

4.2 SE/16/01023/FUL Revised expiry date 24 June 2016

PROPOSAL: The temporary change of use and formation of a car park (up to 12 months) with access and associated arboricultural works.

LOCATION: Land North East Of Magistrate Court, Morewood Close, Sevenoaks, Kent

WARD(S): Sevenoaks Kippington

ITEM FOR DECISION

This application is referred to the Development Control Committee as the District Council is the applicant for the submitted scheme.

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

1) This planning permission is granted for a temporary period of twelve months only, from the date of this permission. By the date this permission expires, the rubber mesh matting, tarmaced vehicular access and associated works shall be removed, the car park use shall cease and the site shall be restored in accordance with a landscaping scheme that has been submitted to and approved in writing by the Local Planning Authority. To ensure that the existing grassland re-establishes the landscaping scheme shall include a simple long term management plan for the site.

To reflect the temporary nature of the development and in order to safeguard the longer term function of the land as an allocated employment site, in accordance with policy EMP1 of the Sevenoaks Allocations and Development Management Plan and policy SP8 of the Sevenoaks Core Strategy.

2) The development hereby permitted shall be carried out in accordance with the following approved plans: DHA/11402/01, DHA/11402/02 and 11403-T-01 Rev.P3.

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

3) The development shall be carried out wholly in accordance with the Arboricultural Impact Assessment & Arboricultural Method Statement dated 8th April 2016.

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

4) The surfacing of the first 5m of the access from the edge of the highway shall be made up of a bound material.

In the interest of highway safety as supported by policy EN1 of the Sevenoaks

Allocations and Development Management Plan.

5) The new access to the temporary car park and the pedestrian crossing area shown on the approved plans shall be completed prior to the temporary car park use of the site hereby approved commences and shall be maintained thereafter until the temporary use ceases.

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

6) No development shall be carried out on the land until a comprehensive Construction Management Plan, which should include (i) details of car parking for construction personnel, (ii) undertaking that no vehicles will be permitted to reverse into or out of the site except under the supervision of a banksman, (iii) details of wheel washing facilities and procedures, and (iv) proposed times for construction work to be carried out, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out fully in accordance with the approved Construction Management Plan.

In the interests of highway safety and amenity as supported by policy EN1 and EN2 of the Sevenoaks Allocations and Development Management Plan. The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted.

7) The rubber mesh system approved to be laid for the temporary car park shall be installed, regularly inspected and maintained in accordance with the manufacturer's instructions to ensure that the rubber mesh system meets the expected performance of the product.

To avoid impacts on the surface water drainage capacity of the site as supported by the National Planning Policy Framework.

8) The recommendations, mitigation and enhancements contained within sections 4 and 5 of the Extended Phase I Habitat Survey, dated March 2016, shall be fully adhered to.

To ensure the long term retention of biodiversity in the area as supported by the National Planning Policy Framework and policy SP11 of the Core Strategy.

9) No development shall take place on the land until details of measures to minimise the risk of crime that are to be incorporated into the development, according to the principles and physical security requirements of Crime Prevention through Environmental Design (CPTED), have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the first use of the temporary car park and thereafter retained.

In the interest of security, crime prevention and community safety and in accordance with the National Planning Policy Framework and policy EN1 of the Sevenoaks Allocations and Development Management Plan.

Informatives

1) Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack. 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. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Note to Applicant

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

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

In this instance the applicant/agent:

- 1) Was updated of small scale issues which arose during the process of the application and was given time to address it.
- 2) The application was dealt with/approved without delay.

Description of Proposal

- 1 The application seeks the approval of the temporary use of the land (12 months) for the purposes of a car park. The temporary car park is intended to provide parking for 107 vehicles during the course of the development of the Bradbourne Car Park on Bradbourne Park Road.
- 2 Access to the proposed temporary car park would be provided to the south-east corner of the site, close to where a set of double gates currently stand fronting on to Morewood Close. The car park would be made up by laying a rubber mesh matting over the existing area of grassland, which would allow the continued drainage of the site and for grass to grow through it.
- 3 Fencing is also proposed to line the northern and western edges of the rubber mesh to prevent vehicles being able to pass over areas that form the root protection zone of the adjacent mature trees. No ticket machines will be required since the car park would only serve season ticket holders.

Description of Site

- 4 The application site comprises an open piece of grassland located between the Magistrates' Court and a block of flats that forms part of the redeveloped Police Station site, and the railway line at the northern end of Morewood Close. Along the northern and western boundaries of the site is a line of mature trees.

