



Wednesday the 31st July 2019 at 7.00pm

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. **Minutes** – To approve the Minutes of the Meeting of this Committee held on the 3rd July 2019,
4. **Changes to Delegations and Authorisations Granted by this Committee**
5. Requests for Deferral/Withdrawal
6. Schedule of Applications

Amendment to all reports on the agenda

On 30 July Eileen Paterson was formally appointed to the role of Head of Development Management and Strategic Sites. On this basis there is a change to each report in the recommendation section where it refers to “Head of Planning & Development” this should be substituted with the wording “Head of Development Management & Strategic Sites.”

- (a) **18/01140/AS – Land fronting Canterbury Road at Ashford Hockey Club and land to the north of Ball Lane, Kennington, Kent - Outline application for the erection of 9 dwellings with access from Canterbury Road (with all other matters reserved), and change of use of land from agriculture to provide two football pitches on land at Ball Lane**

Amendments to report

- Paragraph 11 should state that the increase in pitch provision by one pitch and a net gain of 4 acres of recreation space, not 2 acres.
- (b) **18/000644/AS – Land to the north of St Mary’s Close and east of Ashford Road, Hamstreet, Kent TN26 2DX - Outline application to consider the access from Ashford Road only and the construction of up to 80 new homes, an up to 60 bed care home, approx. 60 car parking spaces adjacent to Ashford Road, SuDS, wetland and associated education centre/events space, pedestrian and cycle linkages, associated open space and football pitch and covered shelter, drainage infrastructure and new landscaping**

Additional representations

1 further letter of objection from a previous objector. They have raised a number of issues regarding highway safety that is already represented in the report. In addition, they raise an additional concern regarding foul sewage and the connection to the existing foul sewer of which they say that Southern Water has confirmed to ABC has no additional capacity.

8 further letters of objection raising no new material planning considerations.

(c) 18/01454/AS – Andrews Garage, Plain Road, Smeeth, Ashford, Kent, TN25 6RA - Demolition of Andrews Garage and the construction of 5 houses with associated parking, revised vehicular access and car barn

Amendments to report

- Paragraph 22 is an error and is omitted as this refers to the superseded Development Plan.

Additional representations

- Additional written comments received from Mr R Kimpton, who is scheduled to speak to object against the development, appended as Annexe 1 to the update report.

(d) 17/00388/AS - Land rear of 2 to 16 Longsfield off, Quarry Wood, Aldington, Kent - Erection of 4 dwellings

Amendments to officer report

- The final sentence of paragraph 79 should refer to occupiers' amenity and not neighbours' amenity.
- Note to applicant number 4 is to be deleted as on balance the drag distance for wheeled bins is not considered to result in demonstrable harm to occupiers amenity. Instead recommended condition 21 will secure the provision and maintenance of the refuse collection facility identified on the proposed site location plan.
- Table 1 identifies the 'Planning Obligations' sought to mitigate the impacts of the development. In relation to column 3 of table 1, the amount of contribution required towards either the replacement of the façade **or** the replacement of the flat roof to Aldington Village Hall has been calculated at £1,807.83 per dwelling capital sum and £528.33 per dwelling maintenance sum.

In relation to column 1 of table 1, upon deducting the amount of contributions to be secured towards local infrastructure improvements the total amount of funds remaining from the £53,544 available is £39,251.36. These remaining funds shall be secured towards the provision of off-site affordable housing.

Additional Consultation response

- Comments have been received from ABC Project Office Drainage. These conclude that subject to the imposition of a SuDs condition, based on the

information provided by the applicant a policy compliant solution is considered achievable for the site.

Additional representations

- A further representation has been received from the Parish Council stating that they wish the following wording to be taken into consideration when setting the conditions on any subsequent grant of planning permission:

No development including any preparation works prior to building operations shall take place on site until a Construction and Transport Management Plan has been submitted to, and approved in writing by the Local Planning Authority following consultation with the Parish Council. The approved statement shall be adhered to throughout the construction period and shall include:

1. *Dedicated on-site parking for all vehicles: including site construction, personnel, operatives and visitors;*
2. *Proposed routing of construction vehicles;*
3. *Prior agreement to establishment of time slots for the delivery of goods and or removal of site materials to ensure that this does not interfere with the free flow of traffic at peak periods (including school drop off and pick up times during school terms)*
4. *Areas for loading and unloading of plant and materials including on-site turning for construction vehicles;*
5. *On-site storage of plant and materials;*
6. *Programme of works (including measures for traffic management);*
7. *Provision of secure boundary security hoarding behind any visibility zones;*
8. *Wheel washing facilities;*
9. *Measures to control the emissions of dust and dirt during construction;*
10. *Banksman where reversing HGVs onto the highway;*
11. *The location and layout of temporary site offices and sales office;*
12. *Proposed hours of working; these to be agreed with the Parish Council and to take into account potential disturbance of nearby residents in Longsfield and Quarry Wood;*
13. *Details of any pile driving or other noisy equipment to be used*
14. *Establishment of regular liaison between a nominated member(s) of the Parish Council and a key representative of site management;*

[HoP&D comment: The officer recommendation includes a condition requiring a Construction Management Plan/Hours of working (condition 14). Given the size of the scheme it is proposed that this condition requires the following:

- a) Details of areas for the parking, loading and unloading of plant and materials, and provision on-site for turning for personnel, delivery and construction vehicles including HGV's;
- b) Details of areas for the storage of plant and materials;
- c) Details of facilities, by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances;

In accordance with officers list of standard conditions, officers recommend that the hours of working are restricted to 0730 to 1800 hours (Monday to Friday)

and 0730 to 1300 hours (Saturday) with no working activities on Sunday, Public and Bank Holidays.

Given the rural road network, I agree that there is merit in requiring details of the routing of construction vehicles and I propose that this is added to the condition wording.

In response to the Parish Council request for regular liaison between the PC and Site Manager, it is proposed that this is attached as an informative note].

