

**Kings Hill**  
Kings Hill

**5 July 2017**

**TM/17/01392/RM**

Proposal: Reserved matters for 132 dwellings in Area 1 (junction of Tower View and Kings Hill Avenue) being details relating to the siting, design and external appearance of the proposed buildings, the means of access, drainage and strategic landscaping involving discharge of conditions 1, 12, 13, 19, 20, 23, 37, 38 and 39 of TM/13/01535/OAEA (Outline planning permission for residential development)

Location: Area 1 Kings Hill Phase 3 Gibson Drive Kings Hill West Malling Kent

Applicant: Countryside Properties

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## **1. Description:**

- 1.1 The proposal is for 132 units comprising a range of sizes and types from 2 bed apartments up to 5 bedroom houses. A new communal garden square of 0.16 ha in the development (and a key part of the overall strategic open space in the outline planning permission) is intended to connect into the existing Greenways that run through Kings Hill thereby continuing cycling and pedestrian links on desire lines through the site.
- 1.2 The scheme has been amended to increase the parking in external and car barn format to meet current KCC parking standards (ie excluding garages) and to make some design changes to secure some street scene improvements. These are the subject of a re-notification.
- 1.3 Generally the layout comprises 23 x 2-bed flats; 45 x 3-bed house; 58 x 4-bed houses and 6 x 5-bed houses. The parking as revised is provided as follows: 63 garage spaces; 49 car barn spaces; 146 on plot external spaces and 50 off-plot visitor spaces. This is a total of 308 spaces (245 excluding garages). This compares to the original submission of 275 parking spaces (171 excluding garages).
- 1.4 As per the outline planning permission, it is intended that there be one vehicular access point from the south (Kings Hill Avenue – new distributor road). The access from Jubilee Way is still indicated to be emergency access only. The junction along Tower View that is the haul road is to be closed off and likely to be a bus stop in the future.
- 1.5 The majority of the parking would be between the houses with an occasional use of parking at the rear, though the flats would have communal car parking areas. The visitor spaces would be more generous than normal and, in most cases, would be parallel to the roads in layby type arrangements, though there would be sets of perpendicular bays adjacent to the emergency access at the NE corner

and at the south of the site. The developers have committed to high quality landscaping within the site.

- 1.6 It is also stated by the applicant that the verges outside the site are to be significantly enhanced in terms of the landscaping by Liberty and they expect a detailed application in this regard to be imminent.
- 1.7 The application site is outside the 15m buffer to the ancient woodland that is a requirement of the outline planning permission.

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

- 2.1 The application was called to committee by Cllrs Montague and Barker for reasons of access, parking and overdevelopment.

## **3. The Site:**

- 3.1 The application site is sub-area 305 of the outline planning permission with part being within sub-area 306. It has an area of some 4 ha. It measures approx. 235m by 170m. It is in the urban area of Kings Hill.
- 3.2 The northern boundary is formed by the verge to Jubilee Way with an office building beyond. The eastern boundary is a haul road adjacent to the edge of Coalpit wood (Ancient woodland) which is eventually due to be a rural footpath and the western boundary is the verge of Tower View. The southern boundary is the verge of an existing part of Kings Hill Avenue and thereafter part of the new road infrastructure under construction.
- 3.3 The site is part of a former airfield which has been used most recently as temporary playing fields/sports pitches and haul roads and construction compounds. It is generally level at the southern end and drops to the north east by a total of 5.25m over a distance of approx. 250m. There are some mounds from arisings and the haul road which will be removed as part of the redevelopment.
- 3.4 The Phase 3 residential development is located on land that was mostly allocated and permitted areas for employment development from Phase 2 land granted by the Secretary of State's decision in 2004 after a called in Public Inquiry. The site has outline planning permission, with all matters reserved except for means of access: Up to 635 dwellings; 112 affordable dwellings (17.5% of 635) of mixed tenure; open space and sports provision at Heath Farm, and community facilities. There is a separate freestanding planning permission granted by KCC for a 3 Form Entry Primary School. A 'measures based' Travel Plan was to be developed and implemented three months prior to occupation. This has now been submitted to KCC (H&T) for its approval. A requirement to deliver the bus lane and extra traffic lights on Tower View remains. With regard to the wider bus provision,



