

## Planning Committee

Wednesday the 13<sup>th</sup> October 2021 at 7.00pm



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### Update Report for the Committee

The following notes and attached papers will be referred to at the meeting and will provide updated information to the Committee to reflect changes in circumstances and officer advice since the reports on the agenda were prepared

3. Requests for Deferral/Withdrawal

None

4. Schedule of Applications

- (a) **20/01600/AS** - Land adjoining Four Winds, New Road, Egerton, Kent – Erection of 15 dwellings together with all necessary infrastructure including access.

#### Additional Representations received:

##### Egerton PC

- Makes further comments on negotiations on the proposed access to Orchard Nurseries (proposed for older persons housing in the emerging Neighbourhood Plan) stating they broke down in May 2021. Further consideration of the access then took place but discussions broke down after an agreement appeared to have been reached. There have been no further communications.
- NPPF is a material planning consideration and makes clear of the Government's requirements for Local Planning Authorities to deliver a sufficient supply of land and to address the needs of those with specific needs i.e. older peoples housing. Orchard nurseries would deliver this to meet a local need.
- The ABC Local Plan prevents Egerton PC from delivering Orchard Nurseries.
- The issue of access through to Orchard Nurseries is therefore a material consideration.
- The extended site beyond the allocation in policy S30 is unjustified.
- The proposal only satisfies affordable housing but not local housing need.
- EPC considers the proposal contrary to the development plan (including the Egerton Neighbourhood Plan) and there are not material considerations to justify departure. The extended site could be considered development plan compliant should the site include access to Orchard Nurseries.

3 further neighbour letters received objecting to the proposal stating:

- The proposal will spoil the look of the village.
- Egerton sewage works not big enough to cope with 15 more houses.

- (b) **21/01060/AS** - 240 Beaver Road, Ashford Kent TN23 7SW – Change of use of portion of rear garden of number 240 Beaver Road to public car park. Formation of revised access from Beaver Road.

**None**

- (c) **21/00541/AS** - East Stour Court, Mabledon Avenue, Ashford, Kent – Variation of condition 2 of planning permission 18/00938/AS (Demolition of existing sheltered housing scheme and replacement with over 50s sheltered housing scheme to provide 24no.1 bed/2 person apartments, 5no. 2 bed/3 person apartments, communal facilities and associated parking spaces) to increase elevation height, alter access to the rear and increase in bin store

Ward Member

Cllr Buchanan states;-

“I am very pleased with the above mentioned variation to previous planning application, as Ward Member I have received no correspondence from any residents on this matter, therefore I am happy to support the application and have no further comments to add”.

KCC Highways & Transportation (KH&T)

KH&T have provided a further comment raising attention to the potential difficulty maintenance vehicles may have turning in and out of the rear access due to the presence of parked cars on the opposite side of the carriageway in Birling Road. Although not essential, KCC feel it is desirable for a planning condition to be included requiring double yellow lines to be installed on the opposite side of the carriageway to the new entrance extending for a distance of 20 metres to include the existing entrance to the garages opposite.

**SS&DM comment:** The Google Street View image (Figure 1 below) shows Birling Road with a light commercial van parked in the occasional maintenance vehicle area for which permission is sought (Figure 2 below).



**Figure 1:** View of the access to garages behind Linden Road and the rear access of the development onto Birling Road.



**Figure 2:** Block plan showing the rear access onto Birling Road and the on-site maintenance vehicle parking area.

The applicant has confirmed that this vehicle access is proposed to be used approximately 2-3 times a year for the maintenance of the foul and surface water pumping station on the site. It is likely that this vehicle would be a light commercial van (of a similar size to the van shown parked in Figure 1).

To access the parking space, I consider that it is reasonable to assume that a maintenance van would be likely to utilise part of the dropped kerb on the opposite side of Birling Road (shown in Figure 2) as part of a turn and reverse manoeuvre into the site.

I am concerned that the introduction of 20 metres of yellow lines along Birling Road would take away a number of parking spaces that currently benefit residents. Given that the access would be used infrequently, I do not consider that an adverse impact on highway safety can be sufficiently demonstrated and so I do not recommend to the Committee that the additional KH&T planning condition is taken forward.

The use of this access can, however, be monitored. If problems are experienced then the Borough Council can liaise with KH&T to determine the minimum area of yellow lines needed on Birling Road to help ease any operational conflict. I have discussed this with the applicant who confirms the acceptability of this approach.

For the avoidance of doubt, refuse collection vehicles are not proposed to enter the application site: they will pause in Birling Road when refuse is collected.