



PLANNING STATEMENT

REFERENCE

SEV/22/07

CLIENT

BOUGH BEECH SAILING CLUB

SITE

**BOUGH BEECH SAILING CLUB WINKHURST GREEN ROAD,
BOUGH BEECH, EDENBRIDGE TN8 7AN**

APRIL 2022

PROPOSAL

**ERECTION OF TRAINING CABIN (FOR FIVE YEAR TEMPORARY
PERIOD) AND SITING OF STEEL STORAGE CONTAINERS.**



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1.0 SUMMARY

- 1.1 This Statement has been prepared to support the proposal for the erection of training cabin for a five year temporary period and the siting of steel storage containers on land used by Bough Beech Sailing Club on the shores of Bough Beech reservoir.
- 1.2 This Statement will show that the proposal will not result in harm to the character of the area, or the amenities of adjoining properties and will not be inappropriate development in the Green Belt. As the proposal will not result in conflict with the policies of the development plan, it will be shown that it will fall within the definition of sustainable development and should be granted permission without delay, in accordance with the NPPF.



2.0 SITE AND CHARACTER APPRAISAL

- 2.1 Bough Beech Sailing club is located on the eastern shore of Bough Beech reservoir, which is to the east of Edenbridge. The site consists of a clubhouse, with areas for the storage of boats and other sailing equipment, and areas for the parking of cars. The site is accessed from the main highway via an access track that runs to the lake shore.
- 2.2 The site is relatively flat but has a gentle slope down to the waters edge. The site is surrounded by robust landscaping which limits views into the site from the north, south and east, and there are long distance views of the site from across the water to the west from a limited number of residential dwellings.
- 2.3 There is landscaping within the site that breaks up the various car parking and boat storage areas. The clubhouse is two storeys in height, with a single storey workshop to the rear. There are a number of storage containers across the site to provide for secure storage of sailing equipment.

3.0 PLANNING HISTORY

3.1 The following planning history is recorded for the site on the Council's website;

- 77/00208- Construction of additional car and boat parking areas. Granted
- 00/02319/FUL- Replacement of storage shed. Granted
- 91/01229- Erection of two portacabins to provide temporary clubhouse facilities. Granted
- 92/01696- Single storey extension to clubhouse and erection of a cabin. Granted
- 08/01472- Erection of two timber storage sheds for club storage purposes and the stationing of two pairs of containers for club storage. Granted
- 09/00509/DETAIL- Details pursuant to condition 3 (colour details of storage container) of SE/08/01472. Granted
- 16/03059- The erection of two storage containers. Granted
- 17/01878/DETAIL- Details pursuant to condition 2 (colour of external surfaces of the containers) of 16/03059. Granted
- 17/01924/DETAIL- Details pursuant to condition 4 (soft landscaping) of SE/16/03059/FUL. Granted



- 3.2 As the planning history above shows, there have been previous applications in the past for the siting of storage containers at the site.



4.0 PROPOSAL

- 4.1 There are two elements to the application. The first is for the siting of a building for the use as a training room. It is proposed to site the structure immediately adjacent to the existing clubhouse. The structure will be a temporary facility for a five year period. The structure will be a “portacabin” style prefabricated building but finished with vertical cedar timber cladding.
- 4.2 The proposed building is single storey and 21 sqm in floor area. It is proposed to utilise the building as a training facility for the use of the Club, schools and other affiliated sailing organisations that use the services and facilities that the Sailing Club has to offer. A supporting statement is appended to this Statement which sets out the background and context to the use of the proposed building. In summary, the Club currently only have a single meeting room, which is upstairs in the existing clubhouse. In the event that a local school is using the site, it is necessary to be able to carry out briefing and training sessions out of the water in a separate space to the existing function room. This will allow for the separation of school and youth/children’s clubs (for appropriate safeguarding reasons) and will also allow the members of the club to continue to use the main function room and its facilities at the same time.



- 4.3 The second element to the proposal is the siting of two further storage containers on the site in order to store essential sailing and training equipment. As the club continues to grow and expand, there is a continuing need for such facilities. It is proposed to site the storage containers to the eastern side of the existing car park.

5.0 POLICY CONTEXT

Development plan

- 5.1 Planning decisions should be made in accordance with the provisions of the development plan, unless other considerations indicate otherwise. The development plan for Sevenoaks District Council consists of the Core Strategy and the Allocations and Development Management Plan. The relevant policies are set out below.