Avenue and the erection of a residential development, a multi-functioning extension to the community centre, a youth outdoor recreational facility, formalisation of car parking areas at the community centre and adjacent to Crispin Way, alterations to the highway network at Alexander Grove, Gibson Drive and Queen Street and open space including a new linear park, trim trails, woodland paths and green spaces (the primary school has been granted planning permission by Kent County Council under ref TM/14/01929/CR3)

TM/17/00096/RD            Pending

Details of condition 31 (Heritage management plan) pursuant to outline planning permission TM/13/01535/OAEA (Outline planning application with all matters reserved except for means of access for the removal of a section of Kings Hill Avenue and the erection of a residential development, a multi-functioning extension to the community centre, a youth outdoor recreational facility, formalisation of car parking areas at the community centre and adjacent to Crispin Way, alterations to the highway network at Alexander Grove, Gibson Drive and Queen Street and open space including a new linear park, trim trails, woodland paths and green spaces (the primary school has been granted planning permission by Kent County Council under ref TM/14/01929/CR3))

## **5. Consultees:**

### **5.1 PC: Object on the following grounds:-**

- a) Only having one entrance and exit access could cause problems should there be an incident further onto the development site and the access is blocked for some reason.
- b) The roads are too narrow for emergency vehicles to access should there be cars parked on the road closest to the access.
- c) The number of parking spaces is below what is considered necessary; it appears that garages are being counted as a parking space. The parking guidance is clear that garages do not count and this has been the precedent in recent application considered by TMBC in Kings Hill and stated as such in a number of officers reports on recent applications.
- d) With only 2 parking spaces - which includes the garage - for the large 4/5 bed homes this will inevitably encourage 'on road' parking.
- e) The garage provision is unclear and it appears that they would be of different sizes.
- f) There does not appear to be any cycle routes within the site; just one to go through it.

- g) There are concerns regarding the yearly closure of Tower View, as this will prevent residents from accessing their property albeit only on Christmas day for 24 hours; the PC wonders how having a road closure can be lawful when it is restricting access to a properly adopted road.
- h) The visitor parking for the flats is in a poor access position behind the bin park.
- i) Flats have been provided with one parking space; again as these will typically be occupied by two people it is likely some, if not all, will have two cars. The overspill will be on the road closest to the flats, which is the main entrance into the development.
- j) The access is off the new main bus route and access road through Phase 3 and to the sports park, hence a potential for tailbacks trying to get out of area 1, made worse by there only being one access point for 135 homes.
- k) There is reference to shared surfaces; if this is meant to refer to a road and footpath which is at the same level and shared between pedestrians and vehicles, this is not acceptable.
- l) There is also an issue of enforcing visitor spaces.
- m) The buildings are of poor design when compared to that which has already been built in other areas of Kings Hill.
- n) While it is accepted that three storey properties do exist in Kent the idea of using mainly 3 storeys is not reflected in the villages in the area.
- o) The Green Link Way has not been thought through.
- p) It appears that some of the lower flats will have their light diminished to some degree and will not have the benefit of sunshine for a large part of the day.
- q) Although the affordable housing has been agreed over the wider area, it should be distributed within each area of development. It is policy that affordable housing should not be concentrated in one area but spread through developments. Some affordable housing should be included in this area.
- r) Within the open space square there is no seating proposed.
- s) The hedge planting, trees and shrubs could lead to potential hideaways which is contrary to the Crime and Disorder Act 1998, Section 17 which states that planning should prevent crime.
- t) The window materials are not stated, white upvc would not be appropriate for this design.

u) The overlooking from balconies, with a glass screen only between balconies will affect privacy of neighbours, visually and from a noise perspective.

v) Bin storage not shown - through garages so garage not used or left out front?

5.1.1 The PC is unhappy at the lack of engagement with local residents and Parish Councils prior to the application being submitted. The PC would like to have some input into a review of the layout so that these concerns can be addressed. The time to consider the design and access statements and the plans has been very short and this has put the PC at a disadvantage.

5.2 KCC (Highways): initial comments: need clarification on when the construction route through the site will not be required; that it is intended to leave a redundant access point with Tower View; pedestrian connectivity to the footway on the western and eastern sides of Tower View; details of any infrastructure improvements that may be proposed regarding northbound bus stop for Tower View; confirmation that the site has been tracked for a suitably sized refuse vehicle.

5.2.1 Comments on the revised plans will be included in a supplementary report.

5.3 PROW: no objections.

5.4 KFB: no objections.

5.5 Kent Police: initial objection that no reference to crime prevention in the application. Comments on the revised plans will be included in a supplementary report.

