

**West Malling**                      **568641 157681**    **18 February 2015**    **TM/15/00531/FL**  
West Malling And  
Leybourne

Proposal:                      Use of land to provide station car parking and new access  
Location:                      Land West Of Station Road North West Malling Kent  
Applicant:                      Mr Guy Kemsley

---

**1. Description:**

- 1.1 The proposal is for the change of use of land, previously used for agricultural/horse grazing, to provide a car park to serve West Malling railway station. The submitted plans show 204 spaces, of which 3 are shown as allocated for disabled persons.
- 1.2 Vehicular access is shown to be from an existing access onto the site, from Lucks Hill. Modifications to the existing access are proposed to accommodate visibility splays.
- 1.3 The proposal involves creating a pedestrian access onto Station Road North, which provides pedestrian access onto Platform 2 and access to Platform 1 and the ticket office via the existing footbridge.
- 1.4 The submitted plans show the provision of lighting to the car park, a small car park office building (2.5m x 6m) and some additional landscaping.

**2. Reason for reporting to Committee:**

- 2.1 Called in by Cllr Luker due to significant local concern.

**3. The Site:**

- 3.1 The site measures 0.67ha (1.65 acres) and is a triangular area, which has recently been cleared of grass.
- 3.2 To the west of the site lies the railway bridge and associated abutments. Directly adjacent to this railway bridge to the west is the existing access to the station approach (Station Approach South).
- 3.3 To the south-east is a station car park run by Network Rail. Beyond that are 2 further station car parks which are privately run. These car parks can be accessed by the A228 West Malling by-pass, or from Lucks Hill.
- 3.4 The access arrangements have been recently changed at West Malling Station, so that vehicles coming to the station from the West Malling bypass can drive through the station vicinity to access the proposed car park in Lucks Hill.

- 3.5 To the east of the site is an existing road to the north of the station, which allows a drop-off point for passengers, and provides direct pedestrian access to platform 2.
- 3.6 To the north of the site beyond Lucks Hill lies More Park Roman Catholic Primary School and the Catholic Church of St Thomas More. The site lies outside the rural settlement of West Malling, within the open countryside. The site lies adjacent to the West Malling Conservation Area, which lies to the north of Lucks Hill. The site lies within Flood Zone 1.
- 3.7 The speed limit of this part of Lucks Hill is 30mph. There is no footway on Lucks Hill on the side of the application site. There are double yellow lines on the side of the proposed access, and a single yellow line opposite. There is pedestrian footway on the other side of Lucks Hill, used by children accessing the school.
- 3.8 West Malling Station is a Grade II Listed Building.

**4. Planning History (relevant):**

- 4.1 None

**5. Consultees:**

- 5.1 PC: Members object to the proposal on the following grounds:
- Capacity – Members challenged the validity of the applicant's figures as WMPC has carried out an informal assessment of its own;
  - Train Services – Members did not consider that there had been an increase in usage because of a new high speed link in Snodland;
  - Removal of trees – the trains are now clearly visible from Lucks Hill as they are no longer shielded by trees. Those trees had not been shown to be causing any problems so their removal is unwarranted;
  - Flooding – it was proposed to install a deep bore soakaway which Members did not feel would be effective. The water table is high and there are continuing problems with flooding in Frog Lane and the farm land adjacent to the application site;
  - Members considered that a Flood Appraisal is needed.
- 5.2 KCC (Highways): I note the good historic crash record of this section of road and the applicant's comments regarding the timing of expected commuter attraction and egress in relation to More Park Catholic Primary School activity adjacent. It is noted that there will be an even attraction to the proposed car park from the East Malling and West Malling directions, at 35% from each (with 30% attraction from the A228).

