall remain in force for the duration of the planning permission.

To safeguard the amenity of the area.

8) The installation of external lighting shall only be carried out in accordance with the approved outdoor lighting report ref: MMA14495 and implemented in full prior to the first use of the car park hereby permitted, unless otherwise agreed by writing from the local planning authority.

To protect the amenities of the area as supported by EN1, EN6 of the Sevenoaks Allocations and Development Management Plan.

9) The surface water drainage measures and their maintenance as detailed in Surface Water Strategy - ref: 369518 (vkhp Consulting January 2019) shall be implemented in full and thereafter maintained, unless otherwise agreed in writing by the local planning authority.

To avoid pollution and flooding and meet sustainability objectives.

10) The car park hereby permitted shall only operate between 0700 and 2200 hours on any day.

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

11) The installation of CCTV shall only be carried out in accordance with the approved CCTV statement and implemented in full prior to the first use of the car park hereby permitted, unless otherwise agreed by writing from the local planning authority.

To safeguard the amenity of the area.

12) Details and location of an electric vehicle charging unit provided within the site shall be submitted to and approved by in writing by the local planning authority and implemented in full prior to the first use of the car park hereby permitted.

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

13) No development including any works of demolition or preparation works prior to building operations shall take place on site until a Construction Transport Management Plan has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period and shall include:

- (a) parking for vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials used in constructing the development;
- (d) measures for the management and direction of construction traffic for the development;
- (e) wheel washing facilities;
- (f) a scheme for the recycling/disposing of waste resulting from demolition and construction works;

To ensure that the development does not prejudice the free flow of traffic and conditions of safety on the highway or cause inconvenience to other highway users and in the interests of the amenities of the area in accordance with Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

14) The development hereby permitted shall be carried out in accordance with the following approved plans and details: P048-001 Rev. PL-A, P048-701 Rev. PL-A, P048-102 Rev. PL-B.

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

Informative

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

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

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is

therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

National Planning Policy Framework

In dealing with this application we have implemented the requirements in the National Planning Policy Framework to work with the applicant/agent in a positive, proactive and creative way by offering a pre-application advice service; as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible and if applicable suggesting solutions to secure a successful outcome. We have considered the application in light of our statutory policies in our development plan as set out in the officer's report.

Description of Proposal

- 1 The application is to change the use of the land to a public car park for a temporary period of three years. In planning terms, this use is a *sui generis* (unique) use.
- 2 The application would provide a total of 78 car parking spaces for the general public on a 'pay and display' basis, open from 0700 to 2200hrs on any day. Permission is sought for the resurfacing of the site and formation of a public pay and display car park with 78 car parking spaces with cycle locking spaces. Works would include CCTV, low-level boundary treatments and conservation type 5.5m high column lighting units. The car park will operate a pay and display system, open 15 hours a day with one barrier in use when the car park is closed.
- 3 The existing accesses from the High Street would be retained with off-street highway works facilitated by a Section 278 agreement with Kent Highways to enhance the road markings in close proximity to the car park and also reconfigure the existing kerb line. This will involve creating 'Keep clear' markings at the entrance and exit to the site.
- 4 The proposal is for a three-year temporary consent, to allow the recovery of investment associated with building the car park. Upon expiry of the permission, the site would return to its current form with hoarding and gates securing the site.

Description of Site

- 5 The application site, which comprises a roughly rectangular shaped piece of land, of approximately 0.19ha in area. The site is located to the eastern side of Sevenoaks High Street, within the urban area of Sevenoaks. To north, is the forked junction to Seal Hollow Road and to the south, a set of crossroads.
- 6 At present, the site has hoarding to its front boundary and is vacant land. Within the site, sapling (self-seeded) trees populate the site, interspersed with demolition material and the ground levels slope away in a easterly direction.

- 7 Bounding to the north and eastern boundaries of the site are residential properties being 1-5 The Old Courthouse and 2,4 and 8 Warren Court. The properties within Warren Court are on a ground level much lower than the site, varying between 1.2m - 3.5m.

Constraints

- 8 Adjacent to The Vine Conservation Area
- 9 Built confines of Sevenoaks

Policies

- 10 Allocations and Development Management Plan:

- EN1 Design Principles Design Principles
- EN2 Amenity Protection
- EN4 Heritage Assets
- EN6 Outdoor Lighting
- EN7 Noise Pollution
- EMP1 Land for Business
- TLC1 Sevenoaks Town Centre
- T1 Mitigating Travel Impact
- T3 Provision for charging for electric vehicles

- 11 Sevenoaks Core Strategy:

- LO1 Distribution of Development
- LO3 Development on Sevenoaks Town Centre
- SP1 Design of New Development and Conservation
- SP8 Economic Development and Land for Business
- SP9 Infrastructure Provision

- 12 Other:

- National Planning Policy Framework
- National Planning Policy Guidance
- Noise Policy Statement for England (NPSE)

Planning History

- 13 01/01899 - construction of three storey office building - REFUSED

02/02347 - Construction of three storey office building - GRANTED

07/03941 - Redevelopment to provide retail floorspace on the ground floor, 14 residential unit above (12x2 bed flats and 2x1bed flats) together with provision for undercroft car parking and communal open space, following demolition of the existing building - WITHDRAWN

8/00704 - Temporary 3 year use as a car park - REFUSED

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Consultations

Sevenoaks Town Council

14 Object to the development for the following reasons:

- Impact upon amenity of adjacent residents in terms of noise and disturbance,
- Increase traffic congestion, due to proximity to Pembroke Road Junction;
- Mitigation measures to reduce impact are insufficient.

SDC Environmental Health

15 No objection raised.

SDC Tree Officer

16 No objection.

SDC Parking Manager

17 No comment.

SDC Economic Development -

18 *Whilst the long term redevelopment of this key town centre site for either commercial or mixed use would add to the economic vitality of the town centre, the proposed meanwhile use as a car park would provide additional capacity for the town and bring a vacant hoarded up site back into use."*

Kent Police

19 No response received.

KCC Lead Flood Authority

20 No comment.

KCC Highways

21 No objection raised, few amendments required to the pavement (highway land), however this can be dealt under Section 278 agreement.

KCC Ecology

22 No objection subject to condition.

Representations

23 21 in support for the following reasons:

- More parking for the town;
- Benefit the shops of the town centre;
- Positive impact upon local economy;

- Visual benefit, by the removal of the hoarding which is an eye sore;
- Alleviate over-parking on nearby streets;
- It's a temporary use, still allow for permanent development;
- Wasting a valuable piece of vacant land, bring it back into a use.

24 26 objections received on the following grounds:

- Loss of privacy to residents
- Security issues particularly in regards to the site and boundary
- Pollution - air, noise, lighting and inadequate air impact assessment
- Drainage issues and lack of details on how this will impact neighbouring amenities
- Traffic - congestion and driver and pedestrian safety
- Potential for antisocial behaviour
- Sustainability and permanency - long term viability of the site plus impact on local businesses and employment
- Visual amenities - loss of trees, verdant character
- Better/alternative use(s) of the site
- 3 years - too long
- Insufficient highway evidence
- Visual impact

Chief Planning Officer's Appraisal

Principle Issues

- Principal of Development
- Impact upon the character and appearance of the area
- Impact upon the existing residential amenity
- Highways

Principle of Development

- 25 The site is positioned within a highly sustainable town centre location. It is located within an identified business area and policy EMP1 of the ADMP states that Class B uses will be permitted within these areas. In addition, LO3 of the Core Strategy allows for mixed use developments within the town in addition in the appropriate provision for long stay parking. The increase in car parking provision in the town centre, where there are known deficiencies, will also comply with policy SP9 of the Core Strategy. This policy supports the development of infrastructure facilities required to resolve existing deficiencies and to support the scale and distribution of development proposed in the core strategy.
- 26 In 2002, under reference 02/02347/FUL, planning permission was granted for a 3 storey office development with 60 parking spaces. This permission was never implemented. Then in 2007 a planning application for retail and 14 no. residential units was presented to the Council but was then later withdrawn in 2011 under reference 07/03941/FUL. Sometime in 2011, the building 'locally known as Edwards Electrical' was demolished by the landowner. Today, this is vacant site and that has a 'nil' planning use as

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the site has clearly been abandoned. As such, there is a clear need to comprehensively redevelop this allocated site. Furthermore there is a need for additional business floorspace over the plan period, hence the sites allocation.

- 27 This proposal seeks for a temporary 3-year planning permission for a car park on this site. There are no extant permissions or current applications to redevelop the application site itself, nor are any such applications likely to be forthcoming in the short/medium term.
- 28 National Planning Policy Guidance (Paragraph: 014 Reference ID: 21a-014-20140306) provides support for bringing forward temporary uses and states:
'?...may also be appropriate on vacant land/buildings to enable use for a temporary period prior to any longer term regeneration plans coming forward (a meanwhile use) or more generally to encourage empty property to be brought back into use. This can benefit an area by increasing activity.'
- 29 Upon considering this, there is often a concern that a use for car parking and other 'meanwhile' uses would serve to discourage such redevelopment, as highlighted in the third party objections.
- 30 This proposed car park can be described as a 'meanwhile use' which acknowledges the long term aims for the site and that the proposal does not represent a permanent solution. A temporary 3-year planning permission could be appropriate in this instance and it is unlikely that as such a proposed use will have much influence on the overall deliverability of such redevelopment in any case. In addition paragraph 106 of the NPPF further lends support to the scheme as it states that *'..local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure...'*
- 31 This does, to some degree assists in favour for a temporary permission however, the applicant has provided limited evidence of current viability issues concerning the future re-development of the site and that it could be some time before this allocated site can be brought forward for comprehensive re-development. However, the timing of this scheme is not overly material, given that there is no immediate likelihood of a redevelopment scheme going forward.
- 32 A Parking Assessment has been submitted with the application. This sets out the results of independent parking demand surveys undertaken at the existing long stay car parks near the station in Sevenoaks, in September 2018. It also considers matters relating to the projected car usage impact resulting from the proposal.
- 33 The assessment concludes the following:
- *The proposals sit well with local and national policies relating to matters of parking and sustainability;*
 - *The proposals would support local transport strategies (Sevenoaks District Strategy for transport 2010 -2026) in that they would facilitate wider commuting journeys by rail from Sevenoaks station;*

- *The site is well located with respect to both Sevenoaks rail station and the town centre;*
- *The existing long stay car parks near the rail station in Sevenoaks are subject to very high demands, in excess of 90%. These demands are set to increase over the coming years as a result of planned local growth and continued increases in rail patronage;*
- *The proposals will assist in supporting local shops and other businesses, in accordance with the social and economic sustainability criteria of the NPPF; and*
- *The proposals would not increase the level of car usage, with those cars using the car park likely to be travelling on the local, or wider, highway network in any event as confirmed by the Highway Authority.*

34 At the Economic & Community Development Advisory Committee held on Wednesday, 26th February 2014 a Sevenoaks Town Centre Parking Review was considered by members of that that committee. This report included an independent parking survey that clearly showed very high utilisation rates for the Sevenoaks Town (Buckhurst 2) long stay car park. The outcome of the assessment concluded that between 170 and 221 additional parking spaces were required in the town centre area.

35 Notwithstanding this, with soon to be completed Sevenoaks Town Car Park (formerly known as Buckhurst 2), this new car park only adds an additional 185 spaces to the existing stock. This together with the results of the Sevenoaks Town Centre Parking Review suggests that there is a continuing need for car parking provision within this location and at this time, as there still is an identified shortfall. This is also partially evidenced in the Parking Assessment submitted by the applicant.