Core Strategy

- 5.2 The Core Strategy was adopted in 2011, and the following policies are relevant;
- LO8- The Countryside and the Rural Economy
 - SP1- Design of New Development and Conservation

Allocations and Development Management Plan



5.3 The Allocations and Development Management Plan was adopted in 2015 and contains detailed policies to manage development. The following policies are relevant;

- EN1- Design Principles
- EN2- Amenity Protection
- EN5- Landscape
- T2- Vehicle Parking

5.4 Having regard to the Proposals Map, the site is within the Green Belt.

Other material considerations

5.5 National Planning Policy Framework (NPPF) – a revised version of the NPPF was published in July 2021, which supersedes the earlier publications. This newly published document carries significant weight as a material consideration. Paragraphs 137- 151 set out the Government’s approach to development within the Green Belt, and paragraph 149 identifies the approach for Council’s to take in relation to new buildings in the Green Belt.

5.6 The Council have adopted a Supplementary Planning Document (SPD) entitled Development in the Green Belt. The document was adopted in 2015.

6.0 MAIN ISSUES

6.1 Having regard to the proposed development and the policy context, the proposed development raises the following main issues;

- Impact on the Green Belt
- Impact on the character and appearance of the area;
- Highways and parking.

6.2 Given the isolated nature of the site, and the absence of any residential properties in close proximity to the site, there are no issues that arise in terms of noise and disturbance, or other adverse impact, on the amenities of the occupiers of residential properties.

Impact on the Green Belt

6.3 Policy LO8 of the Core Strategy sets out that the extent of the Green Belt will be maintained and the countryside will be conserved and the distinctive features that contribute to the special character of its landscape and its biodiversity will be protected and enhanced where possible. The policy also sets out that development that supports the maintenance and diversification of the rural economy, including



development for agriculture, forestry, small scale business development and rural tourism projects, and the vitality of local communities will be supported provided it is compatible with policies for protecting the Green Belt.

- 6.4 The Council have no other policies relating to the Green Belt that are directly applicable to this proposal. However, the Green Belt SPD, whilst not part of the development plan, provides guidance. In section 9, it sets out that;

“The erection of new buildings for the purpose of leisure or tourism would be considered to be inappropriate development in the Green Belt unless it would provide essential facilities for outdoor sport and recreation that preserve the openness of the Green Belt and do not conflict with its overall purpose.”

- 6.5 The above guidance reflects the advice in the NPPF. The use of the site as a whole is for the activities of sailing, which is clearly an outdoor sport and recreational activity. Paragraph 149 of the NPPF and bullet point (b) sets out that the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport and outdoor recreation is not inappropriate development as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
- 6.6 In relation to the assessment of the impact of the development on openness, the National Planning Practice Guidance document provides further advice. It sets out that the assessments to be carried out in order to consider the impact on openness include;



- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- the degree of activity likely to be generated, such as traffic generation.

6.7 In relation to the spatial and visual aspects of the development, the proposed structures are relatively small scale in the context of the development across the wider site. the proposed training room amounts to 21 sqm in footprint, and is single storey, and the storage containers 30 sqm in total footprint. in visual terms, the proposed training room will be located close to the main clubhouse, and as a result, the structure will not be highly visible and will result in a “grouping” of buildings. The previously granted permission for the siting of four containers on the site (reference 08/01472) identified that there was a need for security in the site, and that also the containers were sited in such a way that their visual impact was reduced. In this case, there remains a need for security, and the proposed containers will be located within the car park area but close to existing landscaping, which will mitigate any visual impact.

6.8 The second aspect related to the “remediability” of the proposed development. In this regard, it is of note that the training room is proposed to be for a temporary period of five years. In addition, the storage containers can be moved and lifted off site relatively easily and they are not directly affixed to the ground. As a result, there is every possibility, subject to suitably worded planning conditions, that the land can be returned to its existing state once the need for the structures has fallen away.



- 6.9 In relation to the degree of activity likely to be generated, the proposed structures are intended to be used for the existing members and patrons at the site. It is not anticipated that the proposed development will generate any significantly greater activity to and from the site than that which currently exists.
- 6.10 Given the above assessment, that as the proposed structures are small scale, are able to be “remediated” relatively easily, and will not result in any change in the activity generated at the site, it is submitted that the proposed development will not have an adverse impact on the openness of the Green Belt, and should be considered to be not inappropriate development.

In addition, the provision of the facility is in accordance with the requirements of paragraph 92 of the NPPF, which sets out that;

“Planning policies and decisions should aim to achieve healthy, inclusive and safe places which.....