- 5.2.1 Contrary to popular opinion and perhaps counter-intuitively, the congestion and apparent disorder often observed outside schools at school start/finish times rarely causes conditions that result in injury crashes occurring. Rather, this is a situation where inconvenience and delays from congestion result in some people experiencing anxiety and frustration. What needs to be considered is the degree to which this application may add to that, over and above the current, given, quantum.
- 5.2.2 Using arrival and departure profiles of the 270 space car park to the south the applicant has estimated arrival and departure patterns for the proposed 204 space car park. A total of 258 two-way vehicle movements throughout a 12 hour day are forecast, which as I understand it, will not result in the car park reaching capacity. Six arrivals and 28 departures are forecast in the evening peak period 5 -6pm and 24 arrivals and 2 departures are expected during the morning peak period 8-9am. On average this equates to a vehicle movement every 2.5 minutes. Higher arrival rates are expected before 8am equating to a vehicle movement on average every 1.25 minutes (figure 4.6 of the Transport Statement). Figure 4.9 on page 18 of the applicant's Transport Statement gives a more detailed breakdown of the movements anticipated during school pick up and drop off times.
- 5.2.3 Whilst I reiterate that it is considered that it would be preferable for 2 vehicle entrances to be provided at this car park (the other off Station Road North), it is not considered from the traffic movement numbers given that this is an essential requirement.
- 5.2.4 I am also grateful for the swept path analyses given for vehicle movement in and out of the car park, with school associated car parking in place on the northern side of Lucks Hill. This shows that fundamentally, for vehicles of the intended use, access and egress can be satisfactorily undertaken. Looking at the right turn out of the car park, it may be advisable that some very minor widening of the car park entrance on the western side is provided to assist/east this improvement, but this is an issue that can be confirmed through the necessary S278 agreement that will be required with KCC (Highways) should the application be approved.
- 5.3 Network Rail: The developer must make sure that the development does not encroach onto Network Rail land;
- 5.3.1 The proposal should not affect the safety, operation or integrity of the company's railway and its infrastructure;
- 5.3.2 The proposal should not undermine the support zone or damage the company's infrastructure;
- 5.3.3 The proposal should not interfere or obstruct any works or proposed works of Network Rail both now and in the future;

5.3.4 Any lighting should not interfere with the siting of signalling apparatus and/or train drivers vision of approaching;

5.3.5 No storm/surface water effluent should discharge from the site or operations on the site into Network Rail's property;

5.4 Private Reps (including reconsultation): 1/36R/2S/0X + site +press notice. Two letters of support and 36 letters of objection received, including 7 from previous objectors through reconsultations. 1 petition received, with 116 signatures.

5.4.1 The following comments have been made in the 2 letters of support for the application:

- Now that the next phase of development at Kings Hill and a new school has started, the popularity of West Malling Station will increase further and demand for parking will rise;
- The full reintroduction of a high speed link to London by 2018 will also put pressure on parking;
- The current periodic flooding in the adjacent roadway is a result of the large amount of leaf fall from the trees, which block the poorly maintained drains;
- I note the objections raised by the siting of the access to the site close to the bridge. However, the existing road access to the station is also close to the bridge;
- This proposal will reduce the amount of commuter street parking in West Malling.

5.4.2 The following concerns have been raised in the objection letters and petition:

- Commuters will speed past the school at morning drop off time to get to the car park to catch their trains;
- There is insufficient justification as to why a new car park is required;
- Additional car parking will generate demand;
- If the car park is primarily to deal with new housing to be built at Kings Hill the car park should be located closer to the A228;
- When the Transport Statement already shows that there are high levels of traffic flowing along Lucks Hill, it is alarming to think that this will increase;
- Creating further traffic flow along Lucks Hill, particularly during the morning commute and morning school run, will have a detrimental impact on child safety;

