
Snodland Snodland East	570596 161642	13.05.2005	TM/05/01518/OA
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Proposal:	Outline application for four no. one bedroom flats and parking spaces
Location:	Land At East Street Snodland Kent
Applicant:	Smurfit Townsend Hook

1. Description:

1.1 An outline application with details of siting and means of access to be determined at this stage, for the erection of 4 x 1 bedroom flats together with the formation of parking spaces at the rear. A new vehicular access would be formed roughly in the centre of the road frontage. External appearance, design and landscaping are all reserved for future consideration. A revised plan shows the footprint of the building positioned towards the western side of the site with 4 parking spaces at the rear. A narrow strip of land adjacent to the western boundary is shown as clothes drying area with the remainder of the site being landscaped.

2. The Site:

2.1 The application relates to an irregularly shaped parcel of land situated on the northern side of East Street, within the confines of the town. To the east are the terraced residential properties in May Street, whilst to the west are pairs of semi-detached houses in Brook Street. To the south is an older style industrial building and surface car park. It is stated that the site has an area of less than 0.15 hectare.

2.2 In addition to PPG3, the relevant Local Plan policies include P5/3(urban housing opportunities) and P4/11(Quality of new development).

3. Planning History:

3.1 TM/81/1160 Approved 17.12.1981
Erection of 16 domestic garages in 4 blocks.

3.2 TM/93/1076OA Approved 29.10.1993
Outline application for two no. one bedroom flats. This application showed a building positioned roughly in the centre of the site with garden area behind and parking places at the front.

4. Consultees:

4.1 TC: No comments received at the time of preparing the report.

- 4.2 KCC (Highways): No objections raised in principle but recommends width of end parking bays needs to be increased from 2.5-2.7m, refuse storage/collection needs to be discussed, pedestrian access needs to be shown, surface water should not be discharged onto the public highway etc. Various conditions are recommended to cover the highway aspects.
- 4.3 DHH: Noted.
- 4.4 Private Reps & Site Notice: 13/OX/OR/OS. No representations received as a result of notifications or site notice.
- 4.5 The application is being reported to Committee at the request of a local Member.

5. Determining Issues:

- 5.1 The site is identified on the TMBLP as being within the defined built confines of Snodland. The principle of residential development on this site is therefore acceptable, subject to detailed considerations. Members will be aware that PPG3 requires LPAs to make best use of land within urban areas and encourages new housing development to make more efficient use of land.
- 5.2 PPG3 encourages densities of between 30 & 50 dwellings/hectares. Four units on a site of less than 0.15 hectares represents a density of approximately 26.6 dwellings /hectare. It is considered that this is an acceptable level in this area and does not represent over development, being marginally less than the recommended 30-50 dwellings/hectare. In my view there is insufficient space on the site to accommodate more units especially give the shape of the site and a greater density would be harmful. The proposal is acceptable principle in terms of PPG3 and local plan policy P5/3.
- 5.3 With regard to policy P4/11 concerning the quality of new development. It is difficult to make a detailed judgement as the application is only in outline form at this stage. It will be necessary to consider the impact of the building in relation to neighbouring houses at the Reserved Matters stage. It is noted that the houses to the east and west are between 12 & 15m from the site boundary which should retain an adequate degree of separation. Overlooking could be reduced by avoiding windows in the side elevations.
- 5.4 The layout provided indicates that there would be only a minimal amount of external amenity space and this will need to incorporate some landscaping. The need to increase the width of the parking places will lead to a slight reduction in landscaping space at the rear of the site. There is doubt that the area shown for rotary clothes lines would be workable due to its restricted width, the need to increase the size of the parking bays and provide a refuse storage area.

5.5 Notwithstanding the above concerns, the site is considered acceptable for residential development subject to submission of details of an appropriately designed building which would not cause undue harm to the character of the area.

6. Recommendation:

6.1 **Grant Outline Planning Permission**, as outlined on revised plan number 0415/01A and site plan received 26.05.2005, subject to the following conditions:

1 Approval of details of the design and external appearance of the building(s), and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority.

Reason: No such approval has been given.

2 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

3 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4 Details of the slab levels of the proposed building shall be submitted to and approved in writing prior to the development hereby approved commencing.

Reason: In the interests of the visual amenities of the area.

5 No development shall commence until details of a scheme for the storage and screening of refuse has been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented before the development is occupied and shall be retained at all times thereafter.

Reason: To facilitate the collection of refuse and preserve visual amenity.

6 No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping and boundary treatment. All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or the completion of the development, whichever is the earlier. Any trees

or shrubs removed, dying, being seriously damaged or diseased within 10 years of planting shall be replaced in the next planting season with trees or shrubs of similar size and species, unless the Authority gives written consent to any variation.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

- 7 The access drive shall be constructed no steeper than 1 in 14.3 for the first 4.5 metres from the edge of the highway and no steeper than 1 in 8 on any other part.

Reason: To ensure the safe and free flow of traffic.

- 8 The use of the access shall not be commenced until turning facilities have been provided within the curtilage of the site and these facilities shall be retained thereafter free from any obstruction.

Reason: In order that a vehicle may enter and leave the site in a forward direction to ensure the safe and free flow of traffic.

- 9 Any gateway to the access shall be set back 5.0 metres from the edge of the highway.

Reason: To enable vehicles to stand off the highway whilst any gates are being operated.

- 10 The access shall not be used until vision splays of 2m x 2m x 45° between the driveway and the back of the footway have been provided. The area of land within these vision splays shall be reduced in level as necessary and cleared of any obstruction exceeding a height of 0.6m above the level of the nearest part of the carriageway. The vision splays so created shall be retained at all times thereafter.

Reason: In the interests of highway safety.

- 11 The details submitted in pursuance of Condition 1 shall show land, reserved for parking or garaging in accordance with the adopted County Parking Standards. None of the buildings shall be occupied until this area has been provided, surfaced and drained in accordance with the approved details. Thereafter no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) shall be carried out on the land so shown (other than the erection of a private garage or garages) or in such a position as to preclude vehicular access to reserved vehicle parking area.

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking.

12 No development shall be commenced until:

(a) a site investigation has been undertaken to determine the nature and extent of any contamination, and

(b) the results of the investigation, together with an assessment by a suitably qualified or otherwise responsible person, and details of a scheme to contain, treat or remove any contamination, as appropriate, have been submitted to and approved by the Local Planning Authority.

Prior to the first occupation of the development hereby permitted (or, where the approved scheme provides for remediation and development to be phased, the occupation of the relevant phase of the development):

(c) the approved remediation scheme shall be fully implemented (either in relation to the development as a whole or the relevant phase, as appropriate), and

(d) a Certificate shall be provided to the Local Planning Authority by a responsible person stating that remediation has been completed and the site is suitable for the permitted end use.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: In the interests of amenity and public safety.

Informatives:

- 1 With regard to the construction of the pavement crossing, the applicant is asked to consult The Highways Manager, Engineering Services, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ. Tel: (01732) 844522.
- 2 The proposed development is within a road which has a formal street numbering scheme and it will be necessary for the Council to allocate number(s) to the new property/ies. To discuss the allocation of numbers you are asked to write to the Chief Solicitor, Tonbridge and Malling Borough Council, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ or telephone Trevor Bowen, Principal Legal Officer, on 01732 876039. To avoid difficulties, you are advised to do this as soon as possible and, in any event, not less than one month before the new properties are ready for occupation. (Q050)

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