Constraints

- 5 The site lies within the built urban confines of Sevenoaks, a Source Protection Zone, an Area of Archaeological Potential, a number of trees on the northern and western edges of the site are protected and the site forms part of an employment allocation within the Allocation and Development Management Plan.

Policies

Sevenoaks District Core Strategy

- 6 Policies - LO1, LO2, SP1 and SP11

Sevenoaks District Allocations and Development Management Plan (ADMP)

- 7 Policies - SC1, EN1, EN2, EN4, EN6, EN7, EMP1 and T2

Other

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

Relevant Planning History

- 10 SE/09/00650 - Outline application for demolition of the existing police station and erection of 52 residential units and approx 1,228sqm of office floor - Granted 06.07.09
- SE/11/02471 - Proposed demolition of the former police station and erection of up to approximately 52 residential units - Granted 16.03.12
- SE/13/00081 - Reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to condition 2 of SE/11/02471/OUT - Proposed demolition of the former police station and erection of up to approximately 52 residential units - Granted 12.07.13
- SE/16/00918 - Construction of a multi storey car park on surface of existing car park to provide three levels (ground, first & second) of decked parking at Bradbourne Car Park, Bradbourne Park Road, Sevenoaks - Pending consideration at the time of writing this report

Consultations

Sevenoaks Town Council - 26.04.16

- 11 'Recommend Approval subject to all viable trees being adequately protected and the land being suitably restored after the 12 months temporary use.'

Riverhead Parish Council - 18.04.16

- 12 'Objection. Concerned that it will become a permanent carpark, width of access road serving two carparks and added volume of traffic to a very congested road.'

County Biodiversity Officer - 25.04.16 (Summary)

- 13 Advised that further survey work is required in relation to the presence of reptiles. Conditions relating to breeding birds, bats and restoration of the site are suggested and the proposed enhancements are supported.

County Highways Engineer - 26.04.16 (Summary)

- 14 The Highways Engineer has requested a stage 1 safety audit for the new access on to Morewood Close, adequate footway connections for pedestrians leaving the car park and crossing Morewood Close, details of the Bradbourne car park surveys and also the surveys along the A224 and checking of some of the trip rates indicated.
- 15 Subject to confirmation and clarification of the points raised above the Highways Engineer would not wish to raise objection subject to the inclusion of conditions relating to surface water drainage, a bound material being used for the first 5m of the access from the edge of the highway and completion and maintenance of the access shown on the submitted plans prior to the use of the site commencing.

Further County Highways Engineer comments - 27.04.16

- 16 'I have spoken with the Agreements Engineer and he is satisfied that the access works would not need to be completed under a S278 Agreement and can be arranged by the Vehicle Crossover Team, therefore a safety audit would not be required at this stage - no need to include the condition.'

Further County Highways Engineer comments - 03.05.16

- 17 'Thank you for providing the additional information in respect of this planning application.'
- 18 I can confirm that this adequately addresses my concerns and I have no objection subject to the following conditions (already referred to above).'

Further County Highways Engineer comments - 17.05.16

- 19 'I have checked this (the need to provide a tarmaced surface for the proposed vehicular access) with our engineer who advises that a bound material - tarmac should be provided and the verge reinstated at the end of the use proposed.'

Tree Officer - 12.04.16

- 20 'The existing trees inclusive of the trees afforded protection under TPO number 1 of 2005 are all shown to be retained with the exception of tree numbers 7 and 11. This is according to the tree survey provided by PJC Consultancy. Tree numbers 7 and 11 are not part of the aforementioned TPO and it is expected that they would have to be removed independently of this application on safety grounds anyway. The temporary parking area as shown upon drawing titled "proposed car park layout" shows the area to be utilised for parking. There appears to be sufficient distance away from the trees to ensure that they are retained in good health. The proposed period for the use of the temporary car park is for this summer. It is expected that the ground during this period will be hard. Cars may stray beyond the rubber mesh matting and possibly park amongst the trees. This has to be avoided and it may be that a temporary fence such as Chestnut Pale fencing needs to be erected at the edges of the shown parking areas to halt stray parking. Little information has been provided for the temporary surface and how it is to be fitted. I am unable therefore to make comment on this aspect.'

Further Tree Officer comments - 13.04.16

- 21 'The latest tree report from PJC Consultancy answers the question of protective fencing. I no longer have any concerns regarding stray parking adjacent to retained trees.'

Environmental Health Officer - 03.05.16

- 22 'Having viewed the submission I can confirm Environmental Health have no adverse comments or observations.'

