

Aylesford
Aylesford North And
Walderslade

20 August 2019

TM/19/01979/FL

Proposal: Demolition of existing cottage and the erection, on a site comprising the curtilage of the cottage and adjoining land to the north, formerly part of Aylesford Quarry, of eight dwellings, comprising one four-bedroom detached house, two semi-detached pairs of four-bedroom houses, and a terrace of three two-bedroom houses, with associated access, parking spaces, and landscaping

Location: 80 Rochester Road Aylesford Kent ME20 7BJ

Go to: [Recommendation](#)

1. Description:

- 1.1 Planning permission is sought for the demolition of the existing detached dwelling and erection of eight dwellings – 1 x detached four bed, 2 x pair of four bed semi-detached and 1 x terrace of three, two bed dwellings. The dwellings have been designed with pitched roof dormer windows and/or gables with porches to the front elevations. The intention is to use external materials of brick and tile.
- 1.2 The intention is to utilise the existing access onto Rochester Road and create a new cul de sac with turning area. The semi-detached dwellings and detached dwelling have been designed with two tandem vehicle parking spaces utilising the undercroft and front curtilage. The terrace has been designed with two independent vehicle parking spaces to serve each dwelling. Three additional visitor spaces are also to be provided.

2. Reason for reporting to Committee:

- 2.1 Due to the balance which needs to be made between diverging and significant policy considerations.

3. The Site:

- 3.1 The site lies to the north east of Aylesford, immediately adjacent to, but beyond the settlement confines. There are existing dwellings to the east and south. A quarry (sand pit) lies to the west. The site falls within a Regionally Important Geological Site (RIGS) known as Wagons Pit.
- 3.2 The site forms a slightly elevated plateau - the land to the west falls away to the quarry and the land to the east falls steeply to the stream. The site itself comprises Lake Cottage which is a detached dwelling set within a large domestic curtilage. Lake Cottage is not a listed building. The additional land to the rear has been cleared and fenced. A public footpath MR456 runs to the eastern site boundary as does a stream. The stream falls within flood zone 3.

4. Planning History (relevant):

4.1 None relevant.

5. Consultees:

5.1 PC: Objects on the following grounds

- The site is outside the defined line of the village, the expansion of the village cannot be accepted. Should be limited to the site of 80 Rochester Road only.
- Should not significantly change the existing character of the site.
- The site has been cleared, the previous trees, flora and fauna provided habitat for wildlife. This should be reinstated.
- Increase traffic movements on a narrow access which already serves residential dwellings, a school and quarry traffic
- The property is an historic building associated with the Aylesford Sand pit. Loss of a significant village asset.

5.2 KCC (H+T): received 23.09.19 - Swept path analysis required

KCC (H+T): received 08.10.19 – no objection subject to recommended conditions

KCC (H+T): received 11.10.19 – Swept path analysis within the public highway required for clarification

KCC (H+T): received 17.12.19 – No objection subject to planning conditions

5.3 KCC (PROW): No response

5.4 KCC (AAP): No response

5.5 KCC (Minerals): No response

5.6 EA: received 16.10.19 – object, inadequate evidence of risk to protected species.

5.7 EA: received 22.11.19 - no objection subject to recommended conditions

5.8 Conservation Officer: Assessed with a view to considering whether the house could be a non-designated heritage asset, in accordance with paragraph 197 of the NPPF and advice within the Historic Environment section of the NPPG. To assist with this I've referred to the Tunbridge Wells Borough Council Local Heritage Asset SPD, the criteria within which is based on national Historic England guidance and can be broadly applied therefore to TMBC heritage assets. Referring to such criteria is a suggested approach within the NPPG for identifying non-

designated heritage assets, though it is not a requirement. The house does not appear on historic maps until the 1907 OS map. It does not appear to have any specific functional relationship with the nearby quarry and sand pit. I can also see that it has been altered in various ways from its original form, including fenestration. It has no particular distinguishing architectural features otherwise that can be considered of high quality or innovative. For these reasons, I believe it does not meet the criteria for a local heritage asset, which includes architectural and artistic interest, historic interest, social and economic development, and townscape character. In my view, therefore, it is not considered to be a non-designated heritage asset.

