

4.2 – SE/14/02288/FUL Date expired 18 September 2014

PROPOSAL: Conversion of the existing warehouse building into 8 no. residential apartments.

LOCATION: C Bolter Ltd, Carlton Works , St. Johns Hill, Sevenoaks  
TN13 3NS

WARD(S): Sevenoaks Town & St Johns

### **ITEM FOR DECISION**

Councillor Fleming has referred the application to committee on the grounds of over development, overlooking, affordable housing provision and highways.

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

1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

2) The development hereby permitted shall be carried out in accordance with the following approved plans: E001, P301A, P400E, P300C, P500A

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

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

To ensure that the appearance of the development is in harmony with the existing character of the locality as supported by Policy EN1 of the Sevenoaks District Local Plan.

4) The development shall achieve a BREEAM minimum rating of very good. Evidence shall be provided to the Local Authority:

i) Prior to the commencement of development, of how it is intended the development will achieve a BREEAM Design Certificate minimum very good standard or alternative as agreed in writing by the Local Planning Authority; and

ii) Prior to the occupation of the development, that the development has achieved a BREEAM post construction certificate minimum very good standard or alternative as agreed in writing by the Local Planning Authority.

In the interests of environmental sustainability and reducing the risk of climate change as supported by SP2 of the Core Strategy

5) Notwithstanding the details shown in the approved plans, details of revised cycle storage provision shall be provided in writing to the local planning authority. The development shall not be occupied until the submission is approved and the provision is

implemented in accordance with the approved details.

In the interests of sustainable transport provision.

6) Details of the type of obscure glazing to be installed in the rear and side elevation windows shall be submitted to the local planning authority and approved prior to occupation of the building. the windows shall be retained obscure glazed in accordance with the approved details thereafter

To protect neighbouring amenity.

7) An acoustic survey of the proposed heat pumps, and any other plant, shall be submitted to the local planning authority and approved in writing prior to occupation of the development. The plant shall be installed in accordance with the approved details and retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

To protect neighbouring amenity in accordance with EN1 of the local plan.

### **Note to Applicant**

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

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

In this instance the applicant/agent:

- 1) Was provided the opportunity to submit amendments which led to improvements to the acceptability of the proposal.

### Description of Proposal

- 1 Conversion of the existing warehouse building into 8 no. residential apartments.

### Description of Site

- 2 The application site is bounded between St Johns Road to the east and a residential access road to the west with existing residential properties to the north, and shops to the south. The residential houses to the west on Golding Road have long gardens with some 36m from Carlton Works to the opposing rear elevations. A residential access road separates the application site from these neighbours and is screened by existing trees and garages to the rear of these properties. Carlton Works has an existing series of windows on the northern and southern, east and western façade.
- 3 The main built footprint of the building utilises the majority of the available site area. Perimeter external hardstanding areas are located between single storey outbuilding structures and canopy shelters. There is a deep paved area to the front of the building behind the back of the pavement. There is currently no provision for parking on site. The elevational treatment is industrial in character to the north, west and southern original elevations with rusticated brown multi-stock brickwork and crittall style windows of large proportion within the existing apertures facing the residential properties adjacent.
- 4 The front (eastern) facade has an aged white stucco material, which, with the large overhanging canopy structure is in a poor state of repair. This was added to the building in 1935 when it changed use from a theatre to a cinema.

### Constraints

- 5 Urban Confines

### Policies

#### *Sevenoaks District Local Plan*

- 6 Policy – EN1

#### *Core Strategy*

- 7 Policies – L01, L02, SP1, SP2, SP3, SP7

#### *ADMP*

- 8 Policies – EN1, EN2, EMP5

#### *Other*

- 9 NPPF

### Relevant Planning History

- 10 78/00468/HIST - continued use of premises for the storage of surgical and dental instruments, glassware and sundries with ancillary offices (renewal of limited period planning permission SW/2/68/103). Granted

88/00339/HIST - renewal of change of use (SW/2/68/103 and SE/78/408).  
Granted

89/01533/HIST - application for permanent change of use. Granted

### Consultations

#### *Parish/Town Council*

11 On 22.8.14, Sevenoaks Town Council recommended approval.

12 On 17.9.14, Sevenoaks Town Council commented:

*'Notwithstanding the previous response, having closely referred in particular to the Transport Strategy and in light of subsequent representations, the Town Council recommended refusal of this application on the following grounds:*