36 It is therefore clear that this application is fundamental in providing sufficient parking to meet current and future demand for long-term spaces and to help to alleviate parking stress within Sevenoaks. The proposal will provide 78 extra parking spaces and address some of the concerns raised by the Economic & Community Development Advisory Committee about the lack of parking facilities within the town centre in the short-term.

37 It is acknowledged that this provision would not relate to a sustainable form of transport, it would support and contain growth within an urban area rather than displacing car use into less sustainable locations. As such, the proposal would accord with elements of the NPPF.

38 On balance, and having regard to the above considerations, it is considered that the use as a temporary long-stay public pay and display car park to support the town centre would be appropriate at this time, as a meanwhile use. Whilst comprehensive re-development is the only long-term solution for the site, in the short-term it will avoid the stagnation of this vacant site and enable further time for a comprehensive redevelopment to be progressed. The proposed development would be acceptable in principle subject to other considerations.

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- 39 This scheme is to use the site for three years as a car park. As mentioned previously National Guidance states that temporary permission may be appropriate on vacant land, but that it will be rarely justifiable to grant a second temporary planning permission. In the consideration of a temporary planning permission for this scheme, the economic benefits of the viability and vitality of Sevenoaks Town Centre weighs in favour subject to further consideration of other issues.

Impact upon character and appearance of area

- 40 The site is located on a main approach road to Sevenoaks. Whilst not within a conservation area, it is sandwiched between the High Street Conservation Area and The Vine Conservation Area. As such, it has the potential to affect the setting of these areas.
- 41 The surrounding area is characterised by a mixture of building styles and uses. Buildings are generally of attractive period character, the main exceptions being the application site and other buildings immediately to the south, which fall outside of either conservation area.
- 42 The site is currently boarded up with hoarding to its frontage, which has been up for many years, which is not an attractive setting to the adjacent Conservation Areas.
- 43 By allowing the temporary planning permission, this site would be brought back into an appropriate short-term viable use that supports the functioning of the town centre. The built form within the site will be kept to a minimum and the site used for the parking of cars. As such, its visual impact would be a transient one and limited, as no views in or out of the Conservation Areas would be unduly compromised and therefore their special character and significance are conserved. Furthermore, with the removal of the hoarding and bring back an 'active' use to the site, would, enhance the character and appearance of the area.
- 44 Overall, it's considered that the use of the site is appropriate for a location between two conservation areas, and would preserve the special character and appearance of these areas. In the short-term, it would add to the diversity of uses within the Town Centre and would not be harmful to the mixed character of the area.
- 45 Taking the above factors into account, the application would accord with policies EN1 and EN4 of the ADMP.

Residential Amenity

- 46 Policy EN2 of the ADMP requires proposals to provide adequate residential amenities for existing and future occupiers of the developments, while ensuring it would not result in excessive overlooking, visual intrusion, vibration, odour, air pollution, vehicle movements, or a loss of privacy and light enjoyed by the occupiers of nearby properties.
- 47 The building to the north of the site is the old police station, which has been converted into flats. The sidewall of the police station flats contains 4

ground floor windows that would face onto the site. The ground floor windows would face blank sidewall, as they do at present and in this respect there would be no change in outlook.

- 48 Land levels drop significantly to the rear of the site and the dwelling to the rear (6 Warren Court) is approximately 2 metres lower than the rear of the application site. The side elevation of No. 6 faces the application site and contains a first floor window that looks into the site. However, this window is obscure glazed and appears to be to a bathroom. Vehicles using the site would pass close to the rear boundary, but historically this was the case when a building occupied the site as parking was provided to the rear of the existing building.
- 49 It is noted that a total of seven LED lighting columns, measuring approximately 5.5m in height would be erected on the site. An accompanying technical assessment has indicated that the lighting scheme would not lead to significant light spillage in relation to adjacent properties using appropriate control measures.
- 50 The other potential source of light pollution centres on car headlights. Whilst it is accepted that there are flank windows to the first floor flank elevation of No.6 Warren Court, these are not windows that serve habitable rooms. In any event, most vehicles would have their headlights dipped, rather than shining upwards into windows opposite site. To a large extent, the glare of car headlights would be shielded by intervening existing and proposed boundary treatments found within the site. The site is located within an urban area where a certain level of disturbance and activity is to be expected. The amount of disturbance caused by headlight glare is unlikely to be so significant as to cause substantial harm to the living conditions of nearby occupiers. Notwithstanding this, further reinforcement of the boundary treatments to the northern and eastern boundaries would provide a degree of mitigation for those residential properties facing opposite. This can be secured by planning condition.
- 51 In terms of noise, it is accepted that there would be a change in noise levels given the derelict/vacant nature of the existing site and would result in an increase in vehicle movements. The National Planning Policy Framework acknowledges that development should have regard to the need to seek to ensure a good standard of amenity and advise that noise should not give rise to 'significant adverse impact' on health and quality of life. In this respect it refers to the Noise Policy Statement for England (NPSE). The NPSE advises that it is not possible to define a single noise-base measure to define what would constitute a significant adverse impact. It is therefore up to the decision maker having regard to the circumstances of the case. However, the NPSE makes it clear that noise must be considered in the context of the wider benefits of the development, and not be taken in isolation.
- 52 In this case, the Council's Environment Health Officer has assessed the noise report and has raised no objection on this issue, as it is considered that the level of disturbance caused to the amenity of surrounding occupants is not significant to justify a reason to object. Furthermore, it is considered that the viability and vitality of the town centre would

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benefit from the short-term of such a scheme. It would also enable the site to generate income while it is awaiting redevelopment. There is no evidence that the proposal would cause significant adverse impacts on health and the quality of life of nearby residents. It is considered that the limited harm caused by the development, as outlined above, would be outweighed by the identified benefits for a temporary period.

- 53 Taking the above factors into account, it is considered that the development would not cause undue harm to the amenities of occupants of surrounding properties; and does not contribute towards a significant increase in pollution from artificial light or noise in compliance with policies EN1, EN2, EN6, EN7 of the ADMP.

Highways

- 54 Policy T1 is concerned with managing travel demand and focuses in particular on reducing the need to travel by car. It sets out a broad approach to managing travel demand, focusing on the location of new development. The policies do not deal specifically with the provision of public car parks, although the supporting text indicates a need to manage parking for shoppers and appropriate provision for long-stay parking. While there is plainly a general policy thrust of seeking to reduce car use, there is no specific policy of prohibiting car parking - long-stay or otherwise - in this location.
- 55 The site will utilise the existing accesses into and out of the site to which small amendments will be required, as mentioned by KCC Highways.
- 56 In terms of highway safety, access and egress to the site are close to Suffolk Way traffic signalled junction and the Seal Hollow Road junction to which there is known to be traffic queues in the locality at peak times. KCC Highways has considered that proposal and despite objections made by Town Council and third parties, it is considered that the vast majority of vehicles accessing the proposed car park will be vehicles already on the road network (passer-by traffic) or diverting from other car parks in the town centre (diverted traffic). It is therefore unlikely that any traffic generated by the proposed use would cause additional congestion on the network.
- 57 Third party representations express concerns that vehicle movements in and out of the site would create a hazard and hinder the free flow traffic on this route, both into and out of the town centre. However, taking in account the speed of the traffic and the nature of the entrances to the site, it is not considered that significant harm would be caused.
- 58 In normal traffic conditions, vehicles moving south and slowing to turn left would not significantly hinder traffic movements. At times of congestion, with slow moving traffic, vehicles would be able to make access or egress into the site with minimal interruption if 'Keep Clear' markings, as shown on the plans are implemented. The use of these markings would facilitate movement of vehicles at times of congestion into the town centre and give greater clarity to drivers and better identify the existing access and reduce any potential hazard. In addition, the car park is only providing an

additional 78 parking spaces. It is likely, that if users were parking on a long stay term, the only additional impact is the on the access and egress of vehicles to and from the car park at peak times. To mitigate this, it is proposed that 'Keep Clear' markings on the road in front of the site will allow vehicles to flow in and out of the site. As such, KCC Highways raise no objection. The off-site highway works for road markings and amendments to the pavement as mentioned by KCC Highways will be subject to a Section 278 highway agreement. This is a part of the Highways Act 1980 that allows developers to enter into a legal agreement with the County Council to make alterations or improvements to a public highway. These off-site highways works should be undertaken during the course of the development and completed to its first use and can be secured by planning condition.

- 59 Upon considering the above, it is concluded that there is no basis in highway safety, planning policy or clear and specific harm to traffic management objectives such as to justify withholding planning permission for public car parking at this site. Paragraph 109 of the National Planning Policy Framework makes it clear that development should only be prevented or refused on highways grounds if there are unacceptable impact upon highway safety or the residual cumulative impacts on the road network would be severe to which cannot be demonstrated here, as KCC Highways raise no objection.

Other Issues

- 60 In terms air quality issues, an air quality assessment has been submitted with the proposal and has been determined that the use of the site would not add significantly to background air pollution given the scale of the proposal and its urban location.
- 61 It is accepted that any concentration of vehicles would be likely to generate exhaust fumes. But car engines would not be running for the duration of the cars parked on site. Only when entering, existing and manoeuvring on the site would generate exhaust fumes. There is no evidence that this would be such a degree that they would create air pollution problems in the vicinity of the site especially when the demand of the use of car will be created by the existing users of the highway network. The Environmental Health Officer has raised no objection on this ground.
- 62 Details of surface water drainage has been submitted with the application, only to suggest that permeable asphalt would be used together soakaways. KCC lead flood authority has not raised any concerns. Given that there is a change in ground levels, it would be reasonable to secure the surface water drainage scheme as proposed in order to protect surface water run-off into adjacent properties. Further to this, drainage would also be covered by building regulations.
- 63 The security of the site will be monitored 24/7 by CCTV by a third party operator. Static CCTV cameras will be sited upon the proposed lighting columns providing over 95% coverage of the site being monitored. The CCTV cameras are sited not to overlook into adjacent residential properties. In an event of incident occurring at the site, the third party operator will inform the relevant authorities/keyholder to ensure the

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incident is quickly resolved. With the visible presence of CCTV on-site, this will act as a deterrent to anti-social behaviour.

- 64 With regard to trees within the site, the Council tree officer has considered proposal and has raised no objection to the loss of self-seeded trees and the impact of the development upon a tree located within the rear garden area of No. 6 Warren Court.
- 65 It is noted that this vacant site has self-seeded trees and overgrown nature of the site within and has the potential to harbour protected species. In light of this KCC Ecology has requested that an ecological mitigation strategy is undertaken prior to the commencement of development.
- 66 It is acknowledged the importance of the delivery of sustainable transport initiatives, the provision of electric vehicle charging points would encourage the use of low emission vehicles and other benefits, such as improving air quality and noise pollution. As, no provision has been made for such charging points, however this sought by the imposition of a planning condition in accordance with Policy T3 of the ADMP.
- 67 The concerns expressed by third parties relates to fears that the car park would generate noise and undesirable activity late at night. However, the opening hours of the car park restrict it to 2200 hours and CCTV is to be installed. This would avoid the potential for late night noise from customers returning from bars and restaurants nearby. Any noise and activity generated by customers returning from daytime shopping trip, or early evening drinks or meals, would unlikely to cause significant harm to the living conditions of nearby occupiers.
- 68 A condition requiring a management plan for the car park which would include details of opening, and parking control procedures will be necessary to ensure that there would not be an adverse effect on highway safety, the living conditions of neighbouring occupiers, and safety and security of the site.
- 69 A condition relating to access barrier would ensure no obstruction and denote when the car park is closed and is reasonable.
- 70 A condition restricting the planning permission to a three-year period only is reasonable, however it is recognised that the three year use time period should commence from the first use of the site, to allow the discharge of conditions/agreements to ensure the viability of the scheme.
- 71 Despite the representations made to limit the use of the car park to short-stay parking only, there is no clear planning policy justification for doing so.