5.9 Environmental Protection: Recommend informative regarding bonfires and hours of construction. Recommend planning conditions regard potential land contamination.

5.10 Leisure Services: a financial contribution will be sought towards off site open space provision.

5.11 Private Reps: 5 + site notice /OX/50R/0S.

Objections summarised below:

- Objection to the demolition of the historic building. Too unique to destroy. A village landmark
- Should be refused due to the current traffic pollution within Aylesford
- 18 additional cars blocking the already gridlocked village. Exacerbated by the haulage lorries. Exacerbated by new Peters Bridge. Takes 30 minutes to reach Ditton traffic lights in the morning. Congestion at the roundabout.
- Parking is limited
- The dwellings will not be affordable
- Single replacement dwelling ok but no more
- Detrimental to footpath users
- Road access unsafe as leads onto a narrow lane
- GP and schools oversubscribed
- Not in the local plan
- Fragile bridge over the stream is already starting to move. Has the bridge been surveyed?

- Has a full traffic survey of the village been carried out?
- Traffic using the Mount Pleasant 'rat run' has increased
- The village cannot cope with more houses
- Needs careful consideration of local wildlife
- Another attempt to develop the quarry which has been turned down time and time again for valid reasons

6. Determining Issues:

Preliminary matters and the principle of development:

- 6.1 For the avoidance of any doubt, the application site does not form any part of the site dismissed at appeal last year under planning reference TM/17/02971/OA (known as Aylesford Lakes), although it is adjacent to it. However, insofar as it is material to the determination of this current application, the Inspector in that case concluded that policies CP13 and CP14 were out of date in the absence of a five year supply of housing, thus limiting the weight that could be afforded to them.
- 6.2 Similarly, paragraph 78 of the NPPF advises that “to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.” Paragraph 79 then follows stating that “planning policies and decisions should avoid the development of isolated homes in the countryside” unless one or more of a list of certain circumstances apply.
- 6.3 The site lies immediately adjacent to the confines of Aylesford village. The site, in part, comprises existing residential curtilage. There are dwellings to the east and south. The site is within easy walking distance of Aylesford village centre and the services and public transport links contained within the village. The proposal therefore accords with these requirements of the NPPF in terms of where development should be directed in principle.
- 6.4 On this basis, and given the site is immediately adjacent to the settlement confines (and shares the same locational characteristics insofar as matters of principle are concerned), there would be no justification for seeking to resist the principle of the development proposed.
- 6.5 In the absence of a 5 year housing supply the presumption in favour of sustainable development falls to be applied. For decision making, in accordance with paragraph 11 of the NPPF, this means
- c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:

i. the application of policies within this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.6 Given the conclusions regarding CP13 and CP14, paragraph 11 d of the Framework applies. In this instance, there are no policies within the Framework that protect assets of particular importance (as expressly set out in Footnote 6 of the NPPF) and therefore no clear reasons to refuse (paragraph d (i)). This means that it is necessary to establish whether there are any adverse impacts arising from the grant of permission that would significantly and demonstrably outweigh the benefits of providing additional housing in this location.

Impact on non-designated heritage asset:

6.7 The application involves the demolition of an existing dwelling. The dwelling is not a listed building; however paragraph 197 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining applications. It is therefore necessary to consider whether the existing building could be deemed a non-designated heritage asset.

6.8 Guidance is provided in the Local Heritage Listing: Historic England Advice Note 7. The guidance makes specific reference to age, rarity, aesthetic value, group value, archaeological and/or archival interest, designated landscape interest, landmark status or social and community value. I am aware that some local residents have identified this building as a landmark building and the PC makes reference to historic links with the quarry. However, for the building to be considered as such it would need to comprise “an asset with strong communal or historic associations, or because it has especially striking aesthetic value”.