*1. The applicant places reliance on the fact that the development is to be marketed as "car free" as the reason for not providing any parking space. In the absence of any legal requirement, which in any event would not be enforceable, the Town Council does not believe this to be a sufficient safeguard. Further, the parking space survey showing sufficient spaces available for visitor parking, appears to have been carried out at 4:30am. This situation is not reflected during the day time, when apart from residents, many of the spaces are taken up by cars belonging to people employed in the area or local shoppers.*

*2. The application is contrary to policy EN1 in that the high number of windows and balconies to the west of the development would cause a loss of amenity to residents in Golding Road by virtue of overlooking and noise & light pollution, thus leading to an unneighbourly development.*

*3. There does not appear to be any mention of an s106 agreement to provide affordable housing within the application papers.'*

#### *KCC Highways*

13 Kent Highways have concluded that there is no robust planning policy basis for refusing the application on highways grounds, and has commented:

*'Thank you for the additional time in which to consider and discuss this application. It is not clear how much traffic was generated in practice by the previous use of the site.*

*Currently there is sufficient space for two cars to park in the forecourt (as shown on Google Streetview) while still allowing any visiting lorries to load and unload at the kerbside.*

*I have the following comments about the submitted Transport Statement:*

*1. As there has been some concern expressed about the proliferation of applications for flats without parking, I requested that the applicants provide a survey of overnight on-street parking in the vicinity. The results are shown in Table 5.1 and in Appendix A of the Transport Statement.*

*2. Table 5.1 and the table in the Appendix raise some concerns as two of the areas shown with the greatest number of free overnight parking spaces are in*

fact unsuitable for parking, although this is not stated in the application documentation. Specifically, it would not be possible to park on the west side of St John's Hill south of Camden Road without reducing traffic on the A225 to a single lane; Nursery Close is less than 4 metres wide so if any cars are to park "on street" they will have two wheels on the footway and partially block it. The number of free overnight parking places therefore is not so numerous as the Transport Statement suggests.

3. In the parking survey the average length of a parking space has been taken as 5 metres. This may give an over-optimistic estimate of the number of parking places, as in practice many people would need at least a 6 metre gap in which to park. 6m is the recommended length of a parking bay in the Kent Vehicle Parking Standards SPG4.

4. Unlike the other two cited developments 13/01770 and 13/03333, I understand from SDC colleagues that the current application site is too far from the St James and St Johns public car parks for residents to be eligible for parking permits.

5. The application site does not appear to have a good level of bus service. In particular there are no evening or Sunday bus services.

It is worth noting that the application claims to provide 18 cycle parking places, however in practice there appears to be room for only about 6 bicycles. Four of the other proposed parking places appear to be accessed only by wheeling cycles through the living rooms – clearly not practicable with a bike dripping water and dirt. Also the cycle parking racks under the stairs are too close together and in practice could only be used by half the intended number of cycles.

It is questionable whether this development is "sustainable", as it appears to be creating parking problems without a proposed solution or mitigation. Granting planning permission could set a precedent for similar developments, and the cumulative impact could be severe. It is likely that residents from this site will compete with shoppers for parking places outside the adjacent shops, and will park on surrounding roads especially overnight. There will be a greater number of infringements of parking restrictions outside the site, and more work for parking enforcement officers.

Nevertheless, the net effect of the above issues would not necessarily be worse than the alternative scenario of continuing to operate the site under the existing planning permission (B8) but with more intensive use.

I do not regard the proposals as creating a highway safety problem, and provided that on-street parking restrictions can be strengthened, there would not necessarily be an increase in congestion.

In conclusion, although the proposals would undoubtedly result in amenity issues (displaced parking), so far as I am aware there is no robust planning policy basis for refusing the application on highways grounds.

If the application is approved, I would recommend a condition that details of cycle parking for at least 8 bicycles are to be provided to the standard set out in Kent Vehicle Parking Standards SPG4. I would also recommend that a section 106 contribution of £4000 is requested to enable strengthening of parking restrictions on the surrounding roads.'