The Parish Council state that they require written confirmation that high speed fibre broadband will be made available, it is known that there are capacity issues with the local exchange. **[HoP&D comment:** Within the area of Aldington, policy EMP6 of the Ashford Local Plan 2030 only requires developments of 10 dwellings or more to provide fibre to the premises (FTTP). Therefore, there is no policy justification for securing FTTP by condition. However, the policy states that for other residential schemes FTTP will be encouraged and so I propose that an informative note is attached to any subsequent approval notice advising the applicant that it is recommended that FTTP is provided].

- Further correspondence has been received from the agent confirming that initial contact has been made between the applicant and KCC PROW and Access Service relating to the procedure for diverting the public footpath.
- A further third party representation has been received. This is copied in full at Annexe 2. In summary, the representation raises the following issues:
 - Land ownership;
 - Access arrangements;
 - The location and increased use of the PROW;
 - History relating Taylor Wimpey's efforts to acquire the site;
 - Impact upon on street parking.

The representation also states that the proposed site layout in figure 3 of the report was actually amended before figure 4. **[HoP&D comment:** This is correct, the scheme was amended on two occasions however, the purpose of figure 3 and 4 is to illustrate the scheme at original submission and the scheme currently proposed].

The representation requests that members consider requiring a reduction in the number of dwellings to 3.

A condition is requested to prevent development on the PROW. **[HoP&D comment:** There is other legislation in place to prevent this as detailed at para 78 of the officers report].

A condition is requested requiring details of foul sewage disposal. **[HoP&D comment:** This condition is no longer being applied as it is covered under the Building regulations].

The representation requests a deferral to allow for a members site visit.

It is suggested that the site would be suitable as an open space for the village together with some off-road parking which would alleviate some of the on-road parking issues.

- (e) **19/00516/AS - The Poplars, Kingsnorth Road, Ashford, Kent - Demolition of existing flats at 1 to 14 The Poplars & terrace of 3 houses at 5, 7 & 9 Beaver Lane. Redevelopment of site to provide a sheltered housing scheme of 31 apartments (15 x 1 bed, 16 x 2 bed) for affordable rent & associated parking**

Bat emergence and return survey results June – July 2019

Summary of findings and recommendations

- The result of the four surveys did not establish the buildings are being used by roosting bats, therefore a European Protected Species License will not be required to facilitate the proposed development scheme as a bat roost has not been confirmed.
- No mitigation is required in relation to bats however it is possible that opportunist/occasional roosting may occur by bats and some recommendations are made as to a precautionary approach to works. **[HoP&D comment:** KCC Ecological Advice Service have been consulted on the survey results and their comments are awaited].

- (f) **19/00052/AS - Land south of Captain's Wood, Land at Cheeseman's Green, Cheeseman's Green Lane, Kingsnorth, Kent - Proposed construction of 17no. residential dwellings (C3 use) with associated access, parking and landscaping**

No updates

- (g) **18/01842/AS - Bombardier Transportation Ltd, Beaver Lane, Ashford - Development of a light maintenance depot including the demolition of existing structures, the provision of a two storey 500sq.m workers accommodation block, 36 parking spaces and associated works for the movement in, and stabling of, railway rolling stock and associated equipment at the former Bombardier Depot, Chart Leacon**

A letter has been received from Dentons (solicitor's) acting on behalf of the applicant (Network Rail)

In summary the letter notes the recommendation is subject to two outstanding issues and have the following comments.

(a) **Further ecological work**

- Network rail has identified land in its ownership located on the northern embankment of the railway land as a suitable translocation site and has now submitted formal information to the Council regarding the proposed translocation site. **[HoP&D comment.** KCC ecological will be consulted on this information]

(b) Relevance of the legal challenge

- Under section 38(6) Planning and Compulsory Purchase Act 2004 the Council must determine the application in accordance with the development plan unless material considerations indicate otherwise.
- The existence of the legal challenge does not change the current status of the adopted local plan.
- The adopted local plan remains the extant development plan and the application ought to be determined in accordance with it.
- The Council considers the application to comply with the development plan (with or without reference to policy 11a).
- The Council do not suggest the statutory challenge is a material consideration.
- We do not consider there is any reason to defer that decision pending the outcome of the legal challenge **[HoP&D comment.** The Council consider that the outcome of the hearing on 19 September is a material consideration. The Council has taken has taken counsel advice regarding the wording of the recommendation and is content with the wording of recommendation as set out in the report]

Update on conditions

- Condition 12 needs to end **“as a scheme to connect all plots to main foul drainage has been submitted to the LPA for approval.**
- A further landscaping condition should be added.

(h) 18/01801/AS - Land between Peelers and Oakleigh, Church Road, Smeeth - Outline application for residential development for the erection of up to 35 units, to include access from Church Road only, with all other matters reserved

Additional representations

Further comments received from Smeeth Parish Council regarding concerns about the highway implications of the proposed development:

The increased vehicle movements as a result of a relatively large development.

They say that “Church Road and The Ridgeway are likely to be the main access/egress routes taken by the occupiers of the new houses. Both these routes are already somewhat troublesome - Church Road as a result of its narrowness, there being pinch points at a number of places, and The Ridgeway as a result of the presence of numerous parked cars. These two aspects lead, to all intents and purposes, to one way traffic flow for considerable distances on each

route. The Ridgeway can be particularly difficult to negotiate as it is also a bus route. Coupled with the access road to the new estate being virtually opposite the well used entrance to the Brabourne and Smeeth Playing Fields, and only a stones throw from Smeeth Primary School, it is feared that only chaos can result at peak times.

These two routes out of the villages lead to junctions with the A20, both of which (Smeeth cross-roads in particular), have a somewhat chequered history with regard to accidents, and additional traffic movements of the magnitude anticipated can but increase the risks.

In conclusion, the Parish Council and the local residents feel that the support given to the application by Kent Highways is flawed and should be revisited with special consideration being given to the situation at peak times”.

In response to this KCC Highways says the following:

The application is located on a site allocation within the Borough Local Plan, policy S38 applies.