- There are limited pedestrian footpaths within the vicinity of the Lucks Hill;
- Where will surface water go? Lucks Hill has a history of flooding, particularly near to the school;
- The school has been flooded in the past, which impacts upon the education of the children and the economy, with parents having to take time off work;
- Concreting a car park will reduce the land available for soakaway and will exacerbate the problem;
- For the applicant to state that the development will not increase the risk of flooding elsewhere is a clear indictment of their lack of concern for the local community;
- The proposal would be likely to result in an increase in flooding to More Park School and it could see fuel and oil effluent from the car park run-off mixed with the flood waters, which would increase the potential for health impact;
- There has been ground water flooding reported at Frog Lane and around the Abbey;
- The drawings show the petrol interceptor within the north western corner of the car park but there is no detail of where it will discharge;
- The proposal does not address any possible contamination of the site. The site was previously agricultural and it is located next to the Network Rail embankment, which possibly could be sprayed with pesticides and there are two substations near the site that could potentially have some leakage.
- It is hard to see where the security guard would be situated;
- The application ignores the additional traffic that the school creates at various times of the day, both during school hours and after school – parents evenings, football matches, out of school breakfast, music evenings, etc.
- The school is open between 7.30am and 6pm, with drop off starting at 8.20am and pick up starting at 2.40pm;
- It is unclear whether the car park is pay and display or pass controlled;
- Lucks Hill is not a wide road and visibility for the proposed car park is poor;
- The proposal will have a detrimental impact on air quality – emission increase from extra traffic next to the school;
- The proposal will result in loss and erosion of the Green Belt and surrounding countryside;

- The proposal will contravene Policy CP11 and CP14 of the TMBCS, in that it will be located outside of the confines of urban areas;
- The area does have a future as an agricultural area and this has not been explored by the applicant – it is suitable for horse grazing, growing crops or as an allotment
- Detrimental impact to neighbouring properties;
- The car park would need to be well screened from the school and Lucks Hill;
- The Transport Assessment refers to northern and southern car parks (para 4.2.7), and provides data for the southern car park. Where is the remaining data;
- Where were the traffic monitors placed – did they cover Swan Street to cover traffic going into the car parks from West Malling and did it cover Lucks Hill to cover the entrance to the ‘kiss and drop’ on Station Road North;
- There are still plenty of spaces available in the existing car parks – there is no evidence that they have reached capacity;
- The increase in traffic using Lucks Hill as a result of the proposal will result in a detrimental impact on pedestrian safety for the surrounding pedestrian paths;
- During the morning peak period it is regular for only one lane of Lucks Hill to be available to traffic due to parking the full length between the railway bridge and the church;
- Point 5.14 of the Planning Statement is incorrect as the car parks at the station are now available to all road users;
- The applicant’s other car park is often closer to capacity as it has been set markedly cheaper than the other car parking provision;
- The car park usage survey took place 3 weeks before Christmas, when just about every station car park in the country was probably nearing capacity;
- The applicant’s Transport Statement appears flawed. Paragraph 4.3.6 states that at least 90% occupancy (243 vehicles) between 9.30am and 5.30pm. However, the same report states that CCTV shows only 187 vehicles using the car park. If the CCTV survey was conducted after 7am, at which time it is claimed the car park is already over half full (approx. 150 vehicle), then there would be nearly 340 vehicles in a car park with 270 spaces. It only relates to the applicant’s existing car park and not the other available car parks, which may have had spaces available;

- Paragraph 4.4.6 of the Transport Statement indicates that it is expected only 147 vehicles are expected to use the car park. Why are 212 spaces proposed, 65 more than expected;
- A 200 capacity car park on Lucks Hill could lead to a further 400 vehicle movements a day along the road. Given much of the new development is occurring in Kings Hill, traffic will come via the A228 Ashton Way, travel along Station Approach and turn right onto Lucks Hill by the railway bridge, which has poor sightlines;
- Network Rail have recently cleared the trees along the railway boundary, increasing the light and air to the land, which will promote better growth;
- If further rail services are proposed, there needs to be a better integration between bus and rail services, and more encouragement to travel to the station by bicycles and bus, particularly following the improvements to the bus/ rail interchange at West Malling;
- The grouping of the existing station car parks are entered directly from roads whose sole purpose is to access the station;
- The Planning and Compensation Act 1991 requires policies for the 'conservation of the natural beauty and amenity of land and the improvement of the physical environment'. The destruction of trees, grazing land and hedgerows that would occur if the application is granted contravenes these policies;
- The Arboricultural Report does not take into consideration the Kent Biodiversity Action Plan. This is a greenfield site with hedgerows and trees as well as grazing land. This would therefore require a more detailed biodiversity survey and ecologist report;
- The 'Growth without Gridlock' report states that road transport is responsible for 30% of Kent's greenhouse gas emissions. This being the case, the creation of a new car park will add to this problem;
- The applicant has given no regard to the impact imposed upon St Thomas More Catholic Church, which lies opposite the car park;
- An increase in traffic would be likely to have a detrimental effect to the existing good accident data for Lucks Hill;
- The car park would be located at a higher ground level to the school playground and would therefore reduce the risk of safety of children;
- The proposed temporary works on the site are not defined. There is no information on the proposed levels and any information on the amount of