14 He has further commented:

*'If the applicant is challenging the s106 request, we should say the £4000 is towards the costs of strengthening parking restrictions if problems are found to occur in practice. If problems do not occur then we do not need to do any work and the money can be handed back. That is surely reasonable.*

*I would leave to your judgement whether that would be defensible at any appeal, but I doubt it. Only if something is defensible at appeal is it worth recommending refusal.'*

Thames Water

15 Thames Water have advised:

*Waste Comments*

*Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.*

*Water Comments*

*With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, 3 Church Road, Haywards Heath, West Sussex. RH16 3NY. Tel: 01444-448200'*

### Representations

16 10 representations of objection to the scheme have been received. They raise the following points:

- The development will have an adverse impact on local parking conditions owing to it being zero parking
- Overlooking from the rear, front and side elevations would cause intrusive overlooking to surrounding occupants
- Noise from the heat pump
- The proposal would compromise the security of gardens at the rear
- The proposal fails to enhance the façade of the building
- The proposal is an overdevelopment of the site
- The use would cause disturbance to the adjacent occupiers
- The development may cause damage to the trees at the rear of the site.

### **Chief Planning Officer's Appraisal**

17 Permission is sought for the conversion of the existing building into 8 No. residential apartments within existing building fabric and proposed replacement roof structure. The proposal shows the introduction of a new level within the building. This allows for a penthouse roof structure to be added at a lower level than the existing roof form and for retention of the existing eaves brickwork at a new parapet height, The penthouse is set back from the façade and amenity

space is provided at this upper level in a wintergarden style which can be closed to an internal space. 1.8m etched glass privacy screens are used at this level.

- 18 A pedestrian entrance is shown at the northern side into a new entrance lobby stairwell. Planting is shown at the front of the building, and gardens to serve the ground floor flats at the rear. Private cycle storage is provided in two retained external stores which are made good and re roofed. Communal cycle storage is provided in the entrance lobby and a secure timber shelter next to the refuse store doors.
- 19 The first floor apartments are shown with step out balconies on the street facade, whilst the rear apartments have juliette balconies facing the rear access road.
- 20 The Unit 7 wintergarden is shown as located in a position where overlooking would be adjacent to the existing roofscape of the neighbouring property. The Unit 8 wintergarden is smaller in proportion and is located in a position directly next to the adjacent tree and existing sheds of the southern neighbouring property.
- 21 Amenity space for Unit 8 is shown as a westerly facing terrace. To the west of this is an existing garage and large trees. The proposal shows an etched glass privacy screen located on the northern and southern sides of the roof.
- 22 The main flank elevation windows have been kept to the same size and proportion but set at lower levels to suit the revised internal layout. The top floor penthouse glazing consists of a window curtain wall with false panels where there are walls behind. The roof material is a seamed single ply membrane.

#### Principle of the development –

- 23 *Policy EMP5 of the ADMP* states that when considering proposals for the creation or loss of business uses on unallocated sites – which this site is – the council will assess the impact of the proposals on the environment, local economy and the local community. The Council will permit the loss of non allocated employment business premises provided that it can be demonstrated that the site has been unsuccessfully marketed for reuse in employment for at least 6 months and that there is no prospect of its take up or continued use for business use in the longer term.
- 24 *Policy LO1 of the Core Strategy* states that development will be focussed within the build confines of existing settlements. The Sevenoaks urban area will be the principal focus for development in the District. *Policy LO2 of the Core Strategy* emphasis that suitable employment sites will be retained and provision will be made for housing within Sevenoaks Urban Area.
- 25 *Policy SP7 of the Core Strategy* states that all new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. Within the urban area of Sevenoaks, new development would be expected to achieve a density of 40 dwellings per hectare.
- 26 Given that the site falls within Sevenoaks Urban confines, the principle of its change to residential units is compliant with LO1 and LO2 of the Core Strategy
- 27 The building is currently in B1-B8 use for storage and office purposes. The applicant has advised that he has struggled to compete with the provision within

the town centre and that the cost of redeveloping the site for employment purposes renders it a viable proposition. The applicant has provided marketing details to demonstrate that this is the case and that a year of marketing has garnered no interest in the property for employment purposes. The use of the building for residential purposes would have an acceptable impact on the locality and is compatible with surrounding uses.