Within the applicant’s access proposals, they intend to carry out localised widening works to the section of Church Road which is within their control and thus ability to deliver.

I recognise that there is a narrowing on Church Road and parked cars at times on The Ridgeway also then restrict the traffic flow to one way working, but these issues are localised in nature with by far the majority of these routes being two way working. To some degree the parked cars actually act as traffic calming where drivers have to slow to wait for opposing traffic to clear.

Of key importance is the scale of the development and associated traffic added to the wider highway network. The proposed development is for just 35 dwellings. In terms of traffic movements, this would see an additional 14 departures from site and 5 arrivals to site in the AM peak; so less than 20 movements in the whole of the AM Peak hour. This equates to one vehicle movement every three minutes. Likewise in the PM peak it would generate 13 arrivals to site and 8 departures, again just 21 movements over the whole of the PM peak hour. This traffic would be further diluted on the wider network by drivers choosing different routes.

Taking account of the above and that the visibility splays available from the proposed access are appropriate for the measured driven speeds, there really is nothing associated with this development which could be seen as sufficiently severe in nature to warrant a recommendation of refusal on highway grounds.

- (i) 18/00988/AS - Rose Garden Paddock, Hareplain Road, Biddenden, Ashford, Kent, TN27 8LJ - Variation of condition 2 on planning permission 07/02242/AS to allow for 4 mobile homes to be stationed on the site at any time**

No updates

- (j) 19/00061/AS - 27 Thorne Estate, Pluckley, Ashford, Kent, TN27 0RD -
Installation of vehicle crossover to allow vehicle access across footpath
onto proposed vehicle hard standing area and disabled access ramp**

No updates

Annexe 1 – 18/0454/AS – Andrews Garage, Plain Road, Smeeth

Written evidence in support of objection comments against application 18/01454/AS

It is requested that this evidence be supplied as part of the tabled paper to each member of the planning committee for the meeting at 19:00 on Wednesday 31 July 2019

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Compiled by:
R. Kimpton,
Trevone,
Plain Road,
Smeeth,
Kent. TN25 6RA

Situation in respect of housing supply targets

The Kentish Express reported on 02/08/2018 that the ABC local plan had identified more than enough land to meet both the revised overall housing targets for the plan and the five year housing supply target. Inspectors told ABC to remove 400 rural properties.

Plans dropped for hundreds of homes



Authority told to ditch 400 rural properties

Hundreds of homes are to be slashed from Ashford Borough Council's controversial planning blueprint following a government review.

Inspectors have told authority leaders to ditch plans for more than 400 rural properties in their Local Plan, which maps out where 13,000 homes will be built across the borough over the next 12 years.

ABC does not need to find addi-

tional sites for the parcels of land it will axe, sparking relief among villagers across the borough.

Sites in Hothfield and High Halden are to be deleted, with five further plots in other villages set to be reduced in size, including in Aldington and Brook.

Inspectors raised fears over the potential harm to trees the new homes could have, as well as highlighting concerns over access to facilities.

Hothfield resident Paul Fothergill welcomed the news, saying: "I thought too many homes were planned – there is a need for them, but developers have to be aware of the need for green space and develop sympathetically."

■ Full story, page 11

On page 11 of the same issue a spokesperson for ABC was quoted as saying ABC do not need to find any additional sites to replace those being deleted.

Hundreds of homes are to be slashed from Ashford Borough Council's Local Plan

Local Plan slashed by inspectors after government review

by Sean Axtell
saxtell@tfekmgroup.co.uk

Plans for hundreds of new homes to be built across the district have been scrapped following a government review.

Inspectors have advised Ashford Borough Council (ABC) slashes more than 400 rural homes from its Local Plan - with the lion's share in Hothfield.

The plan is a blueprint mapping where 13,551 homes will be built across the district up to 2030, in accordance with government guidelines.

ABC bosses approved the plan in December but have now been told to adjust it following a review by inspectors.

The authority has been told to delete five sites - including four in or around Hothfield and one on land between High Halden and Bethersden.

Proposals for the future Hothfield developments were thrown out because of potential harm to trees and some sites' isolation from the village, according to government documents.

Plans to develop the land midway between High Halden and Bethersden were also deleted because of the site's relatively long distance from other settlements.

It was proposed the former Stevenson Brothers petrol station forecourt and surrounding land just off the A28 would be developed, but inspectors said the site would have "relatively poor access to services and facilities capable of meeting everyday needs".

They also recommended five plots are reduced, citing potential harm to rural views and protection to nature.

Plans for development on sites in Aldington, Brook, Mersham and Wittersham are to be trimmed back.

An ABC spokeswoman explained the authority does not need to find additional sites for the parcels of land it will axe from the Local Plan.

She said: "Following the examination hearings of our Local Plan, the inspectors have said that we have identified enough land to meet both the revised overall housing targets for the plan and the five year housing land supply target.

"Therefore, we do not need to find any additional sites to replace those being deleted.



Cllr Paul Clokie

"With regard to the five reduced capacity sites, we are expecting about a 50% reduction in aggregate across the sites - the actual percentage will vary between the sites.

"Details on this will be available when we publish our modifications of the plan for public comment in due course."

Cllr Paul Clokie, portfolio holder for planning, welcomed the review.

He said: "I was pleased to receive the advice note from the inspectors which indicates their support in principle for the council's position on over 80% of the proposed sites in the Local Plan.

"Although their final report will not be complete until November, I remain confident that our planning strategy will meet the needs of our growing borough."

Paul Fothergill, 33, of Beech Drive in Hothfield, was pleased with the inspectors' decision and called on developers to build sympathetically.

"I thought too many homes were planned, we just don't have the amenities in the village - the roads are quite narrow," he said.

"It feels good knowing the decision; we chose to live here because it is a rural area.

"There is a need for homes, but developers have to be aware of the need for green space and develop sympathetically."

■ Visit www.ashford.gov.uk for more details on the Local Plan.