6.9 The house first appears on the 1907 OS map and seems to have been substantially altered. I have not discovered any evidence of an historic relationship with the adjacent quarry. I do not consider the house to be of striking aesthetic value. This view is shared by the Council’s Conservation Officer who is of the view that the building would not warrant listing and it does not meet the HE guidance as a non-designated heritage asset. Consequently the building does not benefit from any special protection and the provisions of paragraph 197 of the NPPF do not fall to be applied in this instance.

Impact on visual and residential amenities:

- 6.10 The application must be determined with regard to Policy SQ1 of the MDE DPD. This policy requires all new development to protect, conserve and, where possible enhance the character and local distinctiveness of the area. Policy CP24 of the TMBCS seeks to ensure that all development is well designed and respects the site and its surroundings. The aims of these local plan policies are echoed in paragraphs 127 and 130 of the NPPF. Paragraph 127 seeks to ensure that development will function well, create attractive, safe places in which to live and work, optimise the potential of the site, respond to the local character of the surroundings and be visually attractive. Paragraph 130 states that permission should be refused for poorly designed development, although where the development accords with the clear expectation in plan policies design should not be used as a valid reasons to objection to development. Therefore local plan policies SQ1 and CP24, by seeking to ensure well designed development suitable to the character of the site, remain in accordance with the NPPF and therefore are not considered out of date.
- 6.11 The intention is to utilise the existing access and create a new internal road. The dwellings are to be served by a small cul de sac with a turning head. The proposed detached and semi-detached dwellings have been sited to create a linear pattern echoing the linear pattern of Rochester Road, whereas the small terrace has been sited at right angles to mirror the orientation of the newer dwellings immediately to the east. The semi-detached dwellings have been designed with two and a half storeys and a 'flying' link to provide undercroft parking. The detached dwelling is similar in design. These dwellings have been designed to utilise the extensive views to the north west through the introduction of a first floor living room. The proposed terrace is of a simpler form but the dentil detail to the eaves adds interest. The dwellings have been designed with pitched roof dormer windows and porches to the front elevations. The intention is to use external materials of brick and tile.
- 6.12 The character of the wider area is mixed being predominantly 1960 and 1970 residential development. The proposed dwellings have been sited and designed to respect the site and its surroundings and are acceptable in this context. The proposed dwellings will provide sufficient levels of residential amenity for future occupiers. There is sufficient separation distance between the proposed and existing dwellings to ensure no adverse impact will occur to existing neighbouring dwellings. The development is modest and well screened and will not harm the character of the wider area.

Flood Risk:

- 6.13 Policy CP10 of the TMBCS states that within the floodplain development should first seek to make use of areas at no or low risk to flooding before areas at higher risk are considered. Paragraphs 100 – 104 of the NPPF seek to restrict

development in areas which are at risk from flooding. In this context local plan policy CP10 remains up to date.

- 6.14 The site does not lie within Flood Zones 2 or 3. However there is a stream that runs adjacent to the eastern site boundary which falls within Flood Zone 3. The stream lies within steep banks with the application site set at a higher level. The EA has raised no objection. I therefore conclude that the application meets the aims of the relevant local and national planning policies as the site would not be subject to flooding. However, the stream also provides wildlife habitat, particularly for water voles, which I address below.