Conclusion

- 72 The principle of this form of development is acceptable in a sustainable town centre location. The proposal would not be harmful to highways safety or to the amenities of surrounding neighbouring dwellings. This is considered to be a suitable interim use for the site, which is not prejudicial to the aspiration for a mixed use redevelopment of this site. Overall, the need to

secure long-term regeneration of the site means that, irrespective of the question of car parking policy, it would not be appropriate to grant planning permission for a car parking use on a permanent basis on this site.

Recommendation

73 That a temporary three-year planning permission is granted

Background Papers

Site and Block Plan

Contact Officer: Sean Mitchell Extension: 7349

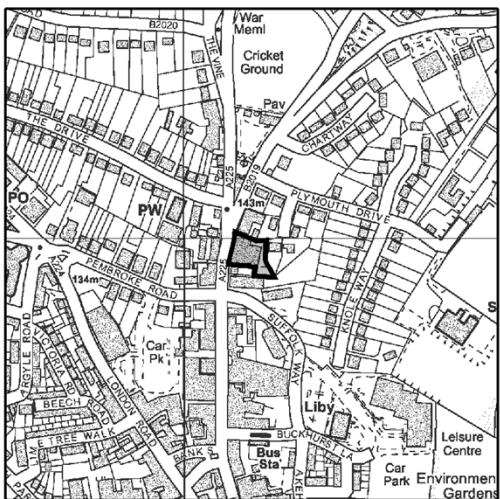
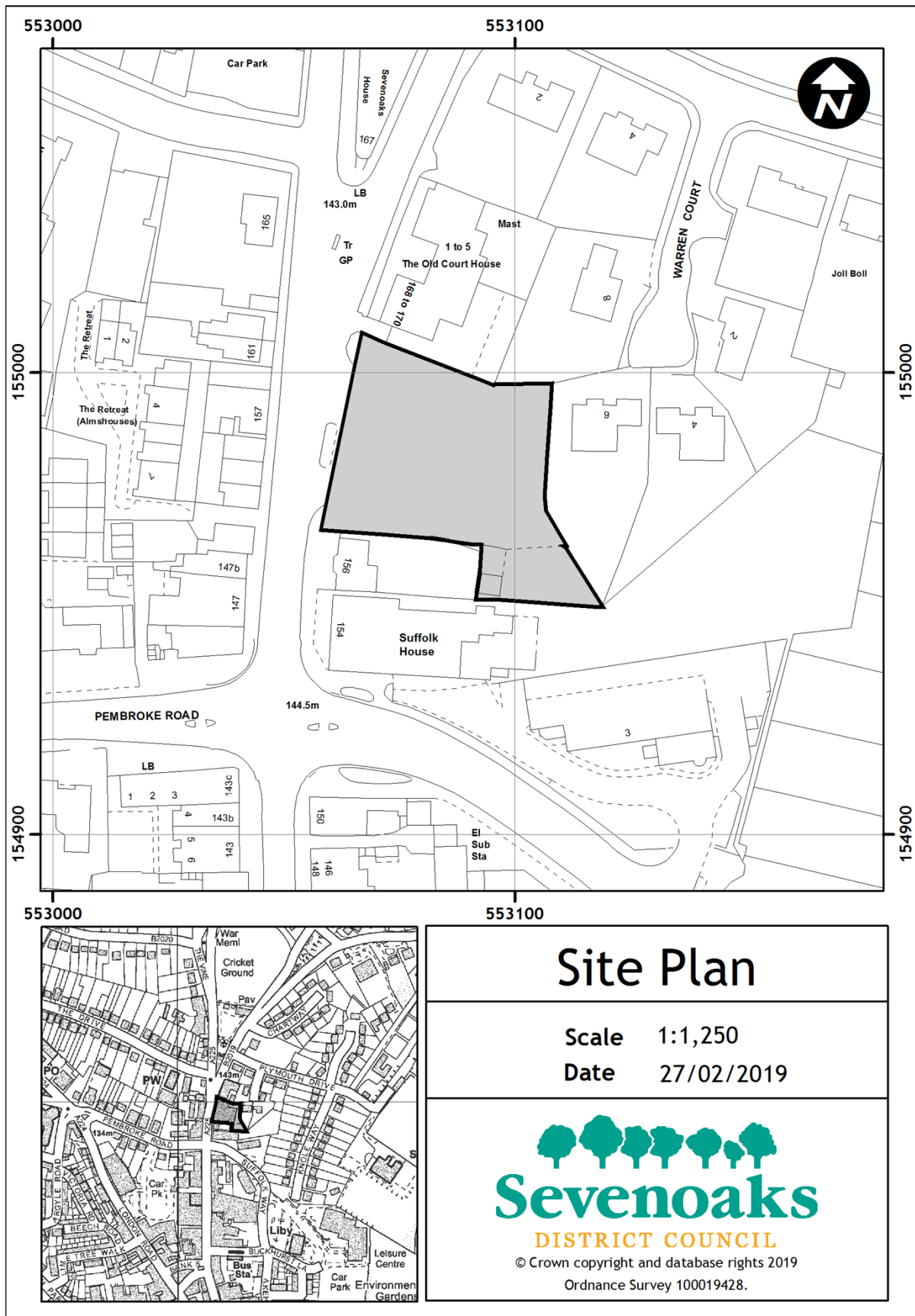
Richard Morris
Chief Planning Officer

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PHS7CMBKM8K00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PHS7CMBKM8K00>



Site Plan

Scale 1:1,250

Date 27/02/2019



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Ordnance Survey 100019428.



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planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and thereafter retained.

To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality in accordance with Policy EN1 and EN5 of the Sevenoaks Allocations and Development Management Plan and the NPPF.

- 5) No development, including any works of demolition or preparation works prior to building operations shall take place on site until a Construction Transport Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period and shall include details of:
- (a) a photographic survey of Badgers Road from the junction with Highland Road and the entrance to the site;
 - (b) the types of vehicles, their size, load size and purpose within the construction process;
 - (c) parking for vehicles of site personnel, operatives and visitors;
 - (d) loading and unloading of plant and materials;
 - (e) storage of plant and materials used in constructing the development;
 - (f) programme of works, including details of gabion cage construction and measures for traffic management;
 - (g) provision of boundary security hoarding behind any visibility zones;
 - (h) wheel washing facilities;
 - (i) measures to control the emissions of dust and dirt during construction;
 - (j) a scheme for the recycling/disposing of waste resulting from demolition and construction works; and
 - (k) hours of operation.

To mitigate the impact during construction relating to the safety and free flow of the Public Right of Way byway and neighbouring amenities, in accordance with policies EN1 and EN2 of the Sevenoaks Allocations and Development Management Plan and the NPPF.

- 6) If damage occurs to the Public Right of Way byway it will be made good and reinstated back to that shown within the photographic survey approved under Condition 5 above prior to the first occupation of the new dwelling hereby permitted.

To mitigate the impact during construction relating to the safety and free flow of the Public Right of Way byway and neighbouring amenities, in accordance with policies EN1 and EN2 of the Sevenoaks Allocations and Development Management Plan and the NPPF.

- 7) 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 and be operative prior to the occupation of the development.

To ensure that suitable foul and surface water drainage is incorporated into the development and to reduce the impact of flooding in accordance with Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

8) No development shall be carried out on the land until full details of ecological enhancements, including their location within the site, have been submitted to and approved in writing by the Local Planning Authority. The enhancements shall be carried out prior to the first occupation of the development hereby approved and retained thereafter.

To ensure the biodiversity of the area is maintained, in accordance with Policy SP1 of the Core Strategy and the NPPF.

9) No development shall be carried out on the land until details of the provision of an electrical vehicle charging point, including its specification and location within the site, is submitted to and approved in writing by the Local Planning Authority. The charging point shall be made available prior to the first occupation of the new dwelling and retained as such thereafter.

In the interests of sustainable transport and climate change in accordance with Policy SP2 of the Sevenoaks Core Strategy, Policy T3 of the Sevenoaks Allocations and Development Management Plan and the NPPF.

10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order amending, revoking and re-enacting that Order) no enlargement, improvement or other alteration permitted by Class A, B, C, D or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be carried out to the site or made to the dwelling without the grant of a further planning permission by the local planning authority.

To safeguard the character and appearance of the Kent Downs AONB landscape and to prevent inappropriate development in the Green Belt in accordance with Policy EN5 and GB1 of the Sevenoaks Allocations and Development Management Plan, the Sevenoaks Development in the Green Belt Supplementary Planning Document and the NPPF.

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order amending, revoking and re-enacting that Order) no enlargement, improvement or other alteration permitted by Class A of Part 2 of Schedule 2 of the 2015 Order (as amended), shall be carried out to the site or made to the dwelling without the grant of a further planning permission by the local planning authority.

To safeguard the visual amenities of the area and to ensure safe access off the Public Right of Way byway in accordance with Policy EN1 and EN5 of the Sevenoaks Allocations and Development Management Plan, the Sevenoaks Development in the Green Belt Supplementary Planning Document and the NPPF.

12) The development hereby permitted shall be carried out in accordance with the following approved plans: 3087-18-PL101 Rev P3 and 3087-18-PL103 Rev P3.

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

13) The development hereby permitted shall not be used or occupied until the pedestrian visibility splays of 2m by 2m have been provided and anything which obstructs visibility at any height greater than 0.9 metres above the surface of the adjoining carriageway has been removed. Thereafter the visibility splays shall be

maintained free from obstruction at all times.

In the interest of highway safety.

Informatives

1) It is an offence under the Countryside and Wildlife Act 1989 (as amended) to disturb nesting birds amongst other regulations. The bird nesting season is considered to be March - October inclusive. Any clearance works should therefore ideally be undertaken outside of these months, unless advice is sought by a suitably competent person.

2) 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.

National Planning Policy Framework

In dealing with this application we have implemented the requirements in the National Planning Policy Framework to work with the applicant/agent in a positive, proactive and creative way by offering a pre-application advice service; as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible and if applicable suggesting solutions to secure a successful outcome. We have considered the application in light of our statutory policies in our development plan as set out in the officer's report.

Description of proposal

- 1 The application proposes constructing a single storey 3-bed dwelling within the eastern part of the overall site, but on the western side of the subdivided plot. This sub-divided plot where the new dwelling would be located is referred to as 'the site' through the remainder of this report.
- 2 The dwelling would have a contemporary design and would be set down into the site through an approx. 3.4m excavation (at the most) to create a levelled plot. The materials would comprise timber cladding, with rock panel fascias and a sedum roof.
- 3 Also proposed are an associated bin store, cycle store, landscaping and vehicle parking.

Description of site

- 4 The site comprises The Cottage and its rear garden, located on the northern side of Badgers Road, a Public Right of Way. The majority of the site is located within the built confines of Badgers Mount, with the eastern part of the rear garden within the Green Belt.
- 5 The site slopes downwards from the west towards the east, following the slope of the road. The site has terraced steps set into the slope and some vegetation clearance has occurred towards the east. There is a summerhouse located in the north-eastern corner of the site.

Constraints

- 6 Area of Outstanding Natural Beauty (AONB) - Kent Downs
- 7 Area of Special Control of Advertisements
- 8 Biodiversity Opportunity Area
- 9 Metropolitan Green Belt - eastern half of site
- 10 Public Right of Way - SR7
- 11 Tree Preservation Order - within the garden of Charis House and Bowens Folly to the north-west and north.