5.6 SWS: Surface water soakaways should be at least 5 metres from the foul sewers (and indeed any other structures) at closest approach for reasons of soil stability/settlement and hence sewer pipe integrity.

5.7 EA: no comments.

5.8 SUDS: Would expect to see a drainage strategy submitted in relation to the discharge of condition 38. Said strategy should demonstrate that the surface water generated by this development can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters and additional ground investigation will be required to support the use of infiltration.

5.9 KWT: no response.

5.10 KCC (Heritage): no response.

5.11 Private Reps (5/11R/0S/0X) + Major development press and site notice.- 11 objections as follows:

- The parking in this part of phase 3 is insufficient, the proposal should provide "above local/government guidelines" regarding parking spaces.
- Little public transport on Kings Hill.
- Garages are likely to be used for storage as the houses have insufficient storage facilities inside .
- Visitors parking spaces will be used by the overspill of residents.
- The flats at the entry point at the southern end of the construction area could have the overspill parking in the roadway thus obstructing emergency vehicles gaining access to the site without serious delay.
- Phase 2 has clearly shown the problems of lack of planning for car parking.
- The design of the properties is not in keeping with the rest of the development.
- Trying to cram as many properties onto as small amount of land as possible.
- It is the intention of the planners to force families off of Kings Hill.
- Devaluation of Kings Hill as a development.
- Further development of this site is foolish without adding an additional route out of Kings Hill which does not go to the A228.
- KCC has a development agreement in which Liberty Property Trust is designated as their development partner. Because of this there is a conflict of interest - the application is being reviewed by the planning department at KCC and it is in their interest to agree any such applications due to the partnership they have with Liberty.
- The road widths are inadequate for the residents movements to and from their houses let alone emergency access and the lack of visibility and overcrowded parking make it extremely unsafe for pedestrians, playing children, dog walkers, cyclists, and animals.
- Most garages are not sufficiently wide enough for modern day cars as they are wider, longer and taller and it is almost impossible to open car doors once inside a garage.
- With a higher proportion of work vehicles now parking on Kings Hill something needs to be considered for their parking arrangements as most estate covenants ban the parking of working vehicles, vans and HGVs so all new

builds should consider where the work vehicles will park if not outside the houses.

- The two roundabouts with three lanes to access and exit the estate are inadequate for the current number of workers, residents, shoppers and buses that visit the estate, let alone a further few hundred residents and their guests.
- The doctors, dentists, schools, buses, restaurants and shops are already so busy that the current residents and visitors cannot receive sufficient service most of the time.
- Crime prevention and cctv needs to be considered as a priority.
- Please do not increase the size of Kings Hill anymore as it is already over populated.
- With 3 primary schools already nearly full there is going to be a shortage of secondary school places.

## **6. Determining Issues:**

6.1 The relevant local plan policies are:

- saved policy P2/3 of the TMBLP (Quality of Development at Kings Hill);
- TMBCS: CP1 (Sustainable Development); CP2 (Sustainable Transport); CP11 Urban Areas; CP24 (Achieving a High Quality Environment);
- MDE DPD: CC3 (Sustainable Drainage); NE4 (Trees, hedgerows and woodland); SQ1 (Landscape and Townscape Protection and Enhancement); SQ8 ( Road Safety); SQ9 ( Crime and Disorder).

### Design/Layout:

6.2 The design, layout and landscaping need to accord with Policies CP24 of the TMBCS, SQ1 of the MDE DPD and policy P2/3 of the saved TMBLP which requires development in the Kings Hill Policy area to respect the setting in the wider landscape and minimise visual intrusion.

6.3 National policy in NPPF section 7 “Requiring good design” states that planning decisions should aim to ensure that developments will function well and add to the overall quality of the area over the lifetime of the development; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or



discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

- 6.4 I am satisfied that the landscaping is acceptable although more details are needed and the layout and equipment of the play area within the Square needs further thought. These can be the subject of conditions.
- 6.5 The development is at 35 dph which reflects and accords with the “medium” density of the outline planning permission. The plots near the woodland edge are on larger plots compared with the rest of the site.
- 6.6 The design, scale and massing of the units is considered to be appropriate in this context. The detailed design would take its cues from local vernacular architecture in the area and is considered to be acceptable overall. The applicant has made some elevational and layout changes in response to local concerns.
- 6.7 The applicant has made some detailed design changes to provide more interest to the rear plots facing Jubilee Way and has increased roof pitches to some of the designs, added in more Juliet balconies, changed some brick enclosed balconies into railing enclosed ones, and reduced the sizes of some of the windows.
- 6.8 Gardens are generally small, the narrowest depth being 6.5m in depth but the average is about 10m depth. The most generous gardens are to the larger units near the ancient woodland.
- 6.9 The layout includes a shared surface through route access in addition to conventional roads and shared surface culs de sac. The units next to the woodland are intended to be dual aspect and there will be 4 sections where the woodland can be viewed so that the development does not turn its back on the wooded setting.
- 6.10 The layout generally looks outward to the main roads with the exception of 6 plots with rear garden boundaries to Jubilee Way. It is understood that this was a conscious design decision, so as not to confuse visitors because Jubilee Way is not a means by which to access the development by vehicles. The applicants state that a strong brick wall and structural verge planting outside the application site by Liberty will counteract the impact on the street scene arising from that layout and they have altered the rear of a pair of 3 storey townhouses so that there is more interest to the rear elevation.
- 6.11 In terms of the impact on the character of Kings Hill, it is proposed that there would be structural screen landscaping outside the site to the northern and western road verges that would mitigate the appearance. The buildings that will be most visible are the blocks of flats, intended by the applicant to form a transition between the flat roofed commercial buildings of Kings Hill and the new residential area.

- 6.12 The units around the Square are deliberately tall and imposing to frame the Square.
- 6.13 I note the concerns of the PC and local objectors. I am satisfied, on balance, that the revised design and layout of the scheme is acceptable in terms of design and appearance. It would be appropriate to secure by condition the implementation of the landscaping of verges outside the site bearing in mind that the scheme should be considered in that setting.

Privacy:

- 6.14 The layout of the site is tight in some parts due to the logical need for a more spacious layout next to the woodland to reflect the transition from business park to countryside edge. The consequence is that there are some parts of the layout where the short gardens result in privacy below the usual standard. This would result in a notable degree of overlooking and loss of privacy for the future occupiers, especially where the intervening distance is 18m or less. Therefore, in order to address this, it is proposed that a condition be attached requiring obscure glazing and limited openings to the affected units. Furthermore, mindful of this tight pattern of development, the use of permitted development rights could adversely affect the amenities of neighbouring occupiers. It is therefore proposed that a condition be imposed to remove permitted development rights.

Parking:

- 6.15 One key issue is whether the proposal complies with the outline application and policy SQ8 of the MDE DPD and paragraph 32 of the NPPF which requires that the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site and to ensure that safe and suitable access to the site can be achieved for all people. The permeability of the site for walking and cycling accords with the outline planning permission movement strategy.
- 6.16 This phase of development is subject to a condition that it complies with Kent Vehicle Parking Standards, which was not the case for Phase 2 as that was based on a Secretary of State consent which limited onsite parking as a means of curtailing car use for environmental objectives.
- 6.17 The need for adequate car parking is now accepted as low levels of provision can create unacceptable parking on footways which could either hinder safe use of the footway by pedestrians (especially hindering those with mobility impairment or using child buggies) or prevent access by refuse freighters, delivery vehicles or emergency vehicles.
- 6.18 The Residential Parking IGN (Kent Design) dates from 2008 are the residential parking standards and exclude enclosed garages because it was determined that they tend not to be used for parking cars.

