

Notes on the report to PLANNING COMMITTEE Working Party\*  
 Monday 10<sup>th</sup> May 2021 at 7:00pm via Zoom available to view on YouTube:  
<https://youtu.be/Bo2Nx5uGqaE>

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**Present:**

**Committee Members**

Cllr Bonin	<b>Present</b>	Cllr Michaelides	<b>Present</b>
Cllr Busvine OBE	<b>Present</b>	Cllr Morris Brown	<b>Present</b>
Cllr Camp – <b>Vice Chairman</b>	<b>Present</b>	Cllr Mrs Parry	<b>Present</b>
Cllr Dr Canet, Mayor	<b>Present</b>	Cllr Parry	<b>Present</b>
Cllr Clayton	<b>Present</b>	Cllr Piper	<b>Present</b>
Cllr Eyre	<b>Present</b>	Cllr Raikes - <b>Chairman</b>	<b>Present</b>
Cllr Granville-Baxter	<b>Present</b>	Cllr Shea	<b>Present</b>
Cllr Hogarth	<b>Apologies</b>	Cllr Waite	<b>Present</b>

**Also in attendance:**

Town Clerk  
 Planning Committee Clerk

**At the beginning of the Meeting it was noted that Sevenoaks Town Council had resolved Chairman of Committees at its Annual Meeting held on 4<sup>th</sup> May 2021. For the Planning Committee Cllr Simon Raikes – Chairman and Cllr Sue Camp – Vice Chairman**

**PUBLIC QUESTION TIME**

None.

64 **REQUESTS FOR DISPENSATIONS**

No requests for dispensations had been received.

65 **DECLARATIONS OF INTEREST**

Cllr Eyre declared a non-pecuniary interest in the following applications:

[Plan no. 10] 21/01241/HOUSE – Summer Cottage, 134A Kippington Road

[Plan no. 11] 21/01242/LBCALT – Summer Cottage, 134A Kippington Road

66 **DECLARATIONS OF LOBBYING**

20 representations were received and circulated to all Cllrs objecting to the following application:

[Plan no. 12] 21/01254/FUL – Sevenoaks Gasholder Station, Cramptons Road

It was noted that the Committee received a presentation as requested on 26<sup>th</sup> April from Kin Developments on behalf of SGN Place, the developers of [Plan no. 12] 21/01254/FUL – Sevenoaks Gasholder Station, Cramptons Road.

67 **MINUTES**

Councillors received the minutes of the Planning Committee meeting held 26<sup>th</sup> April 2021. **It was RESOLVED** that the minutes be approved.

68 COVID-19: PLANNING COMMITTEE ARRANGEMENTS

a) Councillors noted that decisions and planning recommendations are to be made via a “Working Party” of the Council with Meetings held on Zoom and live-streamed on Youtube as per the last year, and signed off under delegated powers by the Chief Executive.

b) It was noted that all arrangement were subject to review.

69 APPEALS

Councillors noted that the following appeal had been launched:

**APP/G2245/W/21/3267498 – Arkendale, 14 Turners Garden 20/02353/HOUSE**

70 HUGOFOX PLANNING TRACKER

a) The Council agreed to trial the HugoFox Planning Tracker for one month, with access exclusively to the Planning Committee (Working Party\*) during this time.

71 PLANNING APPLICATIONS

(a) The Committee received and noted comments made on applications considered under Chairman’s Action, submitted to Sevenoaks District Council.

(b) The Committee considered planning applications received during the two weeks ending 3<sup>rd</sup> May 2021. **It was RESOLVED** that the comments listed on the attached schedule be forwarded to Sevenoaks District Council.

72 PRESS RELEASES

It was **RESOLVED** that a Press Release be issued announcing the Planning Committee’s recommendation for refusal of [Plan no. 12] 21/01254/FUL – Sevenoaks Gasholder Station, Cramptons Road and that reference be made to the Neighbourhood Development Plan in relation to this.

Finished: [8:18pm]

Signed .....  
Chairman

Dated .....