- 28 The site lies within a neighbourhood and village centre as defined under policy TLC4 of the ADMP. However, the existing use of the property is as a B Class rather than an A class. It therefore does not fall within consideration under this policy which only relates to the change of use of shops and services.
- 29 The application relates to a conversion of the existing building rather than the rebuild of a new development. The proposal would result in a density of 266 units per hectare. Although this is significantly greater than the policy guidance, it relates to the conversion of an existing building and does not involve the increase of its mass or bulk. The size of the proposed units is reasonable and the proposal would result in an effective use of the existing building. As such, the proposed density is considered acceptable.
- 30 The principle of the change of use is therefore acceptable.

*Impact on the character and appearance of the area –*

- 31 The NPPF states that the Government ‘attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.’ (para. 56)
- 32 *Policy SP1* of the Core Strategy states that all new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated.
- 33 *Policy EN1* of the Local Plan states that the form of the proposed development, including any buildings or extensions, should be compatible in terms of scale, height, density and site coverage with other buildings in the locality. This policy also states that the design should be in harmony with adjoining buildings and incorporate materials and landscaping of a high standard. Therefore, I consider that these policies are broadly consistent with the NPPF. This stance is reiterated in *ADMP policy EN1*.
- 34 The site falls within the St Johns Area of the Residential Character Area Assessment SPD. Materials are recognised as being varied but orange brick, hanging tiles, and white render are the most commonly used. The art deco frontage of the old cinema building which is the subject of this application is described as typical of its time.
- 35 The proposed development comprises the removal of the stucco frontage. This was an addition to the original building and has fallen into a state of disrepair. The removal of the ‘wings’, and a single storey outbuilding at the side, would provide more space around the dwelling, and to the adjoining occupiers. This would be of positive benefit to the appearance of the building within the streetscene. In addition to this, the frontage of the building would be softened with planting which also improve the frontage of the building.



- 36 The building would be presented as a brick building with windows of the same size and proportion as currently in situ but slightly re-sited and replaced with aluminium framed fenestration. These would be appropriate materials within the local context.
- 37 Due to proposed alternations to internal floor levels, the penthouse roof structure would be added at a lower level than the existing roof form and the existing eaves brickwork would be retained at a new parapet height surrounding the penthouse amenity space. The reduction in height of the building would, along with the removal of the 'wings' provide beneficial space around the built form. The penthouse is set back from the façade and amenity space is provided at this upper level in a wintergarden style which can be closed to an internal space. 1.8m high etched glass privacy screens are used at this level to provide additional screening. This would be barely visible from the streetscene and given that it results in a reduction of the overall height of the building, no objection to this new element in design terms could be justified.
- 38 Since the character of the area is mixed, with commercial uses standing next to residential uses, the residential appearance of the building would sit comfortably within the street scene and locality. Its simplified appearance would harmonise with the context of the locality.
- 39 The minor alterations to the building, including the removal and insertion of doors and windows, and the creation of additional greening, would assist in creating a more residential appearance to the building and would be wholly acceptable. The loss of the façade would bring the building more in line with its appearance as it was originally built – without the wings. While the stucco façade may be viewed by some as a valuable feature of the building, it is in fact, in a poor state of repair, not an original feature, and is not protected in any way. Its removal will simplify the building and make it appear more congruous within its setting.
- 40 The proposed development would represent an appropriate redevelopment of the existing building, would improve the appearance of the plot within the streetscene, and would enhance the character and appearance of the area.

*Impact on neighbouring amenity –*

- 41 Paragraph 17 of the NPPF identifies a set of core land-use planning principles that should underpin decision-taking. One of these principles is that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 42 *Policy EN1* of the Sevenoaks District Local Plan requires that any proposed development should not have an adverse impact on the amenities of neighbours and also ensures a satisfactory environment for future occupants. This is reiterated in ADMP policy EN2.
- 43 A number of objections have been submitted relating to the impact of the proposal on residential amenity. In the first instance, it must be considered that the building already contains a number of outward looking windows on each elevation. Although the current use of the building is for business purposes, this does not preclude the overlooking impact to be the same as a residential use.
- 44 The proposal involves the relocation and addition of windows on all elevations including the provision of 2 full height windows with Juliet balconies at the rear.

The two penthouse properties would have amenity space including wintergardens although privacy screens are proposed around sections of the perimeter of the roof to screen this.