Annexe 1 – 18/0454/AS – Andrews Garage, Plain Road, Smeeth

It is clear from the statements of ABC, which are on record as shown on the previous two pages, that ABC have met both the revised overall housing targets for the plan and the five year housing supply target.

Although the NPPF and PPG require planning authorities to promote sustainable development in rural areas (section 6.39 Ashford local plan 2030), it is extremely important to ensure this requirement is not taken as a blanket go ahead for all small rural developments.

To prevent small rural villages being lost due to unsuitable developments it is essential that the criteria laid down in the following sections of the Ashford local plan 2030 are applied.

Key sections of planning policy

The following are from Chapter 6 "Housing" Ashford local plan 2030.

Important Considerations

- 6.44 In order to ensure that windfall schemes are integrated properly within an existing settlement, all development proposals will need to show how they can complement the existing settlement character in terms of their layout, design, scale and appearance.

The Andrews garage site is in a specific area of Smeeth called "The Plain". This is the more rural area of the village, a "ribbon development" of properties parallel to the road. There are properties on only one side of The Plain, the other side of the road is grazing land. There is no "backland" development along The Plain, in fact backland development has previously been refused. The area to the rear of the properties is agricultural land with a history of grazing sheep and cattle.



The Plain is characterised by individual large plot dwellings, predominately bungalows. All the front elevations are unique: single fronted, double fronted, differing door arrangements, brick finish, render finish, pebble-dash etc.

The planned enclave consisting of three rows, one behind the other, of two story dwellings of similar design, clay facing bricks at low level with blue / grey cement board cladding for the second floors are absolutely not individual in their design or finishing materials.

This enclave will definitely not complement the existing settlement, in fact it will stand out like a carbuncle amongst the individually designed and finished dwellings that characterise The Plain.

Settlement confines

6.51 Therefore, for the purposes of this Plan, the built-up confines of a settlement are defined as:

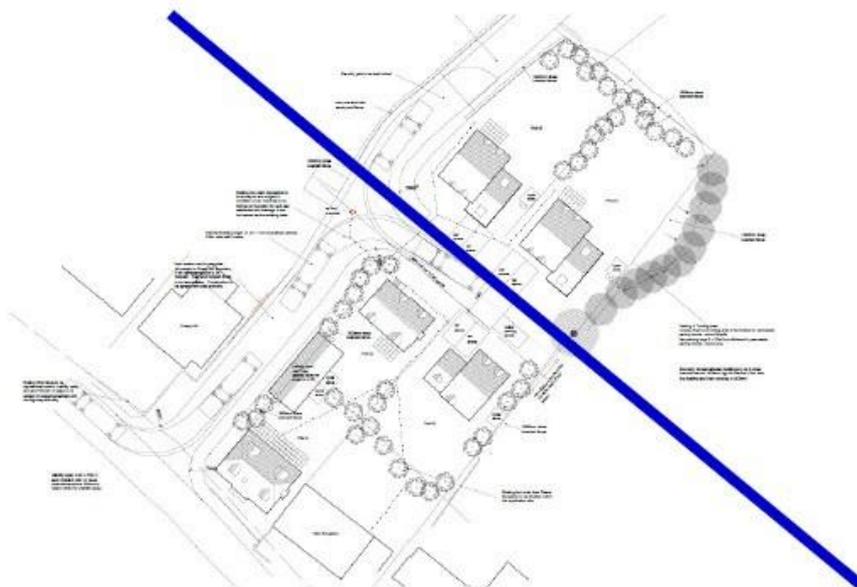
'the limits of continuous and contiguous development forming the existing built up area of the settlement, excluding any curtilage beyond the built footprint of the buildings on the site (e.g garden areas)'.

Any areas behind the existing Andrews Garage building, i.e. the rear yard "curtilage", are not within the settlement confines as stated above in 6.51. Following is a section of the village confines map that was recently approved by ABC planning as representing the written definition of the built-up confines.



Section of Brabourne & Smeeth village confines map.

For additional clarity, below is the proposed site plan, latest revision, with the boundary of the village confines added.



Proposed site plan, latest revision, with the boundary of the village confines added.

Annexe 1 – 18/0454/AS – Andrews Garage, Plain Road, Smeeth

As the proposed development is both within and adjoining the existing built-up confines there are two policies from chapter 6 of the Ashford local plan 2030 that are directly relevant, HOU3a and HOU5:

HOU3a

Policy HOU3a - Residential Windfall Development Within Settlements

Residential development and infilling of a scale that can be satisfactorily integrated into the existing settlement will be acceptable within the built-up confines of the following settlements:

(Smeeth is included amongst the villages mentioned within this policy from the Ashford local plan 2030.)

Providing that the following requirements are met:

The following requirements of HOU3a are completely at odds with this application:

- a) It is of a layout, design and appearance that is appropriate to and is compatible with the character and density of the surrounding area;**

The layout, design, appearance and density of the proposed development is completely out of character with the surrounding area; please see the description of the existing settlement area along The Plain on page 3.

- b) It would not create a significant adverse impact on the amenity of existing residents;**

Currently the rear of the adjacent properties along The Plain are secure and completely land locked, the only way in from The Plain is via Andrews garage. Currently there are several gates, two of which are full height, that any potential intruder would need to overcome.

Once the planned road in to the new development is in place, the only barrier preventing potential intruders accessing the rear of the adjacent properties will be a waist high stock fence.

The security risk introduced by the planned development would create a significant adverse impact on the amenity of existing residents.

HOU5

Policy HOU5 - Residential Windfall Development in the Countryside

Proposals for residential development adjoining or close to the existing built up confines of the following settlements will be acceptable:

(Smeeth is included amongst the villages mentioned within this policy from the Ashford local plan 2030.)

Providing that each of the following criteria is met:

The following requirements of HOU5 are completely at odds with this application:

a) The scale of development proposed is proportionate to the size of the settlement

This is a three row deep enclave cutting in to an existing ribbon development, in the more rural area of the village, where back land development has previously been refused.