Policies

- 12 National Planning Policy Framework (NPPF)

Para 11 of the NPPF confirms that there is a presumption in favour of sustainable development, and that development proposals that accord with an up-to-date development plan should be approved without delay.

Para 11 of the NPPF also states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:

- application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 6 relates to a variety of designations, including SSSIs, Green Belt, AONBs, designated heritage assets and locations at risk of flooding.

- 13 Core Strategy (CS)

- LO1 Distribution of Development
- LO7 Development in Rural Settlements
- SP1 Design of New Development and Conservation
- SP2 Sustainable Development
- SP5 Housing Size and Type
- SP7 Density of Housing Development
- SP11 Biodiversity

- 14 Allocations and Development Management (ADMP)

- SC1 Presumption in Favour of Sustainable Development
- EN1 Design Principles

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- EN2 Amenity Protection
- EN5 Landscape
- GB3 Residential Outbuildings within the Green Belt
- T2 Vehicle Parking
- T3 Provision of Electrical Vehicle Charging Points

15 Other

- Sevenoaks Development in the Green Belt Supplementary Planning Document (SPD)

Relevant Planning history

- 16 04/00138/FUL - Erection of a detached three bedroom house with attached garage - Refused and Appeal Withdrawn.

Consultations

First consultation:

Badgers Mount Parish Council

18 Objection for the following reasons:

- The proposed dwelling is out of character with all other dwellings in Badgers Mount, most of which have large gardens with the dwelling only occupying a small proportion of the plot. The site is small and screened by extensive trees and hedges on adjacent land which will significantly reduce light levels.
- Badgers Road is a narrow byway/public right of way and the proposed access is poor and will not allow lorries to enter the site. The width of the road is only just enough to accommodate a lorry which will inevitably mean that the road will frequently be obstructed during construction, blocking the only access to the 4 houses beyond the site, and preventing pedestrians, horse riders etc from passing.
- The section drawing of the west Gabion wall shows that at least half is built within the adjacent part of the original curtilage from which this site is to be separated. There is no section of the north or south walls, but the plan is the same for all. If built to the same detail, the north wall will intrude into Charis House land, and the south wall will take most of the bank / verge of Badgers Road, and both will be partly outside the “red line” site boundary. The construction of Gabion walls on the boundary line would be likely to dry out the adjacent land and probably cause subsidence, affecting the neighbouring garden amenity to the north and west.
- While the dwelling itself appears to be just outside the Green Belt boundary, the patio, parking area, cycle store etc are not. There will be some impact on the Green Belt. We would ask how accurately the Green Belt boundary is defined and confirmation that the line on the drawing is correct.
- Rooflights will cause significant light pollution.

- There are a number of factual errors on the application form:
 - Q8 - First item, the existing gate can hardly be considered to be an “existing vehicular access”, it is more a gate in the fence behind the raised verge. Therefore the answer should be “yes” as a new or altered access will be required.
 - Q9 - There are no existing parking spaces.
 - Q10 - States that there are no trees and hedges on the site, but drawing 3087-18-PL102 shows a number of existing trees and a hedge along the north boundary.
 - Q13 - States that foul sewage will be disposed of to “Mains Sewer”. The nearest main sewer is in Highland Road, well above the level of the site. If a pumped sewage pipe is installed in the road, installation will completely block the road.

Tree and Landscape Officer

19 No objection:

- There are no trees of great importance located within the plot of land shown to be developed.
- There is a mature tree located within the rear garden of The Cottage but this appears to be a sufficient distance away from the nearest excavation proposals.
- Mature trees are located across the drive to the south but again these are a sufficient distance away.
- Suggest that a landscaping condition be attached to any consent given.

Kent County Council (KCC) Highways

20 Comments:

- I refer to comments made by my colleagues in Public Rights of Way. While the proposal is considered a non-protocol matter for KCC Highways, it is considered appropriate to highlight Badgers Road is a Restricted Byway SR7A and Byway open to all traffic SR7.
- Kent County Council has no obligation to maintain a byway to a standard capable of supporting modern motor vehicles. Badgers Road is narrow and may not be able to support large construction vehicles.
- While I do not object to the proposal, I feel it necessary to highlight that any damage incurred to the PRow and byway would have to be made good at the applicant’s expense.

KCC Public Rights of Way

21 Holding objection:

- The only route to this property is either along the Public Right of Way Restricted Byway SR7A then Public Right of Way Byway SR7 which is

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known as Badgers Road or along the Public Right of Way Footpath SR8 then Highland Road and Public Right of Way Byway SR7.

- I anticipate that there will be an adverse impact on these rights of way due to the increase in traffic particularly heavy, large vehicles during the excavation works and delivery of materials. The byway is narrow.
- A byway is the lowest status of highway to carry public motorised vehicular access rights. Whilst motor vehicle use is lawful the County Council has no obligation to maintain a byway to a standard capable of supporting modern motor vehicles. The use of large, heavy vehicles that the byway may not be able to support or accommodate may further damage the surface and edges of the byway and other rights of way.
- Therefore request a condition limiting the size and loaded weight of vehicles to be used to 10 tonnes.
- Any further damage caused to the Public Rights of Way would have to be made good at the developer's expense.
- The application gives no details of the engineering solution that would be used to ensure that the byway is stabilised and does not fall into the site when the considerable excavation of soil is made - therefore put in a holding objection until such time as details are forthcoming.

Thames Water

22 No response received.

Second consultation (for info only) - following amended plans removing reference to front gates:

Badgers Mount Parish Council

23 The revision to omit the gates onto Badgers Road does not alter our previous objections to this application.

Tree and Landscape Officer

24 No further comments received.

Kent County Council (KCC) Highways

25 No further comments to make.

KCC Public Rights of Way

26 No further written comments received. However, the application was discussed verbally with the Rights of Way officer as follows:

- We discussed the comments she made and whether conditions may be able to deal with her concerns.
- We discussed that a Construction Management Plan could provide an acceptable way of ensuring the stability of the bank is carefully

considered and that this would have to take place within the site itself.

- Concern was still raised regarding how control could be had over the type of vehicles accessing the road as previously there have been issues with telecoms companies
- It was confirmed that we would expect as part of any Construction Management Plan (CMP) details of all machinery and vehicles that would need to access the site and that any grant of such a Plan would mean the applicant would need to adhere to this at all times, with no larger vehicles accessing the site.
- PROW officer was satisfied with the proposed solution through a CMP.

Thames Water

27 No response received.

Representations

28 We received 2 letters of objection and 1 letter not specifically stating objection, but with several concerns. Following the information only amendment we then received 1 further letter of objection. These objections and concerns relate to the following:

- 2 houses on one plot sets a precedent.
- Neighbouring plot divided from one to two dwellings and The Cottage has doubled in size.
- Many other new buildings in the area built on previous footprints but this one is not.
- Overdevelopment
- Natural essence of Badgers Mount and AONB are at threat of being eroded.
- Footprint larger than most, on a plot half the size, with virtually no garden - would not conserve the character and appearance of Badgers Mount
- Removal of protected trees
- No information of materials and roof in the dry season may rarely be green (i.e. Riverhead Infants School).
- No detail given about visual impact from perspective looking south
- The land is Green Belt - would open the door for more development.
- Driveway and parking is not out of the Green Belt boundary.
- There is no main drainage - sewer is 4m higher - would this require noisy pumping?
- Not convinced the gabion cages would be substantial enough before they fail due to corrosion or ground heave.
- Access is limited and natural banking would need to be destroyed to allow vehicle entrance.
- Construction noise would be unbearable for a long time.
- Where would construction vehicles park?
- Removal of considerable amounts of soil would require large lorries which will not be able to have direct access to the site.

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- Access is narrow and suspect not wide enough to allow adequate turning circle into the property.
- Residents have to pay for the upkeep of the road and over the years the building firms have not paid for the damage to the roads.
- The amendment to remove the gates makes no difference to objection.

29 We also received 2 letters from the Badgers Mount Resident's Association (one from the first consultation then one following the information only amendment), with the following comments:

- Badgers Mount Estate has an accepted historic 'building line' of just over 8m which over the years SDC have enforced.
- The proposal is 2.4m away from the boundary, at its closest 2m - contrary to planning requirements.
- The section of Badgers Road is very narrow single track Byway with no pavements and steep grass bank verges - no areas for visitor parking or delivery vehicles - construction would block the road and make inaccessible for residents.
- No safe refuge areas for pedestrians or horses, or any turning areas
- Parts of the application form are inaccurate (Q8, 9, 11 and 13).
- Laying of the drainage would require total closure of the road
- Concerns regarding structural stability of the road and verge alongside the site
- Concern regarding how the excavation and groundworks can be undertaken - inevitable that the road will be blocked - no emergency access etc.
- Would create an urban environment streetscene which is unacceptable and out of place within an AONB
- Totally out of keeping with the established character of Badgers Mount, the AONB and Green Belt.
- The amendment makes no change to our opinion as stated in our letter to your council of 15th January 2019.

30 We also received a statement from the agent with the following points:

- I can confirm that the applicant would accept a Construction management plan condition incorporating the requirement for a photograph survey to be taken of the Public Right of Way prior to any work commencing on site in order to ensure that any damage caused to the public right of way would be made good at the developer's expense. Such a Construction Management Plan condition would be standard in these situations.
- I appreciate the concerns that have been expressed regarding an engineering solution that would be used to ensure the byway is stabilised and would suggest this would be able to be dealt with via the Construction Management Plan condition in order to address this point and I'll be happy for this to also be included within the wording of such a condition in order to address the issue.

- Although there is a holding objection on this point, I see no reason why a suitably worded planning condition could not adequately secure KCC's interests.

Chief Planning Officer's appraisal

Principal issues

- Principle of development
- Impact on the Green Belt
- Design and impact on the AONB and character of the streetscene
- Impact on neighbouring amenity
- Access, parking and highways impact
- Trees, landscaping and biodiversity
- Other considerations

Principle of development

- 31 Whilst the NPPF places an emphasis on development on previously developed land, it does not preclude other land, including garden land, from being developed for residential use, provided such development is in suitable locations and relates well to its surroundings. Residential gardens outside built up areas can be previously developed land. Land in built up areas such as private residential gardens is excluded from the definition of previously developed land (Annex 2 NPPF).
- 32 Paragraph 122 of the NPPF (in part) states that planning policies and decisions should support development that makes efficient use of land, taking into account the desirability of maintaining an areas prevailing character and setting (including residential gardens) or of promoting regeneration and change.
- 33 The site lies partly within the built confines of Badgers Mount, with the eastern part within the Green Belt. It is noted that the development proposes a shed and parking area within the Green Belt eastern portion of the site, however, the proposed new dwelling itself would be located on the western part of the site which lies outside the Green Belt and within the built confines. The new dwelling would be consistent with Policy LO1 of the Core Strategy which states that development should be focused within existing settlements. Therefore, while it does not necessarily meet the definition of previously developed land, there is a presumption in favour of sustainable development on land which is within the built confines of a settlement under Policy LO1, providing the development does not harm the character of the area and is consistent with Policy LO7 of the Core Strategy which permits small scale infilling in smaller villages and hamlets, such as Badgers Mount.
- 34 It is therefore considered that the principle of development could be accepted, subject to the impact on the character of the area, and other material planning considerations as assessed below.