- 45 A lower section of all first floor windows on the rear and side elevations are shown as obscure glazed to ensure that there would be no loss of privacy to nearby gardens. This feature to the side elevations was offered by the applicant in response to local objections regarding overlooking. The upper sections of the windows would be clear glazed and openable to allow for satisfactory living conditions for occupiers of the building. Further details of the obscure glazing will be required by condition prior to occupation of the dwellings.
- 46 The distance between the application building and the rear elevation of the properties to the rear in Golding Road is approx. 33m. Aside from the increase in size of the full height windows which is to be dealt with through the provision of obscure glazing, this distance is considered satisfactory to ensure that detrimental overlooking would not take place. The change of use would not result in an unacceptable degree of overlooking.
- 47 The building sits within a closely knit pattern of development along St Johns Hill and also contains existing windows which look out to the north and south across neighbouring properties. The first floor windows on the southern elevation are shown as relocated so that they are lower than existing. One of these serves a bathroom and so would be obscurely glazed. The remainder 4 windows number the same as is currently in situ. The applicant has shown a lower portion of these to be obscurely glazed. Taking this into account, no objection to overlooking from these windows could be maintained. Comments have been made about the impact on the rear of the cottages 47-55 St Johns Hill, however, a distance of approx. 30m will be maintained between the side windows and the rear elevation of the cottages. This is considered a satisfactory distance.
- 48 The first floor windows on the northern elevation number the same as is currently in situ and one of these serves a lobby. Given this, and that the applicant has shown the lower portion of these to be obscurely glazed, no objection to overlooking from these windows could be maintained
- 49 Objections have been raised to the amenity space that serves the penthouse units. However the same distances as detailed above apply to this level of development. Further to this, the penthouse is set back into the roofspace and screened by a parapet wall and privacy screen. Given these circumstances, it is not considered that an unacceptable level of overlooking or loss of privacy would result from the conversion.
- 50 In conclusion, given the character of the site, the level of existing fenestration, the distances between properties, and the requirement for obscure glazing, it is considered that the proposal would not have such an impact on privacy or overlooking to justify refusal of the scheme.
- 51 A comment has been received about the noise impact of the external heat pumps. No information has been submitted and therefore a condition can be imposed which requires acoustic details to be submitted and approved prior to occupation of the dwellings, to ensure that they would not cause detrimental noise.

### *Parking provision and highways safety-*

- 52 *Policy EN1* of the Sevenoaks District Local Plan requires that proposed development should ensure the satisfactory means of access for vehicles and provides parking facilities in accordance with the Council's approved standards.
- 53 The proposal comprises no provision for vehicle parking on site. The highways officer has stated that the proposed development could result in betterment in terms of parking provision, when compared with the parking demand of the existing use if it were utilised at capacity.
- 54 The current parking provision on site is zero although two cars could be tightly accommodated onto its frontage. These are not 'formal' parking spaces and require a car to manoeuvre across the pavement. There is no dropped kerb in place.
- 55 The Highways Engineer has raised no objection to the proposal but recommends that a contribution towards improvements for parking restrictions is made. He has stated however that it would not be worth recommending refusal on this basis as he doubts that it would be defensible at appeal.
- 56 The Applicant has provided further comments relating to the highways impact of the application as follows:
- 'It must be remembered that as the development is being marketed as car free, this will undoubtedly attract the majority of people who do not own a car in reality. The site is accessible by rail and bus and this supports a car-free development. However, on the request of the Highway Authority, Kent CC, we organised a beat survey conducted over 4 nights, again a requirement of Kent CC, to get an adequate reliable coverage. This was carried out to safeguard the very unlikely situation when new residents move in with a car. Night time was chosen as this is when most residents would be at home and is considered to be the normal period to conduct such a survey. It was not chosen specifically to consider visitor parking. The results indicated that there were sufficient available spaces on the nearby roads within 200 m of the site and this was accepted by Kent CC.*
- During the day time, less people will be at home. But a key point to consider is to get the scale of this development in the right context.'*
- 57 Given that the Highways Engineer has raised no objection it can be concluded that the development would also preserve highways safety.
- 58 The current use of the site does not benefit from any formal parking provision and the use of the site for 8 dwellings would potentially have a less intensive highways impact than if it were used to capacity in its existing use. Therefore, subject to a condition requiring alternative cycle storage provision, the highways impact of the proposal is considered acceptable

### *Affordable housing provision -*

- 58 *Policy SP3* of the Core Strategy requires that proposals involving the provision of new housing should also make provision for affordable housing. In the case of residential development of less than 5 units, that involve a net gain in the number of units, a financial contribution based on the equivalent of 10% affordable housing will be required towards improving affordable housing provision off-site.