Kent Police - 19.04.16 (Summary)

- 23 Kent Police have raised several concerns regarding the submission and the need to address crime and disorder, the fear of crime, crime prevention and car park security, which may all have an effect on the development with regards to Secure By Design.
- 24 If these matters are not addressed then a condition is suggested to be attached to any approval of planning permission requiring measures to minimise the risk of crime prior to development commencing.

County Archaeological Officer - 25.04.16

- 25 'Thank you for consulting me but I have no comments.'

County Flood Risk Project Officer - 19.04.16

- 26 'We note that the site proposals for the temporary car park utilise plastic mesh and as such the surface would remain permeable as per the existing site conditions. We therefore have no objections to these proposals.
- 27 We would recommend the LPA is provided with details of the proposed plastic surfacing system, and it is implemented in accordance with the manufacturer's instructions for the anticipated loading / level of use. We also recommend the LPA is provided with some basic inspection / maintenance details to deal with any clogged or damaged areas, litter etc. during its use. On completion the site should be returned to its previous condition, including the reinstatement of any areas of soil compacted by vehicle loading.'

County Public Right of Way Officer - 12.04.16 (Summary)

- 28 No objection raised since closest right of way lies outside of the site adjacent to the western boundary of the site.

Representations

- 29 Two letters of representation has been received. One is from the Ministry of Justice, who own and occupy the adjacent Magistrates' Court. Whilst the Ministry of Justice does not object to the principle of the development but has concerns regarding the safety and security of occupiers and visiting members of the public, potential highways congestion on Morewood Close restricting access to the Court and noise disturbance during the period of construction.
- 30 The second letter has been received from a local resident objecting to the scheme on the grounds of an increase in traffic, an impact on highways safety and the impacts of the proposed development at the Bradbourne Road Car Park.

Chief Planning Officer's Appraisal

- 31 The main issues in the consideration of this application are the principle of the development, the potential impact on the character and appearance of the area, the potential impact on highways safety, parking provision and the potential impact on residential amenities. Other issues include the potential impact on trees, the potential impact on the Area of Archaeological Potential, crime prevention, potential contamination and the proposed development at the Bradbourne Road Car Park.

Main Issues

Principle of the development -

- 32 Policy SP8 of the Core Strategy states that the sustainable development of the District's economy will be supported by the retention, intensification and regeneration of existing business and through new provision for office development.
- 33 Policy EMP1 of the ADMP states that in accordance with Policy SP8 of the Core Strategy the following existing employment sites, as defined in Appendix 4, will be retained, intensified and regenerated for B1 - B8 uses. The provision of sites for small and medium size businesses and "start-up" facilities will be supported.
- 34 The application seeks the approval of the creation of a temporary car park on a site allocated for an employment use.
- 35 The applicant states that the proposed temporary car park is vital in the wider context of the redevelopment of Bradbourne and Sennocke Car Parks. It is also indicated that this proposal forms a fundamental part of the wider scheme, which will provide parking to meet the demands within Sevenoaks.
- 36 The applicant also states that there is an absence of alternative sites to provide a deliverable solution. There is no opportunity to phase the development of the Bradbourne Car Park and there is insufficient capacity in existing car parks in the town to accommodate the displaced parking during the development period for the Bradbourne Car Park.
- 37 Finally, it is acknowledged by the applicant that while the site is allocated for an employment use, the temporary nature and duration of the development would mean that the long term allocation of the site is not compromised.
- 38 I believe that a more rounded assessment of the acceptability of the principle of the development should have also included an assessment of other available sites and their suitability for the purposes of a temporary car park use. However, there is no requirement for a sequential test to be carried out for this type of development and so whilst I am unable to comment on potential alternative sites the application should be assessed on the merits of the proposal.

- 39 It is the case that the land recently gained consent for development for employment purposes. This, however, has now lapsed but clearly the established acceptability of the site for an employment use is relevant.
- 40 The temporary use of the site for a non-employment use would not prevent the long term prospect of the site from being available for an employment use after the 12 month period it is anticipated that the temporary car park will be in place.
- 41 I would also accept that the site would serve a temporary purpose for a wider context in terms of the redevelopment of other car parks in the town and that the temporary use would be reversible.
- 42 Overall, I believe that while not wholly in accordance with policy the principle of the development is acceptable in this instance due to the temporary nature of it.