Biodiversity:

- 6.15 Policy NE2 of the MDE DPD seeks to protect, conserve and enhance the biodiversity of the Borough, whilst policy NE3 requires development that would adversely affect biodiversity to only be permitted if appropriate mitigation measures are provided. This is supported by paragraph 109 of the NPPF which requires the planning system to contribute to and enhance the natural and local environment. Consequently local plan policies NE2 and NE3 remain up to date for decision making purposes.
- 6.16 The EA sought additional information regarding the potential presence of water voles. A habitat survey was submitted which did not discover any water voles and consequently the EA raise no objection on this basis.
- 6.17 I am aware of the concerns of the PC and local residents regarding the site clearance. However the site does not lie within a specific designation nor are there any TPOs at the site which would have prohibited the clearance. Notwithstanding it is reasonable to seek an enhancement to biodiversity through additional landscaping and this can be ensured by planning condition. It is also appropriate to encourage the incorporation of other features such as bat boxes or swallow bricks and this advice can be given by planning informative. For clarity however there is no indication of bats or any other protected species at the site.

Geology:

- 6.18 The site lies within a RIGS (Regionally Important Geological Site) known as Wagon's Pit. Paragraph 170 (a) of the NPPF requires planning policies and decisions to protect and enhance valued landscapes, sites of biodiversity or geological value and soils. Similarly, Policy NE1(3) of the MDE DPD states the development that would adversely affect a RIGS will not be permitted unless the benefits of the development override the need to safeguard the particular geological or geomorphological interest of the site and that any adverse impacts can be adequately mitigated. The adopted policy is in accordance with the NPPF and therefore remains up to date for decision making purposes.

6.19 Wagon's Pit is described by the GeoConservation Kent Group as a working pit providing excellent sections through Lower Cretaceous and Pleistocene sediments. However, the application site does not lie within the quarry and is some considerable distance from the part of the exposed cliff face which is the focus of the designation. The proposal will not therefore adversely affect the RIGS.

Highway safety and parking provision:

6.20 Policy SQ8 of the MDE DPD states that development will only be permitted where there will be no significant harm to highway safety. This is in accordance with paragraph 109 of the NPPF which states that development should only be refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of the development would be severe. Local plan policy SQ8 therefore remains consistent with the Framework in this respect.

6.21 The development has been designed to provide two vehicle parking spaces to serve each dwelling. IGN3 recommends a provision of two spaces each for 3 and 4 bed houses in village settlements. I note that the provision for the semi-detached and detached dwellings are a tandem arrangement and utilise the under crofts. In this respect, the notes attached to IGN3 set out that open car ports or car barns are acceptable at all locations, subject to good design. Whilst the IGN notes that parking is best provided side by side or in another independently accessible form, stating that tandem spaces are under-utilised, they are not precluded as parking spaces when applying the standard. Equally, the provision of parking in alternative ways must also be balanced against the need to make the best and most efficient use of available land and ensuring good and coherent layouts and design. The level and layout of parking proposed is therefore acceptable and accords with the standard. I am of the view that permitted development rights which would allow for the under croft parking areas to be enclosed in the future (thus reducing the propensity for them to be used as parking spaces) should be removed by condition. It should also be noted that the development also includes three visitor parking spaces which is acceptable for a development of this size.

6.22 The intention is to utilise the existing access onto Rochester Road. The existing access from Rochester Road is shared by Lake Cottage, the Quarry and Mount Pleasant. KCC (H+T) sought additional information to demonstrate the access and new cul de sac could accommodate an 11.2m long refuse truck within the public highway. Following the submission of this information the highway authority raise no objection subject to a number of recommended planning conditions. I am aware of the concern of the PC and local residents regarding an increase in traffic and the potential exacerbation of congestion in the village. However the addition of 8 dwellings will not increase traffic levels to such an extent that the impact, individually or cumulatively, would be severe. It is not therefore reasonable to refuse planning permission on this basis. However it does remain appropriate to seek a construction management plan to ensure the demolition and construction

are appropriately managed to minimise any impact on amenity and highway safety. I am also aware of the concern regarding the bridge.