Please also see the response to section a) of HOU3a on page 6 and the description of the existing settlement area along The Plain on page 4

b) The site is within easy walking distance of basic day to day services in the nearest settlement, and/or has access to sustainable methods of transport to access a range of services;

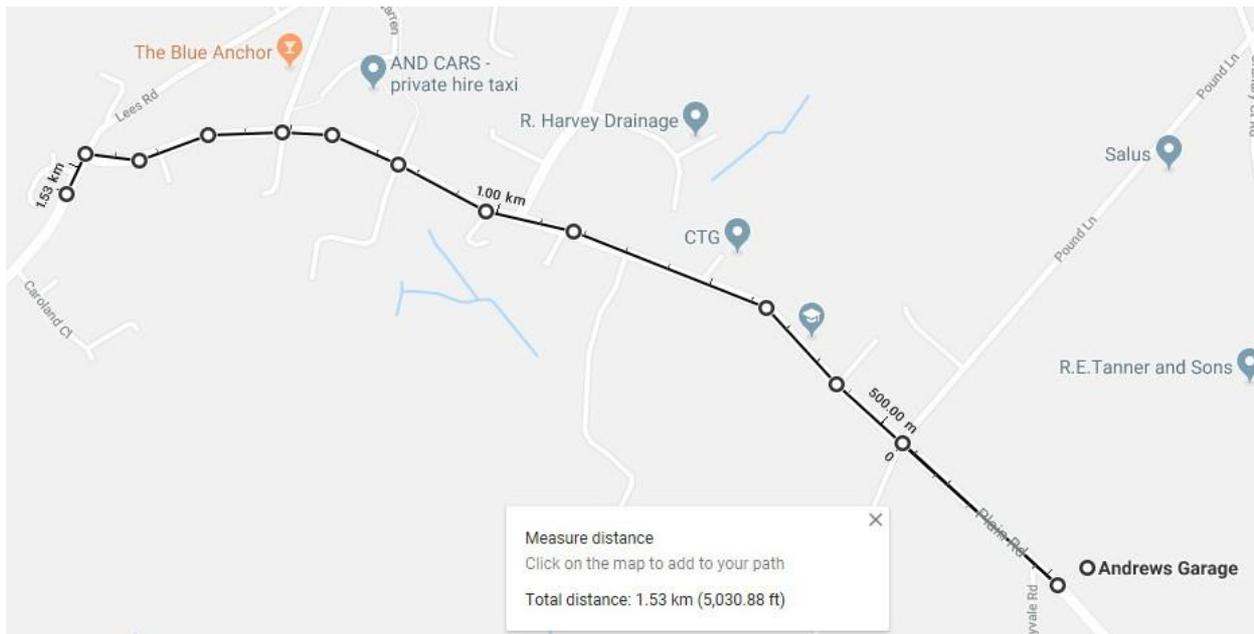
As pointed out by section 6.56 of the Ashford local plan 2030, the 3 dimensions of 'sustainable development' described in para. 7 of the NPPF must be taken in to account.

Contrary to point 10 of the report from HoP&D, a good example of an area where this fails is highlighted in 6.58 of the Ashford local plan 2030,

"a primary school should be within a generally accepted easy walking distance of 800 metres in order to be considered sustainable."

As can be seen from the google map on the following page, the distance to the primary school from the entrance to Andrews garage is 1,530 metres.

Annexe 1 – 18/0454/AS – Andrews Garage, Plain Road, Smeeth



1,530 metres is a 91.25% increase (almost double) on the distance within which the school should be located as stipulated by section 6.58. Additionally there are no good walking routes (this is also picked up in section 6.58 of the Ashford local plan 2030), in fact there are no footpaths along this road.

This issue is compounded by the fact there is no street lighting; during winter months primary school children would need to walk this distance in twilight, along a road where the local speed watch consistently catches speeding drivers.

Some of the other basic day to day services that should be within the stipulated 800 metre walking distance are a public house (the closest, The Blue Anchor, is a walk of 1,130 metres), a grocery shop (the closest, Orpins, is a walk of 1,510 metres). Again these are both considerably further away than the distance stipulated in section 6.58.

d) The development is located where it is possible to maximise the use of public transport, cycling and walking to access services;

The short fall on these requirements are a follow on from the requirements of

b) addressed previously. As well as the problems highlighted for walking to the required services, i.e. lack of foot paths and lighting, the road has no cycle lanes. The route is very narrow at many points but is still used by large vehicles such as double decker buses, large tractors and HGVs; cars need to pull over on a regular bases so that vehicles can pass each other. This location is not conducive to walking or cycling as a means of access to services.

Bus services are poor from this site. The report from HoP&D, point 10, is correct in respect to timing of buses; buses are only hourly during the week and less regular at the weekend. It is not possible to maximise the use of public transport to access services from this location.

Annexe 1 – 18/0454/AS – Andrews Garage, Plain Road, Smeeth

The planned development is not in an area where it is possible to maximise the use of public transport, cycling and walking to access services.

f) The development (and any associated infrastructure) is of a high quality design and meets the following requirements:-

ii) it preserves or enhances the setting of the nearest settlement,

Please see the response to section a) of HOU3a on page 6 and the description of the existing settlement area along The Plain on page 4.

iv) it is consistent with local character and built form, including scale, bulk and the materials used,

Again, please see the response to section a) of HOU3a on page 6 and the description of the existing settlement area along The Plain on page 4.

The Plain is characterised by individual large plot dwellings, predominately bungalows. All the front elevations are unique: single fronted, double fronted, differing door arrangements, brick finish, render finish, pebble-dash etc. etc.

v) it does not adversely impact on the neighbouring uses or a good standard of amenity for nearby residents,

The residents of adjacent neighbouring properties use their rear gardens as extensions of their living areas. This is possible because the rear gardens are not overlooked, the "ribbon" style linear development of The Plain provides a high level of privacy at the rear of the properties.

The second row and especially the third row of the planned enclave will cause a massive impact on the privacy of the neighbours when using the gardens at the rear of their properties. This will not be just the possible chance of seeing in to an interior room through the small aperture of a window, this will be unobstructed view in to the whole of the external living space.