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Impact on the Green Belt

- 35 As set out in paragraph 145 of the NPPF, new buildings in the Green Belt are inappropriate development. There are some exceptions to this, such as the replacement of a building provided that it does not result in disproportionate additions over and above the size of the original building.
- 36 Paragraph 143 states that where a proposal is inappropriate development in the Green Belt, it is by definition harmful and should not be approved except in very special circumstances.
- 37 Paragraph 144 of the NPPF advises we should give substantial weight to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations. Therefore, the harm in principal to the Green Belt remains even if there is no further harm to openness because of the development.
- 38 Openness is an essential characteristic of the Green Belt and is about a freedom from built form. Even if there is absence of harm to openness, there can be harm in principal to the Green Belt from inappropriate development.
- 39 At a local level, Policy GB3 of the ADMP states that outbuildings located more than 5m from the existing dwelling will be permitted where the building, including the cumulative impact of other outbuildings and extension within the curtilage of the dwelling, would be ancillary to the main dwelling in terms of function and design and would not materially harm the openness of the Green Belt through excessive bulk or visual intrusion.

Assessment against policy and impact on openness

- 40 The proposed dwelling would not be located within the Green Belt itself, although part of the roof would overhang the Green Belt boundary. This overhang equates to 11.04sqm. The proposal would result in the replacement of an existing summer house with a new bicycle storage shed. This shed would be in the same use as the summerhouse (ancillary residential) and when combined with the roof overhang would result in 15.45sqm within the Green Belt.
- 41 This floorspace would be less than the existing floorspace of the summerhouse to be demolished which equates to 16.8sqm. The proposed three dimensional built form within the Green Belt would therefore be less than the existing. This is particularly as the new shed would have a very modest and ancillary function and design which would not have excessive bulk within the Green Belt, complying with Policy GB3 of the ADMP.
- 42 It is acknowledged that the proposed parking area would be located within the Green Belt. However, the land levels would not be increasing in this area, in fact they would decrease, and the surfacing of this area would not add three-dimensional bulk. The proposal would increase the use of the eastern part of the site but this is already used as part of the previous

residential garden use associated with The Cottage. It is therefore considered that there would not be a material change of use of the land and the continued residential use would not materially harm the openness of the Green Belt.

- 43 Due to this, the impact to the openness of the Green Belt as a result of the proposal overall would not be disproportionate nor harmful and as such, would comply with the NPPF. Any grant of permission would remove permitted development rights to ensure that no further outbuildings could be built or any extensions to the dwelling without further careful consideration under the planning permission process.

Design and Impact on the Area of Outstanding Natural Beauty (AONB) and Character of the Streetscene

- 44 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. There are 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.
- 45 The NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in AONBs, with the conservation and enhancement of wildlife and cultural heritage also important considerations (paragraph 172).
- 46 Policy EN5 of the ADMP states that the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings will be given the highest status of protection in relation to landscape and scenic beauty. Proposals within the AONB will be permitted where the form, scale, materials and design will conserve and enhance the character of the landscape and have regard to the relevant Management Plan and associated guidance.
- 47 More generally, Policy SP1 of the Core Strategy and Policy EN1 of the ADMP state that all new development should be designed to a high quality and should respond to and respect the character of the area in which it is situated.
- 48 The general Badgers Mount area is characterised by a collection of approximately 125 dwellings located to the east of the Orpington by-pass road. It has an increasingly enclosed and rural character to the road as travelling eastwards towards the site along Badgers Road. The dwellings are generally set back from the road with parking and soft landscaping to the frontages with the majority on relatively modest plots. There are only a handful of properties that are located on sizeable plots, most of which are located to the south-east of this area, but also directly east of the site (Parish Field, Selworthy and Haresfield). This pattern of development results in an overall density of approx. 7.7dph. The addition of the new dwelling would result in a density of 7.8dph. This is a very minor increase which would not harmfully affect the overall density of built form in the area, particularly considering the design of the dwelling.

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- 49 It is acknowledged that permission for a new dwelling on the site was refused permission in 2004. Since this time planning policy has changed in regards to making effective use of land, but also the overall design and placement of the proposal on the site has changed significantly.
- 50 The character of the site would change as it would no longer form a grassed rear garden. However, change is not necessarily harmful and the impact of the new dwelling needs to be carefully considered. The proposed dwelling would have a single storey contemporary design which would have modest eaves and overall ridge height of 4.8m. While it would extend across almost the width of the site and appears bulky when looking at the roof plan provided, this is deceptive as when considered in elevation form it would have a modest design and character which would not harmfully overwhelm the site.
- 51 Concern has been raised from the Residents' Association that the new dwelling would be sited less than the 'historic building' line of 8m to the road. The new dwelling would be sited closer to the boundary than this, at its closest 2m away. However, it would be orientated at 90 degree angle to the road so its flank elevation would face the road instead of its front elevation. This would be closer than the building line of The Cottage, however, The Cottage itself sits closer than 8m to the boundary of the road. Even if this were not the case, it is considered that the single storey contemporary design of the dwelling and its orientation means that even when sited 2m from the boundary, it would not have a dominant impact on the character of the streetscene. There may be other restrictions in place such as covenants on the land which may indicate where new dwellings can be built and their distances away from a boundary, however, the planning process cannot take this into account as part of the decision making process as we can only consider the impact to the character of the area and other designations such as the AONB. Any grant of planning permission does not necessarily mean that a permission can be lawfully built out, thus if there are covenants in place then the onus is on the applicant to address these under different legislation.
- 52 The use of the green sedum roof is welcome in creating the visual effect of soft landscaping when viewed from the top of the road as it slopes downwards towards the site. The use of this material as well as the timber cladding would respond well to the increasingly vegetated and rural character of Badgers Road when travelling eastwards and it is considered that this design and materials would respond well to the character of the AONB landscape, conserving this character. It is noted that the management of such sedum roofs can be challenging, however, any grant of permission would include a condition ensuring that further details of the type of sedum and its ongoing maintenance is submitted to ensure it continues to contribute to the design of the dwelling and enhances the appearance of the development within the immediate AONB landscape. All proposed materials would also be conditioned upon any grant of permission to ensure the timber cladding responds to the type of timber in the area.
- 53 The proposed rooflights would not be excessive in number or size, and it is not considered that they would harmfully impact on the dark skies character of the AONB landscape, particularly when considering that the new dwelling would be located between two existing properties, rather than in an

isolated location. In addition, the rooflights would be set into the roof, rather than protruding and the sunken nature of the property would ensure that any light spillage would not be as excessive as if a two storey dwelling were proposed in the same location.

- 54 The layout of the site would provide a sufficiently sized grassed area which would form the amenity space of the dwelling. The hard surfacing for the parking area would be conditioned as part of any grant of permission to ensure that the materials are permeable and appropriate for the semi-rural character of the area.
- 55 Due to the above, it is therefore considered that the subdivision of the site and addition of the new dwelling with its contemporary design would not detrimentally harm the overall character of the streetscene and would result in a dwelling which would enhance the immediate AONB landscape through appropriate design and conserve the wider setting and experience of the landscape consistent with Policy SP1 of the Core Strategy, Policy EN1 and EN4 of the ADMP and the NPPF.

Neighbouring Amenity

- 56 Policy EN2 of the ADMP requires proposals to provide adequate residential amenities for existing and future occupiers of the development.

Impact on neighbours

- 57 The nearest neighbours to the site are The Cottage, which would be located 16m away to the west, Charis House located 14-15m away to the north-west and Parish Field located 16-17m away to the east. The Cottage and Charis House sit notably elevated when compared with the site, with Parish Field set at a lower level, but screened from view by a substantial 5m evergreen hedge.
- 58 The new dwelling would be single storey in nature, set within the site so that from The Cottage and Charis House all that would be seen is the top of the sedum roof, rather than any direct close view of the elevations and windows. Due to the site level changes there would be no windows from the new dwelling that would harmfully overlook the gardens or habitable rooms of these two dwellings. This is also considered the case for Parish Field as although this sits at a lower level, the hedge between the boundary acts as a natural screen which would ensure there is no harmful overlooking between the two dwellings.
- 59 The distances between the properties would ensure there would not be a harmful loss of light as a result of the development.
- 60 It is noted that concern has been raised regarding the impact from vehicle noise and general construction noise on the amenity of neighbouring properties. In regards to the proposed parking area of the new dwelling this would be located close to the access, and not directly adjacent to any private rear amenity area of the neighbouring dwellings. As such, it is not considered that it would give rise to unacceptable levels of vehicular noise, particularly considering that the development is for a single dwelling. In regards to construction noise, there would be some level of disruption as part of the development. However, this is controlled by separate Environmental Health legislation and the applicant would be required to

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adhere to this throughout the construction phase. There would also be standard hours of working that would need to be adhered to as part of a Construction Management Plan and this would ensure that there is no working on Saturday afternoons, Sundays or Public Holidays, in line with Environmental Health legislation.

- 61 Due to the above, the proposal is not considered to have a detrimentally harmful impact on the amenity of neighbouring properties in accordance with Policy EN2 of the ADMP and the NPPF.

Amenity of future occupiers

- 62 The proposed garden area of the new dwelling itself would be located over 15m away from the rear of Charis House and The Cottage so this proposed private amenity area would not be harmfully overlooked.
- 63 The sunken nature of the property would lead to less light than normal within the dwelling. However, all habitable rooms would have windows and the rooflights would ensure that suitable light levels are experienced throughout the dwelling and circulation spaces.
- 64 The amenity of future occupiers is therefore considered to be acceptable under Policy EN2 of the ADMP and the NPPF.

Parking, Access and Highways Impact

- 65 Policy EN1 states that all new development should provide satisfactory means of access for vehicles and pedestrians and provide adequate parking. Policy T2 of the ADMP states that dwellings in this location with 3 or more bedrooms require 2 independently accessible parking spaces.
- 66 Policy T3 of the ADMP states that electrical vehicle charging points should be provided within new residential developments to promote sustainability and mitigate climate change.
- 67 Badgers Road forms a Public Right of Way Byway. The proposed parking layout would provide 2 vehicle spaces with room to manoeuvre around the site to allow a vehicle to exit in a forward gear. The access is existing, although may require some alteration to the small bank in front of the site which forms part of the byway, although it is noted that the site levels would be lowered which may assist in this access. The agent has checked the ownership and confirms it is within the control of the application or has been dealt with by serving notice on owners of The Cottage. Any works to this access would therefore be possible to allow vehicular access.
- 68 The gates have been removed from the plans so that vehicles would be able to enter and exit the site freely without blocking up the byway. While the road is narrow, the access into the site itself has a width of 3.4m which is 1m more than the KCC minimum requirements, thus allowing more manoeuvrability out of the site. It is therefore considered that the access would be suitable particularly considering this access would not be dissimilar to properties added to Badgers Road over the years, such as Charis House which required a new access out onto Badgers Road.
- 69 The Aco drain located at the access would lead to a soakaway within the garden area. This would ensure sufficient drainage at the access point, avoiding excessive water running out into the byway.

