

AMENDED Minutes of the PLANNING COMMITTEE meeting held on Monday 6th September 2021 at 7:00pm at Bat & Ball Centre, available to view on YouTube:

<https://youtu.be/8AXvIKf1QyQ>

Present:

Committee Members

Cllr Bonin	Remote Attendance*	Cllr Michaelides	Present
Cllr Busvine OBE	Present	Cllr Morris Brown	Apologies
Cllr Camp – Vice Chairman	Apologies	Cllr Mrs Parry	Present
Cllr Dr Canet - Mayor	Present	Cllr Parry	Present
Cllr Clayton	Remote Attendance* left at 19:57	Cllr Piper	Present
Cllr Eyre	Present	Cllr Raikes - Chairman	Present
Cllr Granville-Baxter	Apologies	Cllr Shea	Present
Cllr Hogarth	Apologies	Cllr Waite	Apologies

Also in attendance:

Town Clerk
 Planning Committee Clerk
 Nick Chapman, Acting Environmental Health Manager at SDC

*Members attending via Zoom took part in the discussion but were not permitted to vote on matters under consideration, legally they do not constitute as being “present” at the meeting.

PUBLIC QUESTION TIME

None.

At 7pm, prior to the commencement of the meeting, there was a presentation from the Sevenoaks District Council’s Acting Environmental Health Manager relating to the Environmental Health team’s role in the planning application process. The presentation was followed by a Q & A session. (Please see appendix for the presentation slides).

235 REQUESTS FOR DISPENSATIONS

No requests for dispensations had been received.

236 DECLARATIONS OF INTEREST

Cllr Eyre declared a disclosable pecuniary interest in The Stag Community Arts Centre.

237 DECLARATIONS OF LOBBYING

None.

238 MINUTES

The Committee received the MINUTES of the Planning Committee Meeting held 23rd August 2021.

Cllr Piper requested that [Minute no. 231], under **30mph SID** be amended to clarify “Brittains Lane” as “Brittains Lane (the narrow part)”.

Cllr Parry requested that [Minute no. 231 iii.] be amended to clarify “the station” as “Sevenoaks Station”.

It was RESOLVED that the minutes be approved with the above amendments made.

239 COVID-19: PLANNING COMMITTEE ARRANGEMENTS

a) It was noted that meetings had commenced face-to-face following the lifting of public health restrictions on 19th July 2021, to be live streamed on Youtube.

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

240 NOMINATIONS FOR ASSETS OF COMMUNITY VALUE UNDER THE COMMUNITY RIGHT TO BID

a) Councillors noted that Sevenoaks District Council confirmed receipt of the following nominations made by STC for Assets of Community Value.

CTtB – The Stag Community Arts Centre

CRtB – Bradbourne Lakes

CRtB – Sevenoaks Kaleidoscope: Gallery, Museum and Library

241 TOWN/PARISH HIGHWAY IMPROVEMENT PLAN DRAFT

a) Councillors received and discussed the Town/Parish Highway Improvement Plan draft, and agreed that the document’s contents be reprioritised and locations without recorded issues within the last three years be removed.

b) It was **RESOLVED** that Cllr Shea and Cllr Parry form a Working Group to amend the draft, to be brought back to the Planning Committee for consideration at the Planning Committee Meeting to be held on 4th October 2021.

242 DEVELOPMENT CONTROL COMMITTEE

a) Councillors noted that the following application is due to be considered by the Development Control Committee on Thursday 9th September 2021.

- 21/02502/PAC – 160 London Road

b) It was **RESOLVED** that Cllr Bonin be registered to speak on the application on behalf of Sevenoaks Town Council and report back with the results of the Development Control Committee’s discussion and views expressed.

243 KCC CONSULTATION FOR SEVENOAKS GRAMMAR ANNEXE – CHAIRMAN’S ACTION

a) The Committee noted receipt of KCC consultation regarding the below application.

- KCC/NMA/0166/2021 – Sevenoaks Grammar Annexe, Seal Hollow Road

b) The Committee noted that this was processed under Chairman’s Action and forwarded to KCC on 25th August 2021 with a recommendation for approval.

244 PLANNING APPLICATIONS

(a) No members of the public registered to speak on individual applications.

(b) The Committee considered planning applications received during the two weeks ending 30th August 2021. **It was RESOLVED** that the comments listed on the attached schedule be forwarded to Sevenoaks District Council.

245 PRESS RELEASES

None.

There being no further business the Chairman closed the meeting at 20:35.