This reduction in privacy in the rear areas of the neighbouring properties will cause an overbearing and unacceptable reduction in the amenity offered by the neighbouring properties.

The diagram on the following page shows the proposed layout plan with the lines of site added.

Annexe 1 – 18/0454/AS – Andrews Garage, Plain Road, Smeeth

This development should be looked on as an opportunity to remove the redundant Andrews garage building and replace it with dwellings that are in keeping with the existing character, scale and layout of the existing built settlement along The Plain.

Possible solutions to issues

It is the general opinion of most neighbours local to this site that it should be redeveloped; most would welcome a development that is sympathetic to the character of the existing settlement along The Plain.

Ideal solution

One or two bungalows or houses, each of individual design and finish, following the existing line of ribbon development.

The removal of the back land development would remove all the issues raised in respect to this development.

Alternative solution

If the planning committee insists that a larger number of dwellings need to be squeezed in to this plot, against the previous precedent for refusal of backland development, it should be limited to one rear row of bungalows.

Each dwelling should still be of individual design and finish. Although any rear row of dwellings would be out of character for The Plain, a single row of bungalows would reduce the issues to a great extent.

Bungalows would reduce the height of the windows so overlooking, reduction of privacy, and ultimately the overbearing and unacceptable reduction in the amenity of neighbouring properties would be removed. This would also remove the requirement for fixed obscure glazing and the future potential for involvement of planning enforcement.

The comments of the HoP&D in his point 53 are noted in respect to development being prohibited within a 3 metre zone either side of the sewer. However his statement that the layout in the application cannot be avoided is completely incorrect.

In this alternative solution, with the third row of properties removed, the rear boundary of the development can be brought in to line with the existing rear boundaries of the neighbours. With this relocated boundary, and the gate for the dirt track access of the old Piggery site, being full height this would reduce to a large extent the security issues introduced by the development.

The new section of road parallel to The Plain can then be brought forward between the front property or properties and the single rear row of bungalows; the parking barn would then be moved to the end of this repositioned road.

Annexe 1 – 18/0454/AS – Andrews Garage, Plain Road, Smeeth

properties, security risks to the neighbouring properties introduced by the development.

Annexe 2 – 17/00388/AS - Land rear of 2 to 16 Longsfield off, Quarry Wood, Aldington, Kent

Planning Application 17/0388

Firstly I accept that the site was originally part of ALD1, however figure 1 in the report to the Committee infers that the proposed entrance to the site is owned by the applicant which it is not and also figure 2 (ALD1) show the site adjacent to roadside in Quarry Wood, which again is incorrect with the same inference .

I would refer the committee to document reference A which shows the actual site with land owned by the residents of Quarry Wood in orange.

The proposed site layout in figure 3 of the report was actually amended before figure 4. This layout (document reference B) showed 4 properties with parking inside the site, not adjacent to the road as in figure 4.

The land adjacent to the site where the proposed entrance and parking is, has a number of shrubs & trees which are on the land owned the residents of Quarry Wood. The distance from the site boundary to the edge of the road where the proposed entrance is, is around 6 metres. (Documents C & D) and is also on a corner.

The site has been unoccupied for more than thirty years and whilst there is a right of way into the property from Quarry Wood, this has always been through the entrance shown in document reference E and no other point as the site was fenced with concrete posts.

Coming back to ALD1 it was agreed that the access to the whole site would be through Calleywell Lane and that the application site would be part of the whole development.

Unfortunately, due to the demands of the owner of the site Taylor Wimpey decided that it would not be viable to purchase it.

My understanding is that had Taylor Wimpey been able to purchase the site there would have been a further 3 properties in addition to the 41 that that were eventually built.

Following the construction of the Wheatfield development footpath AE449 which passes through the application site has had considerable increase in use (documents reference F & G) this being an easier access to the Village.

I had many discussions with Taylor Wimpey, KCC and the residents of Quarry Wood regarding the diversion of this path (document reference H) when it was originally proposed to pass through the land owned by the Quarry Wood residents. Because of objections It was agreed that the path would not go through their land but at the back of the Wheatfield. I also note that despite this planning application being made in 2017 there has been no application to divert or extinguish this PROW.

Annexe 2 – 17/00388/AS - Land rear of 2 to 16 Longsfield off, Quarry Wood, Aldington, Kent

There are an awful lot of on road parking issues in Aldington, mainly because many of the older properties particularly in Longsfield were built before households had two or more vehicles.

Longsfield and the entrance to Quarry Wood is always full of parked vehicles the numbers which increase in the evening. Therefore, to have access to plots 1 & 2 directly from Quarry Wood would unnecessarily reduce on road parking.

With regards to the access I do appreciate the Officer including condition 17.

In light of all of the above I would ask the Committee to consider reducing the number of properties to three, to allow for more space between them and the rear of Longsfield and that the entrance to the site is through the existing entrance that has been there for over thirty years. This of course would be subject to an agreement with the owners of the land over which the entrance would be. This would also allow parking within the development rather than on the road.

I would also ask that a condition that has been requested by the PROW officer three times that "no development should take place over any PROW until the confirmation of its diversion or extinguishment and certification of the new route has been provided by the County Council" is included if the development is permitted.