- 70 It is acknowledged that there is concern from local residents regarding the upkeep of the byway as this is contributed to by those living with Badgers Road. Unfortunately the planning process cannot safeguard any financial implications a development may have, as this would be a civil matter between those involved.
- 71 However, the impact of the development on the byway is a material planning consideration in regards to highway and pedestrian safety. The Public Rights of Way Officer originally submitted a holding objection in relation to the impact of the development on the byway. This is in relation to the impact on the stability of the banks of the byway as a result of the excavation within the site and also the increase in traffic during the construction phases as heavy large vehicles may damage the banks and condition of the byway. This is material consideration in regards to ensuring the development does not harmfully restrict the use of the byway.
- 72 Discussions were had with the Public Rights of Way officer in regards to the effectiveness of a Construction Management Plan upon any grant of permission in restricting the size of vehicles that would access the site, the timing of deliveries, details of the excavation and ensuring that the bank would remain stabilised. The Public Rights of Way officer was satisfied that providing the Construction Management Plan is specifically tailored to the site in ensuring that control can be exercised over the type and weight of vehicles using Badgers Road as part of the construction along with a photographic survey of the bank along the byway then this would overcome their concern in regards to heavy machinery. This is providing any grant of permission is also conditioned to ensure that the byway is made good if any damage were to occur once development is completed.
- 73 It is acknowledged that the extent of excavation within the site would be notable and would extend across the width of the site which may impact on the boundaries. However, having discussed the site and the proposal with the Building Control department they confirmed that the use of gabion cages are an effective and suitable way of ensuring land remains stabilised. They indicated that the gabion cages would ensure that there would not be land slippage into the byway if appropriately installed. This would be dealt with outside the planning process, under Building Regulations. It is the responsibility of the applicant to ensure that other consents such as Building Regulations are sought and Paragraph 179 of NPPF is clear that securing safe development rests with the developer and/or landowner. Any changes to the layout, size or positioning of the gabion walls may require further planning permission at a later date.
- 74 The concerns from the Parish regarding the siting of the gabion cages are acknowledged. The plans indicate that the gabion cages would be set into the land owned by The Cottage, however, the applicant has served notice on this property and would need all other land owner's permission (such as that from Charis House) if any walls were to be located outside their land ownership boundary. Planning permission does not mean that a development can be lawfully carried out as the applicant would need to ensure that any other consents are in place, including consent from affected land owners before any granted works can commence. Therefore, if the gabion walls were to fall outside the land owned by the applicant and consent was not

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given from the relevant land owners to construct the walls then then further planning permission may be required if a different scheme is proposed.

- 75 It is acknowledged that there would be a noticeable increase in traffic as part of the construction process, this is the same for all development and is a short term impact when compared to the built out development. It is considered that in this instance a very specific Construction Management Plan for the development would alleviate the concerns from the Public Rights of Way team in regards to the impact to the byway. Such a condition upon any grant of permission would provide them with the ability to further comment on the measures proposed and types of vehicles that would be used in the construction phase, thus ensuring that the development minimises the impact to users of the byway as much as possible.
- 76 In regards to the impact to the byway from one additional dwelling once built, it is considered that this would not result in a material increase in vehicle movements along this part of Badgers Road to warrant refusal of an application on highway and pedestrian safety grounds.
- 77 Due to the above careful consideration, the proposal would provide sufficient means of access and parking for the development in line with Policy EN1 and T2 of the ADMP and, subject to a site specific Construction Management Plan, would ensure that the construction phase of the development does not adversely affect the byway and those who use it.

Trees, Landscaping and Biodiversity

- 78 Policy SP11 of the Core Strategy states that the biodiversity of the District will be conserved and opportunities sought for enhancements to ensure no net loss of biodiversity.
- 79 The site mainly comprises grass, although there would be the loss of trees as part of the proposal, some within the retained garden of The Cottage and some where the new dwelling would be sited. These trees are not protected by a Tree Preservation Order as these trees are located further to the north and north-west within the garden of Charis House and Bowens Folly. There has also been some clearance of vegetation within the site, but this was also not protected. The Tree and Landscape Officer is satisfied that there are no substantial trees located within the plot which would be harmfully affected by the development and associated excavation. They have suggested that a landscaping condition is attached to any grant of permission. This is considered reasonable and necessary to ensure that the development sensitively responds to the character of the area through additional planting and soft landscaping.
- 80 The site currently comprises short grass thus is not likely to form a suitable habitat for any protected species such as reptiles. Although the applicant would need to ensure that any further vegetation or tree removal should be undertaken outside the nesting bird season to ensure that any works are carried out in accordance with the Wildlife and Countryside Act 1989 (as amended). The development would provide the opportunity to introduce ecological enhancements into the scheme which would contribute to the biodiversity of the area. Any grant of permission would ensure a condition is attached to this effect to ensure compliance with Policy SP11 of the Core Strategy, particularly taking into account the AONB location of which biodiversity is promoted through the NPPF.

Other Matters

Drainage

- 81 Notwithstanding the indication that a soakaway and aco drain could be accommodated on the site, it is considered appropriate that any grant of permission would also contain a condition in relation to full details of foul and surface water drainage to ensure the development can secure sufficient drainage.

Community Infrastructure Levy (CIL)

- 82 This proposal is CIL liable and there is no application for an exemption.

Conclusion

- 83 The proposed new dwelling would not be located within the Green Belt. The proposed shed and parking area are within the Green Belt but would not result in harm to the openness of the Green Belt, thus would be appropriate development.
- 84 The proposed design, siting and overall form of the new dwelling would have an acceptable impact on the character of the streetscene and wider AONB landscape.
- 85 The addition of a new dwelling to Badgers Road would not prejudice highway safety. After careful consideration, the imposition of a Construction Management Plan upon any grant of permission would ensure that appropriate measures are put in place to reduce the impact to the byway so the development does not harm highways or pedestrian safety.

Background papers

Site and block plan.

Contact Officer: Aaron Hill Extension: 7494

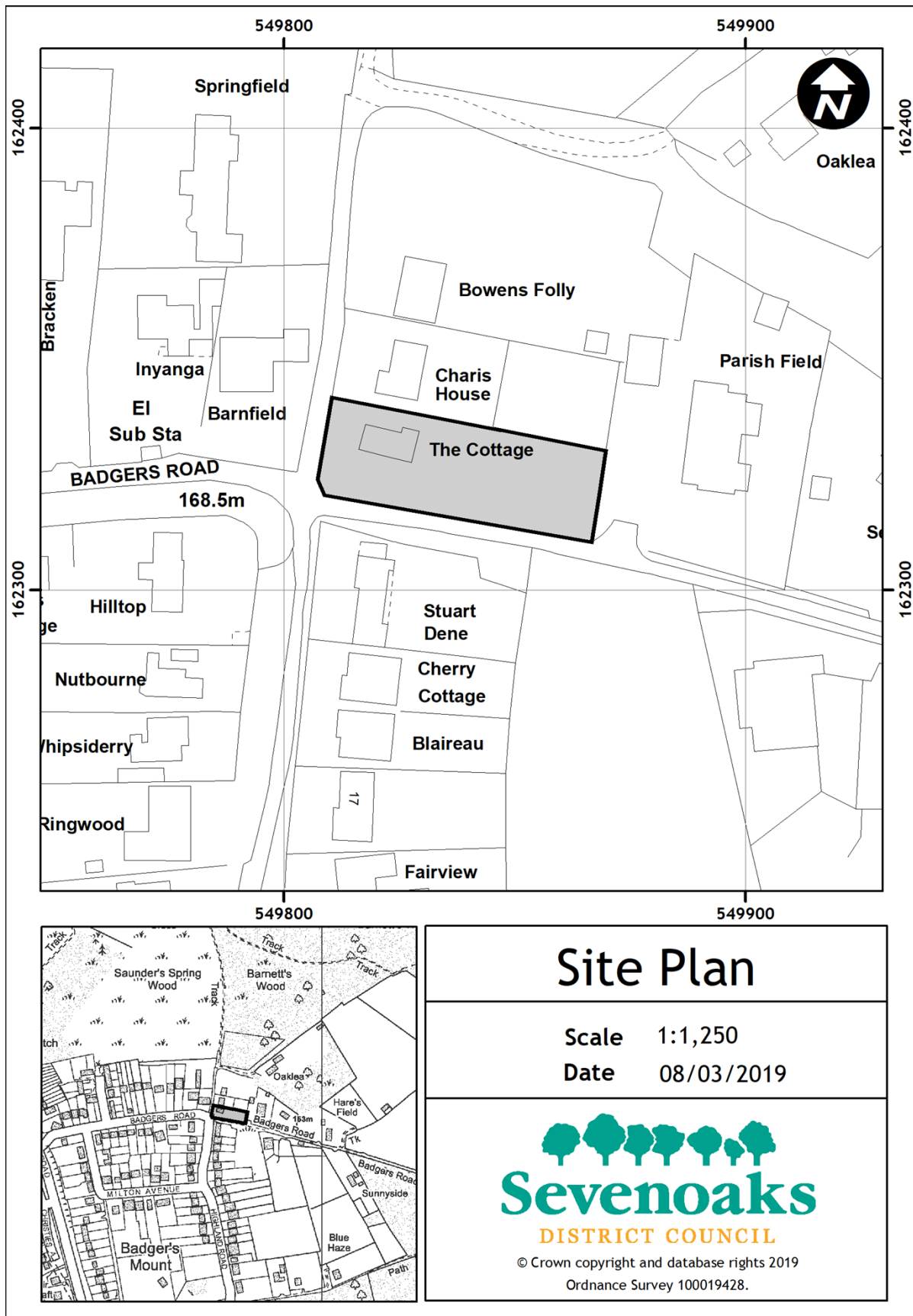
Richard Morris
Chief Planning Officer

Link to application details:

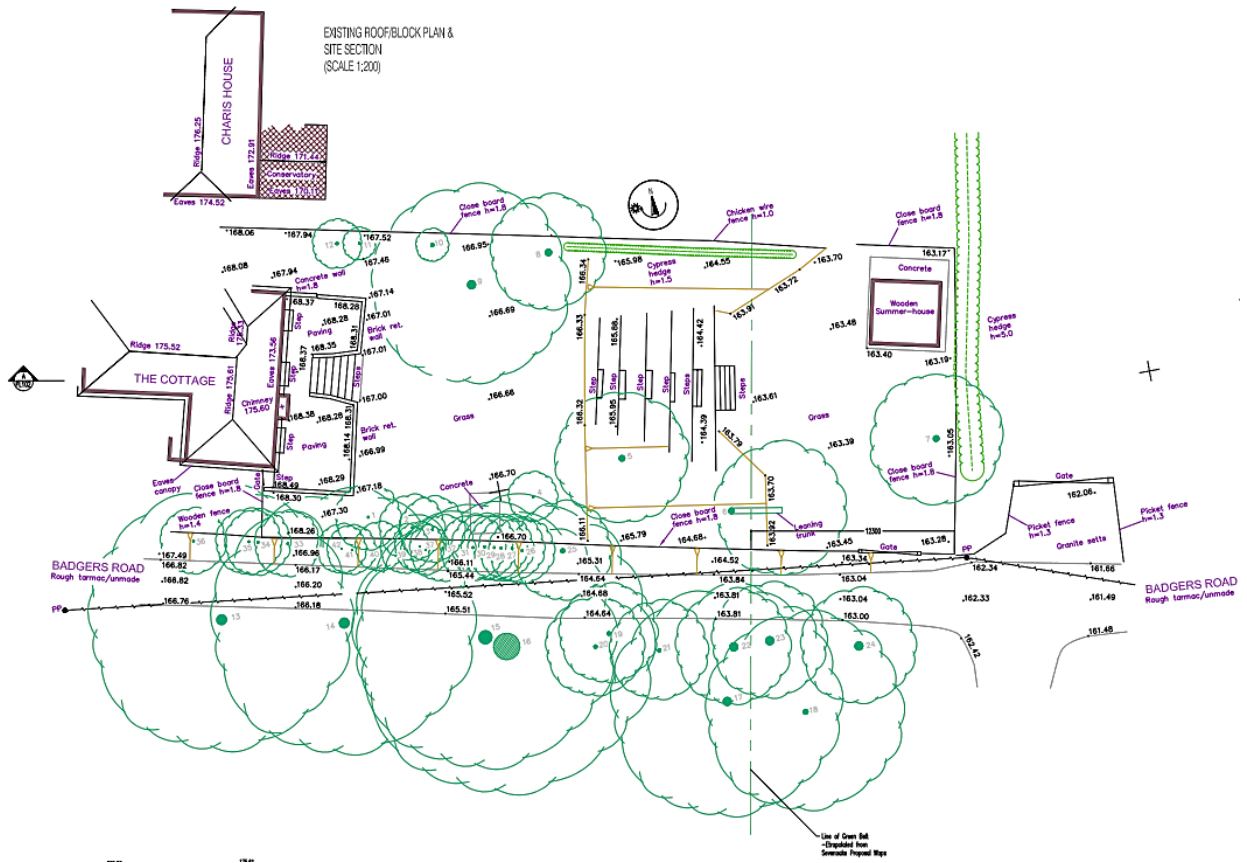
<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PI70NHBKHH200>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PI70NHBKHH200>



Block Plan



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4.3 18/01347/DETAIL Date expired 25 June 2018

Proposal: Details pursuant to condition 6 (Landscaping scheme) of planning permission: SE/15/03115/FUL.