- 6.23 Paragraph 110 of the NPPF seeks to prioritise pedestrian and cycle movements and, as far as possible, facilitate access to high quality public transport. Development should address the needs of people with disabilities and be designed to enable charging of plug-in and other-low emission vehicles. The proposed dwellings have been designed with sufficient amenity space to allow for the storage of cycles. The site lies within easy walking distance of the village centre. In accordance with the requirements of the NPPF, I would recommend that a condition be imposed on any planning permission granted that requires a scheme indicating how vehicle charging points would be incorporated into the design of the development, and provided for prior to first occupation.
- 6.24 Paragraph 111 of the NPPF requires travel plans to be provided for all developments that will generate significant amounts of movement. The introduction of 8 units will not result in a significant amount of traffic movement, and as such a specific travel plan is not necessary in this instance.
- 6.25 There are no PROWs within the site; however the MR456 runs along the eastern site boundary. The PROW will not be affected by the development but it remains appropriate to remind the applicant that there must be no obstruction of the route. This advice can be given by planning informative.

Other material planning considerations:

- 6.26 Paragraph 178 of the NPPF states that planning policies and decisions should ensure that the site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination. As the site lies adjacent to quarry, there is a nearby landfill site and a tramway was once present it is necessary to impose suitable planning conditions to ensure any potential land contamination is identified and mitigated.
- 6.27 The site lies within an area of archaeological potential. Although there is no specific evidence of any historical interest at the site itself it remains appropriate to impose a planning condition to protect any unexpected archaeological finds.
- 6.28 The proposal seeks to erect in excess of 5 dwellings and therefore, in accordance with Policy OS3, there will be a requirement for open space provision in accordance with the standards set out in Policy Annex OS3. Amenity space serving each of the dwellings is to be provided on site, however a financial contribution towards further off site open space provision will be sought. This can be agreed by legal agreement and the breakdown of the precise spending allocation arrangements will be provided in the supplementary report once confirmation has been received from Leisure Services.

6.29 There is no requirement for affordable housing to be provided as part of this scheme when applying the national planning practice guidance against adopted policy in this respect.

Conclusions and overall planning balance:

6.30 The site lies in the countryside beyond the settlement confines. The proposal is contrary to policy CP14 of the TMBCS. However, owing to the absence of a five year housing supply, this development plan policy is out of date and consequently less weight can be afforded to it in terms of restricting development of this nature. As such, the presumption in favour of sustainable development as set out in paragraph 11 (d) of the NPPF must be applied. There are no clear reasons to refuse permission and no adverse impacts which significantly and demonstrably outweigh the benefits of granting planning permission. Any potential impacts arising from the development can be suitably mitigated by the imposition of planning obligations and conditions. As such, the following recommendation is put forward.

7. Recommendation:

7.1 **Grant planning permission** in accordance with the following submitted details: Location Plan PL 502 09 A dated 16.09.2019, Site Plan PL 502 10 B dated 30.09.2019, Ecological Assessment dated 12.11.2019, Proposed Plans and Elevations PL 502 11 Plots 1&2 dated 20.08.2019, Proposed Plans and Elevations PL 502 12 Plots 3&4 dated 20.08.2019, Proposed Plans and Elevations PL 502 13 Plot 5 dated 20.08.2019, Proposed Plans and Elevations PL 502 14 Plots 6-8 dated 20.08.2019, Existing Plans and Elevations PL 502 15 Cottage dated 20.08.2019, Design and Access Statement PL 502 20 dated 20.08.2019 subject to the following:

- The applicant entering into a planning obligation with the Borough Council to provide financial contributions towards public open space provision in accordance with the requirements of policy OS3 of the MDE DPD

It is expected that the section 106 agreement should be agreed in principle within 3 months and the legalities completed within 6 months of the committee resolution unless there are good reasons for the delay. Should the agreement under Section 106 of the Act not be completed and signed by all relevant parties by 30 June 2020, a report back to the Area 3 Planning Committee will be made either updating on progress and making a further recommendation or in the alternative the application may be refused under powers delegated to the Director of Planning, Housing and Environmental Health who will determine the specific reasons for refusal in consultation with the Chairman and Ward Members.