- 6.19 Garage sizes are dictated by the 2006 KCC Vehicle Parking Standards, being 5m by 2.5m with a preferred dimension of 5.5m by 3.6m to allow for storage. Where it can be demonstrated that cycle storage will not be in the garage, the Standards state that the width of the garage can be reduced.
- 6.20 In this scheme, the applicant has chosen to provide larger garages than the minimum standard and stated that such garages were more likely to be used for parking (as opposed to domestic storage only) which they consider is supported by research in the Government publication "Manual for Streets" and which has been accepted by other Councils in Kent.
- 6.21 However, mindful of the concerns raised, the applicant amended the scheme to increase the numbers of visitor spaces considerably and to change a number of the garages to car barns; the logic being that a non-enclosed parking space is less likely to be used for domestic storage and thus more likely to be used for car parking. It is the case, of course, that no-one can be forced to make use of their on plot parking but it is good planning to at least provide scope in the most useable and convenient siting and format.
- 6.22 The parking has been revised as follows: 63 garage spaces; 49 car barn spaces; 146 on plot external spaces and 50 off-plot visitor spaces. This is a total of 308 spaces (245 excluding garages). This compares to the original submission of 275 parking spaces (171 excluding garages). Total spaces have increased by 33 and non-garage spaces by 74.
- 6.23 Both the increase in visitor spaces and the use of car barns have street scene impacts but it is important to ensure there is adequate safety for pedestrians, and necessary accessibility for key vehicles and highway safety is a policy requirement at both local and national level.
- 6.24 The main access in has been amended to a boulevard style with 4 parallel parking bays and the western side of the Square has been amended to create more on plot spaces and parallel parking bays. It is submitted that both of these design solutions should ensure that the carriageways in this section are not blocked to larger vehicles by deterring kerbside on-street car parking.
- 6.25 The mix of space types does not precisely correspond to the parking standards (ie more visitor spaces and fewer on-plot external spaces) but the overall number does meet the total needed. It can be argued that visitor spaces allow more flexible use than on-plot spaces. I am satisfied that the concerns raised by the objectors and the PC have been adequately overcome and there are no longer concerns in this regard to affect the grant of approval in my view.

Drainage:

- 6.26 In terms of Policy CC3 of the MDE DPD (sustainable drainage) KCC (SUDS) as the Lead Local Flood Authority had some concerns with the surface water drainage and this resulted in a technical note which has overcome the queries raised. The developers have committed to soakaways being at least 5m from the foul sewers.

Waste Services:

- 6.27 The vehicle tracking around the development for the TMBC refuse freighter and appropriate turning areas has been submitted together with details of refuse presentation points and bin stores. There were concerns in regard of bin presentation points. Some areas would involve a greater pull/carry distance than 25 metres so these would need to be reduced if the contractor is required to collect. Parking provision needs to ensure vehicle access on collection day. Block paving will result in possible damage from vehicle tyre scrub/lifting of blocks/collapse as seen on other parts of Kings Hill.
- 6.28 Revised details in response to these concerns have been submitted and appear to be satisfactory.

Crime Prevention:

- 6.29 Additional information was submitted to overcome the concerns of Kent Police.

Conclusion:

- 6.30 I am of the view that the scheme is acceptable in the light of the outline planning permission and local and national planning policy. Many of the objections have been overcome in amendments or relate to issues which are not land use planning matters or have been dealt with in the outline planning permission and are not relevant to a reserved matters application.

**7. Recommendation:**

- 7.1 **Approve Reserved Matters** as detailed by Planning Statement received 22.05.2017, Assessment Conservation Area received 22.05.2017, Existing Site Plan 0001 received 22.05.2017, Section 0501 received 22.05.2017, Section 0502 received 22.05.2017, Drawing 0503 received 22.05.2017, Drawing 0504 received 22.05.2017, Drawing 0505 received 22.05.2017, Drawing 0506 received 22.05.2017, Drawing 0507 received 22.05.2017, Drawing 0508 received 22.05.2017, Drawing 0509 received 22.05.2017, Drawing 0510 received 22.05.2017, Drainage Layout C85600-D-001 C received 22.05.2017, Design and Access Statement received 06.07.2017, Letter highways received 07.09.2017, Design and Access Statement APPENDIX Prevent Crime received 08.09.2017, Technical Specification highways received 12.09.2017, Drawing

4345/I25/003/03B construction routes received 12.09.2017, Drawing 11801-T09 REV P1 FREIGHTER TRACKING received 13.10.2017, Drawing 11801-T09 REV P1 ESTATE TRACKING received 13.10.2017, Photographs CANOPY received 13.10.2017, Drawing C\_DE\_400 T1 received 13.10.2017, Letter RESPONSE TO OBJECTIONS received 13.10.2017, Roof Plan SK171010 A received 13.10.2017, Report VERIFICATION received 13.10.2017, Schedule WINDOWS received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0200 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0201 D received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0202 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0203 D received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0204 C received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0205 F received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0206 B received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0207 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0208 F received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0209 F received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0210 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0211 B received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0212 D received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0213 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0214 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0215 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0216 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0217 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0218 F received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0219 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0220 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0221 C received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0222 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0223 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0224 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0225 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0226 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0227 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0228 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0229 E received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0230 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0231 E received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0232 B received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0233 F received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0234 F received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0235 F received 13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0236 F received 13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0237 E received 13.10.2017, Roof Plan CPL-KHK\_HTA-A\_0\_DR\_0238 D received