Impact on the character and appearance of the area -

- 43 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)
- 44 Policy SP1 of the Core Strategy states that all new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated.
- 45 Policy EN1 of the ADMP states that the form of proposed development should respond to the scale, height, materials and site coverage of the area. This policy also states that the layout of proposed development should respect the topography and character of the site and the surrounding area.
- 46 The character of the area is mixed due to the various land uses that exist within close proximity to the application site. These uses include residential units, the Magistrates’ Court and the fire station. Further along Morewood Close, to the east of the site, lies some commercial buildings and the main railway station car park.
- 47 The site currently comprises an open area of grassland that is bounded by chain-link fencing, close boarded fencing and mature trees.
- 48 The temporary use of the site as a car park would add to the mixed character and appearance of the area and tie in with the appearance of existing station car park further along Morewood Close.
- 49 The physical alterations to the site is proposed to be kept to a minimum with the rubber mesh being laid and some heras fencing erected around the edge of the mesh. This is not ideal in terms of the character and appearance of the area. However, the development would be for a temporary period of 12 months and is reversible.
- 50 I am therefore satisfied that the development would preserve the character and appearance of the area in the long term and would have no

demonstrable negative impact worthy of refusal in the short term. This is in accordance with the NPPF, policy SP1 of the Core Strategy and policy EN1 of the ADMP.

Impact on highways safety and parking provision -

- 51 Policy T2 of the ADMP states that vehicle parking provision should be made in accordance with advice by Kent County Council as Local Highway Authority.
- 52 Policy EN1 of the ADMP requires that proposed development should ensure the satisfactory means of access for vehicles and pedestrians.
- 53 The application proposes the introduction of a temporary car park to a site that does not currently provide for such a use. It is therefore the case that for a period of twelve months traffic that would normally travel to the Bradbourne Car Park would instead travel to Morewood Close to access the temporary car park.
- 54 The County Highways Engineer initially requested further information and clarification on a number of matters. This has now been received and so the Highways Engineer has confirmed that she would raise no objection to the scheme subject to the recommended conditions above (conditions 4 & 5). It is therefore the case that the increase in traffic accessing the site would not have a detrimental impact on highways safety in the locality. The level of parking proposed is also wholly acceptable.
- 55 The Ministry of Justice have raised concern to the development due to traffic queuing to enter the car park and restricting access to the adjacent Courts. As indicated by the Highways Engineer comments, the trip rate information needs to be reviewed. However, the further information requested by the Highways Engineer will confirm this and be reported to Members.
- 56 A construction management plan is also requested by the Ministry of Justice to ensure that the period of construction does not impact upon the functioning of the adjacent Courts. This is a reasonable requirement given the scale of the development and by requesting a construction management plan by way of condition 6 recommended above and meets the concerns of the Ministry of Justice.
- 57 In conclusion, I am of the view that the development would provide vehicle parking in accordance with advice by the Local Highway Authority and would ensure the satisfactory means of access for vehicles and pedestrians. This would be in accordance with policies T2 and EN1 of the ADMP.

Impact on amenities -

- 58 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.

- 59 Policy EN2 of the ADMP states that proposals will be permitted where they would provide adequate residential amenities for existing and future occupiers of the development and would safeguard the amenities of existing and future occupants of nearby properties.
- 60 Policy EN7 of the ADMP states that proposals which meet the following criteria will be permitted:
- a) development would not have an unacceptable impact when considered against the indoor and outdoor acoustic environment including existing and future occupiers of the development and the amenities of existing and future occupants of nearby properties; and
 - b) development would not result in unacceptable noise levels from existing noise sources that cannot be adequately mitigated.
- 61 The residential properties closest to the application site are 49 to 55 Redwood Place to the south-west, which are sited 7.8m away from the application site. A 1.8m high close boarded fence is found on the boundary between these properties and the application site. The next closest is 12 Morewood Close, which is situated opposite the proposed site entrance and is 20.5m away from the site. The Magistrates' Court is located 12.4m from the boundary of the site.
- 62 The temporary car park would be at ground level only and so no overlooking, visual intrusion or unacceptable loss of privacy would occur. Further to this no loss of daylight or sunlight would result from the temporary development.
- 63 The Council's Environmental Health Officer has provided their comments on the proposed development stating that they have no adverse comments or observations to make with regards noise, vibration, activity and vehicle movements. This is particularly the case when considering the potential impacts that could be experienced by those who occupy the residential units that surround the site and the Ministry of Justice who adjacent occupy the Magistrates' Court.
- 64 I am therefore of the view that the development would safeguard the amenities of existing and future occupants of nearby properties. This is in compliance with policies EN2 and EN7 of the ADMP.