Signed
Chairman

Dated

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Planning Applications Considered

Applications considered on 6-9-21

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	20/03804/FUL	Emma Gore 08-09-2021	Cllr Dr Canet	Rob Ranson
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Sevenoaks Town Football Club		Greatness Playing Fields	Mill Lane	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				20/08/21

20/03804/FUL - Amended plan
Construction of new covered stands, club house and changing room facilities and associated landscaping works.

A summary of the main changes are set out below;
Submission of Phase 2 Site Investigation report

Comment

Sevenoaks Town Council advised by SDC lawyer not to comment on applications on land owned by the Town Council.

Planning Applications Considered

Applications considered on 6-9-21

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01254/FUL	Mark Mirams 15-09-2021	Cllr Shea	Sarah Cottingham 01322 274 660
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
c/o Agent		Sevenoaks Gasholder Station	Cramptons Road	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				25/08/21

21/01254/FUL - Amended plan

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.

A summary of the main changes are set out below:

The application has been amended to incorporate changes to the townhouse designs, additional parking spaces and slight changes to the accesses arrangements to provide visibility splays.

Comment

Sevenoaks Town Council continues to recommend refusal on the following grounds:

1. Layout and density of the development are not consistent with the Allocated Development Management Plan of 2015, nor the emerging and widely-consulted on Neighbourhood Development Plan or Local Plan for the site, being significantly taller and more dense;
2. The ten-storey rotunda tower is overdeveloped, overbearing, out of character and of a height incongruous with the residential character of the area. There are no buildings above four storeys in that locality and the loss of the former industrial gasometers is welcomed by residents of the area;
3. The design and materials are out of keeping with the SDC Residential Character Area Assessment for the areas local to it;
4. The rotunda tower would be intrusive to the green belt and SSSI which it would be adjacent to;
5. The rotunda tower would be solid, impermeable to light and views and internally lit at night, unlike the predecessor (and now non-existent) gasometer, impacting visual amenity for a considerable distance;
6. The townhouses on Cramptons Road are not in keeping with the Residential Character Area Assessment and have an uncomfortable relationship with the neighbouring properties with overlooking and loss of privacy issues;
7. Adequacy of parking is insufficient with a risk of overspill on-street parking in an area with already high demand. Sevenoaks Town Council recommended that the KCC policy of one space per unit be adhered to;
8. Lack of social housing – Sevenoaks Town Council recommended that 40% of the units be made available as affordable social rented housing, as per SDC policy, in perpetuity.

Informatives:

The application includes a travel plan, which proposed frequent post-occupancy 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 Town Council noted that this 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

Planning Applications Considered

Applications considered on 6-9-21

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 as might be the case in London boroughs, 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.

The Town Council encloses a more detailed report on its views as an added informative. (See attached)

3	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/01801/HOUSE	Samantha Simmons 09-09-202	Cllr Piper	Frank Knight
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr R Johnson			16 Croft Way	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				18/08/21

REVALIDATED:

Double storey side, single rear and first floor side extensions. Loft and garage conversion to habitable spaces. Rear dormer and balcony. Alterations to fenestration. Raised terracing to garden. Removal of chimneys. Raised terracing to garden.

A summary of the main changes are set out below:
Amended existing plans.

Comment

Sevenoaks Town Council recommended approval with the condition of installation of the Juliet balcony with no outside seating.

4	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02595/HOUSE	Hayley Nixon 08-09-2021	Cllr Michaelides	George Burn 07815 1337
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr E & Mrs Foulkes		The Chantry	High Street	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				17/08/21

Replacement and relocation of internal first to second floor staircase, insertion of rear facing rooflight over floor light to main staircase, and installation of solar photovoltaic panels to existing shed in rear garden including cabling back to main house.

Comment

Sevenoaks Town Council recommended approval, subject to the Conservation Officer being satisfied with the design and materials proposed.

Planning Applications Considered

Applications considered on 6-9-21

5	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02596/LBCALT	Halyey Nixon 08-09-2021	Cllr Michaelides	George Burn
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr E & Mrs Foulkes		The Chantry	High Street	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				17/08/21
Replacement and relocation of internal first to second floor staircase, insertion of rear facing rooflight over floor light to main staircase, and installation of solar photovoltaic panels to existing shed in rear garden including cabling back to main house.				

Comment

Sevenoaks Town Council recommended approval, subject to the Conservation Officer being satisfied with the design and materials proposed.

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02650/HOUSE	Samantha Simmons 09-09-202	Cllr Parry	Phillip Hobbs 01732 7600
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr T Page		Ardsheal	75 Kippington Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				18/08/21
Conversion of existing garage to habitable space and addition of rear extension. First floor extension and a new dormer to serve enlarged attic room with roof alterations.				

Comment

Sevenoaks Town Council recommended approval.