The policy also states that in exceptional circumstances where it is demonstrated to the Council's satisfaction through an independent assessment of viability that on-site provision in accordance with the policy would not be viable, a reduced level of provision may be accepted or, failing that, a financial contribution towards provision off-site will be required.

59 In this case the applicant has provided a valuation of the development and a viability assessment outlining the cost of the overall development. The viability assessment shows that the development would be rendered unviable with the inclusion of an affordable housing contribution.

60 The Council's independent consultant has tested the submitted viability assessment and concluded that its findings are sound and that the development would not be viable with a contribution.

61 In this instance, the applicant has demonstrated that the payment of any affordable housing contribution would render the development unviable and would not be appropriate in line with the Council's Affordable Housing SPD.

#### *BREEAM -*

62 *Policy SP2* of the Core Strategy requires that new homes created from the conversion of existing buildings should achieve at least BREEAM "Very Good" standards. Applicants must submit evidence which demonstrates how the requirements have been met or which demonstrate that compliance is not technically or financially feasible.

63 This matter has been acknowledged by the applicant as part of their submission through them providing a design stage assessment of the development. Confirmation that the development has achieved BREEAM "Very Good" standards can be requested by way of condition attached to any approval of consent for the application

#### *Sustainable development-*

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

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

-material considerations indicate otherwise.

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

CIL

66 The application is CIL liable and no exemption is sought.

Other matters -

67 The use of the site for residential purposes may result in disturbance to neighbouring occupiers in terms of noise and light spilling out from the apartments. However, this would not be any greater than the potential noise and light pollution that would result from the site if it were utilised to full capacity of its existing use. The physical alterations that will be carried out to the building would not result in any increased capacity to create noise or light pollution in comparison to the building as it currently stands. The site is located within an urban location of mixed use character where the use would not stand out as unneighbourly. As such, the light and noise from the proposed use could not be considered as detrimental to neighbouring amenity to an extent that would warrant its refusal.

68 Concerns have been raised about the impact of the works to nearby trees. The application does not propose works to any trees. The works proposed would not involve any substantial excavation – just the conversion of the existing building. There is nothing to suggest that any nearby trees would be impacted by the conversion works which would mainly be internal to the existing building and its façade. The site and local environs are not within a conservation area, and there are no nearby protected trees. Therefore, there are no grounds for refusal of the scheme based on impact on trees.

69 A consultation response has raised concerns over the security of the rear gardens of Golding Road. A service road runs between the application site and the gardens. Any security breach of the gardens from the rear would have to take place via this road. The development of the site would not compromise the security of the gardens any more because the development would have no impact on the existence of the service road. If anything, the use of the private amenity space at the rear of the application site would make the service road appear more domestic and create greater pedestrian surveillance.

**Conclusion**

70 The proposed development would enhance the character and appearance of the area, would preserve the amenities currently enjoyed by the occupiers of the adjoining properties, would preserve the amenities of the future occupants of the development and would be acceptable in terms of parking provision. Consequently the proposal is in accordance with the development plan and therefore the Officer's recommendation is to approve.

71 Recommendation - That permission is granted

**Background Papers**

Site and Block plans

Contact Officer(s):