# Planning Applications Considered

Applications considered on 10-5-21

<b>1</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/00730/HOUSE/AME	Alexis Stanyer 19-05-2021	Cllr Eyre	John Tomlin 01634 248 900
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr R Fontaine			54 Brittain Lane	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				27/04/21
<b>21/00730/HOUSE - Amended plan</b>				
<b>The applicant has amended the plans to add a dormer window at second floor level.</b>				

*Comment*

**Sevenoaks Town Council recommended approval.**

<b>2</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/00736/FUL	Mark Mirams 12-05-2021	Cllr Clayton	Maple Planning & Develo
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Garland Homes		Kingdom Hall	Cedar Terrace Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				20/04/21

**21/00736/FUL - Amended plan**

**Revised documents/elevations to indicate amended boundary treatments to address comments raised.**

*Comment*

**Sevenoaks Town Council recommended approval on the grounds that they considered the application, as presented, to conserve and enhance the appearance of the Hartlands Conservation Area.**

<b>3</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/00936/FUL	Emma Gore 13/05/2021	Cllr Shea	Joe Alderman 016898363
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs E Parisinou		Pondokkie	1 Lambarde Road	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				21/04/21

**Demolition of existing dwelling, then erection of two new, semi-detached dwellings.**

*Comment*

**Sevenoaks Town Council recommended approval.**

# Planning Applications Considered

Applications considered on 10-5-21

<b>4</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01126/FUL	Sean Mitchell 15-05-2021	Cllr Morris Brown	Peter Hadley 0168983633
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Kentmere Homes Limited			51 Wickenden Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/04/21
<b>Erection of a pair of semi-detached dwellings of two storey design with associated parking, amenity space, bicycle and bin storage.</b>				

*Comment*

**Sevenoaks Town Council recommended approval subject to the Planning Officer being fully satisfied that the new proposals address the aforementioned concern of bulk and excessive enclosure.**

<b>5</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01133/HOUSE	Samantha Simmons 13/05/202	Cllr Piper	Eralp Semi 07787744404
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr O Mehmet			20 The Rise	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				21/04/21
<b>Two storey side/rear wrap around extention, single storey side extension forming a garage and loft conversion with 3 nos of rear dormer extension and associated external alterations including raised roof line.</b>				

*Comment*

**Sevenoaks Town Council recommended approval.**

<b>6</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01150/HOUSE	Anna Horn 12-05-2021	Cllr Granville-Baxter	Neil Richardson 07506901105
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Jepson			54 Queens Drive	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				20/04/21
<b>Single storey rear extension</b>				

*Comment*

**Sevenoaks Town Council recommended approval.**

# Planning Applications Considered

Applications considered on 10-5-21

<b>7</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01168/HOUSE	Alexis Stanyer 15/05/2021	Cllr Camp	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Ms J Benham			4 Woodside Road	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/04/21
<b>Erection of a 2 storey side extension to the house and a new garage. Alterations to fenestration.</b>				

*Comment*

**Sevenoaks Town Council recommended approval subject to the Planninf Officer being satisfied that:**  
 - The proposed extensions do not constitute overdevelopment of the site (bulk and massing) given the reduced plot size  
 - The altered fenestration does not create loss of privacy to neighbouring properties either side.

<b>8</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01217/HOUSE	Anna Horn 14-05-2021	Cllr Mrs Parry	Offset Architects 0173275 8888
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Ms T Kalaher		Silves Birches	Blackhall Lane	Wilderness
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				22/04/21
<b>Demolition of garage and link. Erection of a new side and rear extensions and loft conversion.</b>				

*Comment*

**Sevenoaks Town Council recommended approval.**

<b>9</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01237/HOUSE	HAYLEY NIXON 15-05-2021	Cllr Mrs Parry	Paula Dias 02073942232
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs O'Brien		Brackens	Blackhall Lane	Wilderness
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/04/21
<b>First floor extension to rear of roperty to create exercise room.</b>				

*Comment*

**Sevenoaks Town Council recommended approval.**

<b>10</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01241/HOUSE	Anna Horn 15/05/2021	Cllr Parry	Timothy Ball 0798561633
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr G Roper		Summer Cottage	134A Kippington Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/04/21
<b>Demolition of existing rear portico, erection of a rear single storey extension, internal works to floorboards. Renovation of existing windows.</b>				