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02661/HOUSE	Holly Pockett 15-09-2021	Cllr Parry	Martin Bush 01732 74077
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr J Boorman			6 Stafford Way	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				24/08/21
Erection of single storey side extension and alterations.				

Comment

Sevenoaks Town Council recommended approval.

Planning Applications Considered

Applications considered on 6-9-21

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02669/HOUSE	Samantha Simmons 10-09-2021	Cllr Camp	Offset Architects 01732 7 5000
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr O'Keefe		Mayfield	Linden Chase	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				19/08/21
Extensions and refurbishment to the existing property; demolition of existing garage and construction of new detached garage with associated landscaping.				

Comment

Chairman presenting Cllr Camp's recommendation:

Sevenoaks Town Council recommended approval, providing the Planning Officer is satisfied that:

- there is no overlooking or loss of amenity from the new windows for the neighbouring properties
- the proposal is in line with recommendations from the Residential Character Area Assessment.

9	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02687/HOUSE	Anna Horn 11-09-2021	Cllr Hogarth	Scott Wilson 07515 8996 00
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr N Jones			5A St Johns Hill	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				20/08/21
Proposed loft conversion with hip to gable with barn hip roof extension to side elevation, crown top dormer to rear elevation & 5 No rooflight windows to front elevation. Removal of chimney				

Comment

Chairman presenting Cllr Hogarth's recommendation:

Sevenoaks Town Council recommended approval.

10	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02691/FUL	Sean Mitchell 16-09-2021	Cllr Eyre	Eren Munir 07985 392133
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr K Cummins			79 Weald Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				25/08/21
Demolition of existing dwelling and the erection of a replacement detached dwelling.				

Comment

Sevenoaks Town Council recommended approval.

Planning Applications Considered

Applications considered on 6-9-21

11	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02694/HOUSE	Anna Horn 10-09-2021	Cllr Eyre	Stuart Coleman 01892 53 7494
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Smith		Treetops	71 The Rise	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				19/08/21
Two storey side extension, amendments to external materials, fenestration and roof.				

Comment

Sevenoaks Town Council recommended approval.

12	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02696/HOUSE	Holly Pockett 11-09-2021	Cllr Clayton	Martin Bush
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr G Wheldon			9 Serpentine Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				20/08/21
Erection of a single storey side extension.				

Comment

Chairman presenting Cllr Clayton's recommendation:

Sevenoaks Town Council recommended approval provided the Planning Officer is satisfied that there is no adverse or unacceptable impact on no. 7 Serpentine Road.

13	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02704/LBCALT	Samantha Simmons 11-09-2021	Cllr Busvine	Daniel Cooper 01892 549 777
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs G Voss			10 Six Bells Lane	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				20/08/21
Installation of clay tiles and lead flashings to the brick gables of the chimney to reduce saturation of the masonry and resultant frost damage and internal dampness.				

Comment

Sevenoaks Town Council recommended approval, subject to the Conservation Officer being satisfied as to the materials used.

14	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	21/02720/HOUSE	Holly Pockett 16-09-2021	Cllr Morris Brown	Antoinne Edghill 02039 66 0750
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr D Houcke			16 Pinewood Avenue	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				25/08/21
Demolition of the existing rear extension and garage and the erection of a single storey rear and part side extension.				

Comment

Chairman presenting Cllr Morris Brown's recommendation:

Sevenoaks Town Council recommended approval.

INFORMATIVE for Sevenoaks District Council

Sevenoaks Town Council 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**.

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Appendix:

Environmental Health- Planning Considerations

**Nick Chapman
Acting Environmental Health
Manager**

Introduction

- Environmental Health was bought back 'in house' on the 1st July 2021
- Ongoing changes in personnel, management and structure.
- Team is currently 12 officers (9.2FTE) and being supported by 3 specialist contractors on a temporary basis
- Environmental Health are consultees on planning applications
- Provide specialist advice on behalf of SDC
- No obligation for Planning Officer to follow our advice/ recommendations.
- Our advice forms part of the balance/ consideration of the planning officer
- We will often review specialist technical submissions from a developer and offer an opinion on the conclusions and assumptions.