- The following planning 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. Prior to the commencement of the development hereby approved, arrangements for the management of all construction works shall be submitted to and approved by the Local Planning Authority. The management arrangements to be submitted shall include (but not necessarily be limited to) the following:
 - The days of the week and hours of the day when the construction works will be limited to and measured to ensure these are adhered to;
 - Procedures for managing all traffic movements associated with the construction works including (but not limited to) the delivery of building materials to the site (including the times of the day when those deliveries will be permitted to take place and how/where materials will be offloaded into the site) and for the management of all other construction related traffic and measures to ensure these are adhered to;
 - Procedures for notifying neighbouring properties as to the ongoing timetabling of works, the nature of the works and likely their duration, with particular reference to any such works which may give rise to noise and disturbance and any other regular liaison or information dissemination; and
 - The specific arrangements for the parking of contractor's vehicles within or around the site during construction and any external storage of materials or plant throughout the construction phase.

The development shall be undertaken in full compliance with the approved details.

Reason: In the interests of general amenity and highway safety.

3. No above ground 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.

Reason: To ensure that the development does not harm the character and visual amenity of the locality.

4. No development, other than the demolition of any buildings, removal of hardstanding, ground investigations or site survey works, shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping and boundary treatment. The scheme shall include planting designed to enhance the biodiversity of the site. 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. 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: To protect and enhance the appearance and character of the site and locality.

5. No development, other than the demolition of any buildings, removal of hardstanding, ground investigations or site survey works, shall take place until details of slab levels have been submitted to and agreed in writing by the Local Planning Authority. The details shall include scaled cross sections;
 - o south west - north east showing the changes in land levels and the existing dwellings to the south west of the site and,
 - o north east - south east showing the changes in land levels from the quarry, the site, the stream and the dwellings to the south east of the site.

The works shall be carried out in strict accordance with those details.

Reason: To ensure the scale of the development is compatible with the character of the site and its surroundings.

6. No development, other than demolition of any building, removal of hardstanding, ground investigations or site survey works, shall be commenced until the following have been submitted to and approved by the Local Planning Authority:
 - (a) a contamination land desktop study identifying all previous site uses, potential contaminants associated with those uses including a survey of the condition of any existing building (s), a conceptual model of the site indicating sources, pathways and receptors and any potentially unacceptable risks arising from contamination at the site;
 - (b) based on the findings of the desktop study, proposals for a site investigation scheme that will provide information for an assessment of the risk to all receptors that may be affected including those off site. The investigation scheme should also include details of any site clearance, ground investigations or site survey work that may be required to allow for intrusive investigations to be undertaken.

If, in seeking to comply with the terms of this condition, reliance is made on studies or assessments prepared as part of the substantive application for planning permission, these documents should be clearly identified and cross-referenced in the submission of details pursuant to this condition.

Reason: In the interests of amenity and public safety and human health.

7. No development, other than demolition of any building, removal of hardstanding, or ground investigations works, until the following have been submitted to and approved by the Local Planning Authority:

a) results of the site investigations (including any necessary intrusive investigations) and a risk assessment of the degree and nature of any contamination on site and the impact on human health, controlled waters and the wider environment. These results shall include a detailed remediation method statement informed by the site investigation results and associated risk assessment, which details how the site will be made suitable for its approved end use through removal or mitigation measures. The method statement must include details of all works to be undertaken, proposed remediation objectives, remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site cannot be determined as Contaminated Land as defined under Part 2A of the Environmental Protection Act 1990 (or as otherwise amended).

The submitted scheme shall include details of arrangements for responding to any discovery of unforeseen contamination during the undertaking hereby permitted. Such arrangements shall include a requirement to notify the Local Planning Authority in writing of the presence of any such unforeseen contamination along with a timetable of works to be undertaken to make the site suitable for its approved end use.

(b) prior to the commencement of the development the relevant approved remediation scheme shall be carried out as approved. The Local Planning Authority should be given a minimum of two weeks written notification of the commencement of the remediation scheme works.