13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0239 E received  
13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0240 E received  
13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0241 D received  
13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0242 E received  
13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0243 D received  
13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0244 D received  
13.10.2017, Proposed Floor Plans CPL-KHK\_HTA-A\_0\_DR\_0245 B received  
13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0246 D received  
13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0247 D received  
13.10.2017, Proposed Elevations CPL-KHK\_HTA-A\_0\_DR\_0248 D received  
13.10.2017, Proposed Plans and Elevations CPL-KHK\_HTA-A\_0\_DR\_0249 A received  
13.10.2017, Proposed Plans and Elevations CPL-KHK\_HTA-A\_0\_DR\_0250 A received  
13.10.2017, Proposed Plans and Elevations CPL-KHK\_HTA-A\_0\_DR\_0251 B received  
13.10.2017, Proposed Plans and Elevations CPL-KHK\_HTA-A\_0\_DR\_0252 B received  
13.10.2017, Site Plan 0100 B received  
19.10.2017, Master Plan 1463/002 I (landscape) received  
19.10.2017, Drawing 1463/004 C received  
19.10.2017, Street Scenes CPL\_KHK 0111 received  
19.10.2017, Drawing KN-P3-01 A (contours) received  
19.10.2017, Drawing KN-P3-02 A (levels) received  
19.10.2017, Parking Layout SK171018 REV A received  
19.10.2017, Transport Statement received  
20.10.2017, Email Highways Tech Note received  
20.10.2017, Schedule Parking received  
20.10.2017, Email Response to Waste Service received  
20.10.2017 /subject to the following:

### Conditions Reasons

1. No above ground construction shall take place until details of the following have been submitted to and approved by the Local Planning Authority and the development shall be carried out in accordance with the approved details.
  - a) samples of all materials to be used externally
  - b) Lighting
  - c) Windows
  - d) a drainage strategy demonstrating that the surface water generated by this development can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters and additional ground investigation will be required to support the use of infiltration.
  - e) a noise report detailing the current noise climate at the proposed site due to the close proximity of Tower View. The report should consider the levels cited in BS8233:2014, with particular attention drawn to the notes accompanying Table 4 in para 7.7.2 of BS8233:2014 ( these levels need to be achieved with windows at least partially open). The report should also

detail any mitigation/attenuation measure needed to attain the abovementioned levels. Specific details of any necessary noise insulation/attenuation requirements (e.g. acoustic glazing, acoustically screened mechanical ventilation, etc) will also need to be submitted for approval.

Reason: To ensure an acceptable standard of development is achieved.

2. Within 3 months of the commencement of development, the following shall be submitted for approval by the Local Planning Authority and shall be installed in accordance with the approved details:
  - a) Play area equipment and seating design, location and timetable for installation
  - b) Details of soft landscaping and boundary treatment including any retaining walls

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.

3. No dwellings hereby approved shall be occupied before the roadside verge to the northern, western and southern boundaries of the site have been landscaped in accordance with details that have been submitted to and approved by the Local Planning Authority.

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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting that Order) no rear or side extensions or roof enlargements to any dwelling hereby approved shall be carried out unless planning permission has been granted on an application relating thereto.

Reason: In the interests of residential amenity.

5. The windows to the first floor rear elevations of the residential units identified in the attached plan shall be glazed in obscure glass and shall be non-opening below a height of 1.7m measured from the internal finished floor level prior to first occupation. The windows thereafter shall not be altered in any way without the prior written approval of the Local Planning Authority.