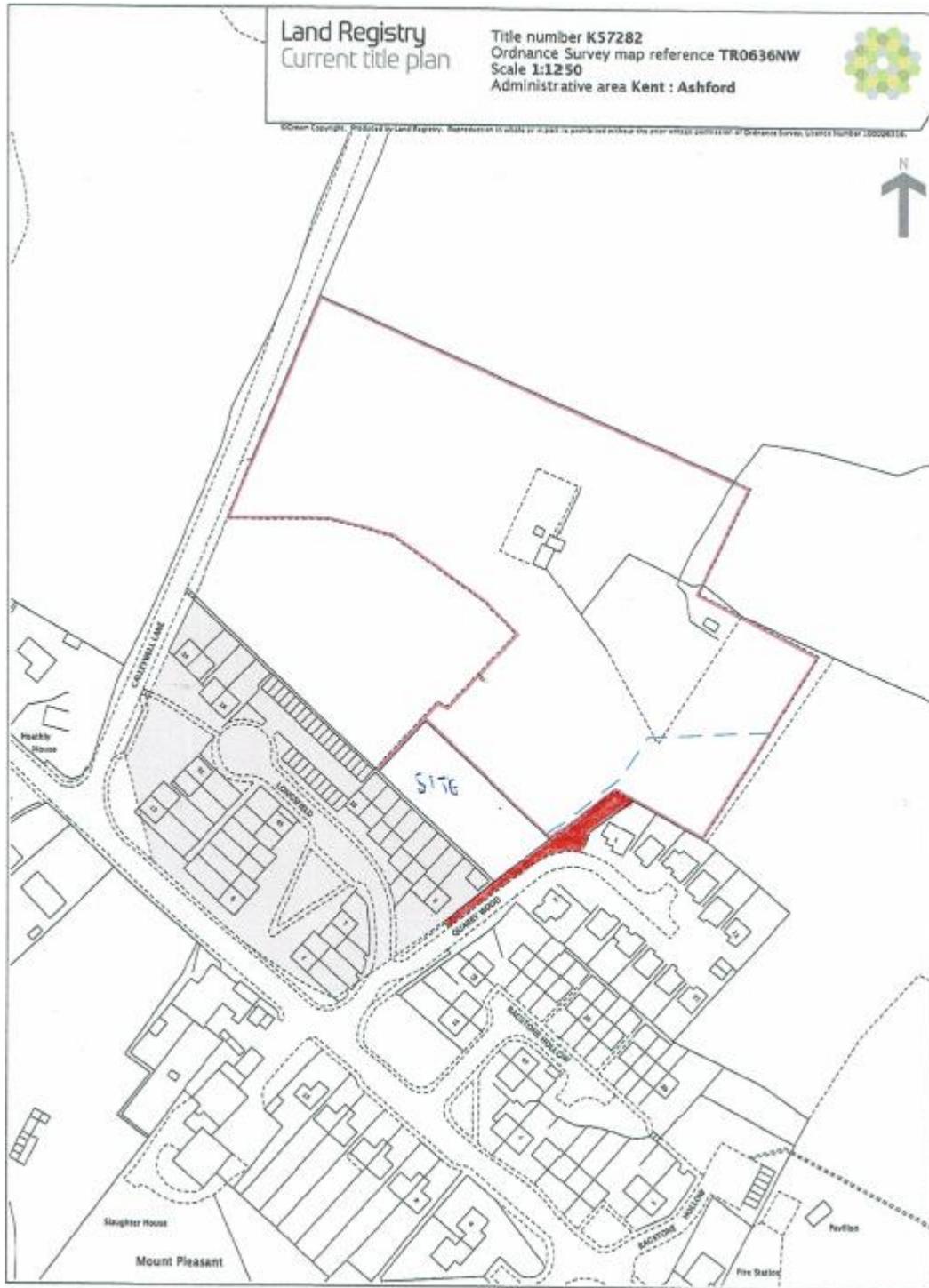
I also note that there is no proposal with regards to the disposal of sewerage and ask that a condition is included to this effect

Finally, may I respectfully suggest to the Committee that this application is deferred so that a site visit can be made by members to see for themselves the issues raised. This site would actually be suitable as an open space for the village together with some off-road parking which would alleviate some of the on-road parking issues, so perhaps a way could be found to purchase the site for the community rather than build on it.