Joanna Russell Extension: 7367

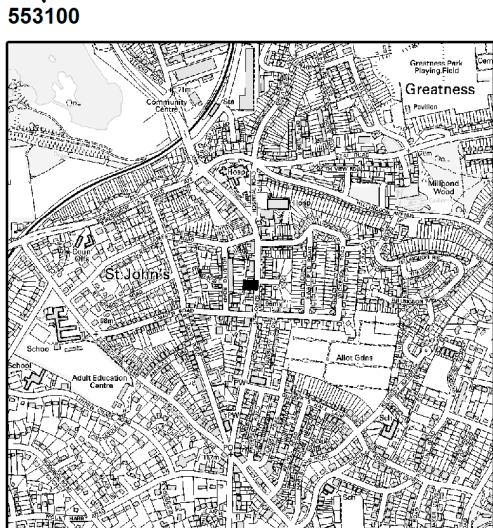
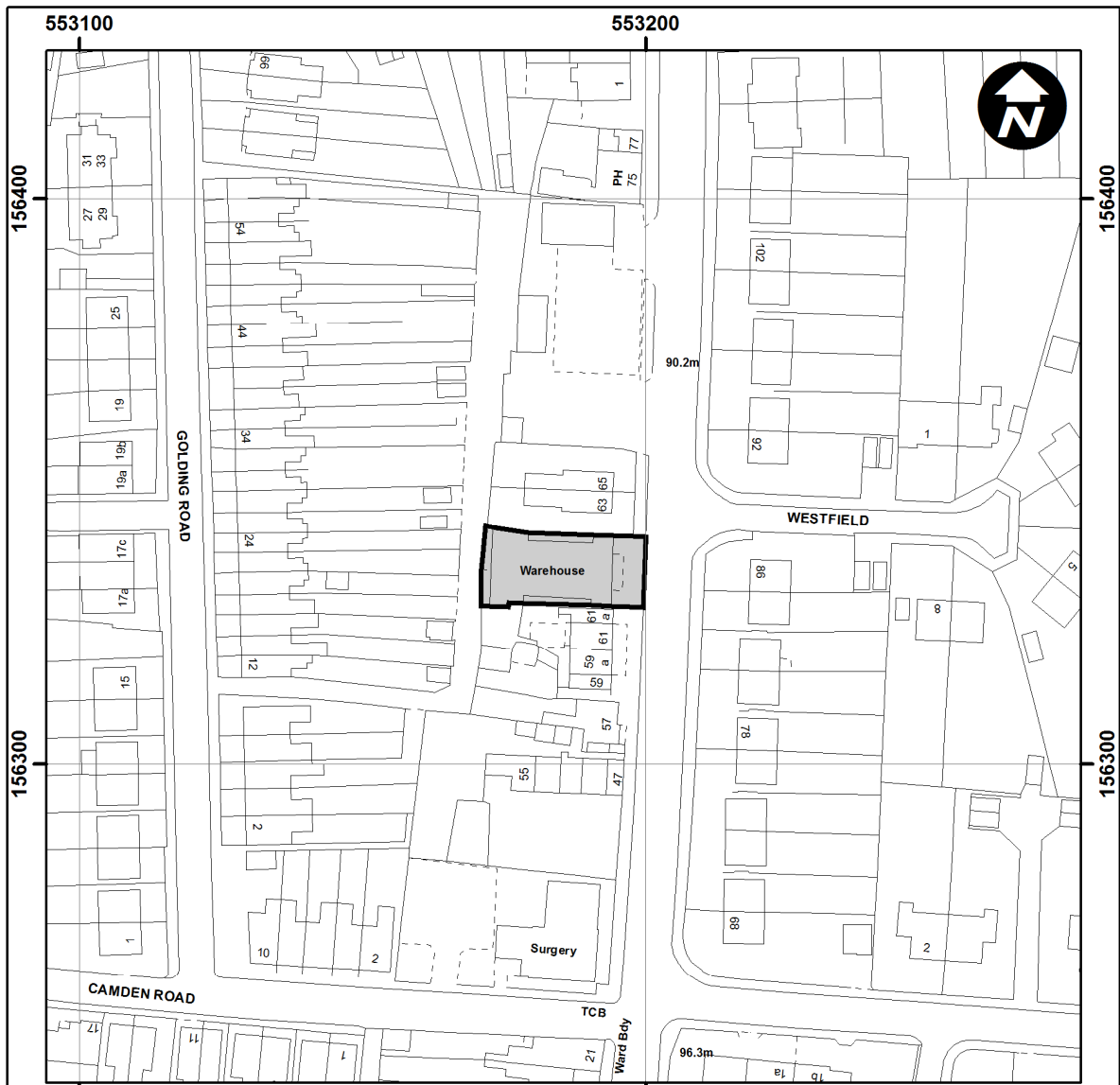
**Richard Morris**  
**Chief Planning Officer**

Link to application details:

<http://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=N8QRQIBKGIX00>

Link to associated documents:

<http://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=N8QRQIBKGIX00>



# Site Plan

Scale 1:1,250  
 Date 30/09/2014



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 Ordnance Survey 100019428.

**Block Plan**