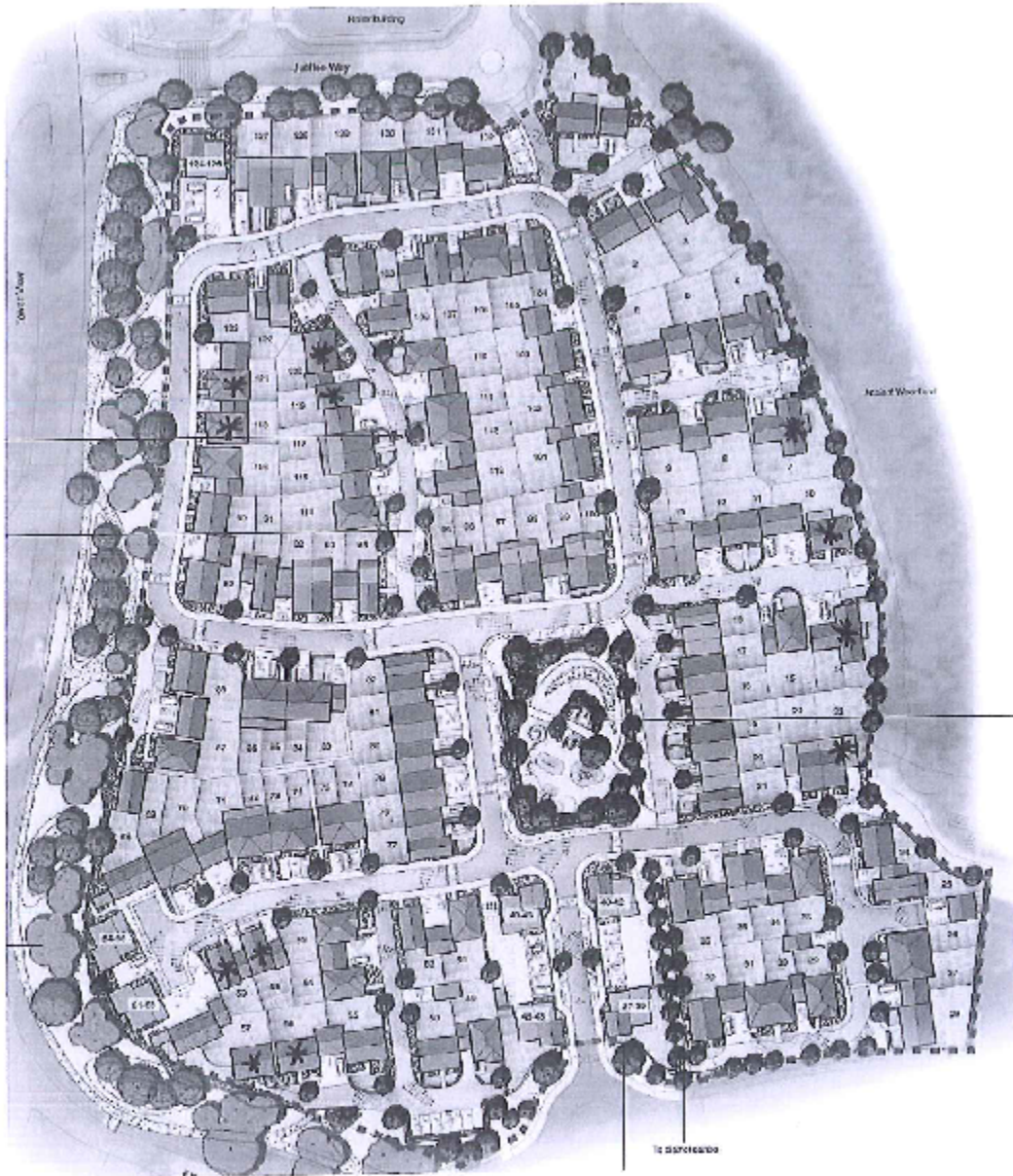
Reason: To satisfactorily protect the residential amenities of nearby occupiers.

## **Informatives**

- 1 Surface water soakaways should be at least 5 metres from the foul sewers (and indeed any other structures) at closest approach for reasons of soil stability/ settlement and hence sewer pipe integrity.
- 2 During construction phases, the hours of noisy working (including deliveries) likely to affect nearby properties should be restricted to Monday to Friday 07:30 hours - 18:30 hours; Saturday 08:00 to 13:00 hours; with no such work on Sundays or Public Holidays.
- 3 The Borough Council will need to create new street name(s) for this development together with a new street numbering scheme. To discuss the arrangements for the allocation of new street names and numbers you are asked to write to Street Naming & Numbering, Tonbridge and Malling Borough Council, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ or to e-mail to [addresses@tmbc.gov.uk](mailto:addresses@tmbc.gov.uk). To avoid difficulties, for first occupiers, 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.

Contact: Marion Geary





TONBRIDGE AND MALLING  
BOROUGH COUNCIL  
THIS IS THE PLAN REFERRED  
TO IN THE DECISION NOTICE  
DATED .....  
RE: APPLICATION NO .....