.....enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities.....”

- 6.11 It is therefore submitted that there will be no harm to the Green Belt, and that there is no conflict with the policies of the development plan, NPPF or SPD.

Impact on the character of the area

- 6.12 Policy SP1 of the development plan sets out that all new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated. Policy EN1 sets out a number of design principles which should be followed for all new development. These include that;
- the form of the proposed development would respond to the scale, height, materials and site coverage of the area;
 - the layout of the proposed development would respect the topography and character of the site and the surrounding area and sensitively incorporate natural features such as trees, hedges and ponds within the site;
 - new development would be inclusive and where appropriate make satisfactory provision for the safe and easy access of those with disabilities;
- 6.13 Policy EN5 sets out that proposals that affect the landscape throughout the District will be permitted where they would conserve the character of the landscape, including areas of tranquillity and where feasible help secure enhancements in accordance with landscape actions in accordance with the Sevenoaks Countryside Assessment SPD.
- 6.14 In relation to the scale, form, height and materials proposed, these all reflect and respect the rural character of the area. The scale of the proposed structures is single storey and by design, with flat roofs, will be of limited scale and will not dominate their setting. The materials to be used on the training cabin will be cedar



cladding, which will reflect the rural character of the area. The upper floor of the existing clubhouse is timber clad, and the external materials proposed will reflect this. The storage containers will be painted a suitable colour- either blue or green- to reflect the other storage containers on the site.

- 6.15 The layout of the development will reflect the topography of the site and the existing landscaping. The training cabin will be located in an unobtrusive location immediately adjacent to the existing clubhouse, and the proposed storage containers will be located adjacent to an existing landscaped area within the car park.
- 6.16 Part of the reason for the training cabin is to allow for proper access to facilities for those who are unable to access the upper floor of the existing clubhouse. The cabin will be accessed via a ramp, which will remove the need to access the main function room of the clubhouse via the stairs.
- 6.17 In relation to the wider landscape, the site is extremely well enclosed by the surrounding woodland on three sides and there are only distant views from across the reservoir from the west. As a result of the strong sense of enclosure surrounding the site, the small scale nature of the proposed development, and the materials proposed to be used for the external elevations of the training cabin in particular, it is submitted that the impact on the wider landscape, and the character of the area, will be limited. In addition, the temporary nature of the proposed development will mean that the limited impact on the landscape character of the area will not be permanent or long term.
- 6.18 It is submitted that the proposed development constitutes high quality design that responds to the distinctive local character of the area in which it is situated. The form, scale, height and materials proposed



are reflective of the rural character of the site, and the other buildings and structures on the site, and the siting of the proposed structures respects the topography and other features on the site. the proposed development will also improve accessibility to the activities at the site. As a result, there is no conflict with policies SP1, EN1 or EN5 of the development plan, and no harm to the character of the area.

Highways and parking

- 6.19 Policy EN1 requires proposals to ensure satisfactory means of access for vehicles and pedestrians and provide adequate parking. Policy T2 requires parking provision to be made in accordance with the interim parking standards published by the Highway Authority.
- 6.20 In regard to parking and access, the site currently has a suitable access onto the highway via the drive from Winkhurst Green Road. In relation to parking, it is important to note that the proposed development does not result in an increase in the number of vehicles accessing the site, but rather allows for the existing operation to be carried out in a different way, with training and briefing sessions, that already occur, taking place in the proposed training cabin, rather than in the first floor function room. As a result, there is no requirement for increasing or altering the parking and access arrangements for the site.
- 6.21 Given the above, it is submitted that there is no conflict with policies EN1 and T2, and no adverse impact on the local highway network.



7.0 CONCLUSIONS

- 7.1 The proposed development is for the provision of an accessible training cabin and two storage containers. Both parts of the proposal are required to ensure the proper and efficient operation of the site and the activities that are carried out by the Sailing Club, and to ensure suitable safe and secure storage.
- 7.2 The proposed development meets the requirements of the Green Belt policies of the development plan, and the relevant paragraphs of the NPPF, and therefore the proposed development is not inappropriate development in Green Belt terms.
- 7.3 The size, scale, form and siting of the structures and the use of good quality appropriate materials will reflect the rural setting of the site. The high degree of enclosure by surrounding woodlands means that the proposal will have no harmful impact on the wider character of the area. In addition, due to the distances and isolated location of the site, there will be no harm to the amenity of the occupiers of residential properties.
- 7.4 The proposed development does not result in any additional activity to the site, but rather enables the existing activity to be managed in a different way and allows for increased security



and safe storage of sailing equipment. There is therefore no additional parking requirement and no impact on the local highway network.