Location: Fairlight, Badgers Road, Badgers Mount, Kent TN14 7AZ

Ward(s): Halstead, Knockholt & Badgers Mount

Item for decision

Councillor Grint has referred this approval of details application to Development Control Committee for the following reasons: The landscaping plan does not properly preserve, safeguard or enhance the visual appearance of the area; or the privacy and residential amenities of neighbouring residents, under Policies EN1, EN2 and EN5.

RECOMMENDATION: That the landscaping scheme details pursuant to condition 6 of planning permission SE/15/03115/FUL are APPROVED.

Description of proposal

- 1 This application is seeking to approve details pursuant to condition 6 of planning permission 15/03115/FUL.
- 2 It should be noted that this discharge of condition application is an alternative landscaping scheme to an already approved landscaping scheme submitted in 2016 as trees have been removed from the site.
- 3 This original planning permission was granted on 29 January 2016 for the demolition of existing house and construction of new two storey replacement dwelling with rooms in the roof and dormer window to rear.
- 4 Condition 6 was attached to the permission stating that:
A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The landscaping scheme shall include the following details:
 - a) *soft plantings, including trees, grass and turf areas, shrub and herbaceous areas; their location, species (use of native species where possible) 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 ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, steps and if applicable synthetic surfaces; and*
 - d) *any other landscaping feature(s) forming part of the scheme.*

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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. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To preserve and enhance the visual appearance of the area as supported by policies EN1 and EN5 of the Sevenoaks Allocations and Development Management Plan.

- 5 Also related to condition 6 was condition 11, which stated:

The details submitted in accordance with condition 6 above shall include:

- 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.*
- 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.*

Reason: To prevent damage to the existing trees on and/or immediately adjacent to the site during the construction period; as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

Description of site

- 6 The site is located to the south of Badgers Road which is a Public Right of Way, within the built confines of Badgers Mount. The site comprises a detached dwelling currently under construction under planning permission 15/03115/FUL. The site levels rise slightly towards the rear of the relatively narrow garden.

Constraints

- 7 Area of Outstanding Natural Beauty (AONB) - Kent Downs
 8 Area of Special Control of Advertisements
 9 Public Right of Way (Badgers Road)

Policies

- 10 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.

- 11 Core Strategy (CS)

- SP1 Design of New Development and Conservation
- SP11 - Biodiversity

- 12 Allocations and Development Management (ADMP)

- EN1 Design Principles
- EN2 Amenity Protection
- EN5 Landscape

Relevant Planning history

- 13 15/02625/FUL - Demolition of existing house and erection of a new two storey dwelling with rooms in the roof and dormer window to rear - Withdrawn

15/03115/FUL - Demolition of existing house and construction of new two storey replacement dwelling with rooms in the roof and dormer window to rear - Granted

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16/03384/DETAIL - Details pursuant to condition 6 (landscaping) of SE/15/03115/FUL - Granted

18/00779/HOUSE - Erection of a single storey garden/studio - Granted.

Consultations

Tree and Landscape Officer:

- 14 The landscaping as shown on drawing number 5244-PD-005 appears acceptable.

Kent County Council (KCC) Ecology:

- 15 We are satisfied that the submitted Landscape scheme is sufficient to discharge condition 6.

Representations

- 16 An objection was received from Badgers Mount Parish Council, with the following concerns:
- The original approval stated that the work should be carried out in accordance with the approved drawings including 5224-PD-004 rev A which shows different materials giving demarcation of the drive at the site boundary. This is not shown.
 - The proposed garden studio (application SE/18/00770/HOUSE - awaiting decision) is not shown on the drawing. If granted this will have a significant effect on the proposed landscaping scheme.
 - The application refers to a Tree Surgeons report. We would have expected to see the actual signed report submitted.
 - The proposal is inferior to the previously approved scheme (SE/16/03384/DETAIL) and does not give the screening previously provided.
- 17 Also received was an objection from a neighbour, with the following concerns:
- On page 3 of the Formal Notice of Decision letter dated 29th January 2016 in respect of the original Grant of Planning Permission SE/15/03115/FUL for the re-development of Fairlight, it was stated that the development was to be carried out in accordance with the approved drawings, including drawing 5224-PD-004 Rev A. This showed that different materials were to be used on the drive and crossover in order to give a clear demarcation of the site boundary as the crossover lies on a Public Right of Way. On the drawing for the current landscape proposal the drive and crossover are shown as being made of the same material so there is no clear demarcation which is unacceptable.

- The proposed garden studio (application SE/18/00770/HOUSE - awaiting decision) is not shown on the new landscaping plan. If this were to be granted, then this would have a significant effect on the landscaping scheme which is now being proposed.
- The current application refers to a tree surgeon's report which is supposed to justify the removal of all the mature vegetation on the site. However this report has not been included in the supporting documentation. Instead we have been asked to rely on quotes and photographs as supplied by the applicant which are somewhat unclear.
- The proposed scheme is inferior to the one previously approved by SDC under the planning reference SE/16/03384/DETAIL.
- Condition 6 was attached to the original Grant of Planning Permission SE/15/03115/FUL for the re-development of Fairlight. It was stated that the purpose of this condition was "To preserve and enhance the visual appearance of the area as supported by policies EN1 and EN5 of the Sevenoaks Allocations and Development Management Plan".
- As a result of the removal of most of the mature trees and vegetation on the site at the end of last year, it cannot be disputed that the re-development of Fairlight has now had a very harmful effect on the visual appearance of the area. The new proposal does not address this adverse effect sufficiently.
- Finally I am also very concerned that no attempt has been made to fulfil Condition 11 of the original Grant of Planning Permission SE/15/03115/FUL for the re-development of Fairlight. This asks for a plan to be provided giving the various measurements of the trees that are to be retained along with a general health report and the measures that are to be put in place to protect them during the construction stage. I think that this is linked to Condition 10 and therefore must be also addressed now.

Officer note - The landscaping scheme has been amended following the Parish Council and neighbour comments. The tree has been removed from the front garden area and the hard surfacing has been altered to act as a demarcation between Badgers Road and the parking area.

Chief Planning Officer's appraisal

18 The information submitted includes:

- Application form
- Document with images of trees that have been removed - 3x Laurel, Cypress, Hazel and Beech.
- Copy of the invoice for the works

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- Landscaping plan - drawing 5244-PD-005 Rev E, showing 5 new trees within the rear garden, a collection of fruit trees and laurel re-planted along the rear boundary according to the following details:

Design aims for the landscaping at Fairlight, Badgers Road, Badgers Mount, Kent TN14 7AZ [Job No. 5244 / App Ref: SE/15/03116/FUL]			
Location	Plant Name	Size	Notes
Ⓐ- To front of house	Lavandula Hidcote (Lavender border) with Hebe ground cover to front of bed	up to 2 ft (60cm) high	2 year old bushy planting in 3L pots at 10cm centres
Ⓑ- All grass/lawn areas to front & rear	Shade resistant (fine leaved grass) lawn seed	Application rate of seed = 30-50g/m ²	Carry out in suitable conditions (March-Oct)
Trees			
1-9 Rear boundary	Laurel	up to 3m High	Purchased before growing season to allow additional growth
10 Rear Garden	Magnolia Grandiflora	up to 2m High (7-8cm girth)	
11 Rear Garden	Fig	up to 1m High	
12 Rear Garden	Prunus Pendula	up to 2m High (5cm girth)	
13 Rear Garden	Amlanchier Lamarckii	up to 3.5m High (4cm girth)	
14 Rear Garden	Holm Oak	4-5m High (14-16cm girth)	
15 Rear Garden	Various fruit trees		Proposed as later small orchard

The small orchard is proposed to comprise a mixture of apple and pear, planted as medium size trees up to 3m tall at time of planting.

- 19 Also proposed is:
- 1.8m high timber close boarded fence along rear garden boundaries
 - 1.2m high post and rail fencing to the front eastern and western boundary
 - 900mm x 600mm Indian Fossil sandstone paving slabs to form patio to rear, side accesses and in front of entrance to dwelling
 - Porous tarmac with permeable aggregate base layers with rolled chipping gravel finish for parking area
 - Tarmac crossover to match neighbouring properties between access onto Badgers Road and the driveway.

Appraisal

Consideration of soft landscaping

- 20 The landscaping condition was previously granted under 16/03384/DETAIL. This was not considered to have been carried out due to the removal of trees from the site. These trees were mainly along the rear southern

boundary (3x Laurel, Cypress, Hazel and Beech which were protected for 5 years under the landscaping scheme).

- 21 The applicant now seeks to create an alternative landscaping plan in light of the removal of the trees. The new landscaping plan has additional tree planting within the rear garden (Magnolia, Fig, Prunus Pendula, Amilanchier Lamarckii, Holm Oak, Laurel and fruit trees). The remaining rear garden would be laid to lawn, and a part of the front of the property alongside Badgers Road.
- 23 There have been concerns raised from the Parish Council and a neighbour that this landscaping plan is inferior to that granted under 16/03384/DETAIL. However, this previous landscaping plan, while retaining the vegetation along the rear boundary, did not provide any further meaningful planting of trees within the rear garden.
- 24 This new proposal under this application differs as it provides a wider variety of trees, as well as planting new Laurel along the rear boundary up to 3m. The Tree and Landscape Officer has confirmed that the proposed landscaping would be acceptable, including the types of plants proposed, their planting sizes and timescale for planting. This would ensure the visual amenity of the area is maintained, through the large areas of grass, additional tree planting and associated ecological enhancements which would be appropriate to this residential area. The planting under this application is superior to that previously granted, proposing double the amount of trees/planting, and as such, would provide an enhancement to the rear of the property. The planting would also assist in softening the development in relation to neighbouring amenity, particularly as Laurel would be re-planted along the rear boundary.
- 25 The drawings for the garden studio referred to by neighbours granted under 18/00779/HOUSE in August 2018 show that it would be located in the south-eastern corner of the site. This would not impact on the proposed tree planting as there would be room to the south for the proposed Laurel and room to the north for the Magnolia. The outbuilding would be set away from the eastern boundary so that the proposed composting bin would not necessarily need to be re-located. I am therefore satisfied that the outbuilding would not impact on the ability to provide the proposed landscaping scheme.
- 26 This condition is linked to condition 11 which required details of the existing trees on the site, their condition and crown spread, amongst other information. This also required details of any tree pruning (topping/lopping), details of ground levels and any tree protection fencing. As part of a site visit for the outbuilding application in April 2018 it confirmed that the existing trees within the site had been removed. Therefore, there are several parts of condition 11 that no longer apply to be considered under condition 6 as they relate to trees which are no longer on the site. As these trees are no longer on the site details cannot be given about their crown spread, condition or pruning details.
- 27 It is considered that the only part which can be considered is part D) of condition 11 which looks at any alterations in ground levels. The submitted

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site plan confirms that the site levels would remain fairly similar across the site as a whole, with the exception of the area immediately to the rear of the dwelling which is lower in its existing form when compared with proposed levels. However, these raised levels would not be notable and levels would remain around the boundaries. It is considered that these differences would be modest and would not harmfully impact on the landscaping or ability of the new trees to establish.