excavation that will need to be undertaken, or of how waste management will be applied;

- The vision splay necessary for the entrance and exit of the proposed car park would involve the removal of hedge/ tree barriers for some distance, exposing the car park to clear view. This will urbanise the rural setting and will further undermine the distinctive character of West Malling;
- The proposal cites the nearby school location as a precedent for development. This and the neighbouring site opposite the proposed entrance have a parkland setting with screening and mature trees in keeping with the area's rural setting. This is not the case with the proposed car park;
- When exiting the existing Station Approach, to the south of the station, there is a blind spot due to the railway bridge support. This would be exacerbated by creating new vehicle access on the other side of the railway bridge.
- Lucks Hill is a narrow road and during school drop-off and pick-up times is reduced to one lane, due to parking by parents;
- The station buildings are Grade II Listed and are important nearby properties;
- The green landscape and entry is a major asset to the town;
- West Malling historic centre is a national asset and must be protected from urban sprawl;
- The site lies adjacent to the north-west part of the West Malling Conservation Area, which is important to the setting of the town;
- KCC statistics state that in excess of 8,000 vehicles use the High Street (Bull Bridge), and many vehicles are excessively speeding. Figures will increase as Kings Hill develops and Leybourne Grange expands. The accident injury public cost at Town Hill, High Street, Swan Street and St Leonards Street is approximately £3,000,000 (using KCC figures). Police statistics show in excess of 40 accidents, which required emergency public services. Setting up a parking facility, which requires a massive increase in traffic volumes on these access roads, would be irresponsible, un-informed and criminal as there is no demonstrated need, but the danger is demonstrated;
- There is extensive serious damage to the fabric of the historic centre property from acid traffic blast;
- Horizontal vibration cracks are visible in ancient ragstone walls;
- The railway bridge in the High Street is suffering severe vibration damage and may have to be rebuilt;



- The site is excellent horticultural land, ideal for growing hazel nuts, which was its historic use. With the adjoining transport links this is commercially viable;
- Tarmacking the site will stop any biodegrading from taking place of the raw sewage deposited by trains;
- The proposal will result in an increase in congestion to the junction of Swan Street with the High Street;
- The pedestrian footpath adjacent to the school is very narrow. The increase in traffic would be detrimental to its safety, particularly as the footpath is used by children walking to the school;
- The proposal would be detrimental to the protection of the countryside and Strategic Gap between settlements;
- The proposal states that the land is useless for agriculture/livestock. This is only because it has not been looked after. For most of the last 4 decades the field has kept sheep and horses;
- The proposed lighting that would be installed in the car park would further disturb local wildlife and negatively impact upon West Malling;
- If the developer were to encourage support for his proposal by offering the school run parents short term parking, there would be risk to children and parents crossing the road at busy times. In this situation, if not all parents chose to park in the proposed car park, there would be additional parking hazards along the perimeter of the school combined with vehicles entering and exiting the car park opposite, with adults and children crossing throughout;
- The site is a haven for rabbits, birds and other wildlife. The visual impact is already apparent from the felling of all of the mature trees and apparent thinning out of the hedgerows;
- If the pupils of More Park School are surrounded by hard landscaping and parked cars, then this will have a detrimental impact on their behaviour;
- Who is the car park for? It is too far from the village for shoppers and businesses and new development at Kings Hill should be covered by shuttle buses, not encouraging new residents to make more short car journeys
- Is there any guarantee that the land will not be used for a building in the future?

