

## Planning Advisory Committee

9<sup>th</sup> April 2020

No	Application No	Proposal	Location
94	20/00434/TPO	Trees: HORSE CHESTNUT (T1) - Raise lower canopy to a height of 2.5m over pavement and up to 5m over the road, trim branches encroaching T2 by 1.5m, remove any deadwood; YEW (T2) - Cut ivy at base and partly remove, light trim of 20%, maximum reduction on any given branch will be less than 50cm; HORSE CHESTNUT (T3) - Raise lower canopy by 2.5m around the tree and up to 5m over the road, remove any deadwood; YEW (T4) - Raise lower canopy to 2.5m over pavement and 5m over road; HORSE CHESTNUT (T5) - Raise lower canopy to 2.5m and where it overhangs road to 5m, cut upper branches back by approximately 2m; YEW (T6) - Raise lower canopy to 2.5m, tree cut to a height of 2.5m and roadway to 5m; YEW (T7) - Raise lower canopy to 2.5m and 2.5m over pathway and over roadway to a height of 5m; YEW (T8) - Raise lower canopy and trimming of side branches, shortening back by approximately 50cm, leaf reduction of approximately 20%	Rioja Talbot Road Hawkhurst Kent TN18 4NL
<p><b>Background:</b> <i>These trees do overhang the pavement/road and works is recommended by a tree surgeon.</i></p> <p><b>Comments and Recommendation:</b> HPC <b>supports</b> this application.</p>			
95	20/00821/FULL	Use and laying out as a car park with a new access to Limes Grove; surfacing, landscaping, security low level lighting and CCTV, and pedestrian access to the Business Park along its existing emergency/service access drive to Limes Grove.	Limes Grove Oast Limes Grove Hawkhurst Cranbrook Kent TN18 5AE
<p><b>Background:</b> Parking for 94 cars. Propose surface is a cellular confinement system with stone. At present, it appears from Google Maps that grass has reclaimed this land and it looks to all intents and purposes like a field. Will be adding lighting. The existing farm gate will be retained as a pedestrian access. New access for vehicles - no details on barrier - will it look too industrial? Staff will be required to access from Limes Grove off Cranbrook Road. New access will require removal of some of the hedge/trees - no tree survey or information on this. Propose to plant a new native hedge to northern boundary to screen as this is currently open. No ecology surveys. One objection from a resident who noted that a previous application for parking on this land was refused in 2012 (this was for far fewer cars - 25 and was only for overflow use). The appraisal in 2012 indicated that this land had</p>			

reverted to a greener, more natural appearance, and that the character and appearance of the AONB would be affected if it were used for overflow parking. Refusal was recommended due to detrimental impact on the AONB, the site being outside the LBD, a detrimental impact on the rural nature of the lane and on adjoining residential amenities. None of this has changed and the current proposal would have considerably more impact. March's Field is allocated within the draft local plan as a site to be safeguarded for employment use, meaning it could be released at the five-year review if it proved necessary. Given that the land to the south of Hawkhurst business park is allocated in the draft local plan and could therefore be used to accommodate parking as part of the expansion of the business park, it seems unnecessary to develop March's Field at this time.

**Comments and Recommendation:**

HPC recognises the importance of supporting local business and this is in line with CM4 of the NDP, which supports the development of an employment hub at Gills Green. However, this proposal will result in what is effectively a field being turned into a car park, which risks having a significant impact on the AONB. Indeed, this was the conclusion of TWBC planning officers in 2012 when a previous application for overflow parking was refused. The 2012 application was for fewer spaces and did not require a new entrance.

HPC welcomes the proposal to plant native hedgerow to screen the field to the north. However, we have concerns over the addition of lighting and the impact it will have on wildlife. In particular, we note that the current lighting proposals exceed TWBC recommendations.

In the absence of tree and ecological surveys, and a more considered assessment of the impact on the AONB, HPC **objects** to this application.