General Considerations

Impact of a
development on the
local environment

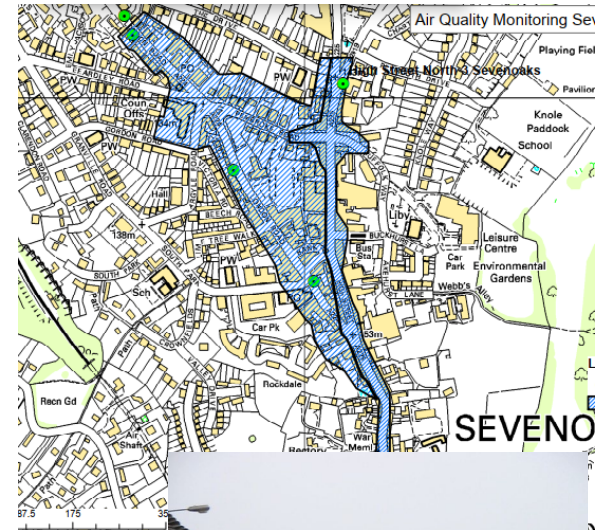
&

Impact of the local
environment on a
development

- Developer expected to provide reassurance of negligible impact or provide reasonable mitigation

Air Quality

- Ensuring that developers consider the effects of any proposed development on air quality in the locality.
 - Assessment of existing Air Quality
 - Modelling of impact
- Demonstrate that future residents of new development will not be subject to poor air quality by design or mitigation.
 - Clean air intakes
 - Offset measures
- Where possible require measures to improve air quality, such as green travel, ELV charging points etc.



Land Contamination

- Require investigation of potential "pollution linkages" is undertaken by developers.
- Where any potential linkage is identified, that appropriate remedial works are undertaken.
- Verifying that the works were undertaken to the required standards.



Noise

- Require and assess noise assessments against guidance and standards for new and converted housing and require appropriate noise mitigation measures where necessary. Ensure good acoustic design where possible.
- Ensure appropriate assessment and mitigation is provided for new local and national infrastructure projects such as road and rail.
- Ensure that appropriate assessment is considered when introducing housing to a potentially noise locality to ensure that existing activities and operations are not unfairly constrained by the developer as an "agent of change".



Odour

- Require odour risk assessments and odour arrestment plant for commercial kitchens and institutions such as schools and nursing homes.
- Require and assess odour management and arrestment provision from industrial and commercial operations likely to give rise to odour, such as green waste composting, waste processing, sewage treatment and industrial processes and installations where not required by other licensing or permitting regimes.



Light

- Require and review lighting assessments to minimise light spill and glare from development.
- Often requires specialist assessment from a technical lighting engineer/ expert



Construction Works

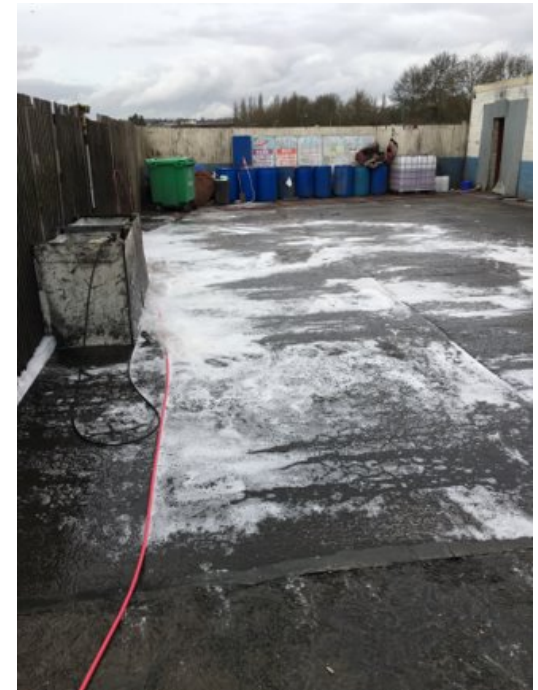
By using construction management and demolition plans and conditions to minimise environmental impact.

- Restricting hours of operation.
- Setting noise and vibration limits.
- Limiting dust levels.
- Other measures such as screening, travel routes and vehicle wheel wash to minimise impact.



Adequacy of Drainage Arrangements

- Sufficiency of proposed drainage/ sewerage arrangements
 - Rural drainage schemes
 - New Sewage treatment plants etc
- Car Washes
 - Suitable collection of spray/ washing down
 - Suitable interception of chemicals/ foam
 - Suitable capacity to dispose of water



Other considerations

Legal requirements of other legislation

- Food hygiene legislation
 - Doors for toilet facilities
 - Hand washing provisions
- Environmental Permitting
 - Minimum stack heights for emission control
 - Fuel storage requirements
 - Material storage
- Licensing
 - Control of noise from activities
 - Provisions for smoking
 - Impact upon neighbours



Other considerations

Environmental Impact Assessment

- Screening - Working with the local authority to determine if an assessment is required.
- Scoping - What information is to be included in the assessment.
- Consultee on changes to major national infrastructure projects such as changes to air navigation routes for London Airports.

Waste storage

- Sufficient capacity
- Easily cleanable
- Pest proof
- Lockable etc