**6. Determining Issues:**

- 6.1 Policy CP12 of the TMBCS identifies the Rural Service Centres within the Borough. It states that housing and employment development or redevelopment, conversions and changes of use will be permitted within the settlement confines of the Rural Service Centres. The site lies outside of the settlement confines of West Malling. Therefore, the proposed change of use to a car park is a Departure from the Development Plan.
- 6.2 Policy CP14 of the TMBCS sets out development that will be appropriate for a countryside location. This includes development for which a rural location is essential. The provision of a car park within the countryside does not fall within any of the other uses listed within Policy CP14. The applicant suggests that, given that the site is located out of town, it must follow that any parking for the station would need to be out of town, and therefore a rural location is essential.
- 6.3 The applicant has put forward a case that there is a need for an additional car park. Currently, West Malling Station provides services direct to London Victoria and London Blackfriars, along with Ashford International, Maidstone, Canterbury, Margate and Dover. There are 11 trains before 9am on weekday mornings into Victoria or Blackfriars. Services have recently recommenced to serve London Blackfriars.
- 6.4 The Govia Thameslink rail franchise agreement sets out the franchise requirements for southern rail services from 2018, with services stopping at Blackfriars, Farringdon and St Pancras Stations, as part of the new Thameslink City service.
- 6.5 In addition to this, there have also been a number of planning permissions granted (or resolved to be granted) for new housing development, at Kings Hill (635 units), Area F1 Kings Hill (48 units), Leybourne Chase (approx. 500 units), Holborough Lakes, Halling and Peters Pit, Wouldham. The applicant suggests that whilst a number of these developments are closer to alternative stations, these stations follow different routes which are less attractive.
- 6.6 Policy CP1 of the TMBCS seeks to encourage high quality sustainable development, which requires that need for development to be balanced against impact on the natural and historic environment. This is supported by paragraphs 7, 9 and 14 of the NPPF. Paragraph 30 of the NPPF supports a pattern of development which facilitates the use of sustainable modes of transport. The proposal would support a sustainable transport mode (rail travel). Whilst it is important to encourage bus links to the station, particularly through the new developments coming forward, it is not necessarily going to be the case that all residents needing to travel by train will use bus links, even if they are in place. Therefore, it is important to provide additional parking in addition to accommodate the increase in demand.

- 6.7 The applicant has provided figures from spot counts undertaken in all three of the existing station car parks. These figures suggest that over a two week period the car parks were operating between 88 and 100% capacity, during the middle of the day, when the demand for parking was at its peak. I note the concerns raised relating to capacity of the existing three car parks and have monitored these car parks at various times during the course of the application. Whilst it is very rare that they have reached 100% capacity overall, there are times when there are few spaces available, and I believe that the future likely demand must be considered prior to 100% capacity being reached on a daily basis. With the development of new dwellings nearby, and the expansion of services from West Malling to other London stations in the future, there is likely to be a greater requirement to use the rail services. Whilst I note the comments in relation to the additional pressure that this proposal will have upon traffic in West Malling and the surrounding area, the inevitable fact is that as a result of government policy there is an increasing requirement to provide additional homes in the Borough, and this in turn results in an increase in demand for facilities such as rail use. Much of the traffic generated will access the site from a number of alternative directions. Whilst many of the new large housing developments do not need to make contributions towards bus shuttle services, on balance, I am of the opinion that the applicant has demonstrated a case of very special circumstances.
- 6.8 Policy CP2 of the TMBCS states that new development that is likely to generate a significant number of trips should be well located relative to public transport, cycle and pedestrian routes, with good access to local service centres. It goes on to say that new development should be compatible with the character and capacity of the highway network in terms of the volume and nature of traffic generated and provide for any necessary enhancements to the safety of the highway network and capacity of transport infrastructure whilst avoiding road improvements that significantly harm the natural or historic character of the area. KCC (Highways) is satisfied that the surrounding road network is capable of supporting additional traffic travelling to the proposed car park.
- 6.9 I note the considerable number of concerns raised with respect to the impact that vehicles travelling along Lucks Hill at morning school drop off and afternoon pick up times would have upon road and pedestrian safety. KCC (Highways) has advised that the congestion observed outside schools rarely causes conditions that result in injury crashes occurring. Twenty four arrivals and two departures are expected during the morning peak period (8-9am), equating to a vehicle movement every 2.5 minutes.
- 6.10 The proposed access is along a relatively narrow stretch of road where, at school times, there are vehicles parked opposite the proposed access, narrowing the road further. Swept path analyses have been provided by the applicant for vehicle movements in and out of the car park with school associated car parking in place on the northern side of Lucks Hill. KCC (Highways) is satisfied that this shows that for vehicles of the intended use, access and egress can be satisfactorily