96	20/00929/ENVSCR	EIA Screening Opinion - Use and laying out as a car park with a new access to Limes Grove; surfacing, landscaping, security low level lighting and CCTV, and pedestrian access to the Business Park along its existing emergency/service access drive to Limes Grove	Limes Grove Oast Limes Grove Hawkhurst, Kent TN18 5AE
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As above.

97	20/00909/FULL	Redevelopment of existing stable block to create annexe accommodation	Skelcrosse Horns Hill Hawkhurst Kent TN18 4XD
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**Background:**

*We looked at an application for this back in October and objected because we felt that it was too big to be a modest addition to the host house. It was withdrawn by the applicant. This application fits within the existing footprint of the stable block and includes a garden store rather than just an annexe. This is one bedroom, with a kitchen/dining/living area.*

**Comments and Recommendation:**

This revised application is a more modest addition to the host house. HPC **supports** this application.

98	20/00856/ENVSCR	EIA Screening Opinion - Development of approximately 73 dwellings, including car and cycle parking, sustainable drainage, internal road network and a new access	OS Plot 3100 Fieldways Hawkhurst Kent
Decision made that EIA screening not required.			
99	20/00811/SUB	Submission of Details in Relation to Conditions 4 (Manufacturers Details for Glazed Screens and Doors) of 19/03394/LBC	Beals Green Farm Heartenoak Road Hawkhurst Kent TN18 5EU
Supported by conservation officer.			
100	20/00784/SUB	Submission of Details in Relation to Condition 25 (Footpath Details) of 18/02165/FULL	Land To The East Of Heartenoak Road Hawkhurst Kent
No objections.			
101	20/00623/PNPA	Prior Notification for a proposed change of use from light industrial (Class B1©) to eight dwelling houses (Class C). For its prior approval to: Transport and highways impacts The sustainability of storage, distribution or industrial services in the area. Contamination risk Flooding risks	Delmonden Farm, Horns Hill, Hawkhurst TN18 4XD
<p><b>Background:</b>  <i>This is a Notification for Prior Approval, not a planning application and there is no statutory requirement to consult HPC. Any development would still require planning permission. However, it has been brought to our attention by local residents. Development is not permitted by Class PA if the building is a listed building or is within the curtilage of a listed building Delmonden Farm House is a listed building. The heritage statement argues that the farm buildings aren't within the curtilage of the Delmonden Farm House. This argument is questionable. The only relevant factors in this case are the four points outlined above. There are 10 objections from residents mainly raising concerns about highway safety, but also AONB etc. There is also one comment neither objecting or supporting, but requesting that Highways considers this application. At present the Highways response is that this application does not warrant Highways involvement.</i></p> <p><b>Comments and Recommendation:</b>  Transport &amp; Highways - we disagree with the argument that the proposed residential use would be likely to result in a reduction in vehicle movements at the site. It is evident from the statements that these units are used a few days a week at best. Therefore an additional eight houses</p>			

in a location where it is essential to drive to reach any facilities will result in increased traffic movements at this junction. It is also misleading to suggest that the current use of the site results in regular trips by HGVs. The exit from Horns Hill onto Delmonden Lane is right beside the busy junction of Delmonden Lane and the A229. This is a blind corner. The absence of pavements on the north of Horns Road means that this corner is the only place pedestrians can cross to get to the post box and also to access the PROW which runs along Horns Hill and through the application site. It is impossible for pedestrians to cross at a point with good visibility, when crossing from Horns Road to Delmonden Lane/Horns Hill. This must be considered when making any decision relating to highways safety. This is not a sustainable location - any future residents will have no choice but to drive to access facilities (as noted by the Inspector who determined the Sherards appeal, which is significantly closer to the village centre than this site). There is no consideration of the cumulative impact on the Hawkhurst crossroads. The view of HPC is that prior approval should be required on Transport and Highways grounds. At the very least, KCC Highways should be asked to consider this application.