*Comment*

**Sevenoaks Town Council recommended approval.**

# Planning Applications Considered

Applications considered on 10-5-21

<b>11</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	<b>21/01242/LBCALT</b>	Anna Horn 15/05/2021	Cllr Parry	Timothy Ball 0798596163
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr G Roper		Summer Cottage	134A Kippington Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/04/21
<b>Demolition of existing rear portico, erection of a rear single storey extension, internal works to floorboards. Renovation of existing windows.</b>				
<i>Comment</i>				
<b>Sevenoaks Town Council recommended approval.</b>				

# Planning Applications Considered

Applications considered on 10-5-21

<b>12</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01254/FUL	Mark Mirams	Cllr Shea	Sarah Cottingham 01322 074660
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
c/o Agent		Sevenoaks Gasholder Station	Cramptons Road	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			28/04/21	
<b>Construction of a residential development of 136no. Dwellings, new vehicular accesses from Otford Road and Cramptons Road, associated parking, landscaping, drainage, boundary treatments and earthworks.</b>				

## Comment

<p><b>Sevenoaks Town Council recommended refusal on the following grounds:</b></p> <ul style="list-style-type: none"> <li>-Layout and density of the building and overdevelopment</li> <li>-Not consistent with the Allocated Development Management Plan of 2015, nor the emerging Neighbourhood Development Plan or Local Plan for the site.</li> <li>-The design and materials are out of keeping with the residential character assessment for the areas local to it</li> <li>-The rotunda is overdeveloped, overbearing and out of character and height incongruous with the residential character of the area. There are no buildings of that height in that locality</li> <li>-Intrusive to the green belt</li> <li>-The building will be solid, impermeable to light and internally lit at night, impacting visual amenity from a considerable distance</li> <li>-Town Houses on Cramptons Road are not in keeping with the residential area character assessment and have an uncomfortable relationship with the neighbouring properties with overlooking and loss of privacy issues.</li> <li>-Adequacy of parking is insufficient and Sevenoaks Town Council recommended that the KCC policy of one space per unit be adhered to.</li> <li>-Lack of social housing - Sevenoaks Town Council recommended that 40% of the units be made available as affordable housing, and including social renting housing in perpetuity.</li> </ul> <p><b>Informatives:</b></p> <ul style="list-style-type: none"> <li>-The application includes a comprehensive travel plan, which includes frequent reviews of resident journeys and a car club as mitigation for lower parking levels and assumptions of residents not needing personal transport in this location. With the further delay to fast services from Bat and Ball Rail Station and with existing bus routes being tailored to a neighbourhood of car owners, Any Travel Plan must be binding and enforceable.</li> <li>-The Town Council noted that the scheme makes a positive contribution to the green spaces of the area, and indeed there are very few green public spaces or play facilities in the Cramptons Road/ Moor Road/ Swanzy Road area. Public access to maintained public space and play facilities must be permanently ensured.</li> <li>-The applicant states that the infrastructure for vehicle charging points can be provided. Any development should be conditional upon comprehensive provision of charging points for electric cars and bikes given their rapid increase in popularity and availability.</li> <li>-The scheme as submitted is substantially larger than envisaged in the ADMP or NDP. It is vital that infrastructure is able to cope with 136 new families in the area and at present healthcare and education (particularly primary education) are at capacity. The applicant's Design and Access Statement draws attention to schools which are operating at very tight catchments, plus one which doesn't exist any longer. It covers medical centres without reference to a single GP practice, which we know to be under great pressure. Public transport infrastructure in this location is not designed for dense, low-car owning developments with few bus services serving the area at infrequent intervals and, whilst the site is undeniably close to a rail station, the services from Bat and Ball station do not compete for most London-bound commuters with those at Sevenoaks station. Bat and Ball junction is highly congested with unsignalled and hard-to-use pedestrian crossings and zero cycle infrastructure. Significant investment will be needed in local infrastructure to</li> </ul>
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## Planning Applications Considered

Applications considered on 10-5-21

**meet the expectations of this development and should be reflected in the Section 106/ CIL heads of terms.  
The Town Council encloses a more detailed report on its views as an added informative.  
(See attached).**