undertaken. In light of this, KCC (Highways) raised no objections to the proposal in terms of Policies CP24, SQ8 and paragraph 34 of the NPPF; the latter sets out that development should only be refused on highway grounds where the residual impacts of development are severe.

- 6.11 I note the concerns in relation to the proximity of the proposed access with the railway abutments and the existing access to the station, beyond these abutments, which has poor visibility when turning right onto Lucks Hill. However, KCC (Highways) has no objections to the location of the proposed access.
- 6.12 In regard to the safety policies of the LDF and NPPF, the applicant has considered the use of part of the car park by parents to drop off/pick up children from the adjacent primary school. However, they do not wish to offer this for the following reasons:
- The evidence demonstrates that the large majority of traffic movements into and out of the car park will be outside of school drop off/pick up times, and KCC (Highways) does not raise concern about conflict with school traffic as an objection;
  - By introducing free short term parking, it is not reasonable to construct, maintain and provide over 10% of the total parking on a free basis;
  - Inviting school drop offs onto the site will introduce additional safety and insurance responsibilities that the applicant is not willing to accept;
  - The creation of some spaces on a different tariff will introduce management difficulties and require additional levels of supervision to avoid abuse of free parking;
  - The applicant is unconvinced that all parents would use a drop off facility, so these problems would not be resolved.
- 6.13 I have considered whether the proposed access could alternatively be achieved from Station Road North. However, there are some more mature trees along this access, and additional work would be required to construct the access due to the topography of the land. In addition to this, the access into Station Road North lies adjacent to an access to the Church, and many parents also park along that access at school times. I do not consider that it would be likely to have any significant difference from a highway safety point of view.
- 6.14 Policy CP24 requires all development to be well designed and of a high quality in terms of detailing and use of appropriate materials, and must through its scale, siting, character and appearance be designed to respect the site and its surroundings and, wherever possible, make a positive contribution towards the enhancement of the appearance of the area. Development which by virtue of its

design would be detrimental to the built environment, amenity or functioning and character of a settlement or the countryside will not be permitted.

- 6.15 Policy SQ1 of the MDE DPD states that all new development is required to protect, conserve and, where possible, enhance the character and local distinctiveness of the area and the prevailing level of tranquillity, the distinctive setting of, and relationship between, the pattern of the settlement, roads and the landscape and important views.
- 6.16 With regards to lighting levels, whilst the rural location is relevant, it is envisaged that lighting levels will need to be adequate for CCTV/security purposes both for vehicles and passengers returning to their vehicles. Columns 5m high are generally adequate for that function.
- 6.17 I note the concerns raised about the trees that have been recently cut down. The far end of the site, adjacent to the railway line, is owned by Network Rail and therefore most of the trees referred to are within their ownership and fall outside of the application site. These trees were not protected by TPOs and the site does not lie in a Conservation Area. Therefore, whilst the impact of the removal of these trees is quite significant this is not part of the consideration of this application and Network Rail has a policy of removing trees to suit their objectives.
- 6.18 The site is relatively flat, and the submitted section plan demonstrates that the levels of the land will not be significantly altered as a result of the proposal. Further landscaping could be provided along the frontage of the site, adjacent to Lucks Hill, to provide additional screening, particularly within the winter season. This would assist in screening the site from the surrounding countryside and from the adjacent Conservation Area. The applicant has submitted amended plans to provide additional planting within the site, to assist in softening the visual impact of the site and I consider that this is particularly essential given the rural location of the site. In this regard, I consider that the proposed car parking spaces should be interspersed by a number of single stemmed trees. These would grow about the height of the cars, and also assist in softening the visual impact of the car park from a longer distance. The latest landscaping plans have not taken account of this but I believe that further, enhanced landscaping can be controlled by a planning condition.
- 6.19 The West Malling Conservation Area lies to the North of the site. Subject to the site being appropriately screened adjacent to Lucks Hill I consider that the proposal will not result in a detrimental impact upon the character and appearance of the setting of the adjacent Conservation Area.
- 6.20 The NPPF requires the setting of Listed Buildings to be taken into consideration in the assessment of any new development proposals. The site lies some 135m from the Station Building itself and as a result does not harm the setting of the Listed Building. The proposal therefore complies with the requirements of the NPPF in this regard.