Reason: In the interests of amenity, public safety and human health.

8. Following completion of the approved remediation strategy, and prior to the first occupation of the development, a relevant verification report that scientifically and technically demonstrates the effectiveness and completion of the remediation scheme at above and below ground level shall be submitted for the information of the Local Planning Authority.

The report shall be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where it is identified that further remediation works are necessary, details and a timetable of those works shall be submitted to the Local Planning Authority for written approval and shall be fully implemented as approved.

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

Reason: In the interests of amenity, public safety and human health.

9. No building shall be occupied until the area shown on the submitted plan as vehicle parking and turning areas has been provided, surfaced and drained as

shown on drawing referenced PL/502/10 Rev B received 30 September 2019. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude cycle parking.

Reason: Development without provision of adequate turning facilities is likely to give rise to hazardous conditions in the public highway.

10. a) No above ground development shall begin until a detailed sustainable surface water drainage scheme for the site has been submitted to, and approved in writing, by the local planning authority. The detailed drainage scheme shall not involve surface water into the ground demonstrate that both the rate and volume of run-off leaving the site post-development will be restricted to that of the existing site, with the rate of runoff for any rainfall event agreed in advance with Southern Water and TMBC (for all storms up to, and including, the climate change adjusted 100yr critical storm).

b) No building hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

i) a timetable for its implementation, and

ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure ongoing efficiency of the drainage provisions.

11. No dwelling shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority which demonstrates the suitable operation of the drainage system such that flood risk is appropriately managed, as approved by the Lead Local Flood Authority. The Report shall contain information and evidence (including photographs) of earthworks; details and locations of inlets, outlets and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as built drawings; and topographical survey of 'as constructed' features.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure ongoing efficiency of the drainage provisions.

12. Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (including any Order revoking or re-enacting that Order, with or without modification) no doors or other means of enclosing the car ports hereby approved shall be installed to the front elevation of the car ports.

Reason: Enclosure of the car ports could reduce their use for vehicle parking and development without provision of adequate accommodation for the parking of vehicles is likely to lead to hazardous on-street parking.

13. None of the dwellings shall be occupied until details of a scheme to install electric vehicle charging points within the development has been submitted to and approved by the Local Planning Authority. The work shall be carried out in strict accordance with those details prior to the occupation of any of the dwellings within the site.

Reason: In order to encourage the occupation of the dwellings by people using electric vehicles to help reduce vehicle emissions in the interests of air quality and in accordance with paragraph 110 of the National Planning Policy Framework 2019

Informatives

1. The applicant is strongly encouraged to consider opportunities for incorporating renewable energy technologies into the approved development wherever possible and for measures to support biodiversity within the construction of the buildings.
2. It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.
3. The Public Right of Way MR456 that runs to the east of the site must not be stopped up, diverted, obstructed (this includes any building materials or waste generated during any of the construction phases) or the surface disturbed. There must be no encroachment on the current width, at any time now or in the future and no furniture or fixtures may be erected on or across Public Rights of Way without consent.
4. The proposed development is within a road which has a formal street numbering scheme and it will be necessary for the Council to allocate postal address(es) to the new property/ies. To discuss the arrangements, you are invited 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. 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.

5. Tonbridge and Malling Borough Council operate a two wheeled bin and green box recycling refuse collection service from the boundary of the property. Bins/boxes should be stored within the boundary of the property and placed at the nearest point to the public highway on the relevant collection day.
6. Surface water must not be allowed to run off the site onto the public highway or any other land outside the ownership of the applicant. Any additional hardstanding must be constructed using porous materials or provision made to direct surface water run-off from the hard surface to a permeable or porous area or surface within the site.
7. The disposal of waste by incineration is contrary to Waste Management Legislation and could lead to justified complaints from local residents. It is thus recommended that no bonfires are lit at the site.

Contact: Maria Brown