<b>13</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01267/MMA	Alexis Stanyer 20-05-2021	Cllr Mrs Parry	Mrs A Bakunowicz 07732 240567
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Bakunowicz		Tanglewood	Parkfield	Wilderness
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				28/04/21

**Minor material amendment to 20/02235/CONVAR.**

*Comment*

**Sevenoaks Town Council recommended approval.**

<b>14</b>	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01280/HOUSE	Anna Horn 19-05-2021	Cllr Raikes	Nadia Ledger 079670486
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Jones			145 Bradbourne Park Road	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				27/04/21

**Conversion of existing loft space to create a bedroom and bathroom with dormer window to the rear.**

*Comment*

**Sevenoaks Town Council recommended approval.**



## INFORMATIVE for Sevenoaks District Council

### Sevenoaks Town Council's full report on its views on Planning Application 21/01254/ FUL – Sevenoaks Gasholder Station, Cramptons Road

#### Comments:

This scheme is to regenerate the former gasholder site which lies between Cramptons Road and Otford Road. The proposal is for the creation of 136 new homes on the site which is just under a hectare in area, and the use of this brownfield site for housing in this important site is consistent with planning at District and Town level.

Primary **access** to and from the site is to be from the Otford Road opposite Bakers Yard, with a secondary, one-way, inwards only route from Cramptons Road.

On the Cramptons Road frontage, 8 **townhouses** are proposed. These have three storeys and flat, green roofs. The front façade is 'crenellated' giving the homes an appearance of a Spanish mountain village, albeit in red brick with bronze coloured window frames, doors, balustrades and trims. Externally, the houses have two parking spaces and bin/ bike stores at the front but no other garden. They each have a roof terrace accessed from the second floor bedrooms, which look across the street at the existing houses, and full height windows to first floor bedrooms with one having a small balcony. All but one window is full height on the Cramptons Road façade of each house. These homes are earmarked as "Discounted Market Sale". The level of discount is 20%, and this is the only "**affordable**" housing in the scheme, there being no social rented accommodation included. These homes make up 5% of the total number of units. The external finishes to the buildings are red/ brown/ mixed brick with bronze coloured window frames, panels and balustrades to the balcony available to every flat.

In the development behind are two further townhouses, back to back with those on Cramptons Road, and on either side, South and North, are two four-storey blocks of apartments. The **North Block** stands on a podium which houses parking spaces, bike spaces and plant. Flats are a mix of two and three bedrooms and one studio flat. Lifts are included and there is one wheelchair-accessible designed townhouse (although since this will be in private ownership, not RSL, it's appeal will be limited).

To the West, and closest to the Otford Road, stands a **rotunda**. This is designed to reflect the gas towers which previously occupied the site. It stands 10 storeys high and at almost exactly the same height as the tallest of the two gasometers which stood here. The façade treatment picks out the structure of the fretwork of the gas towers, with vertical spines picked out in white tiles on the outer face and highlighted with glazed green and yellow tiles on the inward faces, horizontal features every few storeys as per the old towers and set against warm grey brickwork (or possibly red, depending on which document you look at) with bronze window frames, insert panels and balconies. Internally, each floor includes a mix of seven one-, two- and three-bedroom flats. It is stepped away from the boundary with Otford Road by the car parking spaces around it.

A **garden** in the centre of the development is landscaped extensively on varying levels and using excavated material to create grassy mounds in the central area with paths running between, and 'natural play' spaces incorporated. There are indications that this space will be open to the public, a most welcome development in a neighbourhood with no public green spaces. There is a comprehensive planting strategy of trees, shrubs and biosolar roofs. The **PROW** which runs through the site currently will be opened up and fully integrated as an access route across the site.

**Car parking** is arranged in a number of locations: in the podium of the rotunda and the North block, in front of the Cramptons Road Townhouses, around the western side of the rotunda and south and west of the South Block. There are 97 spaces in this scheme of 136 homes, 16 of them dedicated to the 8 townhouses, being on their driveways. The remaining spaces divided by the remaining units gives a rate of 0.63 spaces per unit. 184 covered cycle spaces are designed into the scheme in a variety of locations.

