

Snodland **TM/12/02609/RM**
Snodland West

Details of Reserved Matters being access, appearance, landscaping, layout and scale for the construction of 55 dwellings in phases 12 and 13 pursuant to planning permission TM/01/02746/OAEA (Outline Application for the formation of new development platforms and residential development; provision of reserve primary school site, highway, pedestrian and cycle access, open space and landscaping) at Former Holborough Quarry And Adjoining Land Parcel Holborough Road Snodland Kent for Berkeley Homes (Eastern Counties)

DPTL: There is a typographical error in the plans list. The following plans should be added - Letter dated 11.01.2013, Details FENCES AND GATES dated 11.01.2013 and Details SURFACING dated 11.01.2013. The following plans should read Roof plan P-MP-05 revision e dated 04.12.2013 and Landscaping 1266/023 revision f dated 11.01.2013.

The on-going concern of residents regarding the level and disposition of parking on the development as a whole, and phases 1 & 2 especially, is noted. As Members will be aware the initial levels of parking were derived from the planning conditions imposed by the Secretary of State when granting permission in 2004. Since that time the Council has taken every opportunity to increase parking levels when this has been facilitated in changes to Government policy. The applicants continue to work on possible enhancements to these areas to increase the available parking – but retro-fitting is inevitably a somewhat complex process. In order to continue to encourage the applicants to continue with this process it is considered appropriate to add an informative regarding this to the recommendation.

Amend recommendation to add the following information:

1. The applicant is advised to continue to work with the local residents and the Borough Council to enhance the existing parking facilities available to the occupants of phases 1 and 2 of the overall Holborough Lakes development.
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**East Malling & Larkfield TM/12/02480/FL
East Malling****Demolition of 5 houses and 36 x one bedroom flats and redevelopment to create 34 flats, 18 family houses and 4 bungalows of affordable accommodation at Land Rear Of Bondfield Road Temple Way And Carnation Crescent East Malling West Malling Kent for Russet**

Private Reps: Members will have received a circular letter, by post via the Council, late last week which making further representations. It suggests that:

- the height and design of the flats is inappropriate and out of keeping with the two storey houses.
- The siting in Carnation Crescent will have an overbearing effect.
- The link road will have a negative effect on the safety of the area and will present a risk to children. It will completely alter the established character of the area and create a rat run through the estate.
- The increase in the number of units will result in overdevelopment of the area and the influx of people will cause pressures on existing services.
- The changes shown just tinker with the plans and make no significant changes to the fundamental design. The design is still too urban and the revisions do not go far enough.
- There are fears that the proposals may lead to infilling elsewhere and the neighbour considers that a residents committee should have been set up to work with the housing provider.

In addition a petition containing 46 signatures has been received from local residents raising objection to the Addendum Design Statement. Again the concerns relate to the design and height of the flat blocks, the link road creating a rat run, loss of open space, parking problems due to increase for spaces from higher number of units, water pressure capacity.

PC: The intention of the New Road is that the use of substantial traffic calming and an emphasis on the primacy of pedestrian movements will be an active discouragement to repetitive cutting through by vehicles. The new connection should result in generous and high quality public space and should deliver a peaceful environment. The post construction monitoring and appraisal process will need to be carefully considered.

The recent design changes following collaborative working should improve the overall design. A bespoke craft installation for the metallic roofs of the bungalows will be required to create an appropriate environment.

With regard to the overall height of the blocks of flats a significant factor is the large open space between the two blocks unlike the monolithic and continuous frontage of the existing flat blocks. The additional height of the building involves the formation of the low scaled roof.

DPTL: The matters raised in the latest comments made by the PC and representations from neighbours are dealt with in the body of the main reports. It is noted that whilst the revised materials are welcomed no schedule of materials has been received. Having reflected further on the control of materials it is considered appropriate to amend the wording of condition 2 to include specific reference to the material colours.

It is also considered appropriate to amend the wording of condition 18 to amend the one year timescale to include phrasing "*unless circumstances dictate otherwise*" so that if a serious incident was to occur action can be taken sooner – I suggest that the final wording be delegated to DPTL and Chief Solicitor.

The metal roof of the flats and bungalows is stated as being fabricated on the site rather than being preformed profile metal sheeting. To ensure this is used it is considered that a condition should be attached to any consent requiring details of this to be submitted.

No details have been provided of the works to the vehicular access that will remain between 10 and 11 Bondfield Road when the car park it serves is removed. It is therefore also proposed that these details should be sought by condition.

Amend recommendation. Add document addendum design statement received 14.01.2013 to the list of approved plans, amend the wording of conditions 2 and 18 and add the following additional conditions (final wording delegated to DPTL):

2. No development shall take place until details and samples of materials to be used externally have been submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details. These details should accord with the colour palette stated in the addendum design statement received 14 January 2013.

Reason: To ensure that the development does not harm the character and appearance of the existing building or the visual amenity of the locality and in accordance with paragraphs 17, 57, 58, 61 of the National Planning Policy Framework 2012.

18. Prior to the commencement of the use of the link road between the two estates, a scheme of monitoring and assessment to review the operation of the road shall be submitted to and approved in writing by the Local Planning Authority. Such monitoring details as are agreed shall be carried out for a period of one year from an agreed date unless circumstances dictate otherwise. The final details regarding an open or closed vehicular link shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and in order to secure a satisfactory outcome for local residents

19. The bungalows hereby approved shall be finished with a bespoke metal roof, the details of which are to be approved in writing prior to the commencement of the development, and the roof is to be formed at the site and not a preformed profiled sheet system.

Reason: In order to ensure that the development does not harm the character and appearance of the building or visual amenity of the area and in accordance with paragraphs 17, 57, 58, 61 of the National Planning Policy Framework 2012.

20. Prior to the development hereby approved commencing details of the treatment of the vehicular access between 10 and 11 Bondfield Road to ensure no vehicular access to and from the application site shall be submitted to and approved in writing by the Local Planning Authority. Such details as are agreed shall be carried out concurrently with the development.

Reason: In the interests of highway safety.