- 7.5 In conclusion, the development will not result in conflict with policies of the development plan. The proposal therefore falls within the definition of sustainable development set out in paragraph 11 of the NPPF. As such there is a presumption in favour of the development, which is also supported by other policy guidance in the NPPF, which carries significant weight. As a result, planning permission for the proposal should be granted without delay.



APPENDIX A- Statement in support of the development

Colin Smith BA (Hons) MRTPI | M: 07879 472627 | colin@colinsmithplanning.co.uk | The Logans | 146 Brambletye Park Road | Redhill | Surrey | RH1 6ED



SUPPORTING STATEMENT FROM BOUGH BEECH SAILING CLUB

The Sailing Club

Bough Beech Sailing Club has been established 52 years, sailing on the reservoir owned by SES Water, and currently has 475 Members. The Club is entirely volunteer run and is not a commercial organisation. It is also an RYA* Recognised Training Centre. Sailing and racing is encouraged with regular events organised for Members and occasional Open Events to include visiting competitors from other RYA* sailing clubs. Club members sail all year round. The premises are also shared with a fishing club.

Affiliated youth organisations and Club sailing instruction

In addition, 5 local schools and youth organisations are affiliated to the Club. These are;

- Sevenoaks School
- Tonbridge School (now incorporating New Beacon School)
- 14th Tonbridge Sea Scouts
- Reigate Grammar School
- Reigate Sea Cadets

Collectively the Club and its affiliated youth organisations provide sailing instruction and coaching on the reservoir with over 350 children having access to the water on average every week. Adult training is also provided throughout the year, including powerboat and safety boat courses.

The remote location of the Club provides a good degree of security and privacy and the public is not admitted to SES Water's premises, nor to the Club due to the number of school age children present.

Safety and security

The Club has an impeccable safety record both on and off the water but requires appropriate essential up to date equipment including powered craft for safety, coaching and instructing. In order to store this equipment on site rather than transport it back and forth to Affiliates' premises, the Club aims to provide secure storage on site and sea containers have a proven track record on the premises.

Sea containers

The Club currently has 6 sea containers and wishes to install a further 2 to store essential training equipment for use by the Club and affiliated organisations for youth training at the Club. Each sea container is 6.06m long x 2.59m high x 2.43m wide. Each container follows an established colour scheme, either dark green or mid blue, to reduce its visual impact.

The proposed Training Cabin

In addition to the sea containers the Club wishes to install a separate Training Cabin to allow some aspects of sailing instruction i.e. shore based theory and briefings, to take place in a dedicated space. This will also be a ground floor accessible space for those with limited mobility. Whilst sailing instruction traditionally takes place in all weathers, a dry space for shore-based instruction is a bonus and allows Instructors to use whiteboards, flipcharts and other visual aids which are currently not always feasible due to the weather outside. The proposed Training Cabin is 7.32m long x 3.1m wide x 3.1m high and will have power and lighting.

The separate training space will give scope to the Club's younger Instructors and Senior Instructors to manage the training facilities with a degree of independence from the main Club activities and allow them to develop their skills in an accessible space without impinging on the main first floor Club Room.

Temporary planning permission of 5 years is being sought for the Training Cabin as the Club considers this will give sufficient time to consider whether it is the correct size and location. After 5 years the Club has the option to return the cabin to the manufacturer or to retain it, subject to further planning permission.

Environment and visual impact

Storing essential equipment safely and securely at the Club's premises is considered advantageous because it avoids numerous journeys back and forth with heavy trailers, with its attendant fuel costs and emissions.

Due to the remote location of the Club's premises, surrounded on 3 sides by established tree belts, the site is screened from the public highway from the north, south and east. The views from the west are across the reservoir, a distance of approximately 1km, from a small number of houses. Given the proposed location of the 2 new sea containers they will not be seen except from within the Club's premises.

The proposed wood clad Training Cabin will be seen from the west, but at a distance, and will be seen against the backdrop of the wood cladding of the existing two storey Clubhouse.

The existing sea containers are screened by trees from all directions and can only be seen from within the Club's premises and limited views from the public footpath to the east.

Subject to planning permission, the Training Cabin and 2 sea containers could be installed and in use by Autumn 2022.

Philip Moppett

Vice Commodore, Bough Beech Sailing Club

[*RYA = Royal Yachting Association]