In addition to low parking provision, there will be a loss of **informal on-street parking** on Cramptons Road. My estimate is in the region of 15 spaces along the stretch which the townhouses will occupy. Many existing Cramptons Road residents are reliant on on-street parking, and increasingly live in multicar households as young family members cannot afford to move into homes of their own and continue to live with parents. On street parking is also used extensively by visitors and workers at the nearby industrial units and other commuters. The loss of spaces will have a considerable impact upon the neighbours.

The low parking provision is justified by the developer on the basis of the sustainable location of the scheme and the provision of a **travel plan**, with a Travel Plan Coordinator post for five years. Car sharing schemes will be promoted (although I know of none in Sevenoaks, the scheme given as an example does not extend this far out of London at present) and the viability of a Car Club is being explored. Walking, cycling and public transport are to be promoted, although the document correctly notes the infrequency and limited operating hours of buses and trains in this location.

It would be fair to say that **residents** around this site are upset by the proposal. They received a consultation during the winter which many report having had a three-day turnaround on to meet the deadline, and they are upset by the scale of project being vastly different from that which has been widely consulted on through the NDP and Northern Masterplan development of recent years. All I have spoken to or been in contact with are concerned about the precedent for density on other sites such as the waterworks and quarry, although pretty well everyone is keen for the brownfield site to be developed for housing to meet local needs. None miss the gas towers, and almost all are surprised by the design inspiration they have offered. I have detected no love for the industrial heritage of the site. In talking to them, I was hard pressed to find anyone who could remember the last time the gas towers were fully raised and occupying the void of the frame, although the answer to that seems to be sometime in the mid 1990's, perhaps earlier. Many then consider the solid 10-storey design to be overbearing and dominating on their neighbourhood. They have serious concerns about parking in particular – both the loss of parking spaces on street which are already in keen demand and overflow parking from residents of the scheme which has significantly fewer than the KCC policy 1 space per unit.

As of 11pm yesterday, approximately 125 comments had been lodged on the planning portal by members of the public.

The analysis of the local facilities recognises the close access to supermarkets and small retailers at St John's, but misunderstands the rhythm of Sevenoaks – in listing leisure facilities, it describes two local private gyms but doesn't make clear the distance to the civic leisure centre and pool; in describing healthcare, it mentions the hospital and the private medical centre, but makes no study of GP's or their capacity for 136 new households; describing schools, it includes Dorton House which was highly specialised and is now closed, makes no distinction between state and private schools and suggests access to primary schools already operating on very tight catchment areas. The application sets out where social infrastructure lies but offers no analysis of their capacity for a large, unplanned-for development. Having been asked in pre-application to include pedestrian and cycle routes, there is no analysis of this at all.

With all that said, the design is interesting, unusual and sustainably built, and I especially welcome the inclusion of public green space and play facilities in this neighbourhood which has none, as well as the significant improvements to the PROW which traverses the site, and which is open and secure through the proposed development. It effectively remediates this brownfield site and opens up the space.

### Decision advice:

Sevenoaks Town Council recommended **refusal** on the following grounds:

#### Layout and Density of Building

- ADMP – the Allocated Development Management Plan adopted by SDC in 2015 identifies this site as having the potential for 39 new homes at a density of 40 homes per hectare;
- NDP – the STC NDP, which may be adopted during the planning process for this scheme, raises that capacity to 73, and that is the site capacity proposal on which STC has consulted widely over several years and which is about to go to a local referendum;
- Local Plan – SDC's draft local plan mooted the possibility of increasing density on this site in order to achieve housing targets. It suggested a maximum of 98 homes on the site, although of course this isn't adopted policy currently.

It is clear that this proposal is considerably more dense than foreseen by either local council in any of its' planning documents, adopted or otherwise. The planning document in force is the ADMP at 39 homes.

The height of the rotunda is a factor of the proposed density. At ten storeys, it would become a landmark site on this gateway into Sevenoaks where no landmark has been envisaged thus far. It will be visible and distinct from a considerable distance, and is considerably higher than anything else in the area by some six storeys.

#### Design, Appearance and Materials

The SDC Residential Area Character Assessments for the surrounding areas identifies it as an area characterised and identified by two-storey terraced housing with some flats of three-storeys, and proposes developments are in keeping with that style. For Cramptons Road it notes the detracting view of the gas holders, still standing at the time of the assessment. The assessment for Berwick Way notes that the residential character is harmed by views of the gas holders.