T J Ransley

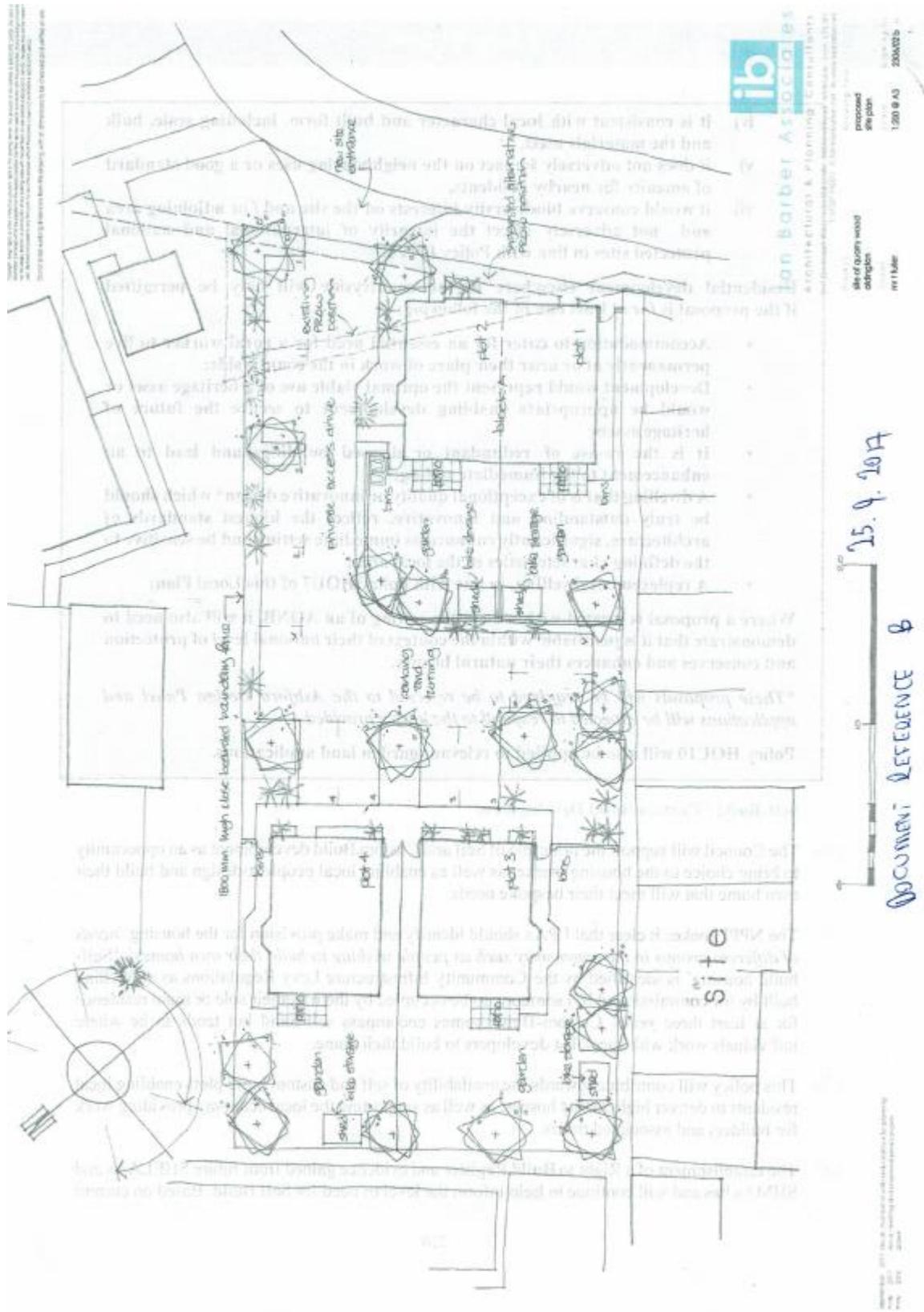
31st July 2018

Annexe 2 – 17/00388/AS - Land rear of 2 to 16 Longfield off, Quarry Wood, Aldington, Kent



DOCUMENT A

Annexe 2 – 17/00388/AS - Land rear of 2 to 16 Longsfield off, Quarry Wood, Aldington, Kent



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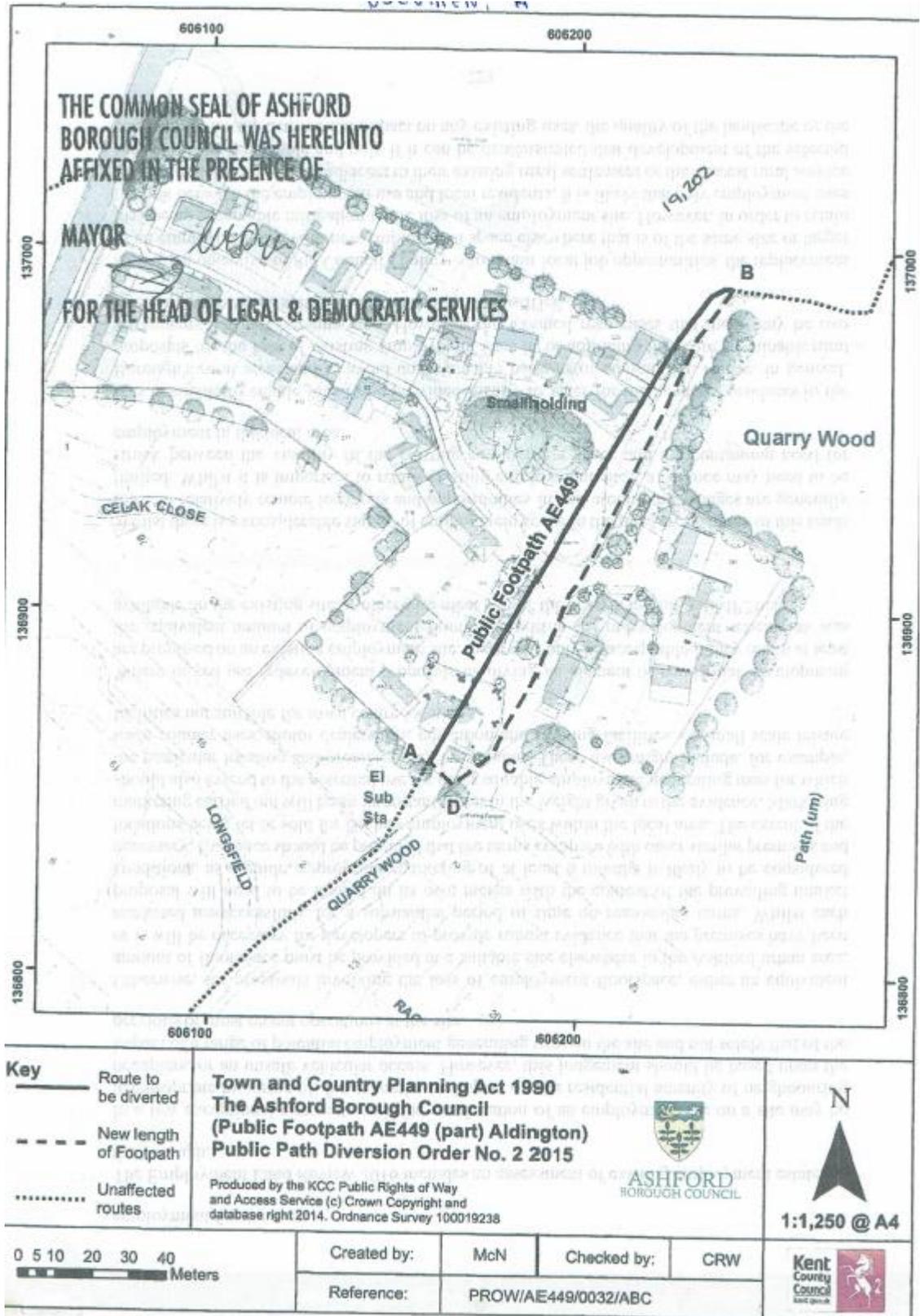


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Key	Route to be diverted
	New length of Footpath
	Unaffected routes

Town and Country Planning Act 1990
The Ashford Borough Council
(Public Footpath AE449 (part) Aldington)
Public Path Diversion Order No. 2 2015

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N

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	Reference: PROW/AE449/0032/ABC	

Created by: McN	Checked by: CRW
Reference: PROW/AE449/0032/ABC	