Consideration of hard landscaping

- 28 The proposed sandstone paving and use of permeable tarmac with rolled gravel are considered acceptable hard surfaces as they would have muted tones which would not harm the character of the area.
- 29 There was concern raised regarding demarcation between the property and Badgers Road. While the previous approved landscaping scheme did not provide any demarcation, the landscaping scheme under this application has been amended to provide a tarmac crossover which would be similar to the neighbouring properties and would provide sufficient demarcation required by the Parish Council.
- 30 The proposed close boarded fencing is considered acceptable in this residential area and would be an expected feature. The proposed post and rail fencing is welcomed to the front of the property to create a softer boundary treatment, consistent with the character of the area.

Other matters

- 31 It is noted that the Enforcement team are investigating whether the new dwelling on the site has been built in accordance with the approved plans under permission 15/03115/FUL.
- 32 This matter is being investigated separately and does not have a bearing upon the recommendation made under this approval of details, which has been considered on its own merits in light of the planning history for the site and the current site circumstances.

Residential amenity

- 33 Councillor Grint has referred this application partly due to the impact on privacy and residential amenities of neighbours and refers to Policy EN2 of the ADMP. However, the reason for this landscaping condition is “to preserve and enhance the visual appearance of the area as supported by policies EN1 and EN5 of the Sevenoaks Allocations and Development Management Plan.” The condition was not required in order to protect residential amenity.

Conclusion

- 34 Due to the above careful consideration, the proposed landscaping scheme would provide an appropriate level of soft landscaping which would ensure the visual amenity of the local area is maintained, in accordance with Policy EN1 and EN5 of the ADMP.

- 35 The proposed hard surfacing would be acceptable materials which would not appear out of place within the area, as would the proposed boundary treatments, in accordance with Policy EN1 and EN5 of the ADMP.

APPLICATION WITHDRAWN

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Background papers

Site and block plan.

Contact Officer:

Aaron Hill Extension: 7494

Richard Morris
Chief Planning Officer

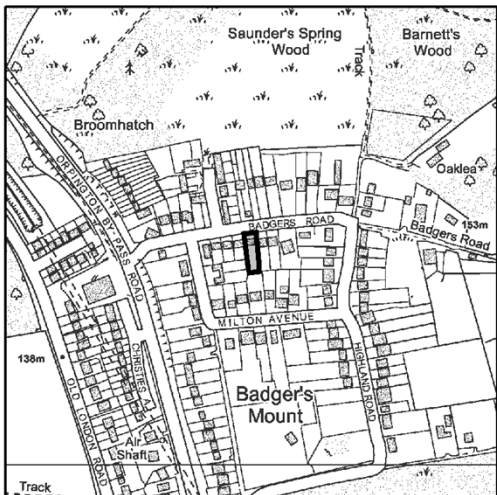
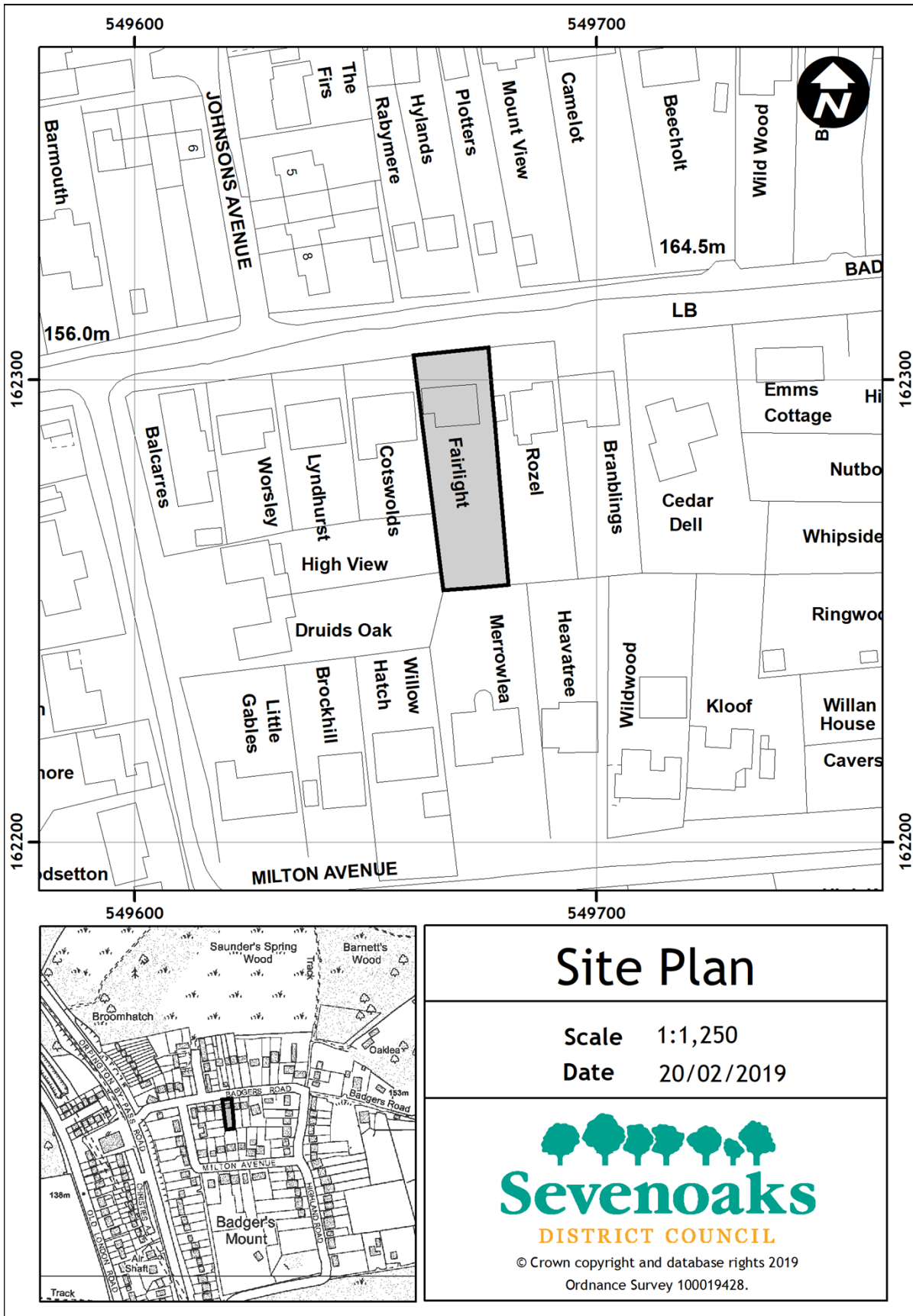
Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P7SV7YBK12D00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P7SV7YBK12D00>

APPLICATION WITHDRAWN



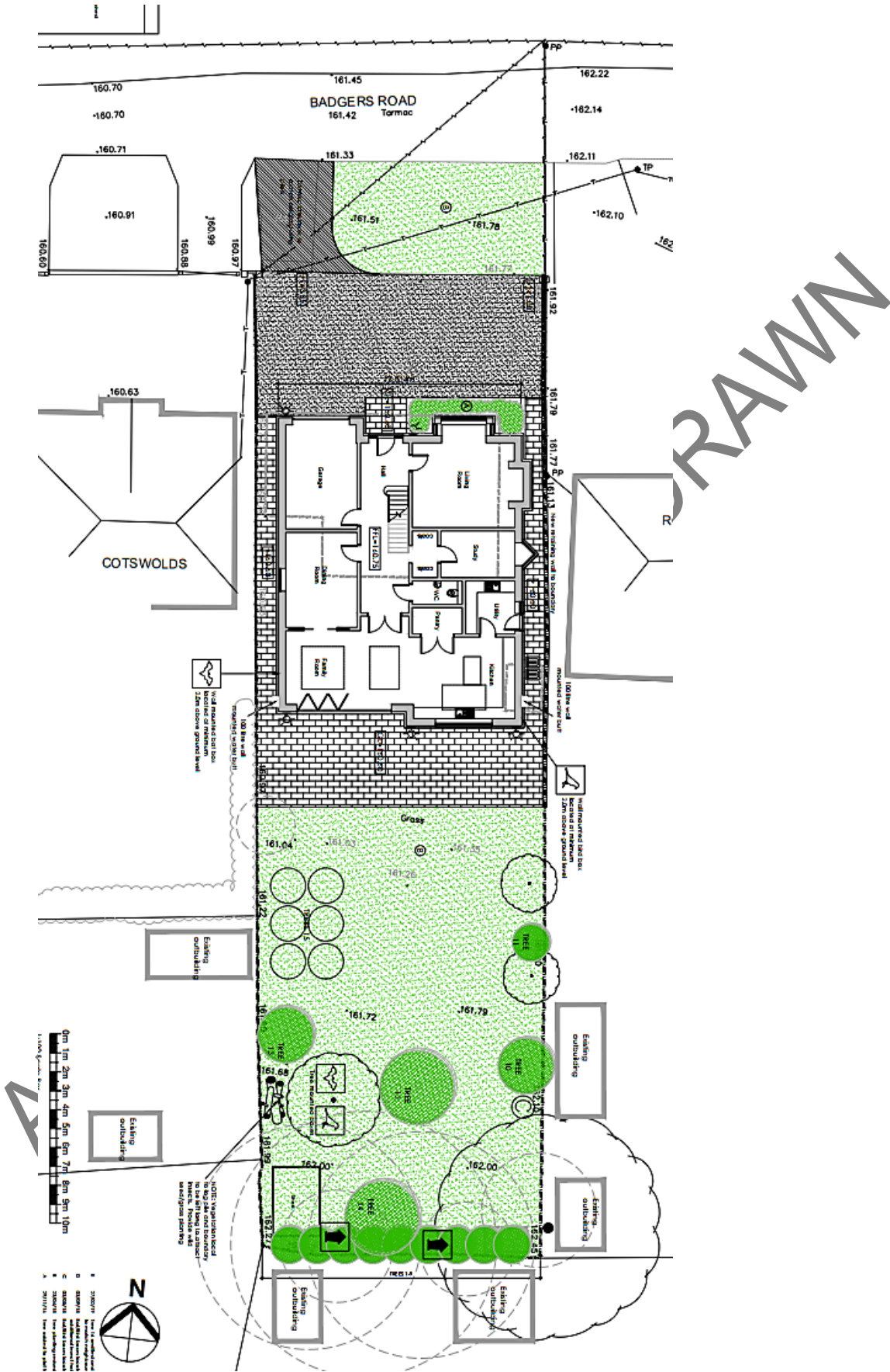
Site Plan

Scale 1:1,250

Date 20/02/2019



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Ordnance Survey 100019428.



Planning Application Information on Public Access - for applications coming to

DC Committee on Thursday 3 April 2019

4.1 18/03443/FUL Site of 166 High Street, Sevenoaks TN13 1XE

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PHS7CMBKM8K00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PHS7CMBKM8K00>

4.2 18/03520/FUL Land to the East of The Cottage, Badgers Road, Badgers Mount, Kent TN14 7AY

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PI70NHBKHH200>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PI70NHBKHH200>

4.3 18/01347/DETAIL Fairlight, Badgers Road, Badgers Mount, Kent TN14 7AZ

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P7SV7YBKI2D00>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P7SV7YBKI2D00>

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