6.21 Members will note objections to the proposal on the grounds of drainage, and the fact that the surrounding area has a history of flooding. The indicative geological record for the site shows permeable Hythe Beds beneath the site partially overlain by Sandgate Beds. The applicant is proposing to use deep bored soakaways, and these would be most appropriate for the site. A deep bored soakaway was successfully used to drain Station Road North, which lies adjacent to the site. A well designed drainage system will therefore be sustainable, within the confines of the site, and should not add to any existing problems in Lucks Hill. Details of a system of drainage can be agreed in further detail prior to development commencing.

6.22 I note the concerns raised in relation to vibration cracks in ragstone walls. However, this is not a material consideration.

6.23 In light of the above considerations, on balance, I consider that the impact of the development on the open countryside and adjacent Conservation Area is justified and recommend accordingly.

## **7. Recommendation:**

7.1 **Grant Planning Permission** in accordance with the following submitted details: Planning Layout 2014/2159/001 D received 22.06.2015, Email received 22.06.2015, Letter received 12.05.2015, Arboricultural Survey received 12.05.2015, Transport Statement ADDENDUM received 12.05.2015, Plan 2014/2159/002 received 12.05.2015, Planning Statement received 18.02.2015, Transport Statement received 18.02.2015, Location Plan received 18.02.2015, subject to the following conditions:

### **Conditions:**

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990.

2 The use of the car park hereby approved shall not take place until details of CCTV security and lighting have been submitted to and approved by the Local Planning Authority, and the work shall be carried out in strict accordance with the approved details.

Reason: To reduce potential harm to the visual amenity of the locality.

3 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. Any boundary fences or walls or similar structures as may be approved shall be erected before first occupation of the building to which they relate.

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.

- 4 The access shall not be used until the area of land within the vision splays shown on the approved plans has been reduced in level as necessary and cleared of any obstruction exceeding a height of 1.05 metres above the level of the nearest part of the carriageway. The vision splay so created shall be retained at all times thereafter.

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

- 5 The use shall not commence until a petrol/oil/grease interceptor has been installed so that all surface water drainage from the paved areas passes through such interceptor.

Reason: To prevent pollution of surface and underground water courses.

- 6 No development shall take place until details of the existing and proposed levels have been submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning Authority to assess adequately the impact of the development on visual amenities.

- 7 No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of surface materials for the car park. The development shall be carried out in accordance with the approved details and retained at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential and visual amenity.

- 8 No chattels shall be installed on the site without the prior written approval of the Local Planning Authority.

Reason: To enable the Local Planning Authority to assess adequately the impact of the development on visual amenities.

Informatives:

- 1 With regard to works within the limits of the highway, the applicant is asked to consult The Community Delivery Manager, Kent County Council, Kent Highway Services, Double Day House, St Michaels Close, Aylesford Tel: 03000 418181.

- 2 The applicant is reminded that if a protected species is encountered during the course of development, work shall cease and advice be sought from an ecological consultant.

Contact: Glenda Egerton