Impact on biodiversity -

- 65 The NPPF states that development proposals where the primary objective is to conserve or enhance biodiversity should be permitted (para. 118).
- 66 Policy SP11 of the Core Strategy states that the biodiversity of the District will be conserved and opportunities sought for enhancement to ensure no net loss of biodiversity.
- 67 The ecological scoping survey submitted has detailed that there is suitable habitat within the site for protected reptiles and recommended that a reptile survey is required. At the time of writing this report this further survey work is being carried out and the report will then be submitted for

the County Biodiversity Officer to comment further. These further comments will be reported to Members of the Development Control Committee through the late observations presented to them on the day of the meeting and could result in further recommended conditions to the Committee.

- 68 The applicant also highlights the fact that the proposed layout of the development is such that it would ensure that sufficient mitigation is provided to accommodate the worst case scenario in terms of the findings of the further survey work.
- 69 Other matters relating to breeding birds, bats, restoration and enhancements have been dealt with by the recommended condition 8 above.
- 70 Subject to the comments anticipated from the County Biodiversity Officer I would conclude that development would conserve and enhance biodiversity in the area. This is in accordance with the NPPF and policy SP11 of the Core Strategy.

Other Issues

Impact on trees -

- 71 The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland (para. 118).
- 72 Those trees that surround the proposed temporary car park and have been identified as possessing some value will be protected and retained, while two mature trees of minimal life span are proposed to be removed. In addition, reference is made to a fence surrounding the parking area to prevent vehicles straying from the rubber mesh on to the root protection area for the retained trees. This information is all contained within the arboricultural statement submitted and condition 3 has been recommended to ensure that the development adheres to this statement.
- 73 The Council's Tree Officer has confirmed that he is satisfied with the proposal. Overall, I would conclude that the development would not result in the loss of aged or veteran trees in compliance with the NPPF.

Impact on the Area of Archaeological Potential -

- 74 Policy EN4 of the ADMP states that proposals that affect a Heritage Asset, or its setting, will be permitted where the development conserves or enhances the character, appearance and setting of the asset.
- 75 The proposed temporary car park would require minimal intervention into the ground meaning any historic artefacts found under the site would not be disturbed. In addition, the County Archaeological Officer has not raised an objection to the scheme. As such the proposal would accord with policy EN4 of the ADMP.

Crime prevention -

- 76 Policy EN1 of the ADMP states that the design of new developments should result in the creation of a safe and secure environment and incorporate adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour.
- 77 Kent Police have made comments on the application raising several concerns regarding crime prevention and car park safety.
- 78 At the time of writing this report the applicant is aware of the comments from Kent Police and has indicated that they intend to arrange a meeting with Kent Police to discuss their comments.
- 79 Notwithstanding this, Kent Police has indicated that if no contact is made with them prior to determination then they would suggest that a condition be included as part of any planning approval to ensure that crime prevention is addressed effectively. This condition has been recommended above (condition 9).
- 80 I am therefore satisfied that the proposal is in accordance with policy EN1 of the ADMP.

Contamination -

- 81 The Council's Environmental Health Officer has provided their comments on the proposed development stating that they have no adverse comments or observations to make with regards contamination.
- 82 I am therefore satisfied that the temporary development would not have a detrimental impact on the site in terms of contamination.
- 83 The proposed development at the Bradbourne Road Car Park -
- 84 This development is being considered separately from this proposal under planning application reference number SE/16/00918/FUL. It is therefore the case that the matters of an increase in traffic and potential impacts on highways safety of this development are being considered under this separate planning application.

Sustainable development -

- 85 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.

86 In my opinion, the proposed scheme could mainly accord with the development plan, and I have explained this in detail above. On balance, material considerations exist in this instance to justify the proposed temporary use. It follows that the development is potentially wholly appropriate and there would be no adverse impacts in granting planning permission for the development.

Conclusion

87 The proposed temporary car park would be acceptable in principle, preserve the character and appearance of the area, would provide vehicle parking in accordance with advice by the Local Highway Authority, could ensure the satisfactory means of access for vehicles and pedestrians highways safety, could safeguard the amenities of existing and future occupants of nearby properties, and could conserve and enhance biodiversity in the area. Consequently the proposal is potentially in accordance with the development plan and therefore the Officer's recommendation is to approve, subject to the further consultee comments expected to be received prior to the Development Control Committee meeting taking place.

Background Papers

Site and Block plans

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

Richard Morris
Chief Planning Officer

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=O57H1SBK0L000>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=O57H1SBK0L000>



- 107 space car park with 2,4m x 4,8m spaces

Materials



Rubber mesh matting



Proposed footway



Proposed dropped crossing and surfaced car park entrance