The rotunda is very far removed from that character, and its height is incongruous with the residential character in the immediate neighbourhood and the town as a whole. It will dominate the existing neighbourhood of two-storey terraced homes.

The nearest 'tall' building is perhaps the Conway offices at 4/5 storeys, and that is very visible from the surrounding countryside including the SSSI Nature Reserve. I do not believe that a building of this height and dominance is appropriate or desirable in this location.

The industrial heritage of the gas towers drawn upon by the architect is not one which defines Sevenoaks or which is missed by its residents. The gas towers were last full over 25 years ago, only their fretwork has been visible in the time since, and their dismantling was broadly welcomed. Unlike the unused gas holders, this building will be impermeable to light and internally lit at night impacting the **visual amenity** for a considerable distance. There is no precedent for individual tall buildings in Sevenoaks which is characterised by two storey houses and low blocks of flats.

The townhouses on Cramptons Road are not in keeping with the residential Character Area Assessment, being three-storey, flat roofed with variable façade and full-height windows roof terraces to the upper floors at the front. They have an uncomfortable relationship with the neighbours opposite, with roof terraces at a level similar to upstairs bedroom windows, creating issues of **overlooking and loss of privacy**.

### **Adequacy of Parking**

The scheme envisages parking levels of 0.7 spaces per unit. This is not compliant with KCC design guidance which requires 1 space per unit for homes in a suburban location. It is noted that the 0.7 figure includes the 8 townhouses which each have two spaces allocated, and therefore the ratio for the remaining properties with shared parking access is close to 0.6 spaces per unit.

Whilst I applaud the intention to reduce reliance on cars, it does not seem probable that the infrastructure of frequent busses, fast rail connections and safe cycle lanes can be in place in time to persuade residents that personal vehicles are not needed. I recommend that a 1:1 ratio should be adhered to, as per KCC policy.

The scheme will cause the loss of some 15 on-street parking spaces in Cramptons Road. Residents frequently report that parking is at a premium in this location and is used not only by residents of increasingly multigenerational homes but also visitors to the several industrial facilities in the area.

### **Lack of Social Housing**

It is vital that a scheme in this location of this mix makes 40% of homes available as Affordable Housing in accordance with national and district policy. Discounted sale values to the initial buyers of just 5% of the stock is not acceptable, and will not serve the 800 families on the local housing list who do not have the capital to purchase property.

**Informative:**

The application includes a comprehensive **travel plan**, which includes frequent reviews of resident journeys and a car club as mitigation for lower parking levels and assumptions of residents not needing personal transport in this location. With the further delay to fast services from Bat and Ball Rail Station and with existing bus routes being tailored to a neighbourhood of car owners, Any Travel Plan must be binding and enforceable.

The application also considers that the scheme makes a positive contribution to the green spaces of the area, and indeed there are very few **green public spaces** or play facilities in the Cramptons Road/ Moor Road/ Swanzy Road area. Public access to maintained public space and play facilities must be permanently ensured.

The applicant states that the infrastructure for **vehicle charging points** can be provided. Any development should be conditional upon comprehensive provision of charging points for electric cars and bikes given their rapid increase in popularity and availability.

The scheme as submitted is substantially larger than envisaged in the ADMP or NDP. It is vital that **infrastructure** is able to cope with 136 new families in the area and at present healthcare and education (particularly primary education) are at capacity. The applicant's Design and Access Statement draws attention to schools which are operating at very tight catchments, plus one which doesn't exist any longer. It covers medical centres without reference to a single GP practice, which we know to be under great pressure. Public transport infrastructure in this location is not designed for dense, low-car owning developments with few bus services serving the area at infrequent intervals and, whilst the site is undeniably close to a rail station, the services from Bat and Ball station do not compete for most London-bound commuters with those at Sevenoaks station. Bat and Ball junction is highly congested with unsignalled and hard-to-use pedestrian crossings and zero cycle infrastructure. Significant investment will be needed in local infrastructure to meet the expectations of this development and should be reflected in the **Section 106/ CIL heads of terms**.